

**TRI-CITIES AREA
METROPOLITAN PLANNING ORGANIZATION
UNIFIED TRANSPORTATION PLANNING WORK PROGRAM**

FY 2016

The contents of this document reflect the views of the Tri-Cities Area Metropolitan Planning Organization. The staff of the Crater Planning District Commission is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Commonwealth Transportation Board. This report does not constitute a standard, specification, or regulation. Acceptance of this document by the Federal Highway Administration and the Federal Transit Administration, as evidence of fulfillment of the objectives of this planning document, does not constitute their approval for the location and design or commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

April 2015

Map 1: Transportation Study Area Boundary

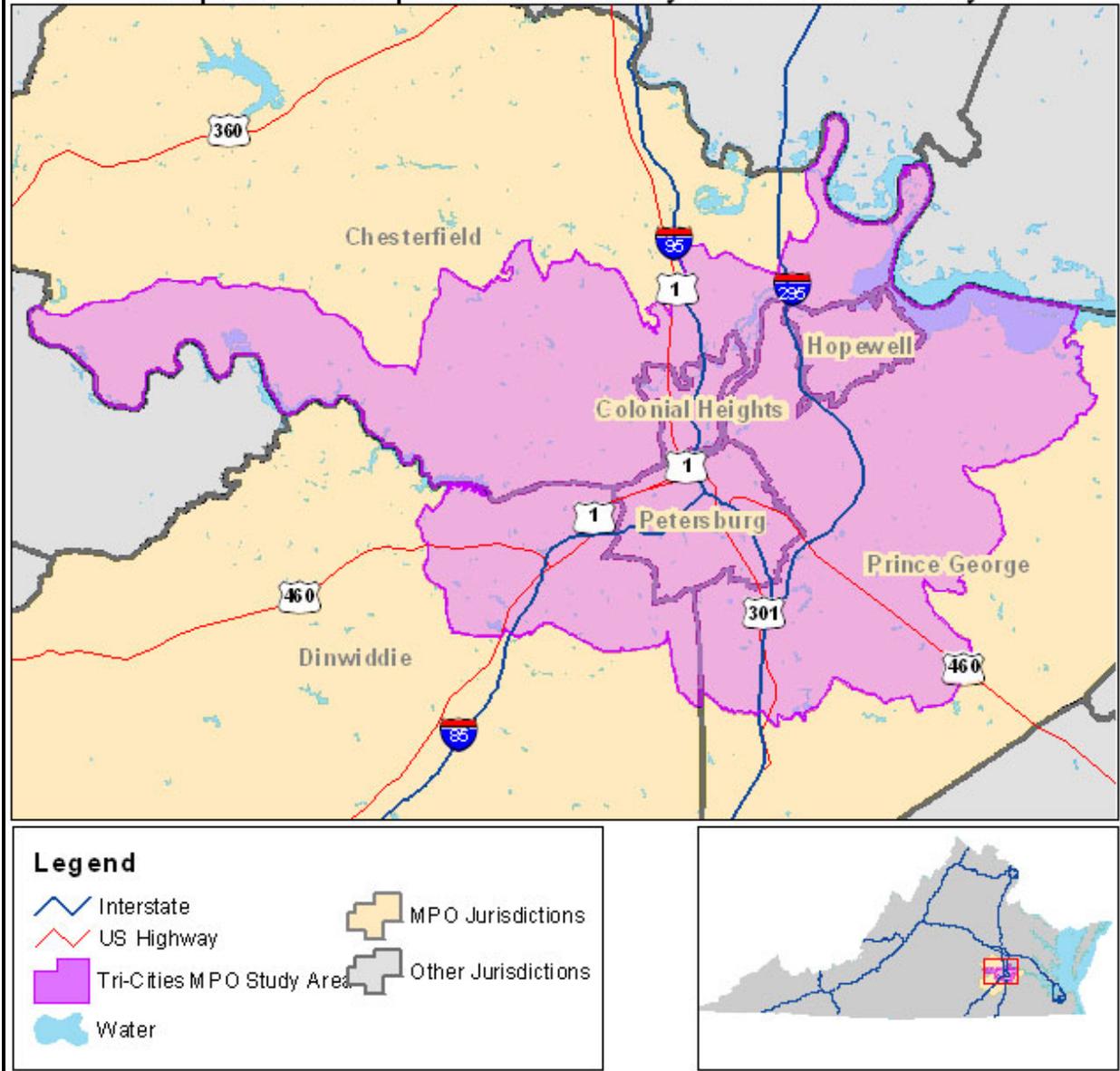


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INTRODUCTION

The Tri-Cities Area Unified Transportation Planning Work Program (UTPWP) is a cooperative planning effort by Federal, State and Local transportation agencies serving the Tri-Cities portion of the Richmond urbanized area. Page i contains a map of the Tri-Cities Transportation Study Area. The purpose of the transportation work program is to describe and coordinate all transportation planning activities to be completed with federal financing during the next fiscal year. The guidance for the preparation of the UTPWP is provided by the metropolitan transportation planning requirements of 23 CFR Part 450. The responsibility for accomplishing specific tasks is identified for each agency participating in the Tri-Cities Area Transportation Study. As the designated Metropolitan Planning Organization (MPO) for the Tri-Cities, the Transportation Policy Committee is responsible for developing a transportation work program in cooperation with the State, the transit operator and the Richmond MPO. The Virginia Department of Transportation and the Crater Planning District Commission provide the staff support for the Tri-Cities Metropolitan Planning Organization.

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

The Tri-Cities Area Unified Transportation Planning Work Program is organized into a management section and a technical work program section. The management section describes the metropolitan transportation planning process. The technical work program section describes each work element, estimated cost, funding sources, and identifies the responsible agency or agencies.

The principal organizational abbreviations used in this document are listed below:

MPO-----	Metropolitan Planning Organization
VDOT-----	Virginia Department of Transportation
VDRPT-----	Virginia Department of Rail & Public Transportation
CPDC-----	Crater Planning District Commission
PAT -----	Petersburg Area Transit
FHWA-----	Federal Highway Administration
FTA-----	Federal Transit Administration
VDEQ-----	Virginia Department of Environmental Quality
EPA-----	Environmental Protection Agency
LPO-----	Lead Planning Organization
MRAQC-----	Metropolitan Richmond Air Quality Committee
ICG-----	Interagency Consultation Group

ORGANIZATION AND MANAGEMENT

The Tri-Cities Area Transportation Study was initiated in 1972 by a cooperative agreement between the local governments comprising the Tri-Cities Area, the Virginia Department of Transportation, and the Crater Planning District Commission. The transportation study area includes the cities of Petersburg, Colonial Heights and Hopewell and portions of Prince George, Dinwiddie and southern Chesterfield counties. A portion of Chesterfield County is included in the Richmond Area Transportation Study. Chesterfield County is a participant in two regional transportation studies. The U.S. Environmental Protection Agency has classified Chesterfield, Colonial Heights and Hopewell as part of the Richmond ozone maintenance area. A Lead Planning Organization was established in March of 1994 by the Commonwealth of Virginia for the Richmond Ozone Maintenance Area pursuant to Section 174 of the Clean Air Act Amendments of 1990. A map of the Tri-Cities Transportation Study Area is found on page i.

Agreements for the continuing, comprehensive and cooperative transportation planning process in the Tri-Cities Area have been executed between regional and State transportation and air quality planning agencies pursuant to 23 CFR Part 450.310 (a), (b), (c), and (g). These agreements define the roles and responsibilities of each participating agency. The agreements and consultation procedures for transportation and air quality planning have been developed in order to comply with metropolitan transportation and air quality planning requirements. An update of the planning agreements was made to reflect the merger of the Richmond and Petersburg urbanized areas by the U.S. Census Bureau following the 2000 decennial census.

The Secretary of Transportation for the Commonwealth of Virginia has designated the Tri-Cities Area Transportation Policy Committee as the Metropolitan Planning Organization for the Tri-Cities Area. The MPO is a forum for cooperative decision-making by elected officials of general-purpose local governments comprising the transportation study area. The Policy Committee includes one voting member designated by and representing each the 6 local governments within the transportation study area who is vested with authority to speak for and act on behalf of the appointing local government. The Virginia Secretary of Transportation, Petersburg Area Transit and the Crater Planning District Commission each have a designated voting member on the Policy Committee. In addition, four non-voting members serve on the Policy Committee from the following agencies: Federal Transit Administration, Federal Highway Administration, Virginia Department of Environmental Quality and the Virginia Department of Rail and Public Transportation.

In its deliberations on transportation policy issues, a Technical Advisory Committee assists the Policy Committee. The Technical Advisory Committee is comprised of one appointed official from each local government in the study area along with a staff member from the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, Petersburg Area Transit and the Crater Planning District Commission. A complete list of committee members is located on the MPO webpage <http://www.craterpdc.org/transportation/mpo.htm>

The major functions of the Metropolitan Planning Organization include the following:

- (1) establish policy for the continuing, cooperative, and comprehensive transportation planning process;
- (2) determine when a re-evaluation of metropolitan plans and programs are necessary;
- (3) review the results of the re-evaluation;
- (4) determine the influence of current data upon the metropolitan plans and programs in relation to previous data and projected trends;
- (5) cooperate in the re-assignment of traffic;
- (6) cooperate in the analysis of alternate transportation facilities, and other work on the metropolitan transportation study, and review the design and location of projects and programs;
- (7) monitor the development of the State Implementation Plan, including the mobile source emission budget for the metropolitan area;
- (8) monitor development of any Transportation Control Measures that may be required for the metropolitan area;
- (9) approve conformity findings required for the long range plan and the transportation improvement program for the metropolitan area;
- (10) approve those transportation plans and programs required by the U.S. Department of Transportation.

DISCUSSION OF SELECTED MPO TRANSPORTATION AND TRANSPORTATION-

RELATED AIR QUALITY PLANNING ACTIVITIES

2035 Transportation Plan

The Tri-Cities Area Year 2035 Transportation Plan was adopted in June of 2012. The long-range plan is financially constrained and reflects the transportation improvement priorities of local governments in the Tri-Cities Area. On September 10, 2012, the Federal Highway Administration and the Federal Transit Administration found the regional *2035 Transportation Plan* and the *FY12 – FY15 Transportation Improvement Program* consistent with the air quality conformity analysis conducted by VDOT under applicable federal air quality conformity rules for the Richmond, Virginia maintenance area. Reasonable opportunities for public involvement were provided prior to MPO action on the air quality conformity analysis of the *2035 Transportation Plan* and the *FY 12-15 Transportation Improvement Program*. In addition, the Tri-Cities Area *FY15 – FY18 Transportation Improvement Program* was reviewed by the Federal Highway Administration in December 2014 and found to be satisfactory.

The update of the *2035 Transportation Plan* is currently underway. Socio-economic estimates, including housing units, population and employment information, for calendar years 2009, 2010, 2011 and 2012 have been endorsed by the MPO Technical Committee. Prior to the preparation of these estimates, traffic analysis zones (TAZ) boundaries in the Tri-Cities were modified to agree with 2010 U.S. Census block boundaries and revised TAZ numbering developed by the two MPOs located in the Richmond, VA urbanized area for the Richmond/Tri-Cities travel model. TAZ level socio-economic estimates and forecasts are used to support the Richmond traffic model, air quality conformity analysis and other transportation planning applications. Street addresses for residential building and demolition permits issued by area local governments, along with employment data by place of work purchased from the Virginia Employment Commission, are geocoded to specific traffic analysis zones in order to calculate changes. Vacancy and occupancy rates from the latest available decennial census are used to estimate annual change in housing units and population at the traffic analysis zone level. At this time, 2040 TAZ level socio-economic forecast are under development.

The *2035 Transportation Plan* used the latest available socio-economic and financial planning assumptions. Projects shown in bold print found in Section 7 of the *2035 Transportation Plan* are considered financially constrained by the Tri-Cities MPO www.craterpdc.org/transportation/mpo.htm Projects shown in italic print are considered to be vision projects. Vision projects are considered of lesser priority than constrained projects. Vision projects are also considered needs but do not have identifiable funding sources at the present time. The revenue forecasts used for the *2035 Transportation Plan* were provided by VDOT. Candidate projects identified by the MPO membership have been rated and prioritized on a regional basis. Constrained projects are higher priority and are shown in the *2035 Transportation Plan* with identifiable program funding by year of expenditure.

Compliance with the Clean Air Act of 1990 and the 8-Hour Ozone Standard

The Tri-Cities Area local governments of Chesterfield, Colonial Heights, Hopewell, Prince George and Petersburg are presently designated as part of the Richmond Ozone Maintenance Area under the 8-hour standard. The MPO is represented on the Metropolitan Richmond Air Quality Committee (MRAQC) and obtained requisite planning agreements between regional and State air quality and transportation planning agencies in the Richmond Ozone Maintenance Area prior to the 2000 Census. An Interagency Consultation Group of air quality and transportation planning agencies in the Richmond Ozone Maintenance Area has been formed to monitor the process for assuring consistency between air quality and transportation plans. At this time, the federal requirement for transportation conformity analysis of the long range transportation plan and transportation improvement program do not apply to the Richmond, Virginia urbanized area.

Congestion Mitigation and Air Quality (CMAQ) Program

As established under federal metropolitan planning legislation during the 1990's, the purpose of the CMAQ Program is to fund transportation projects that reduce traffic congestion and mobile air emissions and help with the attainment/maintenance of National Ambient Air Quality Standards (NAAQS). Colonial Heights, Hopewell, Petersburg, Chesterfield and Prince George are among the local governments and transportation agencies in the Richmond Ozone Maintenance Area currently eligible to receive CMAQ funds for projects that meet federal eligibility requirements. The Tri-Cities MPO administers the CMAQ Program in the Tri-Cities with oversight provided by the Richmond District Commissioner from the Commonwealth Transportation Board. Candidate projects that meet federal eligibility requirements are identified and evaluated by the MPO - Technical Committee based on established criteria, including corridor flow potential, potential number of vehicles served, private/local funding and cost/benefit. Every two years candidate projects are ranked in numerical order and implemented following the priority order over the next six-year period. Eligible projects receiving CMAQ funds are evaluated by VDOT during the project implementation phase to document reduced traffic congestion and a decrease in harmful mobile source emissions. Projects in the Tri-Cities Area must show a decrease in hydrocarbon (HC) and nitrous oxide (NO_x) emissions. The Tri-Cities MPO receives approximately \$1.3m in CMAQ funds annually and has allocated available funds to 21 projects over the FY16 – FY21 six year period.

U.S. Route 460 Corridor Improvement

In November 2005, the Commonwealth Transportation Board (CTB) selected the southern alternative for the Tri-Cities portion of a new Route 460 facility along the corridor between I-295 in Prince George and Route 58 in Suffolk. The project purpose and need factors include roadway deficiencies, safety, freight shipment, travel delay, hurricane evacuation, military importance, legislative mandate and economic development plans. VDOT solicited conceptual proposals from the private sector for project interest consistent with provisions of the Virginia Private Public Transportation Act (PPTA) of 1995 for the financing and construction of a new Route 460 facility. In December 2012, the Commonwealth executed agreement with the successful vendor for construction of the \$1.396b project. In March of 2014, the Commonwealth suspended the contract with the project vendor to focus attention on securing federal construction permits for proposed

project related wetlands disturbance. In September 2014, VDOT released a draft supplemental environmental impact statement and in February 2015 the Commonwealth Transportation Board adopted a hybrid alternative covering 17 of the 55 miles of the study corridor. The preparation of a final supplemental environmental impact statement by VDOT is anticipated in the future. The Tri-Cities MPO continues to identify Route 460 improvement as the top transportation improvement priority in its regional transportation plan and continues to support improvements in the Route 460 corridor.

Southeast High Speed Rail, Raleigh to Richmond (SEHSR)

In cooperation with the North Carolina Department of Transportation, the Virginia Department of Rail and Public Transportation (DRPT) continues to advance the development of high speed passenger rail service for the corridor between Washington, DC and Raleigh, NC. The Commonwealth, Amtrak, CSX and Norfolk Southern coordinate all project related rail improvements and operations. The project is managed through a public-private partnership between the Commonwealth, North Carolina, CSX, Norfolk Southern and federal partners.

The Tier II Draft Environmental Impact Statement for this project was signed by the Federal Railroad Administration May 2010. This document includes the identification of a preferred alternative for the Richmond to Raleigh portion of the SEHSR corridor. A recommendations report by the Virginia and North Carolina was released during the spring of 2012. This report details plans for rail improvements along the corridor supporting implementation of the preferred alternative. Action by the Federal Railroad Administration is needed before authorization to proceed with implementation of this project can proceed. The schedule for Tier II Final EIS calls for completion by the end of 2012 with a record of decision is expected in the fall of 2013. The project website is located www.sehsr.org

Richmond to Hampton Roads Passenger Rail Project

Conventional passenger rail service between Richmond and Norfolk via the Ettrick Station in Chesterfield County was re-established by State initiative in December 2012. The service has been in operation since that time. The project website is located www.rich2hrrail.infor The rail corridor for the Norfolk to Richmond service is planned by the State for future higher speed passenger rail service that would connect with the Southeast High Speed Rail Corridor in the Tri-Cities.

Tri-Cities Area Multi-Modal Passenger Station National Environmental Policy Act (NEPA) Study

The restoration of passenger rail service between Richmond and Norfolk and the potential for development of the SEHSR corridor has prompted a need for consideration for either future improvement of the existing passenger rail station in Ettrick or the development of a new passenger rail station site to serve the Tri-Cities Area. The SEHSR environmental documents identified the need for consideration of improving the existing passenger rail station serving the

Tri-Cities.

In August 2012, the Virginia Department of Rail and Public Transportation completed a “Pre-NEPA” study of the current Ettrick station site and a “greenfield site” located in the vicinity of the newly constructed CSX and Norfolk Southern connection near Collier Yard in southwest Petersburg near Dinwiddie County. Study findings indicated both sites have advantages and disadvantages but each could serve as a future passenger rail station location for the Tri-Cities. The study also recommended a more detailed evaluation be conducted in the future using the National Environmental Policy Act (NEPA) format.

In December 2013, the Tri-Cities MPO – Policy Committee took action requesting the Crater Planning District Commission conduct a NEPA study for multi-modal station. In September of 2014 work commenced on the preparation of an environmental assessment for a new station in the Tri-Cities. The Federal Railroad Administration is the lead federal agency for this project with Federal Highway Administration and Federal Transit Administration participating as cooperating federal agencies. At this time, project consultants are conducting a detailed evaluation of 5 candidate sites, including rail line intersections in the vicinities of Walthall, Branders Bridge, Boulevard, Ettrick, and East Collier Yard. The environmental assessment is scheduled to be completed in August of 2015 for submittal the Federal Railroad Administration for a determination.

Human Service Agency Transportation Coordination

A federally compliant *Coordinated Human Service Mobility Plan* was prepared by the Virginia Department of Rail and Public Transportation for the Richmond, VA Urbanized Area in April 2008. This document is located www.craterpdc.org/transportation/mpo.htm The purpose of this plan is to assess the availability of services; identify current public and private transportation service providers for seniors, persons with disabilities, and individuals of low income; offer strategies and activities to address the identified gaps between needs and available services; and, offer priorities for the implementation based on resources, time and feasibility for implementation.

Under current federal legislation contained in *Moving Ahead for Progress in the Twenty-First Century (MAP – 21)*, Section 5307 formula funds are allocated by the federal government to designated transit operators in urbanized areas over 50,000 in population. These funds can be used for public transportation capital, planning, job access and reverse commute projects, as well as for operating expenses with certain limitations. The current Section 5310 Program provides funding for programs that serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Eligible public transportation capital projects can be funded at 80% federal and 20% non-federal levels. All project proposals must be consistent with the regional coordinated human service mobility plan.

DISCUSSION OF TRANSPORTATION PLANNING PRIORITIES FACING THE TRI-CITIES AREA

Route 460 Corridor Improvement Project

For the past several years, the top priority of the Tri-Cities MPO has been improvement for the Route 460 corridor. MPO representatives have stressed the need for safety and other improvements needs during a number of public meetings conducted by the Commonwealth Transportation Board. At this time, the official position of the MPO supports the FHWA Record of Decision (ROD) issued in September 2008 for the final environmental impact statement for the construction of a new facility just south of existing Route 460 with modification for a connection to I-295 near the mid-point between the existing Route 460 connection with I-295 and the I-95/I-295 junction.

In December 2012, the Commonwealth executed a comprehensive agreement with a contractor for construction of a Route 460 improvement project.

In 2013, FHWA and the U.S. Army Corps of Engineers determined that the preparation of a supplemental environmental document was needed in order to analyze new information on environmental impacts.

In March 2014, the Commonwealth suspended the Route 460 agreement with the contractor while additional project related environmental work was completed.

In September 2014, VDOT, FHWA and the Army Corps of Engineers entered into an agreement on the Supplemental Environmental Impact Statement (SEIS) findings.

In January 2015, the Commonwealth Transportation Board was presented with a recommended preferred alternative that included improvement for only a 17 mile segment of the 55 mile corridor.

In February 2015, the Commonwealth Transportation Board approved the location for the recommended 17 mile segment of the 55 mile project corridor beginning at the eastern terminus.

At this time, the Tri-Cities MPO and Crater Planning District Commission are developing a response to February decision of the Commonwealth Transportation Board.

I-95/I-85/Rt.460 Interchange Improvement

During the past several years, VDOT has completed a safety study and an operational study of the I-95/I-85/Rt. 460 interchange located in Petersburg. These studies provide justification for the closure and relocation of certain exits and entrances to these interstate facilities that were constructed prior to the establishment of the interstate highway system. The recommendations included potential phasing of improvements along with associated costs. This potential project is considered by the MPO to be a major regional transportation improvement priority need. It is

anticipated that the MPO will be pursuing funding opportunities related to this project, including the HB2 statewide prioritization.

Fort Lee - Joint Land Use Assessment (JLUS)

In partnership with area local governments, several public and private regional agencies, the Crater Planning District Commission completed a Joint Land Use Assessment for the Fort Lee area in December 2013. Funding for this JLUS process was secured from the U.S. Department of Defense. The purpose of JLUS was to accomplish the following:

- recommendations which mitigate or prevent incompatible land uses between military missions and other interest in the Joint Land use study area;
- development of draft land use policies and regulations that can be applied/implemented by the participating jurisdictions which support military missions and compatible growth; and
- identify critical areas where military operational noise may be incompatible with different land use and development activities. Develop strategies to avoid or mitigate/reduce such incompatible development and activities.

The Tri-Cities MPO is represented on the JLUS Technical Advisory Committee comprised by area local governments, Fort Lee, CPDC staff and VDOT staff. Recommendations from the JLUS included a protocol for monitoring land use changes in and around Fort Lee installation by local, regional, State and federal agencies using Geographic Information Systems. The JLUS Technical Advisory Committee continues to meet on a periodic basis.

Transportation Plan Revision - MAP – 21

Portions of the *2035 Transportation Plan* adopted in June 2012 will need to be revised for consistency with the federal requirement under MAP – 21 for establishment of performance targets consistent with transportation system performance measures for the study area. Performance based provisions will need to be incorporated into the long range transportation plan update. This work has not yet been accomplished.

Congestion Management Process

A Congestion Management Process (CMP) in the Tri-Cities has been implemented. During the fall of 2011, the MPO – Technical Committee reviewed work completed by VDOT – Richmond District on the refinement of a traffic database consisting of 562 roadway segments in the Tri-Cities. The traffic database profiles each roadway segments by route number; Level of Service (LOS) or operational characteristics of the roadway with A being the best to F being the worst; 2009 present-day Average Daily Traffic (ADT), 2035 future-day ADT; Volume/Capacity ratio indicating traffic congestion; and, vehicular accident related crash data.

Information developed from the regional Congestion Management Process is used by the MPO

for prioritizing candidate projects for the financially constrained transportation plan; and, for prioritizing candidate projects for Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funding.

In conjunction with the regional CMP, a traffic impact study of the 2005 U.S. Base Closure and Realignment Commission's (BRAC) expansion plans for Fort Lee operations was completed in March 2006 by VDOT in conjunction with the Tri-Cities Area MPO and Fort Lee Garrison Command. This study identified anticipated deficient roadway and intersection locations resulting from planned expansion during the FY 2008 through FY 2011 time period. These findings included approximately 21 transportation improvement recommendations which were prioritized by the MPO as short-term (existing), intermediate (2015) or long-term (2026). The *2035 Transportation Plan* includes the highest priority projects recommended in the *2006 Fort Lee Expansion Traffic Study* as financially constrained projects.

Several State discretionary grants have been secured by the Crater Planning District Commission to match RSTP funds made available by the MPO for Fort Lee related transportation improvements at the Rt. 36 & Rt. 144 intersection near Sisisky Gate, Rt. 109 & Route 460 leading to the Mahone Gate and for several projects along Puddledock Road. In addition, an FY08 Congressional grant in the amount of 735,000 and a FY09 Congressional grant in the amount of \$1.425m are being used to help fund Fort Lee gate improvements on Hickory Hill Road leading to the Mahone Gate and on Route 36 @ the Lee Avenue Gate. Also, the U.S. Army has been successful in securing funding through the Defense Access Road (DAR) Program and has constructed a roundabout project at the Adams Avenue Gate located on the eastside of Fort Lee.

Remaining projects to be accomplished with the assistance of Fort Lee expansion related transportation funds include the intersections of Puddledock Road & Route 36; Puddledock Road & Industrial Drive; and Puddledock Road & Temple Avenue.

During FY16, the MPO proposes to use RSTP planning funds to retain VDOT on call consultant services to review available traffic and safety databases for the Tri-Cities network; identify congested roadway and intersection locations; and to make field observations of these locations and identify potential improvement recommendations.

Commonwealth Center for Advanced Logistics Systems

The Commonwealth Center for Advanced Logistics Systems (CCALS) is a regional initiative under development in Central Virginia. The purpose of the CCALS is to offer a high-technology research and development center with modeling and simulation as a key technological capability that that will be designed, staffed and equipped to support Fort Lee, the Defense Supply Center Richmond (DSCR), and other government, industry, and academic entities for the purposes of R&D, economic growth, business development, workforce development, and technical services as needed by the region for the foreseeable future.

The initial research and development efforts of this public/private partnership agency will focus on global logistics-related areas of transportation-warehouse-distribution (TWD); supply chain management; modeling & simulation (M&S), and medical. The Tri-Cities MPO recognizes provision for future transportation improvements in the region will be important for the success of this agency and source of expanding employment opportunities in the Tri-Cities.

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TECHNICAL WORK PROGRAM
FISCAL YEAR 2016

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TRI-CITIES AREA FY 2015 UTPWP Code # 1.0
FTA UTPWP ACTIVITY CODE # 44.21.00
ACTIVITY NAME: ADMINISTRATION AND MAINTENANCE OF THE
TRANSPORTATION PLANNING PROCESS

ACTIVITY OBJECTIVE:

- To provide for the continuation of the metropolitan transportation planning process in compliance with applicable Federal and State regulations.
- To coordinate the Regional Surface Transportation Program candidate project prioritization procedure and monitor project development consistent with federal guidance.
- To coordinate with VDOT regarding the Transportation Alternatives Program and the selection of candidate projects for regional funding within the Tri-Cities portion of the Richmond, Virginia urbanized area.

END PRODUCTS: Preparation of agenda and minutes of meetings; attendance at meetings, seminars, conferences and training; preparation of progress and financial reports and funding agreements; monitoring of pass-through funds and contracts; annual performance audits; intergovernmental coordination; compliance with transportation planning factors contained in 23 CFR, Part 450; public participation and other public involvement by VDOT; process amendments to current year and development of next UTPWP, self-certification, applicable conformity determination and coordination, preparation of documentation as required by applicable State and federal transportation planning guidelines for metropolitan areas; membership dues and participation in meetings sponsored by the Virginia Association of Metropolitan Planning Organization (VAMPO).

Provide travel forecasts for design of highway projects and input to environmental assessments. Review highway construction plans for conformance with current transportation plans. Conduct coordination of multi-modal activities, process federal-aid/functional classification system reviews and changes, conduct urban traffic counts, maintain the highway facilities inventory, conduct intergovernmental coordination.

Provide for prioritization procedure for eligible Transportation Alternatives Program (TAP) projects for regional TAP funds made available to the Tri-Cities portion of the Richmond, Virginia urbanized

area.

PREVIOUS WORK TOWARDS OBJECTIVE: The transportation planning process in the metropolitan area is federally certified as meeting applicable of the requirements of the October 28, 1993 metropolitan planning regulations contained in 23 CFR Part 450, Subpart C. The Conformity Analysis of the *2035 Transportation Plan* and the *FY 2015 - FY2018 Transportation Improvement Program* were approved in June 2011. The MPO - Policy Committee approved the *2035 Transportation Plan Transportation Plan* revision in June 2012. The MPO - Policy Committee endorsed a regional architecture for Intelligent Transportation Systems (ITS) in the Richmond Area on September 9, 2004.

Under the Transportation Alternatives Program (TAP), the MPO has selected projects since FY14 for regional funding provided under MAP-21. In March 2015, the MPO – Policy Committee directed the Technical Committee to develop a TAP candidate project prioritization procedure for the allocation of future regional TAP funds.

RELATIONSHIP TO OTHER ACTIVITIES: The end products from this activity will be used to document and certify that the transportation planning process is being conducted in compliance with applicable Federal and State transportation planning regulations.

AGENCIES RESPONSIBLE FOR THE WORK: Under contractual agreements with VDOT and VDR&PT, the staff of the CPDC staff will be responsible for the preparation of agendas, minutes, coordination of the regional surface transportation program project prioritization and project selection, coordination of the regional transportation alternatives program and coordination of air quality programs and general correspondence in support of the metropolitan transportation planning process.

The CPDC staff, in cooperation with VDOT, VDR&PT and PAT, will be the lead agency responsible for the preparation of the UTPWP, TIP and LRP updates. The CPDC, VDOT and PAT will be jointly responsible for the congestion management process and metropolitan TIP.

The VDOT and VDR&PT will be responsible for the monitoring of pass-through funds and contracts; annual performance audits and processing amendments to the UTPWP and TIP.

The VDOT staff and the CPDC staff will share responsibilities for providing travel forecasts for the regional highway network. The VDOT staff will be providing input for the project development process; reviewing highway construction plans for conformance with current transportation plans; conducting coordination of multi-modal activities; process federal-aid/functional classification system reviews and changes; conducting urban traffic counts; and, maintaining the highway facilities inventory.

The VDOT and VDR&PT will be responsible for developing or verifying cost estimates for transportation improvement projects, including candidate Regional Surface Transportation Program

(RSTP) and Congestion Mitigation and Air Quality (CMAQ) projects. VDOT and VDR&PT will also be responsible for preparing revenue estimates for financially constrained transportation plan updates.

The VDOT will provide a CMAQ project emission analysis for each implemented project and technical support for the transportation conformity analysis, including support for the Interagency Consultation Process.

In cooperation with VDOT and VDR&PT, the CPDC staff will be responsible for the coordination of the TAP, CMAQ and RSTP programs in the Tri-Cities Area.

The VDOT will be responsible for evaluating special situations as concept plans are developed for projects such as previously unplanned major traffic generators (e.g. shopping centers, subdivisions, etc.); the need for fringe parking lots; traffic impact analyses; rezoning applications; site plan reviews; ITS development and, the review of local comprehensive plans and other special transportation studies, as may be required.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
HPR	\$ 72,000	VDOT
PL	\$ 139,113	CPDC
Section 5303 (FY15 Funds)	\$ 21,900	CPDC

FTA UTPWP ACTIVITY CODE # 44.21.00
 TRI-CITIES AREA FY 2016 UTPWP CODE # 1.1
 ACTIVITY NAME: PUBLIC INVOLVEMENT

ACTIVITY OBJECTIVE:

- To provide opportunities for public input into the development of transportation plans and programs in the metropolitan area.

END PRODUCTS: Implementation of the adopted *Tri-Cities MPO Public Participation Plan* provisions in accordance with 23 CFR, Part 450, including the maintenance of the MPO web page and application of visualization techniques to display information on proposed improvements in the transportation study area. The current adopted public participation procedures will be reviewed to include a periodic evaluation of effectiveness of existing methods. The CPDC staff will assess the effectiveness of current public involvement procedures and recommend appropriate revisions for MPO consideration.

PREVIOUS WORK TOWARDS OBJECTIVE: The Tri-Cities MPO continues to follow its adopted public involvement procedures. The *Tri-Cities MPO Title VI Plan* was adopted in December 2012. This document replaces the *Affirmative Action Plan of the Crater Planning District Commission* for the purpose of demonstrating MPO compliance with Title VI of the Civil Rights Act of 1964 and related provisions.

RELATIONSHIP TO OTHER ACTIVITIES: The provision for public involvement and Title VI compliance are integral parts of the metropolitan transportation planning process.

AGENCIES RESPONSIBLE FOR THE WORK: The staff of the Crater Planning District Commission will be responsible for implementing provisions of the adopted *Tri-Cities Area MPO Participation Plan* and the *Title VI Plan*.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
PL	\$ 12,000	CPDC
Section 5303 (FY15 Funds)	\$ 1,100	CPDC
Section 5303 (FY16 Funds)	\$ 4,900	CPDC

FTA UTPWP ACTIVITY CODE: 44.25.00

TRI-CITIES AREA FY 2016 UTPWP CODE # 1.2

ACTIVITY NAME: TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

ACTIVITY OBJECTIVES:

- To coordinate the development of the metropolitan TIP and TIP amendments/adjustments with VDOT, VDR&PT and PAT.
- To provide requested input by the State on regional transportation priorities for the next State six-year improvement program update.
- To coordinate with VDOT regarding CMAQ and RSTP allocations for the Six Year Improvement Program

END PRODUCTS: The CPDC staff will review information provided by implementing agencies for transportation projects proposed for inclusion or amendment into the metropolitan transportation improvement program obligation document. This review will include available information on project location, scope, schedule, cost and funding sources.

The CPDC staff will coordinate with VDOT and local agencies administering CMAQ and RSTP prioritized projects regarding the scheduling and the allocation of funding for the next six year improvement program update.

The CPDC staff will coordinate the development of an annual transportation improvement priority project list with the Tri-Cities MPO for the next State six year improvement program update.

PREVIOUS WORK TOWARDS OBJECTIVE:

The FY 2015 – FY 2018 metropolitan TIP was adopted in May 2014. The CPDC staff processes TIP adjustments and amendments with DRPT, VDOT and PAT, as needed.

The MPO has participated in previous State six-year improvement program updates by providing priority improvement project lists and making presentations to the Commonwealth Transportation Board.

The CPDC staff has been involved with the allocation and scheduling of CMAQ and RSTP funds for prioritized projects on a limited basis.

RELATIONSHIP TO OTHER ACTIVITIES: The metropolitan TIP contains project level financial information for projects anticipated to be under contract for implementation over a 4-year period. Projects listed are drawn from the adopted financially constrained metropolitan transportation plan. The Tri-Cities MPO selects CMAQ and RSTP projects for programming into the metropolitan TIP. The Richmond District Commissioner for the Commonwealth Transportation Board reviews and endorses CMAQ projects selected for the Tri-Cities Area. Projects identified in the metropolitan TIP are included in the statewide TIP. The Tri-Cities MPO also makes project selections for eligible projects under the Transportation Alternatives Program.

The MPO also provides input into an annual State process for the allocation of future transportation revenues for highway and transit improvement projects for the next six-year period.

AGENCIES RESPONSIBLE FOR THE WORK:

The staff of the Crater Planning District Commission is responsible for reviewing project level information provided by implementing agencies and for preparing the TIP document in cooperation with the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation and PAT.

The Crater PPDC staff will increase its current level of involvement in the allocation and scheduling of CMAQ and RSTP funding for prioritized projects.

The Crater PDC staff will continue efforts to coordinate the annual prioritization of projects for the next six year improvement program update.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
PL	\$ 36,000	CPDC
Section 5303	\$ 7,500	CPDC

FTA UTPWP ACTIVITY CODE: 44.23.00

TRI-CITIES AREA FY 2016 UTPWP CODE # 2.0

ACTIVITY NAME: LONG RANGE TRANSPORTATION PLANNING AND SURVEILLANCE

ACTIVITY OBJECTIVES:

- To provide for the socio-economic, land use, and traffic database needs for the preparation of the metropolitan transportation plan.
- To provide for the update of the metropolitan transportation plan in accordance with applicable federal and State planning requirements, including FY16 emphasis area to identify connectivity gaps of the transportation system impacting traditionally underserved populations.
- To provide GIS technology for the mapping and maintenance of planning data for the transportation study area.
- To participate in selected mapping and data management programs sponsored by the U.S. Census Bureau in the role of a State data affiliate.
- To consult with local and State agencies with responsibilities for land use management, natural resources, environmental protection, conservation, and historic preservation in the development of the metropolitan transportation plan updates.
- To assist VDOT with the maintenance and application of the Richmond traffic model for the Tri-Cities MPO study area.
- To report on adopted State and federal regional transportation and land use performance measures on an annual basis and monitor goals for these measures as established for the Tri-Cities MPO study area.
- To assess opportunities and identify transportation planning activities for the Tri-Cities MPO to enhance the future movement of freight that would benefit military, other government, industry and academic entities in the Tri-Cities Area.
- To cooperate with local, State and federal agencies in the implementation of recommendations from the Fort Lee Joint Land Use (JLUS) study to monitor land use changes within Fort Lee and the surrounding areas using GIS.
- To coordinate with statewide surface transportation plans for compliance with federal requirements under *Moving Ahead for Progress (MAP-21)*, including transportation performance measures for the long range transportation plan.
- To monitor the development of the Route 460 Corridor Improvement Project.

END PRODUCTS: Maintenance of Crater Street Name Clearinghouse; socio-economic forecasts to the year 2040 for the next transportation plan update and other transportation planning applications; support for the refinement and application of the Richmond traffic model for transportation planning in the Tri-Cities Area; annual State report on transportation and land use performance measures posted on the MPO's webpage; coordination with VDOT efforts regarding the assessment of park & ride lot needs transportation study area; processing amendments to the adopted metropolitan transportation plan; compliance with performance measures requirements pursuant to MAP-21 under 23 U.S.C. 134(c) (1) & (h) (2) regarding federal surface transportation system performance

measures; monitor development of statewide transportation prioritization and coordination with local, State and federal agencies regarding implementing recommendations for monitoring land use changes in the vicinity of the Fort Lee military installation.

Geographic Information System (GIS) applications are used to support transportation planning in the Tri-Cities Area. Specific applications include Congestion Management Process and the long range plan update and environmental justice mapping. Other applications include traffic zone mapping, census data and technical assistance to local governments in the transportation study area.

PREVIOUS WORK TOWARDS OBJECTIVE: The *Tri-Cities 2035 Transportation Plan* was approved by the MPO in June 2012. The *Tri-Cities 2010 Transit Development Plan* was approved in January 2011. Census data has been used for mapping and visualization of recommended transportation improvements, including an environmental justice assessment for planned highway and transit projects. The Crater Street Name Clearinghouse is maintained on a continuing basis. Consultation with resource agencies is made during the long range plan update process. The MPO has been charged by the State with the task of monitoring transportation and land use performance measures and the setting targets for these measures.

The MPO has developed regional transportation and land use performance measures under a State requirement. These measures are monitored and reported on an annual basis on the MPO's webpage. The work for compliance with federal performance measures under MAP-21 is a new requirement.

The CPDC staff reports developments related to the Route 460 Corridor Improvement Project to MPO committees and the Crater Planning District Commission.

The Fort Lee Joint Land Use Study was completed in December 2013. The implementation of the recommendations from this study is continuing.

VDOT has conducted needs assessment of Park & Ride facilities within the Richmond Construction District, including the Tri-Cities Area.

RELATIONSHIP TO OTHER ACTIVITIES: The transportation plan update is a major product of the metropolitan planning process. This long range plan is a guide on how the region proposes to accommodate its future, multi-modal transportation needs within known financial and environmental constraints. Specific requirements for the transportation plan updates are identified in CFR 23 Part 450.322. These requirements include long and short range strategies that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. Projects identified in local, regional and statewide transportation plans need to be consistent in order to comply with applicable federal and state requirements.

Performance targets established pursuant to CFR 23 part 450.322 will be include in the narrative for the long range transportation plan update along with intermodal facilities and intermodal connectors that support the metropolitan transportation system and serve national and regional transportation functions. The goals and objectives indicated in the *Tri-Cities 2035 Transportation Plan* will be reviewed for consistency with MAP – 21.

AGENCIES RESPONSIBLE FOR THE WORK: During FY 2010, the VDOT – Central Office staff and the CPDC staff began sharing responsibility for providing regional travel forecast and maintaining the travel demand model for the Tri-Cities portion of the Richmond, VA urbanized area. The CPDC will continue to be the lead agency for the annual socio-economic data reports and the socio-economic forecast updates for the Tri-Cities Area. This land use data is used as an input for the regional travel model and other applications. The CPDC staff is responsible for preparing the transportation plan update, maintaining the Street Name Clearinghouse, and for responding to requests for available traffic and socio-economic data for the transportation study area.

The CPDC staff will work cooperatively with VDOT, VDR&PT and PAT towards compliance with MAP – 21 requirements related to federal performance measures.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
PL	\$ 45,787	CPDC
Section 5303	\$ 16,528	CPDC

FTA UTPWP ACTIVITY CODE: 44.26.00
 TRI-CITIES UTPWP FY 2016 Code # 2.1
 ACTIVITY NAME: SAFETY CONSCIOUS PLANNING

ACTIVITY OBJECTIVE:

- To provide consideration of projects and strategies that will increase the safety of the transportation system for motorized and non-motorized users.

END PRODUCTS: The product of this task will include a review of available information on hazardous traffic locations and accident information with transportation study area. This information will be profiled and reviewed by the MPO committees and considered as a factor in the regional evaluation of future RSTP candidate projects.

PREVIOUS WORK TOWARDS OBJECTIVE: The *Tri-Cities 2035 Transportation Plan* includes information on transportation safety in conjunction with the regional transportation network and the VDOT Highway Safety Improvement Program (HSIP).

RELATIONSHIP TO OTHER ACTIVITIES: The product of this task will be used to assist in the prioritization of future candidate RSTP projects.

AGENCIES RESPONSIBLE FOR THE WORK: The CPDC staff will be responsible for incorporating additional safety related information into long range transportation plan updates.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
PL	\$ 3,000	CPDC

FTA UTPWP CODE # N/A

TRI-CITIES FY 2016 UTPWP Code # 2.2

ACTIVITY NAME: REGIONAL BIKEWAYS PLAN UPDATE AND INVENTORY OF PEDESTRIAN AND TRAIL PLANNING ACTIVITIES

ACTIVITY OBJECTIVE:

To complete the update of the *Tri-Cities Area 2003 Bikeways Plan* and compile information on the status of local pedestrian and trail planning activities in the Tri-Cities.

END PRODUCTS: Updated bikeways planning information and local pedestrian and trail planning activities for inclusion in the long range transportation plan update.

PREVIOUS WORK TOWARD OBJECTIVE: The metropolitan bikeways plan was prepared in 2003. During FY14, a planning activity was initiated to update the *2003 Tri-Cities Area Bikeways Plan* and to address non-motorized transportation in the Tri-Cities, including the formation of an advisory committee. No previous work has been completed by the Tri-Cities MPO in the area of pedestrian planning.

RELATIONSHIP TO OTHER ACTIVITIES: Task 2.2 is related to Task 2.0 Long Range Transportation Planning and Surveillance.

AGENCY RESPONSIBLE FOR WORK: In cooperation with area local governments, the CPDC staff will be responsible for this activity.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
Section 5303	\$ 14,000	CPDC

FTA CODE # 44.24.00
TRI-CITIES FY 2016 UTPWP CODE # 3.0
ACTIVITY NAME: TRANSIT PLANNING

ACTIVITY OBJECTIVE:

- To assure the provision of a transit development plan and other transportation plans for the Tri-Cities meet applicable federal, state and local requirements and support the operation of transit services in the transportation study area.

END PRODUCTS: The products of this activity will be a financially constrained and multi-year transit development plan that includes locally supported capital and operating projects.

The CPDC staff will continue previous efforts began during FY15 for the coordination of the Multi-Modal Station NEPA Study, including incorporation of the federal determination on the environmental assessment into the fiscally constrained long range transportation plan.

The CPDC staff will provide coordination for the Tri-Cities portion of the Richmond, Virginia urbanized area human service agency mobility plan. The CPDC staff will coordinate development of this plan with human service agencies that provide transportation services in the Tri-Cities.

The CPDC staff will continue coordination efforts with Richmond Ridefinders regarding the promotion of ridesharing services in the Tri-Cities Area.

PAT will provide information required by the State regarding the annual TDP update letter.

PREVIOUS WORK TOWARD OBJECTIVE: Section 5304 funds were made available to the Crater Planning District Commission by the Virginia Department of Rail and Public Transportation to retain consultant services for the completed *2010 Transit Development Plan* update. This regional transportation planning document was adopted by the MPO – Policy Committee in January 2011 and by the Petersburg City Council during calendar year 2011.

The focus of the 2010 TDP update was to produce a document that was fully compliant with State and federal transit planning requirements. The MPO Technical Committee monitored development of this project. The role of the CPDC staff in conjunction with this project was to procure project consultant services and assist with the coordination between the project consultant and affected stakeholders. The analysis of existing transit routes, the analysis of new route alternatives and recommended transit capital and operating projects from the *2010 Transit Development Plan* update comprise the transit element of the metropolitan transportation plan. PAT fulfills the State requirement for provision of an annual update letter for the transit development plan.

The CPDC staff, in cooperation with the Richmond MPO, GRTC and VDR&PT, participated in the development of a human service agency coordination plan for the Richmond, Virginia Urbanized

Area pursuant to sections 5316 and 5317 of SAFETEA-LU. Under MAP – 21, the Section 5316 Program – Job Access and Reverse Commute, has been consolidated with the Section 5307 urban formula program. The previous Section 5317 New Freedom Program has been merged with the elderly and disabled program under the MAP 21 Section 5310 Program called Enhanced Mobility of Seniors and Individuals with Disabilities. These specialized transportation programs must be consistent with the coordinated regional human service agency mobility plan for the Richmond, VA Urbanized Area. The current plan was prepared in 2008 and is currently in the process of being updated by a project consultant retained by DRPT. The CPDC staff participates in the plan update process for the Richmond, Virginia urbanized area.

RELATIONSHIP TO OTHER ACTIVITIES: The transit development plan identifies the local service and management structure determined to be feasible for implementation of fixed-route transit services in the Tri-Cities Area. The *2010 Transit Development Plan* also identified forecasted capital and operating funds needed to support transit improvement projects in Tri-Cities portion of the Richmond, VA urbanized area. The *2010 Transit Development Plan* and the *Human Services Mobility Plan for the Richmond, VA Urbanized Area* serve as transit components for the *Tri-Cities Area 2035 Transportation Plan*.

AGENCY RESPONSIBLE FOR WORK: CPDC staff will be responsible for compliance with applicable federal transit related metropolitan planning requirements pursuant to MAP-21 and coordinating transit planning activities with affected stakeholders in the Tri-Cities.

The CPDC staff will be responsible for monitoring development of the coordinated human service agency mobility plan and participating on the regional project selection Committee for specialized transportation programs serving the Richmond, Virginia urbanized area under SAFETEA-LU and MAP – 21.

The CPDC staff will be responsible for coordinating with Richmond Ridefinders regarding development of travel demand management programs in the Tri-Cities Area.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
Section 5303	\$13,582	CPDC

FTA CODE # 44.26.07
 TRI-CITIES AREA FY 2016 UTPWP CODE # 3.1

ACTIVITY NAME: REFINEMENT OF THE OPERATIONAL CONGESTION MANAGEMENT PROCESS (CMP)

ACTIVITY OBJECTIVE:

- To refine the adopted Tri-Cities Area Operational Congestion Management Process in a manner consistent with applicable federal guidance.

END PRODUCTS: A regionally defined set of performance measures for the assessment of existing and future congestion levels; a data collection and system monitoring procedure which accesses current highway and transit databases for the measurement of congestion; the identification and assessment of proposed strategies that will contribute to the more efficient use of existing and future transportation systems; a regionally defined set of implementation strategies; a process or set of procedures for the periodic review of the effectiveness of the regionally selected implementation strategies; background information for evaluating candidate projects under the Regional Surface Transportation Program; and, the assessment of those projects which increase capacity for single occupant vehicles using facilities designated as part of the CMP network in the Tri-Cities Area.

During FY11, a set of State land use and transportation performance measures for the Tri-Cities Area was adopted by the Tri-Cities MPO. These performance measures are monitored on an annual basis. The 2013 annual update is the latest version posted on the MPO's webpage.

MPO requirements under MAP-21 regarding federal performance measures are new and will continue to be addressed in the long range transportation plan update.

During FY16, RSTP planning funds allocated under UPC 70904 are proposed to be used by the CPDC to retain VDOT on-call consultant services for the following: using available VDOT databases, update spreadsheets showing V/C, LOS, present-day AADT, future AADT traffic and total crashes by roadway segment for the Tri-Cities network. The consultant will then review the spreadsheets and, in conjunction with the MPO - Technical Committee, identify top congested and accident locations for field study and improvement recommendation. This information will be used by the MPO to assist in prioritizing transportation improvement needs. The last update of the spreadsheets was completed in November 2011 and included traffic data available for calendar year 2009.

PREVIOUS WORK TOWARDS OBJECTIVE: The *Tri-Cities CMS Operations Process* for the metropolitan area was updated in 2011 with a more current roadway segment database provided by VDOT. The MPO – Technical Committee reviewed updated volume/capacity ratios and other information in this database. Committee discussions focused on how to interpret and use this data in relation to defining congested roadway segments within the Tri-Cities. Previous CMP work included the identification of alternative strategies for reducing congestion that were determined appropriate for the Tri-Cities. These strategies are considered as candidate RSTP and CMAQ improvement projects are identified and prioritized to help relieve traffic congestion and/or improve air quality.

The transit element of the *Fort Lee Growth Management Plan* addressed the potential for additional transit service for Fort Lee to help reduce future congestion resulting from anticipated growth in military and civilian personnel activity on base. Several new transit route alternatives for Fort Lee

and other portions of the Tri-Cities were evaluated during the 2010 TDP update process. The Hopewell Circulator Route was one of the new routes identified. The MPO selected this route for a 3 year demonstration grant under the CMAQ program and the City of Hopewell has agreed to fund this fund this route for the balance for the remaining portion of the FY15 fiscal year.

RELATIONSHIP TO OTHER ACTIVITIES: The CMP and recommendations are coordinated with the development of the metropolitan transportation plan and transportation improvement program for the Tri-Cities Area. Highway improvement projects on the CMS network that increase roadway capacity are required to evaluate the feasibility of CMS strategies selected for the Tri-Cities Area. The CPDC has obtained 3 State matching grants from the Virginia National Defense Industrial Authority (VNDIA) to help fund transportation improvements related to BRAC 2005 Fort Lee expansion. Roadway and intersection improvement project selected by the MPO for these funds are being administered by VDOT.

AGENCY RESPONSIBLE FOR WORK: The CPDC and VDOT are responsible for this activity.

FUNDING SOURCES	AMOUNT	FUNDED AGENCY
PL	\$ 9,000	CPDC
RSTP	\$75,000	Consultant
Section 5303	\$ 6,000	CPDC

FTA UTPWP CODE: N/A

TRI-CITIES FY 2016 UTPWP CODE # 3.2

ACTIVITY NAME: AIR QUALITY ANALYSIS, PLANNING AND COORDINATION OF THE CONGESTION MITIGATION & AIR QUALITY (CMAQ) PROGRAM

ACTIVITY OBJECTIVES:

- To provide an assessment and/or analysis of emission reductions for proposed CMAQ projects.
- To provide coordination with the local governments in the Tri-Cities portion of the Richmond Maintenance Area and State and Federal agencies regarding the development of the State (Air Quality) Implementation Plan.
- To provide the air quality conformity analysis for the Richmond Air Quality Nonattainment/Maintenance Area, as required.

END PRODUCTS: Prepare emission reduction values for proposed CMAQ projects in the Tri-Cities portion of the Richmond Ozone Maintenance Area. Attend meetings of the Interagency Consultation Group for the Richmond Ozone Maintenance Area in order to provide a means of coordination between the Tri-Cities MPO; the Richmond MPO; the Section 174 agency; and the

Virginia Department of Environmental Quality (VDEQ) in accordance with the transportation and air quality consultation procedures required by MAP-21 and the Clean Air Act Amendments of 1990. A periodic evaluation of candidate CMAQ projects will be completed. This evaluation is coordinated with the Richmond District representative on the CTB.

PREVIOUS WORK TOWARDS OBJECTIVE: The Tri-Cities Area MPO is represented on the Lead Planning Organization and the Interagency Consultation Group for the Richmond Ozone Nonattainment/Maintenance Area. Agreements pursuant to 23 C.F.R. Part 450.310 have been developed. Agreements (a), (b), (c), and (g) have been executed by the affected parties. Conformity analysis for the Richmond area has been completed for each year as required by applicable federal transportation and air quality regulations.

AGENCY RESPONSIBLE FOR WORK: VDOT staff will be responsible for the CMAQ project emission reduction analysis portion of this activity with assistance from area local governments. VDOT and/or its project consultant will be responsible for the preparation of the air quality conformity analysis for CMAQ projects in the Tri-Cities Area.

In cooperation with area local governments, CPDC and VDOT staffs will be responsible for air quality planning coordination with VDEQ.

The CPDC staff will be responsible for coordinating the CMAQ candidate project selection process with assistance from VDOT and VDR&PT.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
PL	\$ 3,000	CPDC

TRI-CITIES AREA MPO
 UNIFIED TRANSPORTATION PLANNING WORK PROGRAM
 FY 2016 PROJECT SCHEDULE

Task #	FTA Code#	J	A	S	O	N	D	J	F	M	A	M	J
1.0	44.21.00	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1.1		-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1.2		-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
2.0		-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
2.1	44.26.06	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
2.2		-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
3.0	44.24.00	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
3.1	44.26.07	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
3.2		-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Task	HPR			PL			5303			RSTP			Federal	State/ Local	VDOT	CPDC	Local	Consul- tant	Totals
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local							
*1.0	57,600	14,400	0	111,291	13,911	13,911	17,520	2,190	2,190				186,411	46,602	72,000	161,013			233,013
*1.1				9,600	1,200	1,200	4,800	600	600				14,400	3,600		18,000			18,000
1.2				28,800	3,600	3,600	6,000	750	750				34,800	8,700		43,500			43,500
2.0				36,629	4,579	4,579	13,222	1,653	1,653				49,851	12,464		62,315			62,315
2.1				2,400	300	300							2,400	600		3,000			3,000
2.2							11,200	1,400	1,400				11,200	2,800		14,000			14,000
3.0							15,241	1,905	1,905				15,241	3,810		19,051			19,051
3.1				7,200	900	900	4,800	600	600	60,000	15,000	0	72,000	3,000		15,000		75,000	90,000
3.2				2,400	300	300							2,400	600		3,000			3,000
4.1																			
Totals	57,600	14,400	0	198,320	24,790	24,790	72,783	9,098	9,098	60,000	15,000	0	388,703	82,176	72,000	338,879		75,000	485,879

The local matching share for PL and Section 5303 funded tasks is being provided by Crater Planning District Commission, except for Task 4.1 the local share is being provided by the City of Petersburg.

*Includes FY14 Section 5303 Funds

Tri-Cities Area Metropolitan Planning Organization – FY16 UTPWP Budget Summary

FY 16 Unified Transportation Planning Work Program (UTPWP) Budget Summary
Section 5303 Metropolitan Planning Funds, Including FY15 Carryover

Task #	Task Name	Federal	State	Local	FY16 Section 5303 Funds in FY16 UTPWP	FY15 Section 5303 Carryover Funds in FY16 UTPWP	Total Section 5303 Funds in FY16 UTPWP
1.0	Administration and Maintenance of the Planning Process	\$17,520	\$2,190	\$2,190	\$0	\$21,900	\$21,900
1.1	Public Involvement	\$4,800	\$600	\$600	\$4,900	\$1,100	\$6,000
1.2	Transportation Improvement Program	\$6,000	\$750	\$750	\$7,500		\$7,500
2.0	Long Range Planning and Surveillance	\$13,222	\$1,653	\$1,653	\$16,528	0	\$16,528
2.2	Bikeways Plan Update and Pedestrian Planning	\$11,200	\$1,400	\$1,400	\$14,000	0	\$14,000
3.0	Transit Planning	\$15,241	\$1,905	\$1,905	\$19,051	0	\$19,051
3.1	Refinement of Congestion Management Process	\$4,800	\$600	\$600	\$6,000	0	\$6,000
Total		\$72,783	\$9,098	\$9,098	\$ 67,979	\$23,000	\$90,979