

**DRAFT TRI-CITIES AREA  
METROPOLITAN PLANNING  
ORGANIZATION  
FY27  
UNIFIED PLANNING WORK  
PROGRAM (UPWP)**

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**Tri-Cities Area  
MPO**

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**To be Approved by the TCAMPO Policy Committee on June 11, 2026**

## Disclaimer

*This document reflects 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 may not reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Commonwealth Transportation Board. This report is not a standard, specification, or regulation. Acceptance of this document by the Federal Highway Administration and the Federal Transit Administration, is evidence of fulfillment of the objectives of this planning document, does not constitute approval for the location and design or commitment to fund improvements. Additional environmental assessments and/or studies of alternatives may be necessary.*

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If you would like this document translated to Spanish, please contact the MPO at [zmumuni@craterpdc.org](mailto:zmumuni@craterpdc.org)

*Si desea que este documento se traduzca al español, póngase en contacto con el MPO en [zmumuni@craterpdc.org](mailto:zmumuni@craterpdc.org)*

## Acknowledgement

The staff of the Crater Planning District Commission prepared this work plan for the Tri-Cities Metropolitan Planning Organization in cooperation with the U. S. Department of Transportation, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), State(s), Petersburg Area Transit(PAT) and member localities; and includes a discussion of the planning priorities facing the MPA.

## Title VI Non-Discrimination










### Non-Discrimination

The Tri-Cities Metropolitan Planning Organization (MPO) complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, see [Transportation | Crater Planning District Commission \(craterpdc.org\)](https://www.craterpdc.org/transportation)

### NO DISCRIMINACIÓN

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

**Table 1: Tri-Cities Area MPO Policy Committee Members**

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

**Table 2: Self Certification Checklist**

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

## Adoption Resolution

### Tri-Cities Area Metropolitan Planning Organization FY27 Unified Planning Work Program Adoption Resolution

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

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

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

WHEREAS, VDOT, FHWA, and DRPT have reviewed the Draft FY27 UPWP and approved it for public review and MPO approval; and

WHEREAS, the Tri-Cities Area Metropolitan Planning Organization, pursuant to its adopted participation process, has considered public comments received on the FY27 Unified Planning Work Program.

NOW, THEREFORE BE IT RESOLVED, the Policy Committee of the Tri-Cities Area Metropolitan Planning Organization hereby approves the Tri-Cities Area FY27 Unified Planning Work Program.

Upon a motion by \_\_\_\_\_( \_\_\_\_\_ ) seconded by \_\_\_\_\_( \_\_\_\_\_ ), and carried by a voice vote, a motion was adopted on June 11, 2026, with \_\_\_ members voting aye, \_\_\_ members voting nay, and \_\_\_ members abstaining.

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

\_\_\_\_\_  
Zak Mumuni, Secretary,  
Tri-Cities Area Metropolitan  
Planning Organization

\_\_\_\_\_  
June 11, 2026

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June 11, 2026

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## Introduction

Congress intends that the Metropolitan Planning Process be:

- Continuous
- Cooperative
- Comprehensive
- Performance Based
- Multimodal (USDOT, 2016)

The Tri-Cities Metropolitan Planning Organization was created on March 21, 1974, under Title 23 of the United States Code, by cooperative agreement between the Crater Planning District Commission and the Virginia Department of Highways. The Cities of Colonial Heights, Hopewell, Petersburg and the Counties of Chesterfield, Dinwiddie and Prince George entered into subsequent agreements in support of a continuing transportation planning process for the metropolitan area. On November 7, 1979, Virginia's Secretary of Transportation designated the Tri-Cities Area Policy Committee as the Metropolitan Planning Organization for the Tri-Cities Area. Figure 1 is a map showing the study area and the member jurisdictions.

## Organization and Structure

The MPO consists of a Policy Committee and a Technical Committee. The Policy Committee is responsible for transportation planning for the region including:

- the Unified Planning Work Program (UPWP);
- the Metropolitan Transportation Plan (MTP);
- the Metropolitan Transportation Improvement Program (MTIP);
- the Congestion Management Process (CMP);
- the Public Participation Plan (PPP);
- the Title VI Compliance Plan; and
- Ensuring that plans meet federal requirements.

Elected representatives from the six study area jurisdictions, appointed representatives from the Office of the Virginia Secretary of Transportation, the Crater Planning District Commission (CPDC) and Petersburg Area Transit (PAT) are the voting members of the TCAMPO Policy Committee. Representatives from the Federal Transit Administration, the Federal Highway Administration and the Virginia Department of Rail and Public Transportation (VDR&PT) also participate on the TCAMPO Policy Committee as non-voting members. Table 1 lists the current voting members of the TCAMPO's Policy Committee and the agency or jurisdiction that they represent.

The Technical Advisory Committee is composed of representatives from public works, engineering, planning, or traffic engineering staff of the six local jurisdictions, VDRPT, VDOT, PAT and the CPDC. The TAC gives technical support to the Policy Committee. Representatives of Fort Lee, RideFinders, and the National Park Service at Petersburg

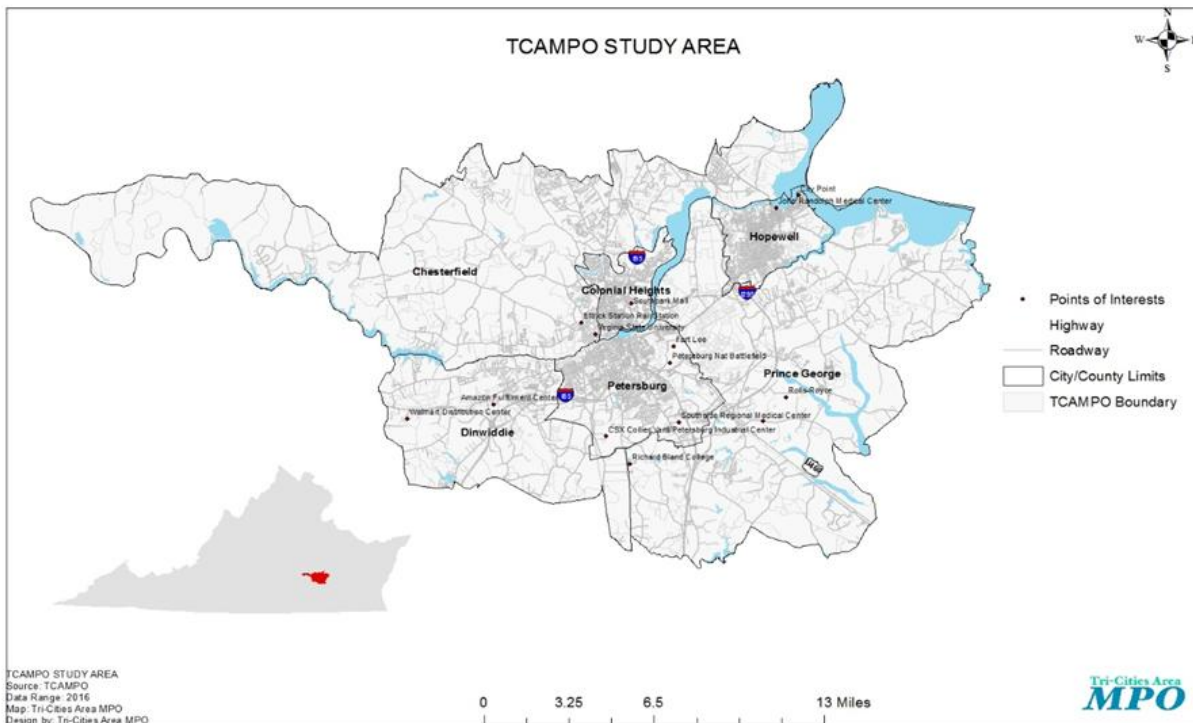
National Battlefield serve on the Technical Advisory Committee as advisory members because of their importance to the Tri-Cities area.

The Tri-Cities Area MPO Unified Planning Work Program includes an MPO management section, a work program section, and appendices. The management section describes the overall metropolitan transportation planning process. The work program section describes each work element, estimated cost, funding sources, and identifies the responsible agency or agencies. The appendices section includes the Title VI/Non-Discrimination Assurance (DOT Order No.1050.2A), PL authorization letter, etc. *The purpose of the UPWP is to ensure that TCAMPO successfully produces all its required products and complies with Federal and Commonwealth requirements.*

Memoranda of Agreement for the 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. 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 to comply with metropolitan transportation and air quality planning requirements. These planning agreements were updated during FY19 under Task 1.0 to reflect changes in Federal and State transportation planning regulations since January 2009.

The job of the Metropolitan Planning Organization includes:

- 1) establish policy for the continuing, cooperative, and comprehensive transportation planning process;
- 2) determine when a re-evaluation of metropolitan plans and programs are needed;
- 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 forecasting travel demand;
- 6) cooperate in the analysis of alternate transportation facilities;
- 7) cooperate on other work on the metropolitan transportation study;
- 8) review the design and location of projects and programs;
- 9) monitor the development of the State Implementation Plan, including the mobile source emission budget for the metropolitan area;
- 10) monitor development of any transportation control measures that may be required for the metropolitan area;
- 11) approve conformity findings required for the long-range plan and the transportation improvement program for the metropolitan area;
- 12) Approve those transportation plans and programs required by the U. S. Department of Transportation.



**Figure 1: Tri-Cities MPO Study Area**

### **FY26 Accomplishments**

- Maintained the FY26 UPWP
- Maintained the FFY 2024-27 MTIP
- STBG/CMAQ/CRP new applications and allocations for FY27-32 SYIP
- Approved funds transfer for STBG/CMAQ/CRP projects
- Developed the FFY 2027-30 Metropolitan Transportation Improvement Program
- Managed the conformity process for PLAN2045 and FFY 2027-30 MTIP
- Submitted four Pre-Applications for SMART SCALE Round 7
- Participated in studies, such as Pipeline and STARS studies as selected by VDOT
- Adopted TCAMPO 2026 Safety Performance Targets
- Complete and approve the FY27 UPWP
- Hired a new Administrative Assistant (Marian Kamatchi)
- Kicked off a contract with RK&K to help in support of PLAN2050

### **Priorities for FY27 UPWP**

- Complete and approve the FY28 UPWP
- Completion and adoption of Plan2050
- Amend the FFY 2027-30 Metropolitan Transportation Improvement Program as needed
- Conformity process for PLAN2050 and FFY 2027-30 MTIP
- Participate in studies, such as Pipeline and STARS studies as selected by VDOT
- Submit applications for SMART SCALE Round 7 (due August 2026)
- Update Congestion Management Process (last updated in 2016)
- Processed new STBG/CMAQ/CRP applications/allocations for FY28-32 SYIP
- Boost TCAMPO's GIS training and data portal for its members and public
- Addition of a Planner I and a Community Engagement Planner position

### **Major Transportation Planning Products**

Table 3 shows the products TCAMPO must produce and the status of each product. All our required products are expected to be up to date.

**Table 3: MPO Planning Products**

Task #	Planning Product	Status	Comments or Notes
1	Boundary Review	Completed	This was preformed after the 2020 Census and completed in FY24.
2	Congestion Management Process (CMP)	Current	TCAMPO staff is currently working on the 2026 update and plans to be completed in FY27.
3	Metropolitan Transportation Plan (MTP)	Current	TCAMPO staff is currently working on the development of Plan2050. The plan is scheduled to be adopted in FY27.
4	Metropolitan Transportation Improvement Program (MTIP)	Current	TCAMPO staff is currently working on the development of the FFY 2027 - FFY 2030 MTIP. This is scheduled to be adopted in May of 2026.
5	Annual Obligation Report	Current	The FFY 2025 Report is posted online.
6	Performance Measures	Current	TCAMPO Staff is currently in the process of developing performance measures as apart of PLAN2050.This is planned to be adopted in FY27.
7	Quadrennial Certification Review	Current	The TCAMPO just underwent a Certification Review in February of 2026.
8	Special Projects	None	There are no Special Projects at this time.
9	Transit Development Plan	Current	TCAMPO staff will work on including this in Plan2050.
10	Stakeholder Participation Plan	Current	Adopted by the MPO in 2024.
11	Title VI Compliance Plan	Current	Adopted by the MPO in 2024.
12	Unified Planning Work Program (UPWP)	Current	This UPWP replaces the UPWP adopted in May 2026.
13	VA Six Year Improvement Plan (SYIP)	Current	Revised each year under CTB Guidance.
14	Bylaws	Current	The TCAMPO last updated the Bylaws in FY20.

## Overall Transportation Planning Priorities (Long Term Work Schedule)

Table 4 shows TCAMPO's plan for meeting the federal transportation planning requirements, covering eight fiscal years, beginning in fiscal year 2021, and the planning products that need to be completed each year.

The product schedules are based upon the timelines set out in the Federal Register or agency policy.

**Table 4: Long Term Work Schedule**

Product/Task	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28
Boundary Review			☑	★				
Congestion Management Process						☑	★	
Metropolitan Transportation Improvement Program (MTIP)	☑	☑	★	☑	☑	★	☐	☐
Metropolitan Transportation Plan (MTP)	☑	★	☑	☑	☑	☑	★	☐
Annual Obligation Report	☑	☑	☑	☑	☑	☑	☐	☐
Performance Report	★	★	★	★	★	★	★	★
Self-Certification		★				★		
Quadrennial Certification Review		☑				☑		
Special Projects - TCAMPO Multimodal Mobility Plan				☑	★			
VDOT Master Planning Agreements		☑					☐	
DRPT Master Planning Agreements	☑					☑		
Coordinated Human Services Transportation Plan			☑					
Update Functional Classification				★				
Transit Development Plan	☑							
Public Participation Plan (PPP)				☑	★		★	
Title VI Compliance Plan				☑	★			
Unified Planning Work Program (UPWP)	★	★	★	★	★	★	★	★
STBG/CMAQ/CRP Allocation Plan	★	★	★	★	★	★	★	★

Work completed by TCAMPO Staff



Work to be completed by TCAMPO Staff



Requires TCAMPO Adoption



## FY27 Work Program

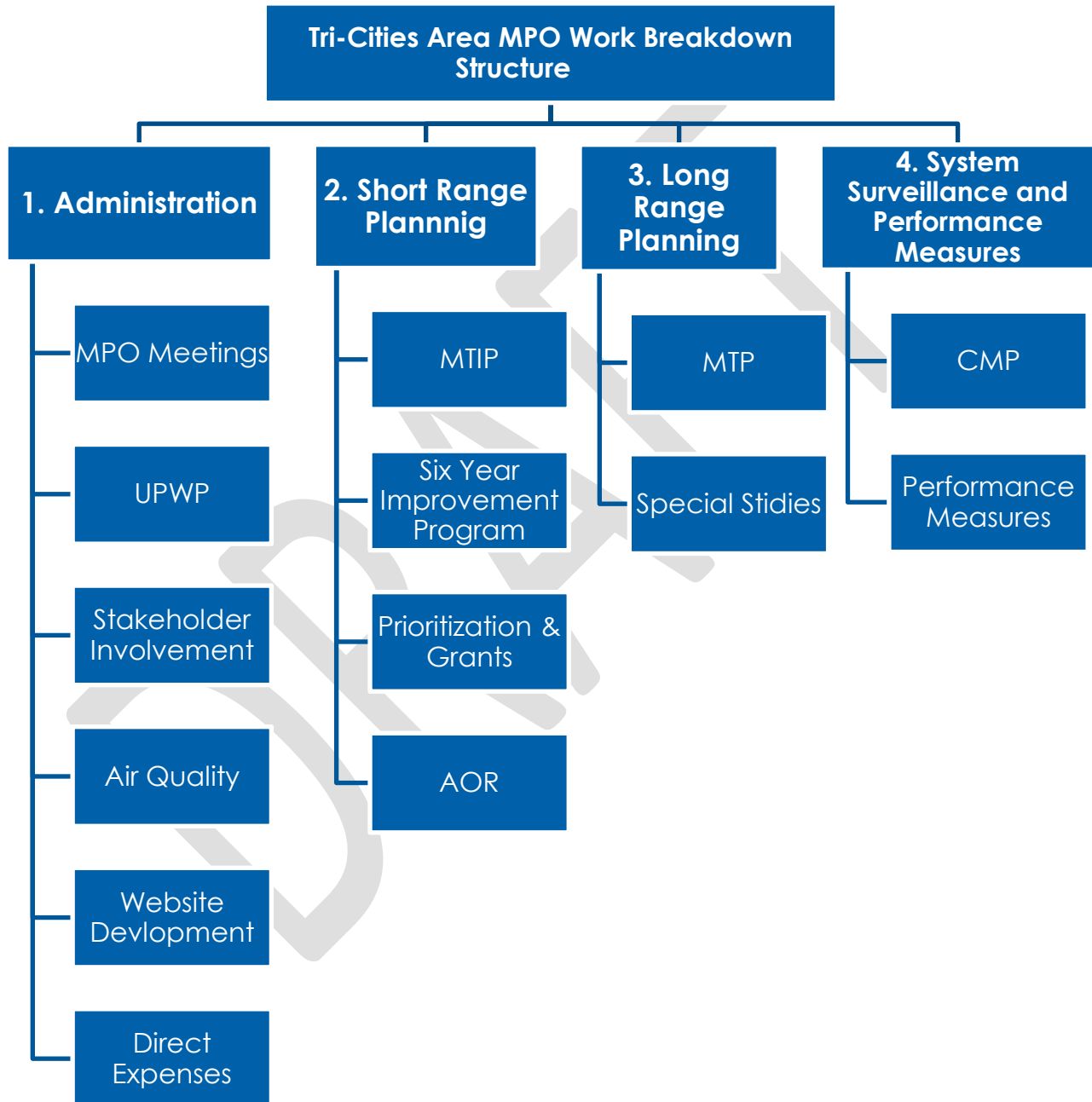
As noted above, Table 4 sets out a long-term schedule for the TCAMPO including the upcoming year. The intent of the work program is to deliver the products in Table 4 on time. The work program is the key element of the Unified Planning Work Program. It describes the work TCAMPO staff intend to perform during the upcoming year and the products that TCAMPO will produce as evidence that the work has been completed.

**The work of the MPO in the FY27 UPWP will be performed by the full-time TCAMPO Director (currently vacant), the full-time Assistant Director, full-time Transportation Planner, consultants (if noted in the Task), and other members of the Crater PDC staff allocating parts of their time to TCAMPO.** Figure 2 gives TCAMPO's work breakdown structure.

Table 5 shows the coming year's planned work by task and month. The four columns on the far right indicate the organization responsible. An 'A' indicates that the organization

has the main responsibility for the task. A 'B' indicates a secondary role for the organization.

**Figure 2: The MPO's Work Breakdown Structure**



**Table 5: Tentative Schedule**

Planning Factors												
TASK	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>TASK 1: Administration of the Transportation Planning Process</b>												
1. MPO Meetings	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2. UPWP									✓	✓	✓	
3. Stakeholder Inv.	✓	✓										
4. Air Quality	✓	✓										
5. Website Dev't	✓			✓			✓			✓		
6. Direct Expenses	✓			✓			✓			✓		
<b>TASK 2: Short-Range Planning</b>												
1. MTIP		✓							✓			
2. SYIP				✓	✓	✓	✓	✓	✓	✓	✓	
3. Prioritization & Grants	✓	✓					✓			✓		
4. AOR						✓						
<b>TASK 3: Long-Range Planning</b>												
1. MTP	✓	✓	✓	✓	✓	✓						
2. Special Studies												
<b>TASK 4: System Surveillance and Performance Measures</b>												
1. CMP	✓	✓	✓	✓	✓	✓						
2. Performance Measures			✓	✓	✓							

## Task 1: Administration of the Transportation Planning Process

TCAMPO has allocated \$240,529 to Task 1, Administration, as shown in Table 6. Being a small MPO, this task is a large percentage of TCAMPO staff's time. The budgeted amount for this task is consistent with other years. Crater PDC hired an Administrative Assistant (Marian Kamatchi) in FY26 who helps with the administrative duties for TCAMPO. The Director of Transportation and GIS is currently vacant. TCAMPO has budgeted for that role in FY26 and FY27.

**Table 6: Administrative Budget**

UPWP Fund	Fed	State	Local	Total
PL 104	\$151,661	\$18,958	\$18,958	<b>189,577</b>
FTA Sec 5303	\$40,762	\$5,095	\$5,095	<b>50,993</b>
RSTP Supplement	\$0	\$0	\$0	-
<b>TOTAL</b>	<b>\$192,423</b>	<b>\$24,053</b>	<b>\$24,053</b>	<b>\$240,529</b>

### 1. MPO Meetings

This subtask includes the time needed to prepare for and attend Policy Committee Meetings and Technical Advisory Committee Meetings including preparation of agendas, draft and final meeting minutes, and attending the meetings. Typically, the MPO schedules monthly meetings for both committees (except for July and December).

#### Key tasks and deliverables

- Attending ten Policy Committee meetings and ten Technical Advisory Committee meetings
- Ten agendas for Policy Committee Meetings
- Ten agendas for Technical Advisory Committee Meetings
- Ten draft minutes and nine final minutes for Policy Committee Meetings
- Ten draft minutes and nine final minutes for Technical Advisory Committee Meetings
- Distributing the products listed above on the TCAMPO website, TCAMPO social media and emailing them to members and stakeholders

### 2. Unified Planning Work Program, Invoicing, Progress Reporting and Certification

This subtask includes developing the Unified Planning Work Program (UPWP), monitoring completion of the tasks in the UPWP, reporting progress to the Policy Committee, VDOT, VDRPT, FHWA and FTA reviewing PL, RSTP, and Section 5310 invoices and submitting those invoices and progress reports to the listed agencies. It also covers certification that the planning process meets federal requirements. All MPOs self-certify their compliance annually. TCAMPO's compliance with each federal requirement is included as Table 2. A

copy of the most recent self-certification is included on page 4 of the UPWP. In February of 2026, TCAMPO underwent the quadrennial Federal Certification Review.

#### Key tasks and deliverables

- Developing, monitoring and amending the FY27 UPWP
- Reviewing and submitting four quarterly invoices to DRPT and VDOT
- Preparing four quarterly progress reports and a final report (combined with the fourth quarterly report) for DRPT and VDOT each year
- Monitoring compliance with the federal requirements

### **3. Stakeholder Involvement and Title VI Compliance**

CPDC and TCAMPO are required to prepare, maintain, and implement documents related to public outreach, participation, and nondiscrimination, including the Public Participation Plan (PPP) and Title VI Implementation Plan. Staff will support document management and update as necessary.

#### Key tasks and deliverables

- Provide the public with complete information, timely notice of Public Hearings, and full access to key decisions of the TCAMPO
- Support early and continuing involvement of the public in core TCAMPO activities, including the Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP)
- Manage the TCAMPO and CPDC websites and develop new content to inform the public about the activities of the TCAMPO
- Update, amend, and implement the agency Title VI Plan
- Update, amend, and implement the Public Participation Plan
- Coordinate with VDOT and DRPT staff and TCAMPO committees to review and amend plans to ensure that TCAMPO program elements are compliant with applicable state and federal guidance
- CPDC will hire a Community Engagement Planner to support this sub-task

### **4. Air Quality and Transportation Planning Coordination**

This subtask includes the development of a Conformity Assessment Report. TCAMPO is in attainment for the National Ambient Air Quality Standards. On February 16, 2018, the DC Circuit Court of appeals reinstated transportation conformity for the 1997 eight-hour ozone standard. TCAMPO adopted (and FHWA/FTA approved) a new *Conformity Assessment* during FY23 as part of the *FFY 2024-2027 MTIP with Plan2045*.

In March of 2026, TCAMPO staff worked on a new Conformity Assessment as part of the FFY 2027-2030 MTIP and the 2045 CLRP. TCAMPO staff plan to work on a new Conformity Assessment as part of PLAN2050 and the FFY 2027 – 2030 MTIP in FY27.

### Key tasks and deliverables

- A Conformity Assessment Report for PLAN2050 and the FFY 2027 – 2030 MTIP
- Should be focused on PLAN2050 and MTIP update for conformity

## **5. Webpage Development: Continued Improvement**

This subtask includes development and maintenance of the TCAMPO website for public access to information. The Crater PDC and TCAMPO website was launched in early 2021, and improvements have been made since that time. This item was identified as a Corrective Action, which the Federal Review Team confirmed as adequately addressed in FY24. TCAMPO and Crater PDC staff are currently developing a new website, which is expected to be live by the end of FY26.

### Key tasks and deliverables

- Develop a new website with
  - Easy navigation (no buried documents)
  - Search functionality
  - Consistent document organization (especially for TIP/MTP archives)
  - Version control (clear “current vs. past” documents)
  - Plain-language explanations with minimal technical jargon

## **6. Direct Expenses for Travel, Training, and Professional Development**

This subtask includes covering direct costs associated with professional development, training, and travel.

### Key tasks and deliverables

- Direct costs for mileage, registration, and travel (lodging, air/ground transportation, and per diem meals per GSA rates)
- Membership dues for AMPO, VAMPO, APA, VAAPA, AICP, and AICP exam fees
- Support for staff training and certifications, including GIS certificates
- Attendance at relevant training courses, workshops, seminars, and conferences (e.g., Governor’s Transportation Conference, AMPO, APA, VAAPA, ESRI and TRB)
- Ongoing professional development for staff and board/committee members on federal and state transportation regulations and best practices
- Advertising/promotion, GIS software support, and computer equipment

## **Task 2: Short-Range Planning**

**TCAMPO has allocated \$91,505 to Task 2, Short-Range Planning**, as shown in Table 7. Programming is the process of prioritizing, selecting, funding, and scheduling projects. This task also includes applying for and assisting members with competitive grants.

**Table 7: Short-Range Planning Budget**

<b>UPWP Fund</b>	<b>Fed</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
PL 104	\$59,899	\$7,487	\$7,487	<b>74,873</b>
FTA Sec 5303	\$13,305	\$1,663	\$1,663	<b>16,645</b>
RSTP Supplement	\$0	\$0	\$0	-
<b>TOTAL</b>	<b>\$73,204</b>	<b>\$9,150</b>	<b>\$9,150</b>	<b>91,505</b>

### **1. The Metropolitan Transportation Improvement Program (MTIP)**

TCAMPO develops the Metropolitan Transportation Improvement Program (MTIP) with a four-year planning horizon in coordination with the State, member agencies, and local transit providers. The MTIP is prepared through a collaborative process with local governments, VDOT, DRPT, PAT, and the public. It includes:

- A list of federally supported projects and strategies
- A public involvement process
- A financial plan showing how the program will be funded
- Descriptions of each project in the TIP

In FY26, TCAMPO staff completed the FY27–30 MTIP update. This task will support ongoing maintenance and monitoring of the MTIP, participation in State Transportation Improvement Program (STIP) activities, public involvement process, and geospatial visualization of TIP projects.

#### Key tasks and deliverables

- Maintain the FFY 2027–2030 MTIP
- Develop GIS layers showing project location, phases, costs, and funding sources for FY27–2030 MTIP projects
- Create interactive GIS visualizations of TIP projects to support internal planning, public engagement, and partner coordination
- Coordinate the STBG/CMAQ call for projects
- Review and update STBG/CMAQ/CRP guidelines for each funding cycle

### **2. The Six Year Improvement Program (SYIP)**

This subtask includes TCAMPO staff coordinating with VDOT and local agencies administering congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), Carbon Reduction Program (CRP), and TCAMPO allocated Transportation Alternatives Program (TAP) prioritized projects regarding scheduling and the allocation of funding for the next Six-Year Improvement Program update. Typically, these allocation updates take place in the winter and spring quarters and involve first updating schedules and estimates then (if funds are available) recommending new projects for the SYIP.

#### Key tasks and deliverables

- Develop and adopt the FY28-33 STBG, CMAQ, and CRP tables

- Attendance at the Fall and Spring CTB Public Meetings in the Richmond District

### **3. Prioritization and Grant Applications**

This subtask includes TCAMPO staff working to submit requests for competitive grants and the prioritization of STBG/CMAQ/CRP projects in the TCAMPO region. STBG, CMAQ, CRP and TAP allocations are provided to TCAMPO by VDOT and are controlled and approved by the TCAMPO Policy Committee. RAISE, SS4A, HSIP, and SMART SCALE are controlled by the Commonwealth of Virginia or the Federal Government.

In addition, the SMART SCALE Round 7 application will open in June of 2026 (FY26) and will extend into August (FY27) with final approval by the Commonwealth Board of Transportation in June 2027 (FY27). TCAMPO includes funding under this UPWP Task to work cooperatively with our member jurisdictions to develop SMART SCALE applications and to develop up to four TCAMPO applications and support Crater PDC with their applications. TCAMPO staff submitted four Smart Scale Round 7 Pre-Applications in March of 2026 (FY26).

#### Key tasks and deliverables

- Provide regular updates to TCAMPO committees on the SMART SCALE process
- Provide technical assistance for SMART SCALE application development and submission, including evaluation of previously identified high-priority but unfunded projects
- Participate in VDOT Project Pipeline and STARS studies
- Review performance of past applications and assess projects for upcoming rounds
- Coordinate the sharing of economic development and other relevant information among localities to support SMART SCALE applications
- Identify, develop, and administer transportation-related grants for TCAMPO, CPDC, and member localities

### **4. FFY 2026 Annual Obligation Report**

This subtask includes TCAMPO posting the FFY 2026 Annual Obligation Report for federal funds, required by 23 CFR Part 450.33, on the TCAMPO website. The activities involved include:

- Work with VDOT, DRPT, FHWA, and FTA to collect obligation data for transportation projects in the MPO area
- Ensure all stakeholders (local governments, transit agencies) provide relevant updates
- Cross-check obligation records with the approved STIP
- Provide details on highway and transit project obligations, including:
  - Analyze discrepancies between planned and actual obligations

- Publish the report on the MPO's website
- Include easy-to-read tables and graphics for accessibility
- Submit to committees and funding agencies for review
- Send the final AOR to FHWA, FTA, VDOT, and DRPT at the end of the calendar year

Key tasks and deliverables

- Posting the FFY 2026 Annual Highway and Transit Obligation reports on the TCAMPO webpage

### Task 3: Long-Range Planning

**TCAMPO has allocated \$316,765 for Task 3, Long-Range Planning, as shown in Table 8.**

This allocation includes \$45,000 of STBG Supplement for PLAN2050. This task includes the tasks needed to develop and maintain the Metropolitan Transportation Plan (MTP) required in 23 CFR Part 450.324. Starting in October 2026 (FY26), TCAMPO hired RK&K to help assist in the development of PLAN2050. This contract has been extended till August of 2026 (FY27). TCAMPO staff also plan to hire consultant support to help with the Richmond-Tri-Cities Travel Demand Model. This will start in FY26 and continue into FY27. Consultant services will be used for Task 3 and will be funded with PL, STBG, and Section 5303 funds.

Through the activities in this Task, TCAMPO will meet the BIL requirement that each MPO use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities (11206(b)).

**Table 8: Long-Range Planning Budget**

UPWP Fund	Fed	State	Local	Total
PL 104	\$147,396	\$18,425	\$18,425	<b>184,245</b>
FTA Sec 5303	\$70,016	\$8,752	\$8,752	<b>87,590</b>
RSTP Supplement	\$36,000	\$9,000	\$0	<b>45,000</b>
<b>TOTAL</b>	<b>\$253,412</b>	<b>\$36,177</b>	<b>\$27,177</b>	<b>316,765</b>

#### 1. Metropolitan Transportation Plan (MTP)

This subtask includes the development of TCAMPO's PLAN2050. Under §450.306 (scope of the metropolitan transportation planning process), the metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services.

Key tasks and deliverables

- Assessing current conditions of the regional transportation system

- Maintaining the roadway and bridge element of the MTP
- Maintaining the regional travel demand model
- Forecasting travel demand across the network
- Identifying future highway improvements based on projected demand
- Conducting environmental mitigation, resiliency, and equity analysis
- Developing a long-range financial plan
- Assessing roadway functional classification
- Coordinating with localities to collect key data (e.g., existing and future land use) for PLAN2050 and the travel demand model

## 2. Special Studies, Projects, Programs, and Contingency

TCAMPO staff will assist local, regional, and state efforts with special studies, projects, and programs as requested.

### Key tasks and deliverables

- Participate in studies, projects, and/or programs for local, state, and federal agency for any transportation mode for the TCAMPO localities, as requested
- Assist member localities with updates to Comprehensive Plans or other planning documents, as requested

### Task 4: System Surveillance and Performance Measures

TCAMPO has allocated \$91,505 for Task 4, system surveillance and performance measures, as shown in Table 9. System surveillance, (monitoring the system) helps TCAMPO monitor trends in the physical condition of the system, the demand on the system, and the safety of the system. It provides vital feedback to let us know if the policies, programs, and projects we are implementing are having the desired impact. Consultant services may be used for Task 4 and will be funded with PL and Section 5303 funds.

**Table 9: System Surveillance and Performance Measures Budget**

UPWP Fund	Fed	State	Local	Total
PL 104	\$59,899	\$7,487	\$7,487	<b>74,873</b>
FTA Sec 5303	\$13,305	\$1,663	\$1,663	<b>16,645</b>
RSTP Supplement	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$73,204</b>	<b>\$9,150</b>	<b>\$9,150</b>	<b>91,505</b>

## 1. Congestion Management Process

This subtask includes the development and update of the congestion management process (CMP). TCAMPO Policy Committee last approved the CMP in 2016 and is updated every 10 years. TCAMPO staff started work on the CMP in FY26 and plan to have the 2026 CMP approved later in 2026 (FY27). The CMP will be approved as a part of PLAN2050.

### Key tasks and deliverables

- The completion of the Congestion Management Process in FY27

## 2. Performance Measures and Targets

This subtask includes the collection of performance data to monitor progress towards the achievement of regional goals, objectives, and performance measures. TCAMPO is required by federal and state law to maintain and report performance measures each year. TCAMPO tracks approximately thirty performance measures now and uses them to refine its goals and objectives and inform its maintenance and construction priorities. Performance measures under the FAST ACT include:

- Safety
- Bridge Condition
- Pavement Condition
- Highway System Performance
- Transit Asset Management
- Public Transportation Safety

TCAMPO staff updated the MTIP and will update PLAN2050 to reflect the latest performance measures. With OIPI's GAP technical assistance (in coordination with VDOT and DRPT), TCAMPO developed a full performance-based planning process, including identification, validation, calibration, and selection of performance measures and thresholds; a detailed process template; stakeholder roles and responsibilities; and data and document templates. These GAP efforts supported Plan2045 and Plan2050.

Additionally, an update to the RSTP/CMAQ prioritization process (fall 2019 – late FY23) produced a data-driven, performance-based process used for the FY24-29, FY26-31, and FY27-32 SYIP rounds. TCAMPO staff, with consultant support, plan to update STBG/CMAQ prioritization policies and procedures in FY26–FY27.

### Key tasks and deliverables

- Ongoing data collection, monitoring, and analysis of system performance
- Establishment and periodic updating of performance targets
- Reporting TCAMPO's adopted targets to VDOT
- Maintenance of a dedicated performance measures and targets section on the TCAMPO website

- Coordination with VDOT and DRPT to support the development and maintenance of performance targets
- Preparation of a performance report as part of PLAN2050

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**Table 10: Complete FY27 UPWP Budget**

UPWP TASK	PL 104				FTA Sec 5303				RSTP Supplement				TOTAL			
	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
<i>Task 1 - Administration</i>	\$151,661	\$18,958	\$18,958	\$189,577	\$40,762	\$5,095	\$5,095	\$50,952	\$0	\$0	\$0	\$0	\$192,423	\$24,053	\$24,053	\$240,529
<i>Task 2 - Short Range Planning</i>	\$59,899	\$7,487	\$7,487	\$74,873	\$13,305	\$1,663	\$1,663	\$16,632	\$0	\$0	\$0	\$0	\$73,204	\$9,150	\$9,150	\$91,505
<i>Task 3 - Long Range Planning</i>	\$147,396	\$18,425	\$18,425	\$184,245	\$70,016	\$8,752	\$8,752	\$87,520	\$36,000	\$9,000	\$0	\$45,000	\$253,412	\$36,177	\$27,177	\$316,765
<i>Task 4 - Surveillance and Performance Measures</i>	\$59,899	\$7,487	\$7,487	\$74,873	\$13,305	\$1,663	\$1,663	\$16,632	\$0	\$0	\$0	\$0	\$73,204	\$9,150	\$9,150	\$91,505
<b>GRAND TOTAL</b>	<b>\$418,855</b>	<b>\$52,357</b>	<b>\$52,357</b>	<b>\$523,568</b>	<b>137,388</b>	<b>17,174</b>	<b>17,174</b>	<b>\$171,736</b>	<b>\$36,000</b>	<b>\$9,000</b>	<b>\$0</b>	<b>\$45,000</b>	<b>\$592,243</b>	<b>\$78,530</b>	<b>\$69,530</b>	<b>\$740,304</b>

Table 11 Shows the FY27 PL 104 and Sec 5303 funding and funding carryovers from earlier fiscal years. Due to a shortage of staff, the Tri-Cities Area MPO typically has had a substantial carryover balance for several years from FHWA's PL 104 or FTA's Section 5303 funds. Crater PDC hired a new Administrative Assistant to assist TCAMPO staff in August of 2025 (FY26). TCAMPO starting in FY26 has budgeted for a Director of Transportation and GIS. This position is still unfilled and is partly the reason TCAMPO plans to carry over funds from FY26 to FY27.

**Table 11: FY27 PL, STBG, and Sec 5303 Allocations and FY25/FY26 Carryover Funds**

Broad Funds	Fund Type	Federal	State	Local	Total
<b>Planning</b>	FY25 Carryover Highway (PL)	\$ 54,057	\$ 6,757	\$ 6,757	\$ 67,572
	FY26 Direct Carryover to FY26 (PL)	\$ 120,000	\$ 15,000	\$ 15,000	\$ 150,000
	FY 27 Highway (PL) (est.)	\$ 244,797	\$ 30,600	\$ 30,600	\$ 305,997
	FY27 PL Total	\$ 418,855	\$ 52,357	\$ 52,357	\$ 523,568
<b>STBG Supplement</b>	FY27 STBG Total	\$ 36,000	\$ 9,000	\$ -	\$ 45,000
<b>Sec 5303</b>	FY 26 FTA (Sec 5303)				
	FY 26 FTA (Sec 5303) - Non-Match				
	FY 27 FTA (5303)	\$ 137,388	\$ 17,174	\$ 17,174	\$ 171,736
	Sec 5303 Total	\$ 137,388	\$ 17,174	\$ 17,174	\$ 171,736
<b>Grand Total for FY27 UPWP</b>		<b>\$ 592,243</b>	<b>\$ 78,530</b>	<b>\$ 69,530</b>	<b>\$ 740,304</b>

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