

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

FY 2017

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.

March 2016

Map 1: Transportation Study Area Boundary

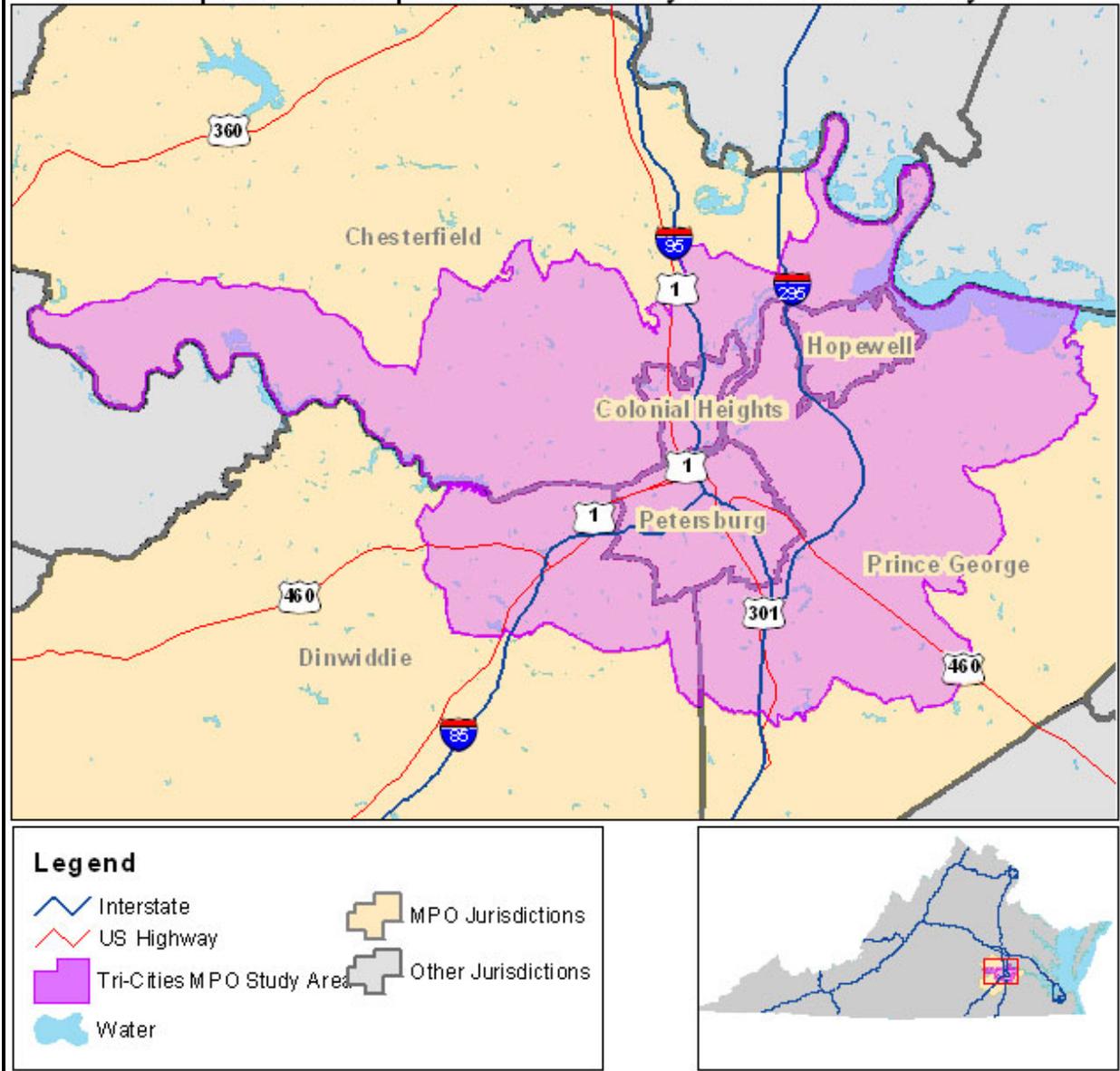


Table of Contents

	Page Number
Transportation Study Area Map	2
Table of Contents	3
Introduction	4
Organization and Management	5
Discussion of Selected MPO Transportation Planning Activities	7
Transportation Planning Priorities Facing the Metropolitan Area	10
Technical Work Program Fiscal Year 2017	
• Task 1.0 Administration and Maintenance of the Planning Process	11
• Task 1.1 Public Involvement	14
• Task 1.2 Transportation Improvement Program	15
• Task 2.0 Long Range Planning and Surveillance	16
• Task 2.1 Safety Conscious Planning	19
• Task 2.2 Bikeways and Pedestrian Planning	19
• Task 3.0 Transit Planning.....	20
• Task 3.1 Congestion Management Process	22
• Task 3.2 Air Quality and Transportation Planning Coordination.....	23
• Task 4.1 PAT On-Board Survey.....	24
• Task 4.2 PAT Waverly/Wakefield Ridership Survey.....	25
• Task 4.3 PAT Comprehensive Operational Analysis.....	26
• Task 4.4 PAT Strategic Performance Plan Structure.....	26
Relationship of FY17 UTPWP Tasks with 2040 Transportation Goals & Objectives.....	28
Work Program Completion Schedule	31
Tri-Cities Area UTPWP Budget Summary Sheet FY17	32

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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. These planning agreements are proposed to be updated during FY17 under Task 1.0 in order to reflect changes in Federal and State transportation planning regulations since January 2009.

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 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 *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 were rated and prioritized on a regional basis. Constrained projects are higher priority than vision projects and are shown in the *2035 Transportation Plan* with identifiable funding program by year of expenditure.

2040 Transportation Plan Update

The *2040 Transportation Plan* update is in-progress. Socio-economic estimates and forecasts, including housing units, population and employment information have been endorsed by the MPO Technical Committee. Prior to the preparation of these estimates, traffic analysis zone (TAZ) boundaries in the Tri-Cities were modified to be consistent with 2010 U.S. Census block boundaries and revised TAZ numbering was developed by the two MPOs located in the Richmond, VA urbanized area. TAZ level socio-economic estimates and forecasts are used to support the Richmond/Tri-Cities 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, were geocoded to traffic analysis zones in order to calculate dwelling unit and population change over time. Vacancy and occupancy rates from the 2010 decennial census were used to estimate annual change in housing units and population at the traffic analysis zone level.

Following an assessment of current information on study area highway crashes and traffic flows, the

MPO – Technical Committee members will be identifying candidate transportation improvement projects for evaluation and prioritization for the transportation plan update during the summer of 2016. The MPO – Technical Committee has endorsed a tentative outline for completion of the draft document by September 2016 and has adopted a set of goals and objectives with performance measures in January 2016. The draft document is currently scheduled to be advertised for public review and comment during the fall of 2016. MPO – Policy Committee endorsement of the 2040 transportation plan update is anticipated before June of 2017.

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, federal requirements for transportation conformity analysis of the metropolitan transportation plan and transportation improvement program do not apply to the Richmond, Virginia urbanized area.

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 Southeast High Speed Rail (SEHSR) corridor has prompted a need for consideration for either future improvement of the existing passenger rail station in Etrick or the development of a new passenger rail station site to serve the Tri-Cities Area. The SEHSR environmental document also identified the need for consideration of alternative sites for a future passenger rail station in the Tri-Cities.

In August 2012, the Virginia Department of Rail and Public Transportation completed a “Pre-NEPA” study of the current Etrick 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 August 2014, the Tri-Cities MPO – Policy Committee took action requesting the Crater Planning District Commission to sponsor a National Environmental Policy Act (NEPA) study for multi-modal passenger station. In September of 2014, a project working group was formed and a project consultant commenced work on the preparation of NEPA document to consider alternative station sites. The Federal Railroad Administration (FRA) was identified as the lead

federal agency for this project with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) participating as cooperating federal agencies. In August 2015 a preliminary draft document containing an evaluation of 4 candidate sites was released for review by the project working group and by agencies participating in the consultation process. At this time, the consultation process is continuing and it is anticipated that a draft environmental assessment will be released in March 2016 with a FRA recommended alternative.

The MPO considers the provision for a future passenger rail station in the Tri-Cities to be a regional priority improvement need.

Human Service Agency Transportation Coordination

A federally compliant *Coordinated Human Service Mobility Plan* update was prepared by the Virginia Department of Rail and Public Transportation for the Richmond, VA Urbanized Area during 2014. 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.

During 2015, the Crater PDC staff prepared a guide describing current specialized transportation services currently offered in the Tri-Cities. This document is also located www.craterpdc.org/transportation/mpo.htm

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

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 documentation of traffic weaving/merging problems and justification for the closure and relocation of certain exits and entrances 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. The need for improvements at this interchange is also recognized in the State sponsored *VTrans2025 Needs Assessment for Corridors of Statewide Significance*. It is anticipated that the MPO and the City of Petersburg will continue pursuing potential funding opportunities at this location, including State's HB2 grant application process.

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.

Congestion Management Process

A Congestion Management Process (CMP) in the Tri-Cities was first implemented in 1997. Strategies determined appropriate for improving roadway segments with relatively high volume to capacity ratios in the Tri-Cities were selected in the 2003 update by the MPO – Technical Committee. The 2003 CMP update analyzed identified congested roadway segments and appropriate strategies to help improve traffic flow conditions. During 2006, the CMP update focused transportation improvement at 21 prioritized intersections and roadways needs in the vicinity of the gate entrances of the Fort Lee U.S. military installation located in the Tri-Cities. As part of the CMP, the MPO – Technical Committee reviewed work completed by VDOT – Richmond District during the fall of 2011 related to 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.

During FY17, CPDC staff and VDOT – Richmond District staff plan to update the Tri-Cities CMP. This process will included the following steps: assess current available traffic data, including volume/capacity ratios, for roadway segments within the transportation study area; identify segments with relatively high volume to capacity ratios; conduct field observations of these locations to confirm data reliability; select from lists of MPO adopted strategies for either urban arterial links, freeway links or rural 2-lane links, to address observed congestion problem; develop preliminary scope of work and cost estimate; and, prioritize the locations. This assessment will be presented to the MPO – Technical Committee for review and consideration as the short range element of the 2040 long range transportation plan update.

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.

**TECHNICAL WORK PROGRAM
FISCAL YEAR 2017**

TRI-CITIES AREA FY 2017 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 prioritization procedure and monitor project development consistent with Federal and State guidance.
- To coordinate the regional prioritization procedure for the selection of candidate projects for regional Transportation Alternatives Program 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; updated metropolitan transportation planning agreements 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 and update the regional congestion management plan.

Provide prioritization procedures for selecting candidate Regional Surface Transportation Program projects and candidate regional Transportation Alternatives Program (TAP) projects for federal and State funds made available to the Tri-Cities portion of the Richmond, Virginia urbanized area.

PREVIOUS WORK TOWARDS OBJECTIVE: On December 22, 2015, the Tri-Cities MPO received notification from the Federal Transit Administration and the Federal Highway Administration that the transportation planning process in the metropolitan area is federally certified as meeting applicable of the requirements under 23 U.S.C. 134 and 48 U.S.C. 5303. The *2035 Transportation Plan* was adopted in June 2012. The *FY 2015 - FY2018 Transportation Improvement Program* was approved in June 2011. The MPO - Policy Committee approved the *2035 Transportation Plan Transportation Plan* update in June 2012. The MPO - Policy Committee endorsed a regional architecture for Intelligent Transportation Systems (ITS) in the Richmond Area on September 9, 2004. The existing Memorandum of Understanding for the metropolitan transportation planning process in the Tri-Cities was prepared in January 2009.

Under the Transportation Alternatives Program (TAP), the MPO has selected projects since FY14 for regional funding provided under MAP-21. In March 2016, the MPO initiated the application of a formal rating procedure for selecting TAP project for regional TAP funding.

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 and update of required federal transportation planning agreements. 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	\$ 21,900	CPDC

FTA UTPWP ACTIVITY CODE # 44.21.00
TRI-CITIES AREA FY 2017 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 Participation Plan* was updated in 2015. The *Tri-Cities MPO Title VI Plan* was adopted in 2015.

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 *Tri-Cities MPO Title VI Plan*.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
PL	\$ 12,000	CPDC
Section 5303	\$ 6,000	CPDC

FTA UTPWP ACTIVITY CODE: 44.25.00

TRI-CITIES AREA FY 2017 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 prepare MPO sponsored HB2 candidate project funding application(s) under the State High Priority Program.
- To coordinate with VDOT regarding CMAQ, RSTP and TAP project allocations for the next Six-Year Improvement Program update.

END PRODUCTS: CPDC, VDOT and DRPT representatives 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 eligibility, 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.

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 PDC staff will continue efforts to coordinate the annual prioritization of regional transportation improvement 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 2017 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.

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 Fort Lee Joint Land Use Study was completed in December 2013. The recommendations from this study are being implemented on a continuing basis through the monitoring of plans for future development both on the base and surrounding the base.

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. Revised goals and objectives with performance measures have been drafted for the 2040 regional transportation plan update. This is consistent with MAP – 21 requirements for metropolitan transportation planning.

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.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
PL	\$ 30,726	CPDC
Section 5303	\$ 6,924	CPDC

FTA UTPWP ACTIVITY CODE: 44.26.00

TRI-CITIES UTPWP FY 2017 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.
- To identify roadway segments within the transportation study area with high incidence of crashes.

END PRODUCTS: The product of this task will include a review of available information on hazardous traffic locations and accident information within the 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 and for the prioritization of candidate projects for the 2040 financially constrained transportation plan.

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: VDOT will be responsible for providing traffic database updates. The CPDC staff will be responsible providing summary information on roadway safety considerations in various regional candidate project prioritization efforts and for incorporating safety related information into future long range transportation plan updates.

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

FTA UTPWP CODE # N/A

TRI-CITIES FY 2017 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: A 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. Direction provided by the MPO – Technical Committee is that bike and pedestrian regional planning efforts in the metropolitan area should be aimed at general policy level. These efforts are continuing and will be incorporated into the 2040 transportation plan update.

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 2017 UTPWP CODE # 3.0
ACTIVITY NAME: TRANSIT PLANNING

ACTIVITY OBJECTIVE:

- To assure the provision for a transit planning in the Tri-Cities Areas that meets applicable federal, state and local requirements and supports the continued operation of transit services in the transportation study area.

END PRODUCTS: Transit development plan that are financially constrained and include a multi-year development plan comprised of locally supported capital and operating projects.

Assuming a future passenger train station site is selected for the Tri-Cities Area by the Federal Railroad Administration (FRA) and a project sponsor emerges, the CPDC staff will be available to assist with securing funding for the project design phase and for coordinating this project with metropolitan transportation planning process.

The CPDC staff will maintain an information guide on specialized transportation services provided by human service transportation agencies serving the Tri-Cities portion of the Richmond, Virginia urbanized area.

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

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.

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 regional planning document. 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.

Recent direction provided to the CPDC staff by the Virginia Department of Rail and Public Transportation is that the next transit development plan update will be administered by PAT. This plan update process will not be conducted as part of the metropolitan transportation planning process. A means of coordinating the next transit development plan update process with the metropolitan transportation planning process in the Tri-Cities has not been developed.

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.

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* currently 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.

The CPDC staff will be responsible for including Section 5310 grant project selected by the Virginia Department of Rail and Public Transportation in the metropolitan transportation improvement program.

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	\$ 6,928	CPDC

FTA CODE # 44.26.07
 TRI-CITIES AREA FY 2017 UTPWP CODE # 3.1

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

ACTIVITY OBJECTIVE:

- To complete an update of the Tri-Cities Area operational congestion management plan process during FY17.

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; provision for 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.

CPDC and VDOT propose to complete an update of the Tri-Cities congestion management plan process in conjunction with the 2040 metropolitan transportation plan update.

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 will be accessed and profiled by CPDC staff to identify and map roadway segments with relatively high volume to capacity ratios. This information will be reviewed with MPO – Technical Committee members for reasonableness. VDOT resources will be used to conduct field visits at the locations to compare reported V/C with

calculated V/C and verify congested conditions exist and warrant application of a strategy defined as appropriate for the type of roadway system in the regional congestion management plan. Preliminary scope of work and cost estimate for the improvements will be prepared and the list of roadway segment improvement will be prioritized for review by the MPO – Technical Committee. This information will be used by the MPO to assist in prioritizing transportation improvement needs.

PREVIOUS WORK TOWARDS OBJECTIVE: A congestion management operations plan for the Tri-Cities was developed in 2003. A CMS process was completed in 2006 for projects specifically related to access points leading to the U.S. Army installation at Fort Lee. A 2009 traffic data base was profiled and reviewed by the MPO – Technical Committee in November 2011.

RELATIONSHIP TO OTHER ACTIVITIES: The congestion management process provides recommendations that are considered as candidate projects are developed for CMAQ and RSTP funding prioritization in the metropolitan area. In addition, 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.

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

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

FTA UTPWP CODE: N/A

TRI-CITIES FY 2017 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 administer the CMAQ project prioritization process in the Tri-Cities.
- 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: Administer the CMAQ candidate project selection procedure. 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. Coordinate the CMAQ project allocation process with Richmond District representative on the Commonwealth Transportation Board (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.

The MPO has a CMAQ project prioritization procedure

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. CPDC and VDOT representatives will be responsible for coordinating CMAQ project allocations with the Richmond District CTB member.

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

FTA UTPWP CODE: N/A

TRI-CITIES FY 2017 UTPWP Task # 4.1

ACTIVITY NAME: Petersburg Area Transit (PAT) On-Board Survey

ACTIVITY OBJECTIVE:

- To see who is actively using current PAT bus services.

END PRODUCTS: PAT and a project consultant will administer an on-board survey of current PAT ridership; tabulate survey results, analyze the data collected and provide summary information

on the current PAT ridership characteristics.

PREVIOUS WORK TOWARD OBJECTIVE: The most recent PAT on-board survey was completed in 2009.

RELATIONSHIP TO OTHER ACTIVITIES: The results of the on-board survey will be used as background information for potential modification of existing services offered by PAT.

AGENCY RESPONSIBLE FOR WORK: In cooperation with PAT, a project consultant will be responsible for the work.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
Section 5303 (from balance of remaining funds budgeted in FY14 UTPWP for PAT marketing plan preparation)	\$2,130	Consultant

FTA UTPWP CODE: N/A

TRI-CITIES FY 2017 UTPWP Task # 4.2

ACTIVITY NAME: Petersburg Area Transit (PAT) Waverly/Wakefield Ridership Survey

ACTIVITY OBJECTIVE:

- To assess potential demand for transit service along the U.S. Route 460 corridor between the towns of Waverly/Wakefield in Sussex County for PAT bus services.

END PRODUCTS: PAT and a project consultant will distribute and collect 300 surveys, map and analyze data collected and prepare documentation summarizing information on the potential demand for PAT services in the project study area.

PREVIOUS WORK TOWARD OBJECTIVE: There has been not previous survey work completed related to this transit planning project.

RELATIONSHIP TO OTHER ACTIVITIES: The results of this survey effort will be used to help determine the feasibility of a PAT service expansion initiative.

AGENCY RESPONSIBLE FOR WORK: In cooperation with PAT, a project consultant will be responsible for the work.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
Section 5303 (from balance of remaining funds budgeted in FY14 UTPWP for PAT marketing plan preparation)	\$2,290	Consultant

FTA UTPWP CODE: N/A

TRI-CITIES FY 2017 UTPWP Task # 4.3

ACTIVITY NAME: Petersburg Area Transit (PAT) Comprehensive Operational Analysis

ACTIVITY OBJECTIVE:

- To complete an in-depth study of the transit system to identify strengths, areas for improvements, and provide suggestions to improve efficiency and increase usage.

END PRODUCTS: A comprehensive list of suggested changes to the PAT system, including a vastly update PAT Service Framework, a Preferred PAT Service Plan (PSP) for the next ten years and Final Recommendations on improving PAT's on-time performance, customer service, fare policy and overall transportation policy.

PREVIOUS WORK TOWARD OBJECTIVE: A PAT comprehensive operation analysis has not been completed for PAT in a number of years.

RELATIONSHIP TO OTHER ACTIVITIES: The results of this analysis will be available as background information for the next Transit Development Plan update for the Tri-Cities Area.

AGENCY RESPONSIBLE FOR WORK: In cooperation with PAT, a project consultant will be responsible for the work.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
Section 5303 (from balance of remaining funds budgeted in FY14 UTPWP for PAT marketing plan preparation)	\$34,200	Consultant

FTA UTPWP CODE: N/A

TRI-CITIES FY 2017 UTPWP Task # 4.4

ACTIVITY NAME: Petersburg Area Transit (PAT) Strategic Performance Plan Structure

ACTIVITY OBJECTIVE:

- To facilitate, develop and publish a PAT strategic performance plan, including route performance, workforce capacity/capabilities, financial, safety, customer service, stakeholder involvement and service utilization.

END PRODUCTS: A balance “scorecard” of performance metrics identified in the activity objective; performance targets and data sources; route mapping and baseline route performance; meetings with city officials, stakeholders and PAT employees; identification of “Best Practices”; conduct a managerial workshop; model and construct the strategic performance plan; and,

identification of additional peripheral devices such as smart phones, tablets etc. to support implementation.

PREVIOUS WORK TOWARD OBJECTIVE: PAT does not have a strategic plan.

RELATIONSHIP TO OTHER ACTIVITIES: The results of the strategic plan development task will be available as background information for the next transit development plan update for the Tri-Cities Area.

AGENCY RESPONSIBLE FOR WORK: In cooperation with PAT, a project consultant will be responsible for the work.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
Section 5303 (from balance of remaining funds budgeted in FY14 UTPWP for PAT marketing plan preparation)	\$100,000	Consultant

DRAFT

**RELATIONSHIP OF FY17 UTPWP TASKS WITH 2040 TRANSPORTATION GOALS
AND OBJECTIVES WITH PERFORMANCE MEASURES**

MAP-21 National Surface Transportation Performance Measures (PMs)	Monitored Performance Measures	Goals & Objectives for TCAMPO 2040 Transportation Plan Update	FY17 Unified Transportation Planning Work Program Related Task
Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	1. Number of Highway Crashes per 100 Million Vehicle Miles of Travel (VMT) 2. Annual Transit Crashes per 100 Million Passenger Miles Traveled (PMT) 3. Number of Bicycle and Pedestrian Crashes	Goal 1: Reduce the annual number of highway crashes per 100 million vehicle miles of travel Objective 2: Achieve an annual reduction in crashes per 100 million vehicle miles of travel by 1% Goal 2: Reduce the annual number of transit crashes per 100 million transit passenger miles traveled Objective 2: Achieve an annual reduction in crashes per 100 million vehicle miles of travel by 1% Goal 3: Reduce the annual number of bike and pedestrian crashes Objective 3: Achieve an annual reduction in number of bike and pedestrian crashes by 2 crashes	Task 2.1 Safety Conscious Planning Task 2.2 Bikeways and Pedestrian Planning
Infrastructure Condition – To maintain the highway infrastructure in a state of good repair (highway segments located with the corporate limits of cities are not currently included in the databases used for this performance measure)	4. Increase the Percentage of State Maintained Pavement in Fair or Better Condition 5. Reduce the Percentage of Structurally Deficient State Maintained Bridges	Goal 1: Improve pavement conditions in the VDOT – Richmond Construction District Objective 1: Achieve 82% of pavement in fair or better condition Goal 2: Improve bridge conditions in the VDOT – Richmond Construction District Objective 2: Achieve 92% of bridges not structurally deficient	Task 2.0 Long Range Planning and Surveillance Task 3.0 Transit Planning
Transit rolling stock - To maintain the age of transit rolling stock within Federal replacement standards	6. Average Age of Buses in the Petersburg Area Transit (PAT) Fleet	Goal 3: Reduce the average age of buses in the PAT fleet Objective 3: Achieve an annual reduction in average PAT fleet bus age to equal	

	<p>Rail: 2012 = Withheld 2007 = 4,574</p> <p>12. Freight Flow Value (\$ million)</p> <p>Truck: 2012 = 57,976 2007 = 41,223</p> <p>Rail: 2012 = 352 2007 = 1,197</p> <p>13. Transportation/Warehousing Sector Employment</p>	<p>Goal 4: Increase the number of jobs in transportation/warehousing sector</p> <p>Objective 4: Increase the number of jobs in the transportation/warehousing sector by 1 percent annually</p>	
<p>Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the environment.</p>	<p>14. Annual Transit Revenue Miles per Capita</p> <p>15. Annual Passenger Rail Ridership</p> <p>16. Number of Registered Vanpools</p>	<p>Goal 1: Increase the number of annual transit revenue miles per capita</p> <p>Objective 1: Achieve an annual increase in number of revenue miles per capita by .10 mile</p> <p>Goal 2: Increase annual passenger rail ridership</p> <p>Objective 2: Achieve increased annual passenger rail ridership by 500</p> <p>Goal 3: Increase the number of registered vanpools</p> <p>Objective 3: Increase the number of registered vanpools by 1 vanpool</p>	<p>Task 2.0 Long Range Planning and Surveillance</p> <p>Task 3.2 Air Quality and Coordination</p>
<p>Reduced Project Delivery Days – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including</p>	<p>17. Number of Projects Completed On-Time in the VDOT-Richmond District</p> <p>18. Number of Projects</p>	<p>Goal 1: Increase the number of projects completed on-time in the VDOT – Richmond District during 2016</p> <p>Objective 1: Reduce the number of projects not completed on-time in 2016 by 1</p> <p>Goal 2: Increase the number of projects</p>	

reducing regulatory burdens and improving agencies' work practices	Completed On-Budget in the VDOT-Richmond District	completed on-budget in the VDOT – Richmond District in 2016 Objective 2: Reduce the number of projects not completed on-budget in the VDOT – Richmond District in 2016 by 1	
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TRI-CITIES AREA MPO
UNIFIED TRANSPORTATION PLANNING WORK PROGRAM
FY 2017 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		-----											
4.1		January 2016 – March 2016											
4.2		December 2015 – February 2016											
4.3		February 2016 – December 2016											
4.4		February 2016 – December 2016											

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				24,580	3,073	3,073	5,540	692	692	20,000	5,000	5,000	50,120	17,530		67,650			67,650
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							5,542	693	693				5,542	1,386		6,928			6,928
3.1				7,200	900	900	4,800	600	600				12,000	3,000		15,000			15,000
3.2				2,400	300	300							2,400	600		3,000			3,000
4.1							1,704	213	213				1,704	426				2,130	2,130
4.2							1,832	229	229				1,832	458				2,290	2,290
4.3							27,360	3,420	3,420				27,360	6,840				34,200	34,200
4.4							80,000	10,000	10,000				80,000	20,000				100,000	100,000
Totals	57,600	14,400	0	186,271	23,284	23,284	166,298	20,787	20,787	20,000	5,000	5,000	430,169	112,542	72,000	332,091		138,691	542,711

Notes:

The local matching share for PL and Section 5303 funded tasks is provided by Crater Planning District Commission, except for Tasks 4.1 – 4.4 where the local share is provided by the City of Petersburg. The amount of FY15 PL carryover funds is \$29,226. FY15 PL carryover amount is included in the FY17 UPWP budget. The amount of FY15 Section 5303 carryover funds is \$22,100. FY15 Section 5303 carryover is included in the FY16 UTPWP as budgeted CPDC expenditures. Tasks 4.1, 4.2, 4.3 & 4.4 shown in the FY17 UTPWP include \$138,691 in unexpended FY09 – FY14 Section 5303 funds previously budgeted for the preparation of a marketing plan for Petersburg Area Transit. The amount budgeted for the marketing plan was \$152,168. However, the task was completed during FY16 for \$13,477. The remaining \$138,691 funds are budgeted for 4 additional transit planning tasks, as described in the FY17 UTPWP.