

FINAL Metropolitan Transportation Improvement Program

Tri-Cities Area MPO

Approved by the Tri-Cities Area MPO Policy Committee

June 11, 2020

Amended 3-25-22



Acknowledgements

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

Table 1: Tri-Cities Area MPO Policy Committee Members

Jurisdiction	Representative
Chesterfield County Mr. Kevin Carroll	
Colonial Heights Mr. John Wood	
Crater Planning District Commission Mr. Dennis Morris	
Dinwiddie County Mr. William Chavis (Vice-Chair)	
City of Hopewell Ms. Brenda S. Pelham	
City of Petersburg Mr. Samuel Parham	
Petersburg Area Transit Mr. Charles Koonce	
Prince George County Mr. T. J. Webb (Chair)	
For the Secretary of Transportation Mr. Shane Mann, PE	

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

Non-Discrimination

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

NO DISCRIMINACIÓN

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

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

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

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**U.S. Department
of Transportation**

Federal Transit Administration
Region III
1835 Market Street, Suite 1910
Philadelphia, Pennsylvania 19103
215-656-7100
215-656-7260 (fax)

Federal Highway Administration
Virginia Division
400 North 8th Street, Room 750
Richmond, Virginia 23219
804-775-3320
804-775-3356 (fax)

September 30, 2020

Secretary Shannon Valentine
Secretary of Transportation
Patrick Henry Building
1111 East Broad Street
Richmond, Virginia 23219

Subject: FY2021-FY2024 Statewide Transportation Improvement Program

Dear Secretary Valentine:

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have completed the joint review of the Commonwealth of Virginia's FY2021-FY2024 Statewide Transportation Improvement Program (STIP), that includes highway and transit projects to be federally funded or approved by FTA and FHWA in Virginia.

Based on the Commonwealth of Virginia and MPO self-certifications of their statewide and metropolitan transportation planning processes, review of the self-certification supporting documentation, as well as our involvement in the State and Metropolitan planning processes, FTA and FHWA find that the FY2021-FY2024 STIP is based on a statewide transportation planning process that substantially meets the requirements of 23 USC 134 and 135, 49 USC 5303-5305, and 23 CFR 450 subparts A, B, and C. Accordingly, as requested in your letter dated August 1, 2020, FTA and FHWA jointly approve the STIP subject to the following FHWA corrective action being taken by the Commonwealth:

- VDOT's Fiscal Year 2020 and 2021 Title VI/Nondiscrimination Implementation Plans that were approved by FHWA require that VDOT conduct a compliance review of metropolitan planning organizations (MPO) and/or planning district commissions (PDC) at least every four years. Compliance reviews have not been conducted within the last four years for the MPOs and most of the PDCs. Therefore, FHWA requests that within two years VDOT conducts a comprehensive Title VI/Nondiscrimination review of MPOs and PDCs in Virginia pursuant to 23 CFR 200.9(b)(7) and their FY 2020 and 2021 Title VI/Nondiscrimination Implementation Plans. Furthermore, we ask that VDOT provide the FHWA Virginia Division with a copy of reports and approval communications of all completed Title VI/Nondiscrimination reviews.

To approve the STIP, which includes the Metropolitan Planning Organizations' (MPO) Transportation Improvement Programs (TIP) contained by reference or directly in the STIP, the FHWA and FTA must make a determination that the STIP is based on a continuing, cooperative, and comprehensive planning process. This Planning Finding is based upon the determination that all projects in the STIP meet the planning requirements of 23 USC 134 and 135, 49 USC 5303-5305, and 23 CFR 450 subparts A, B, and C. Enclosed is the Planning Finding for the Commonwealth's FY 2021-2024 STIP including all incorporated MPO TIPs. It contains additional details on the corrective action, as well as commendations, recommendations, and additional comments to help strengthen the transportation planning and program development process.


Secretary Shannon Valentine
Subject: FY2021-FY2024 Statewide Transportation Improvement Program

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In accordance with 23 CFR 450.218(a), the approval period for a new STIP shall not exceed four years. As a result, this joint FHWA/FTA approval of the Virginia STIP applies to the period of FY 2021 through FY 2024. This STIP approval does not constitute a final commitment of Federal funds. Federal funding for projects included in the STIP is finalized when a request for project authorization is approved by FHWA or upon approval of a grant award by FTA. Should amendments to this STIP become necessary, any highway amendments will be acted upon by FHWA and any transit amendments will be acted upon by FTA.

We look forward to the continued cooperation of you and your staff in efforts to carry out the statewide and metropolitan planning processes in an effective manner. If you have any questions, please direct them to either Mr. Ivan Rucker, Statewide Planner, of the FHWA Virginia Division, at (804) 774-3350 or Mr. Ryan Long, Community Planner, of the FTA Region III, at (215) 656-7051.

Sincerely,


Digitally signed by
THERESA GARCIA CREWS
Date: 2020.09.30 08:08:02
-04'00'

Terry Garcia Crews
Regional Administrator
Federal Transit Administration

**THOMAS L
NELSON JR**
Digitally signed by
THOMAS L NELSON JR
Date: 2020.09.30 14:26:54
-04'00'

Thomas Nelson, Jr., P.E.
Division Administrator
Federal Highway Administration

Enclosure: FHWA/FTA Planning Finding

cc: Mr. Stephen Brich, P.E., Virginia Department of Transportation
Ms. Jennifer Mitchell, Virginia Department of Rail and Public Transportation

Tri-Cities Area MPO 2020 Self-Certification Resolution

SELF-CERTIFICATION RESOLUTION

The Tri-Cities Metropolitan Planning Organization and the Commonwealth of Virginia hereby certify that the transportation planning process for the southern portion of the Richmond, Virginia Urbanized Area is addressing transportation needs in the metropolitan planning area and is being conducted in accordance with applicable requirements including:

WHEREAS, The MPO encourages safe, efficient surface transportation as required by 23 U.S.C 134, and 49 U.S.C 5303 and 5304; and

WHEREAS, The MPO is an attainment area and neither General Conformity nor Transportation Conformity Applies; and

WHEREAS, the MPO complies with Title VI of the Civil Rights Act of 1964 as Amended; and

WHEREAS, the MPO complies with 49 U.S.C 5332 (prohibiting discrimination based upon race, color, creed, national origin, sex, or age in employment or business opportunity; and

WHEREAS, the MPO encourages the use of disadvantaged business enterprises on USDOT funded projects as required by Section 1101(b) of the FAST ACT (Pub. L. 114-357) and 49CFR §26; and

WHEREAS, the MPO complies with 23 CFR §230 regarding equal opportunity in Federal and Federal-Aid Highway Construction projects; and

WHEREAS, the MPO complies with the Americans with Disabilities Act (42 U.S.C. 6101); and

WHEREAS the MPO complies with the Older Americans Act (42 U.S.C. 6101); and

WHEREAS the MPO complies with Title 23 U.S.C. §324; and

WHEREAS the MPO complies with Section 504 of the Rehabilitation Act of 1973

NOW, THEREFORE, BE IT RESOLVED that the Tri-Cities Area MPO Planning Process meets Federal Transportation Planning Requirements.

Upon a motion by Mr. Webb (CPDC), seconded by Mr. Wood (Co. Mgr) carried by a voice vote, a motion was adopted on June 11, 2020 with 6 of the 6 Tri-Cities Area MPO Policy Committee members present certifying that the transportation planning process in the Tri-Cities Area is being conducted in accordance with the above legislative provisions.

T.J. Webb
The Honorable T.J. Webb, Chair
Tri-Cities Area MPO

Date 6/11/20

Liz McAdory
Liz McAdory
District Planning Manager

Date 6/4/2020

Ronald Svejnovsky
Ronald Svejnovsky, Secretary
Tri-Cities Area MPO

Date 6/11/20

Adoption Resolution For the 2021 to 2024 Metropolitan Transportation Improvement Program and Conformity Report

RESOLUTION OF THE TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION APPROVING THE FFY 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM AND CONFORMITY REPORT

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

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

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

WHEREAS, on January 9, 2020, the MPO reviewed information on the Draft FFY2021-24 MTIP provided by Petersburg Area Transit, the Virginia Department of Transportation and the Crater Planning District Commission; and

WHEREAS, on February 14, 2020, the MPO - Technical Advisory Committee reviewed information on the Draft Conformity Report provided by the Virginia Department of Transportation for public review; and

WHEREAS, on June 11, 2020, the MPO was provided and considered information from the Crater Planning District Commission staff on results of public comments on the Draft FFY 2021-24 MTIP and Draft Conformity Report in accordance with the adopted MPO Public Participation Procedures; and

WHEREAS, on June 11, 2020, the Tri-Cities Area MPO - Policy Committee received a recommendation from the MPO - Technical Advisory Committee supporting approval of the FY21-FY24 MTIP and Conformity Report.

NOW, THEREFORE, BE IT RESOLVED that the Tri-Cities Area MPO - Policy Committee adopts the FFY 2021-24 MTIP and approve the Conformity Report as presented during the June 11, 2020 meeting.

Upon a motion by Mr. Webb (C.A.N.S.) and seconded by Mr. C. [unclear] (C.A.S.S.) and carried by voice vote a motion was adopted to approve the FFY 2021-24 MTIP and Draft Conformity Report as presented during the June 11, 2020 meeting with 6 of 6 voting members present.



Honorable T.J. Webb, Chair,
Tri-Cities Area Metropolitan Planning Organization

June 11, 2020



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

June 11, 2020

Introduction

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

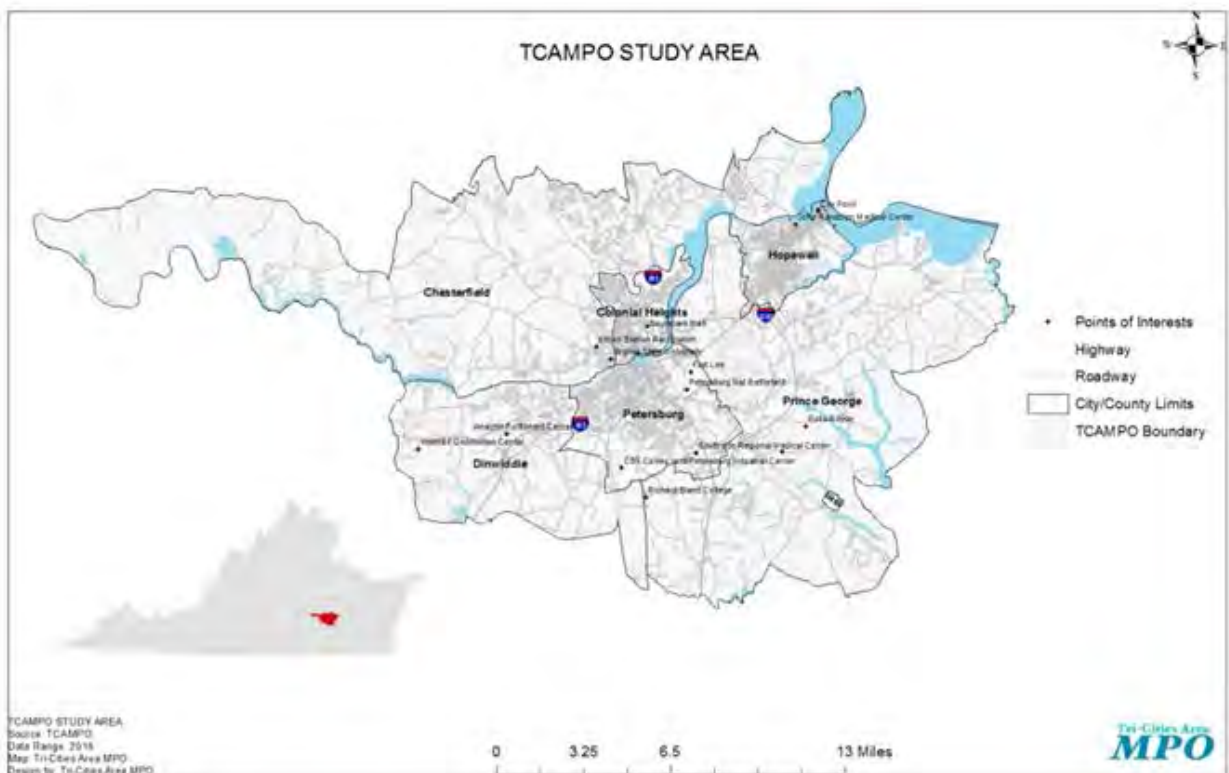


Figure 1: Tri-Cities MPO Boundary and Service Area

The purposes of this document are to:

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

The Tri-Cities Area FY 2021 – FY 2024 Metropolitan Transportation Improvement Program (MTIP) lists the highway, transit and multi-modal improvement projects or project phases expected to receive federal obligation funding over the next four-years in the Tri-Cities portion of the Richmond, VA Urbanized Area. The MTIP is endorsed by the Tri-Cities Area Metropolitan Planning Organization (MPO) and is consistent with the adopted metropolitan transportation plan.

The Commonwealth Transportation Board (CTB), Petersburg Area Transit (PAT) and the Tri-Cities Area MPO developed the financial forecast for the MTIP based on the latest official planning assumptions and estimates of revenue(s) and cost(s). Financial information is provided by funding category for the projects listed and expected to be implemented during the 4-years beginning October 1st, 2020 Federal Fiscal Year 2021. Some projects listed in the MTIP have \$0 planned obligations. Reasons for this include:

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

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

MTIP actions include, but are not limited to:

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

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

- Right-of-Way Acquisition.

Programs Included in the Transportation Improvement Program Funding

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

Opportunity to Comment (Stakeholder Participation)

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

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

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

The MPO may respond to a comment by:

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

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

The *Draft FFY 2021-24 Metropolitan Transportation Improvement Program* was available to the public for 30 days beginning after the Policy Committee Meeting of January 9, 2020. Physical copies of the draft document were placed in public libraries, member jurisdiction planning departments, and the Crater Planning District Commission Office between February 17 and March 18, 2020. Electronic notification of the MTIP was provided on the MPO's Facebook Page and on the MPO's Website. The availability of the MTIP for public comment was advertised at the media outlets listed in Appendix C. Example copies of the paid advertisements are included in Appendix C. Also, the *Progress Index* and *Richmond Times Dispatch* receive electronic meeting notifications that included copies of the draft MTIP.

The MPO held a drop in public meeting on February 26, 2020 in the Petersburg Public Library. This was an accessible public venue. The meeting ran from 5:00 PM to 7:00 PM. No one attended.

Developing the Transportation Improvement Program

Figure 2 shows the development schedule for the *FFY 2021 to 2024 Metropolitan Transportation Improvement Program*. This figure shows the lead time needed to develop a Metropolitan Transportation Improvement Program, illustrates the cooperative nature of the development process and shows the formal opportunities for stakeholder involvement. The formal opportunities included:

- 1) A thirty-day public period in _____ 2020 supervised by the MPO;
- 2) A public meeting with the MPO Policy Committee; and
- 3) The May Public Period on the STIP supervised by the Commonwealth Transportation Board.

CTB for allocating statewide discretionary funds for the FY2020 – 2025 SYIP include the following:

- Fund deficits on underway project phases
- Maximize use of federal funds to meet federal strategy
- Fund underway project phases as well as project phases that start in the current federal fiscal year
- Fund deficient bridges and paving projects
- Fund capacity expansion projects

CMAQ and RSTP Project Selection and Prioritization

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

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

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

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

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

- Benefit/cost.

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

Relation to System Performance Measures

23 CFR §450.226(c) requires Metropolitan Transportation Improvement Programs to “make progress towards achieving” the MPO’s performance targets. The next section, 23 CFR §450.226(d), asks the MPO to discuss how the MTIP will help meet the performance measures.

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

Financial Plan

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

The Commonwealth Transportation Board (CTB), Petersburg Area Transit (PAT) and the Tri-Cities Area MPO developed the financial forecast for the MTIP based on the latest official planning assumptions and estimates of revenue(s) and cost(s). Financial information is provided by funding category for the projects listed and expected to be implemented during the 4-years beginning October 1st, 2020 Federal Fiscal Year 2021 (Appendix E).

Between 2010 and 2018 the transportation funds available to the Tri-Cities MPO averaged \$153,200,000¹ each year.

Projects Completed Between Fiscal Years 2018 and 2021

The MPO obtained VDOT’s Live STIP data base which includes records of all highway projects, past and present, in progress in the Commonwealth of Virginia. Staff used this data to determine which projects were completed between 2018 and 2021. *Projects that are physically completed and noted as such in the FY20-25 SYIP (or expected to be completed by FFY 2020) and have not yet been through the federal closeout process are noted as “COMPLETED” in the upper right corner for each project in the MTIP Highway Project Table.*

Self-Certification

The Tri-Cities MPO gets eighty percent of its funding from federal aid transportation funds, either Title 23 (highways) or Title 49(transit). As a recipient of federal funds, the MPO must certify that it meets federal guidelines for spending money and ensuring it adequately serves its residents regardless of race, creed, national origin, age, or disability. All MPOs are required to certify compliance at least as often as they adopt a TIP. Some MPOs, Tri-Cities MPO among them, are also audited every four years to ensure that they comply with the regulations. The self-certification table, below, is intended to show that the MPO complies with all the regulatory requirements. The TIP also includes a self-certification resolution.

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

Project Funding Tables

The funding tables shows the planned obligations for each project in the Metropolitan Transportation Improvement Program for Fiscal Years 2021 through 2024 (as of October 3, 2019, TIP Report and tables dated 12/31/19). The jurisdictions shown are Chesterfield County, Colonial Heights, Crater District Agency on Aging Dinwiddie County, Hopewell, MPO Wide, Petersburg Area Transit, Prince George County, Serenity Inc., and Statewide.

The project description includes VDOT's Unified Project Code (UPC) and a short description of the project. Table 4 divides the projects by major phases. For construction projects the phases shown are preliminary engineering, right-of-way, construction, and project closeout. For Transit projects phases for capital (major purchases) and operating

are also included. Finally, this MTIP also includes a line debt service phase for the bonds dedicated to the US 460 Improvement Project.

Transit projects are also listed by project and planned obligation year.

MTIP Individual Highway Projects

MPO TIP Report

12/31/2019 2:47:42 PM

Tri-Cities MPO Interstate Projects

UPC NO	14760	SCOPE	Reconstruction w/o Added Capacity				Completed
SYSTEM	Interstate	JURISDICTION	Chesterfield County		OVERSIGHT	FO	
PROJECT	RTE 95 - INTERCHANGE IMPROVEMENTS				ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.934 KILOMETER SOUTH OF ROUTE 620 (WOODS EDGE ROAD) TO: 0.658 KILOMETER NORTH OF ROUTE 620 (WOODS EDGE ROAD) (1.5920 KM)						
PROGRAM NOTE	Waiting Financial Closure.						
ROUTE/STREET	0095				TOTAL COST	\$35,716,617	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
		\$0	\$0	\$0	\$0	\$0	

UPC NO	85623	SCOPE	Safety				Completed
SYSTEM	Interstate	JURISDICTION	Colonial Heights		OVERSIGHT	FO	
PROJECT	I95/TEMPLE AVE - INTERCHANGE IMPR (FED ID 20145, 20146)				ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.041 MI W HAMILTON AVE TO: 0.069 MI E EXISTING I-95 RAMP (0.3690 MI)						
ROUTE/STREET	TEMPLE AVE (0095)				TOTAL COST	\$22,112,525	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
PE AC	Federal - AC OTHER	\$0	\$126,591	\$0	\$0	\$0	
RW	Federal - NHS/NHPP	\$0	(\$716,067)	\$0	\$0	\$0	
CN	Federal - NHS/NHPP	\$0	\$716,067	\$0	\$0	\$0	
CN AC	Federal - AC OTHER	\$0	\$6,875,917	\$0	\$0	\$0	

UPC NO	115852	SCOPE	Traffic Management/Engineering			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	ITTF FY20 Micro Transit				ADMIN BY	DRPT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	9999				TOTAL COST	\$500,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE AC	Federal - AC OTHER	\$0	\$500,000	\$0	\$0	\$0

UPC NO	116651	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#I95CIP CCTV Program UPC - Funding Source Only				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
PROGRAM NOTE	FFY18 Roll-over project added to the FFY21 STIP based on FHWA approval of STIP Amd #FFY20-14 7/02/20. Project is consistent with the metropolitan TIP					
ROUTE/STREET	0095				TOTAL COST	\$15,605,683
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

UPC NO	116652	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#I95CIP Changeable Message Signs Program UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
PROGRAM NOTE	FFY18 Roll-over project added to the FFY21 STIP based on FHWA approval of STIP Amd #FFY20-14 7/02/20. Project is consistent with the metropolitan TIP					
ROUTE/STREET	0095				TOTAL COST	\$3,240,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

UPC NO	116653	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#I95CIP Safety Service Patrols- Program UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
PROGRAM NOTE	FFY18 Roll-over project added to the FFY21 STIP based on FHWA approval of STIP Amd #FFY20-14 7/02/20. Project is consistent with the metropolitan TIP					
ROUTE/STREET	0095				TOTAL COST	\$1,516,666
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

UPC NO	116654	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#I95CIP TRIP Towing - Program UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
PROGRAM NOTE	FFY18 Roll-over project added to the FFY21 STIP based on FHWA approval of STIP Amd #FFY20-14 7/02/20. Project is consistent with the metropolitan TIP					
ROUTE/STREET	0095				TOTAL COST	\$2,200,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

UPC NO	116655	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#I95CIP Towing Program - Program UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
PROGRAM NOTE	FFY18 Roll-over project added to the FFY21 STIP based on FHWA approval of STIP Amd #FFY20-14 7/02/20. Project is consistent with the metropolitan TIP					
ROUTE/STREET	0095				TOTAL COST	\$1,200,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

UPC NO	116656	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#I95CIP Variable Speed Limits - Program UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
PROGRAM NOTE	FFY18 Roll-over project added to the FFY21 STIP based on FHWA approval of STIP Amd #FFY20-14 7/02/20. Project is consistent with the metropolitan TIP					
ROUTE/STREET	0095				TOTAL COST	\$15,144,615
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

UPC NO	116657	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#I95CIP Ramp Metering Program UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
PROGRAM NOTE	FFY18 Roll-over project added to the FFY21 STIP based on FHWA approval of STIP Amd #FFY20-14 7/02/20. Project is consistent with the metropolitan TIP					
ROUTE/STREET	0095				TOTAL COST	\$5,700,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

UPC NO	116658	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#I95CIP Geofenced Emerg Notifications- Program UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
PROGRAM NOTE	FFY18 Roll-over project added to the FFY21 STIP based on FHWA approval of STIP Amd #FFY20-14 7/02/20. Project is consistent with the metropolitan TIP					
ROUTE/STREET	0095				TOTAL COST	\$200,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

UPC NO	116659	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#195CIP Advanced Work Zone Technology - Program UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
PROGRAM NOTE	FFY18 Roll-over project added to the FFY21 STIP based on FHWA approval of STIP Amd #FFY20-14 7/02/20. Project is consistent with the metropolitan TIP					
ROUTE/STREET	0095				TOTAL COST	\$1,000,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

UPC NO	116660	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#195CIP Regional Multimodal Mobility - Program UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
PROGRAM NOTE	FFY18 Roll-over project added to the FFY21 STIP based on FHWA approval of STIP Amd #FFY20-14 7/02/20. Project is consistent with the metropolitan TIP					
ROUTE/STREET	0095				TOTAL COST	\$5,400,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

UPC NO	116661	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#195CIP Corridor Tech Improvements Program UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
PROGRAM NOTE	FFY18 Roll-over project added to the FFY21 STIP based on FHWA approval of STIP Amd #FFY20-14 7/02/20. Project is consistent with the metropolitan TIP					
ROUTE/STREET	0095				TOTAL COST	\$4,300,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

Completed

Tri-Cities MPO
Primary Projects

UPC NO	104661	SCOPE	Safety				Completed
SYSTEM	Primary	JURISDICTION	Chesterfield County		OVERSIGHT	NFO	
PROJECT	RTE 1 - ADD TRAFFIC SIGNAL AND TURN LANES				ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.107 MI S RTE 620 (WOODS EDGE RD) TO: 0.178 MI N RTE 619 (HAPPY HILL RD) (0.4500 MI)						
ROUTE/STREET	JFFERSON DAVIS HIGHWAY (0001)				TOTAL COST	\$8,342,437	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
PE	Federal - CMAQ	\$125	\$499	\$0	\$0	\$0	
CN	Federal - CMAQ	\$19,202	\$76,806	\$0	\$0	\$0	
CN AC	Federal - AC OTHER	\$0	\$38,142	\$0	\$0	\$0	

UPC NO	73268	SCOPE	Reconstruction w/o Added Capacity				Completed
SYSTEM	Primary	JURISDICTION	Dinwiddie County		OVERSIGHT	NFO	
PROJECT	RTE 1 - IMPROVE INTERSECTION				ADMIN BY	VDOT	
DESCRIPTION	FROM: ON RTE 226, 0.041 MI E RTE 600 TO: RTE 1 (0.1350 MI)						
PROGRAM NOTE	Waiting Financial Closure.						
ROUTE/STREET	BOYDTON PLANK ROAD (0001)				TOTAL COST	\$3,279,337	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
		\$0	\$0	\$0	\$0	\$0	

UPC NO	105110	SCOPE	Safety				Completed
SYSTEM	Primary	JURISDICTION	Prince George County		OVERSIGHT	NFO	
PROJECT	RTE 106 - ADD RIGHT TURN LANE				ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.053 Mi. S. Rte. 616 (Laurel Springs Rd.) TO: 0.005 Mi. N. Rte. 616 (Laurel Springs Rd.) (0.0580 MI)						
ROUTE/STREET	COURTHOUSE ROAD (0106)				TOTAL COST	\$1,060,905	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
RW	Federal - RSTP	\$390	\$1,560	\$0	\$0	\$0	

MPO	Tri-Cities						Completed
UPC NO	100499	SCOPE	Reconstruction w/o Added Capacity				
SYSTEM	Primary	JURISDICTION	Prince George County		OVERSIGHT	NFO	
PROJECT	RTE 460 - ADD LEFT TURN LANE WESTBOUND AT RTE 657				ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.140 MI. W OF RTE. 657 (Enterprise Drive) TO: 0.201 MI. E OF RTE. 657 (Enterprise Drive) (0.3410 MI)						
PROGRAM NOTE	FFY18 Rollover project to adjust the FFY21 STIP based on STIP Adj. #FFY20-xx processed x/xx/20. Project is consistent with the metropolitan TIP.						
ROUTE/STREET	COUNTY DRIVE (0460)				TOTAL COST	\$2,488,523	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
		\$0	\$0	\$0	\$0	\$0	

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

UPC NO	100432	SCOPE	New Construction Roadway			
SYSTEM	Primary	JURISDICTION	Statewide	OVERSIGHT	FO	
PROJECT	Project oversight (Rt 460 Corridor Improvement Project)			ADMIN BY	VDOT	
DESCRIPTION	FROM: Intersection w/Rt 58, City of Suffolk TO: Intersection w/I-295, Prince George Cty (55.0000 MI)					
PROGRAM NOTE	All funding obligated based on current allocations/estimate.					
ROUTE/STREET	RT. 460 (0460)			TOTAL COST	\$29,935,503	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

UPC NO	103754	SCOPE				
SYSTEM	Primary	JURISDICTION	Statewide	OVERSIGHT	FO	
PROJECT	Route 460 PPTA Debt Service			ADMIN BY	VDOT	
DESCRIPTION	FROM: Intersection with Route 58, City of Suffolk TO: Intersection with I-295, Prince George County (55.0000 MI)					
PROGRAM NOTE	TIP AMD - add \$89,058,848 (NHPP) & \$55,398,485 (AC-NHPP) Prev. \$8,097,478 (NHPP) FFY21, add (ACC-NHPP) \$8,097,998 FFY22, \$7,981,334 FFY23 & \$7,864,630 FFY24. Based on the length of the project 13.57% is in the Tri-Cities MPO Area, 29.51% is in the HRTPO, and 56.92% is in rural areas					
ROUTE/STREET	0460			TOTAL COST	\$117,648,785	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - AC CONVERSION	\$0	\$0	\$8,097,998	\$7,981,334	\$7,864,630
	Federal - NHS/NHPP	\$0	\$8,097,478	\$0	\$0	\$0
PE TOTAL		\$0	\$8,097,478	\$8,097,998	\$7,981,334	\$7,864,630

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Tri-Cities MPO
Secondary Projects

UPC NO	104083	SCOPE	Reconstruction w/ Added Capacity				Completed
SYSTEM	Secondary	JURISDICTION	Chesterfield County		OVERSIGHT	NFO	
PROJECT	RTE 1107 - WIDENING				ADMIN BY	Locally	
DESCRIPTION	FROM: INT. ROUTE 36 (CHESTERFIELD AVENUE) TO: INT. ROUTE 1106 (DUPUY ROAD) (0.7400 MI)						
PROGRAM NOTE	Waiting Financial Closure.						
ROUTE/STREET	EAST RIVER ROAD (1107)				TOTAL COST	\$12,073,700	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
PE	Other	\$638,252	\$638,252		\$0	\$0	
RW	Federal - STP/STBG	\$0	\$23,079		\$0	\$0	
	Other	\$204,589	\$204,589		\$0	\$0	
RW TOTAL		\$204,589	\$227,668		\$0	\$0	
RW AC	Federal - AC OTHER	\$0	\$570,815		\$0	\$0	
CN AC	Federal - AC OTHER	\$0	\$9,794,124		\$0	\$0	

MPO	Tri-Cities						
UPC NO	101028	SCOPE	Safety				
SYSTEM	Secondary	JURISDICTION	Chesterfield County		OVERSIGHT		
PROJECT	RTE 600 (Matoaca/Hickory) - ROUNDABOUT				ADMIN BY	Locally	
DESCRIPTION	FROM: 0.066 MI S RTE 628 (Hickory Road) TO: 0.076 MI N RTE 628 (Hickory Road) (0.1400 MI)						
PROGRAM NOTE	FFY22-04 STIP MOD - release \$36,511 (RSTP) FFY21 PE phase; release \$126,548 (RSTP) FFY21 RW phase; move \$1,841,468 (RSTP) from FFY21 to FFY22 & release \$1,678,409 CN phase						
ROUTE/STREET	MATOACA ROAD (0600)				TOTAL COST	\$3,622,566	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
PE	Federal - RSTP	(\$9,128)	(\$36,511)		\$0	\$0	
RW	Federal - RSTP	(\$31,637)	(\$126,548)		\$0	\$0	
CN	Federal - RSTP	\$40,765	\$0	\$163,059	\$0	\$0	

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

MPO	Tri-Cities							Completed
UPC NO	101028	SCOPE	Safety					
SYSTEM	Secondary	JURISDICTION	Chesterfield County		OVERSIGHT	NFO		
PROJECT	RTE 600 (Matoaca/Hickory) - ROUNDABOUT				ADMIN BY	Locally		
DESCRIPTION	FROM: 0.066 MI S RTE 628 (Hickory Road) TO: 0.076 MI N RTE 628 (Hickory Road) (0.1400 MI)							
PROGRAM NOTE	FFY18 Rollover project to adjust the FFY21 STIP based on STIP Adj. #FFY20-11 processed 4/22/20. Project is consistent with the metropolitan TIP.							
ROUTE/STREET	MATOACA ROAD (0600)				TOTAL COST	\$3,430,727		
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24		
CN	Federal - RSTP	\$460,367	\$1,841,468		\$0	\$0		

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

UPC NO	112660	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Chesterfield County		OVERSIGHT	NFO
PROJECT	RTE 746 (N. Enon Ch Rd, Rt 10-Meadowville Tech Pk) WIDENING				ADMIN BY	Locally
DESCRIPTION	FROM: Route 10 TO: Meadowville Technology Parkway (0.7300 MI)					
ROUTE/STREET	N. ENON CHURCH ROAD (0746)				TOTAL COST	\$4,214,960
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - RSTP	\$83,690	\$334,760	\$0	\$0	\$0
PE AC	Federal - AC	\$47,690	\$190,760	\$0	\$0	\$0
RW	Federal - RSTP	\$184,492	\$0	\$0	\$737,968	\$0

UPC NO	80993	SCOPE	Reconstruction w/ Added Capacity			Completed	
SYSTEM	Secondary	JURISDICTION	Dinwiddie County	OVERSIGHT			
PROJECT	RTE 600 - ROUNDABOUT			ADMIN BY	VDOT		
DESCRIPTION	FROM: ON RTE 226, 0.105 MI W RTE 600 TO: ON RTE 226, 0.041 MI E RTE 600 (0.2980 MI)						
PROGRAM NOTE	Waiting Financial Closure.						
ROUTE/STREET	FERNDALE ROAD (0600)			TOTAL COST	\$4,481,457		
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
		\$0	\$0	\$0	\$0	\$0	

UPC NO	87941	SCOPE	Safety			Completed	
SYSTEM	Secondary	JURISDICTION	Prince George County	OVERSIGHT	NFO		
PROJECT	RTE 630 - ROUNDABOUT			ADMIN BY	Locally		
DESCRIPTION	AT AVENUE A - FT LEE (0.2000 KM)						
PROGRAM NOTE	All funding obligated based on current allocations/estimate.						
ROUTE/STREET	JEFFERSON PARK ROAD (0630)			TOTAL COST	\$115,571		
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
		\$0	\$0	\$0	\$0	\$0	

UPC NO	105131	SCOPE	Safety			Completed	
SYSTEM	Secondary	JURISDICTION	Prince George County	OVERSIGHT	NFO		
PROJECT	RTE 645 & RTE 144 - INTERSECTION IMPROVEMENT			ADMIN BY	VDOT		
DESCRIPTION	FROM: 0.121 MI S. OF RTE 144 (TEMPLE AVE) TO: 0.013 MI S. OF RTE 144 (TEMPLE AVE) (0.1190 MI)						
ROUTE/STREET	PUDDLEDOCK ROAD (0645)			TOTAL COST	\$1,283,741		
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
CN	Federal - RSTP	(\$86,720)	(\$346,880)	\$0	\$0	\$0	
CN AC	Federal - AC OTHER	\$0	\$246,350	\$0	\$0	\$0	

Completed

Tri-Cities MPO
Urban Projects

UPC NO	90374	SCOPE	Reconstruction w/o Added Capacity			Completed
SYSTEM	Urban	JURISDICTION	Colonial Heights	OVERSIGHT	NFO	
PROJECT	RTE 1 - ADD CENTER TURN LANE			ADMIN BY	Locally	
DESCRIPTION	FROM: WINDSOR AVE TO: PICKWICK AVE (0.0800 MI)					
PROGRAM NOTE	Waiting Financial Closure.					
ROUTE/STREET	BOULEVARD (0001)			TOTAL COST	\$1,826,562	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

MPO	Tri-Cities					
UPC NO	101287	SCOPE	Reconstruction w/o Added Capacity			
SYSTEM	Urban	JURISDICTION	Colonial Heights	OVERSIGHT	NFO	
PROJECT	DUPUY AVE - MINOR WIDENING			ADMIN BY	Locally	
DESCRIPTION	FROM: WCL COLONIAL HTS TO: 0.10 MI W RTE 1 (BOULEVARD) (0.3800 MI)					
PROGRAM NOTE	FFY18 Rollover project to adjust the FFY21 STIP based on STIP Adj. #FFY20-11 processed 4/22/20. Project is consistent with the metropolitan TIP.					
ROUTE/STREET	DUPUY AVENUE (U000)			TOTAL COST	\$4,962,492	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

UPC NO	3945	SCOPE	Reconstruction w/o Added Capacity			Completed
SYSTEM	Urban	JURISDICTION	Colonial Heights	OVERSIGHT	NFO	
PROJECT	RTE 1 - IMPROVE INT AT DUPUY AVE			ADMIN BY	Locally	
DESCRIPTION	FROM: DUPUY AVE - FR: BATTERY PLACE TO: BOULEVARD TO: ROUTE 1 - FR: PICKWICK AVE TO: LAFAYETTE AVE (0.3800 MI)					
PROGRAM NOTE	Waiting Financial Closure.					
ROUTE/STREET	DUPUY AVENUE & BOULEVARD (0001)			TOTAL COST	\$6,764,414	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

UPC NO	1436	SCOPE	Reconstruction w/ Added Capacity			Completed
SYSTEM	Urban	JURISDICTION	Hopewell	OVERSIGHT	NFO	
PROJECT	CEDAR LEVEL ROAD WIDENING			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.028 MI. NORTH INT. NORTH AVENUE TO: 0.071 MI. NORTH INT. RELOCA. MILES AVENUE (1.1600 MI)					
PROGRAM NOTE	All funds obligated based on current allocation/estimate					
ROUTE/STREET	CEDAR LEVEL ROAD (U000)			TOTAL COST	\$6,320,995	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

MPO	Tri-Cities					
UPC NO	90018	SCOPE	Reconstruction w/o Added Capacity			
SYSTEM	Urban	JURISDICTION	Hopewell		OVERSIGHT	
PROJECT	CEDAR LEVEL RD - WIDENING				ADMIN BY	VDOT
DESCRIPTION	FROM: 0.056 MI. SOUTH INT. PORTSMOUTH ST. TO: 0.030 MI. NORTH INT. MILES AVE. (0.7140 MI)					
PROGRAM NOTE	FFY22-10 STIP MOD - add \$171,927 (RSTP) & release \$176,438 (AC-Other) FFY22 CN phase					
ROUTE/STREET	CEDAR LEVEL ROAD (9047)				TOTAL COST	\$9,512,003
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - RSTP	\$42,982	\$0	\$171,927	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$0	(\$176,438)	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

MPO	Tri-Cities Completed					
UPC NO	101289	SCOPE	Reconstruction w/o Added Capacity			
SYSTEM	Urban	JURISDICTION	Petersburg		OVERSIGHT	NFO
PROJECT	PUDDLEDOCK RD - IMPROVE INTERSECTION				ADMIN BY	VDOT
DESCRIPTION	FROM: 0.083 MI S INDUSTRIAL DR TO: 0.068 MI N INDUSTRIAL DR (0.1510 MI)					
PROGRAM NOTE	FFY18 Rollover project to adjust the FFY21 STIP based on STIP Adj. #FFY20-11 processed 4/22/20. Project is consistent with the metropolitan TIP.					
ROUTE/STREET	PUDDLEDOCK ROAD (U000)				TOTAL COST	\$2,120,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
RW	Federal - RSTP	\$117	\$467	\$0	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

UPC NO	117838	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Petersburg		OVERSIGHT	NFO
PROJECT	US ARMY PROJ FT PICKETT/DSCR/FT LEE -- RICHMOND				ADMIN BY	Other
DESCRIPTION	FROM: VARIOUS TO: VARIOUS					
PROGRAM NOTE	TIP AMD - add \$127,000 (AC-Other) FFY21					
ROUTE/STREET	HICKORY HILL (0109)				TOTAL COST	\$127,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE AC	Federal - AC OTHER	\$0	\$127,000	\$0	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

Tri-Cities MPO
Enhancement Projects

UPC NO	104036	SCOPE	Restoration and Rehabilitation				Completed
SYSTEM	Enhancement	JURISDICTION	Petersburg	OVERSIGHT	NFO		
PROJECT	City of Petersburg, Southside Depot Restoration			ADMIN BY	Locally		
DESCRIPTION							
PROGRAM NOTE	All funding obligated based on current allocations/estimate						
ROUTE/STREET	EN12			TOTAL COST	\$943,603		
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
		\$0	\$0	\$0	\$0	\$0	

Tri-Cities MPO
Miscellaneous Projects

UPC NO	115085	SCOPE	Other				Completed
SYSTEM	Miscellaneous	JURISDICTION	Multi-jurisdictional: Tri-Cities MPO		OVERSIGHT	NFO	
PROJECT	RSTP SUPPLEMENT FOR TCAMPO PLANNING - FY19				ADMIN BY	Locally	
DESCRIPTION	FROM: 0 TO: 0						
ROUTE/STREET	VARIOUS (9999)				TOTAL COST	\$31,778	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
PE	Federal - RSTP	\$6,356	\$25,422	\$0	\$0	\$0	

UPC NO	115897	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Multi-jurisdictional: Tri-Cities MPO		OVERSIGHT	NFO
PROJECT	RSTP SUPPLEMENT FOR MPO PLANNING - FY 20				ADMIN BY	Locally
DESCRIPTION	FROM: 0 TO: 0					
PROGRAM NOTE	All funding obligated based on current allocations/estimate .					
ROUTE/STREET	VARIOUS (9999)				TOTAL COST	\$85,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

UPC NO	115898	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Multi-jurisdictional: Tri-Cities MPO		OVERSIGHT	NFO
PROJECT	RSTP SUPPLEMENT FOR MPO PLANNING - FY 21				ADMIN BY	Locally
DESCRIPTION	FROM: 0 TO: 0					
ROUTE/STREET	VARIOUS (9999)				TOTAL COST	\$85,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - RSTP	\$17,000	\$68,000	\$0	\$0	\$0

UPC NO	117864	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Multi-jurisdictional: Tri-Cities MPO		OVERSIGHT	NFO
PROJECT	RSTP SUPPLEMENT FOR MPO PLANNING STAFF SALARIES -- FY22				ADMIN BY	Locally
DESCRIPTION						
PROGRAM NOTE	TIP AMD – add \$32,000 (RSTP) FFY22.					
ROUTE/STREET	VARIOUS (9999)				TOTAL COST	\$45,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - RSTP	\$8,000	\$0	\$32,000	\$0	\$0

UPC NO	115900	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Multi-jurisdictional: Tri-Cities MPO		OVERSIGHT	NFO
PROJECT	RSTP SUPPLEMENT FOR TCAMPO PLANNING - FY23				ADMIN BY	Locally
DESCRIPTION	FROM: 0 TO: 0					
ROUTE/STREET	VARIOUS (9999)				TOTAL COST	\$85,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - RSTP	\$17,000	\$0	\$0	\$68,000	\$0

UPC NO	115902	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Multi-jurisdictional: Tri-Cities MPO	OVERSIGHT	NFO	
PROJECT	RSTP SUPPLEMENT FOR TCAMPO PLANNING - FY24			ADMIN BY	Locally	
DESCRIPTION	FROM: 0 TO: 0					
ROUTE/STREET	VARIOUS (9999)			TOTAL COST	\$85,000	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - RTAP	\$17,000	\$0	\$0	\$0	\$68,000
MPO Note						

UPC NO	T20741	SCOPE				
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	VEHICLE FUEL CONVERSION PROGRAM MARKETING			ADMIN BY	Other	
DESCRIPTION						
PROGRAM NOTE	Statewide project for conversion of state and local government fleet vehicles to clean fuel; applies to Northern Virginia, Hampton Roads, Fredericksburg, Richmond, and Tri-Cities MPO areas.					
ROUTE/STREET	9999			TOTAL COST	\$360,000	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - CMAQ	\$72,000	\$288,000	\$0	\$0	\$0
MPO Note						

UPC NO	T11802	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	FO	
PROJECT	Vehicle Fuel Conversion Program			ADMIN BY	Other	
DESCRIPTION	FROM: 1 TO: 1					
PROGRAM NOTE	Statewide project for conversion of state and local government fleet vehicles to clean fuel; applies to Northern Virginia, Hampton Roads, Fredericksburg, Richmond, and Tri-Cities MPO areas. All funding obligated based on current allocations/estimate.					
ROUTE/STREET	9999			TOTAL COST	\$8,640,000	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Note						

UPC NO	T204	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Petersburg	OVERSIGHT	NFO	
PROJECT	Nonattainment Area			ADMIN BY	Locally	
DESCRIPTION	Tri-Cities MPO Air Quality Maintenance Area					
ROUTE/STREET	DEQ/MRAQC (MRAQ)			TOTAL COST	\$645,000	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Other	\$97,800	\$391,200	\$0	\$0	\$0
MPO Note						

UPC NO	72904	SCOPE	Preliminary Engineering	Completed		
SYSTEM	Miscellaneous	JURISDICTION	Richmond District-wide	OVERSIGHT	NFO	
PROJECT	SUPPLEMENTAL MPO PLANNING STAFF FUNDING FOR CRATER PDC			ADMIN BY	Locally	
DESCRIPTION						
PROGRAM NOTE	All funding obligated based on current allocations/estimate.					
ROUTE/STREET	RPSF			TOTAL COST	\$1,159,610	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Note						

Tri-Cities MPO
Project Groupings

GROUPING	Construction : Bridge Rehabilitation/Replacement/Reconstruction					
ROUTE/STREET					TOTAL COST	\$8,117,338
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Note						

GROUPING	Construction : Federal Lands Highway					
ROUTE/STREET					TOTAL COST	\$771,958
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Note						

GROUPING	Construction : Rail					
ROUTE/STREET					TOTAL COST	\$1,500,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Note						

GROUPING	Construction : Safety/ITS/Operational Improvements					
ROUTE/STREET					TOTAL COST	\$110,204,743
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - AC CONVERSION	\$88,101	\$89,912	\$93,200	\$112,860	\$56,430
	Federal - CMAQ	\$103,179	\$412,718	\$0	\$0	\$0
	Federal - HSIP	\$11,111	\$100,000	\$0	\$0	\$0
	Federal - RSTP	\$28,215	\$0	\$112,860	\$0	\$0
PE TOTAL		\$230,606	\$602,628	\$206,060	\$112,860	\$56,430
PE AC	Federal - AC	\$211,894	\$878,284	\$169,290	\$0	\$0
RW	Federal - AC CONVERSION	\$231,962	\$0	\$310,312	\$252,200	\$382,557
	Federal - CMAQ	(\$55,337)	(\$288,146)	\$66,800	\$0	\$0
	Federal - HSIP	\$4,333	\$0	\$39,000	\$0	\$0
	Federal - NHS/NHPP	\$150,000	\$0	\$0	\$600,000	\$0
	Federal - RSTP	\$182,855	\$164,688	\$50,000	\$516,733	\$0
RW TOTAL		\$513,814	(\$123,458)	\$466,112	\$1,368,933	\$382,557
RW AC	Federal - AC	\$231,962	\$310,312	\$384,200	\$250,557	\$0
CN	Federal - AC CONVERSION	\$1,684,655	\$1,467,200	\$1,642,678	\$1,755,010	\$2,075,587
	Federal - CMAQ	\$203,131	\$735,060	\$0	\$77,462	\$0
	Federal - HSIP	\$33,333	\$0	\$0	\$300,000	\$0
	Federal - RSTP	\$194,641	\$0	\$121,288	\$0	\$657,275
CN TOTAL		\$2,115,760	\$2,202,260	\$1,763,966	\$2,132,472	\$2,732,842
CN AC	Federal - AC	\$2,000,973	\$1,181,485	\$3,088,712	\$1,885,810	\$1,847,884
	Federal - AC OTHER	\$0	\$1,681,172	\$0	\$0	\$0
CN AC		\$2,000,973	\$2,862,657	\$3,088,712	\$1,885,810	\$1,847,884
MPO Note						

GROUPING		Construction : Transportation Enhancement/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$6,495,955
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
RW	Federal - RSTP	\$78,000	\$312,000	\$0	\$0	\$0
	Federal - RTAP	\$35,987	\$143,946	\$0	\$0	\$0
RW TOTAL		\$113,987	\$455,946	\$0	\$0	\$0
CN	Federal - AC CONVERSION	\$142,800	\$0	\$0	\$571,200	\$0
	Federal - RSTP	\$46,800	\$0	\$187,200	\$0	\$0
	Federal - RTAP	\$23,800	\$0	\$94,400	\$0	\$0
	Federal - TAP/F	\$120,164	\$149,426	\$331,229	\$0	\$0
CN TOTAL		\$333,364	\$149,426	\$612,829	\$571,200	\$0
CN AC	Federal - AC	\$142,800	\$0	\$0	\$571,200	\$0
	Federal - AC OTHER	\$0	\$430,574	\$870,679	\$0	\$0
CN AC		\$142,800	\$430,574	\$870,679	\$571,200	\$0

MPO		Tri-Cities				
GROUPING		Maintenance : Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$104,922,106
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHFP	\$0	\$6,624,541	\$0	\$0	\$0
	Federal - NHS/NHPP	\$0	\$7,905,053	\$23,974,224	\$0	\$14,126,050
	Federal - STP/STBG	\$0	\$21,822,250	\$28,268,102	\$0	\$2,201,886
CN TOTAL		\$0	\$36,351,844	\$52,242,326	\$0	\$16,327,936
MPO Note		FFY22-06 STIP MOD - move \$15,149,840 (NHFP) & \$11,627,147 (STP/STBG) FFY23 to FFY22, move \$7,687,915 (STP/STBG) FFY24 to FFY22				

MPO		Tri-Cities				
GROUPING		Maintenance : Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$18,232,749
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - STP/STBG	\$0	\$4,155,321	\$5,983,289	\$2,750,671	\$5,343,468
MPO Note		FFY22-06 STIP MOD - move \$2,419,380 (STP/STBG) FFY23 to FFY22				

MPO		Tri-Cities				
GROUPING		Maintenance : Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$128,026,686
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHFP	\$0	\$2,500,000	\$2,500,000	\$0	\$0
	Federal - NHS/NHPP	\$0	\$8,194,023	\$24,582,069	\$0	\$0
	Federal - STP/STBG	\$0	\$21,974,931	\$65,038,149	\$0	\$3,237,514
CN TOTAL		\$0	\$32,668,954	\$92,120,218	\$0	\$3,237,514
MPO Note		FFY22-06 STIP MOD - move \$8,194,023 (NHPP) FFY23 to FFY22, move \$20,568,747 (STP/STBG) FFY23 to FFY22, move \$8,194,023 (NHPP) & \$16,265,099 (STP/STBG) from FFY24 to FFY22				

MTIP Individual Transit Projects

	Previous	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024
TRI-CITIES METROPOLITAN PLANNING ORGANIZATION						
STIP ID:	PAT0001	Title: Operating Assistance		Recipient: Petersburg Area Transit		
FTA 5307		977	700	700	700	FTA 5307 3,077
Other Federal						Other Federal -
State		711	639	639	639	State 2,628
Local		629	740	740	740	Local 2,849
Revenues		400	394	394	394	Revenues 1,582
Year Total:		2,717	2,473	2,473	2,473	Total Funds: 10,136
Description:						
STIP ID:	PAT0009	Title: Purchase Shop Equipment (1)		Recipient: Petersburg Area Transit		
FTA 5339		14		25		FTA 5339 39
State		34	-	61		State 95
Local		2		4		Local 6
Year Total:		50		90		Total Funds: 140
Description:						
STIP ID:	PAT0013	Title: Purchase Replacement Buses <30 ft (7 total)		Recipient: Petersburg Area Transit		
FTA 5339		110	114		19	FTA 5339 243
State		269	277	-	46	State 592
Local		16	16		3	Local 35
Year Total:		395	407		68	Total Funds: 870
Description:						
STIP ID:	PAT0017	Title: Purchase Bus Stop Amenities (15 benches)		Recipient: Petersburg Area Transit		
FTA 5339		14		6		FTA 5339 20
State		34	-	13		State 47
Local		2		8		Local 10
Year Total:		50		27		Total Funds: 77
Description:						
STIP ID:	PAT0018	Title: Purchase Radios (13)		Recipient: Petersburg Area Transit		
FTA 5339					6	FTA 5339 6
State		-	-	-	14	State 14
Local					1	Local 1
Year Total:					21	Total Funds: 21
Description:						
STIP ID:	PAT0019	Title: Purchase Support Vehicles (3)		Recipient: Petersburg Area Transit		
FTA 5339				35		FTA 5339 35
State		-	-	85	-	State 85
Local				5		Local 5
Year Total:				125		Total Funds: 125
Description:						
STIP ID:	PAT0020	Title: ADP Hardware (10)		Recipient: Petersburg Area Transit		
FTA 5339			8			FTA 5339 8
State		-	20			State 20
Local			1			Local 1
Year Total:			29			Total Funds: 29
Description:						
STIP ID:	PAT0021	Title: Rehab/Renov Admin Bldg		Recipient: Petersburg Area Transit		
FTA 5339			28			FTA 5339 28
State		-	68			State 68
Local			4			Local 4
Year Total:			100			Total Funds: 100
Description:						

	Previous	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024
TRI-CITIES METROPOLITAN PLANNING ORGANIZATION						
STIP ID: PAT0022 Title: Feasibility Study Mtc Facility Recipient: Petersburg Area Transit						
FTA 5339						FTA 5339 -
State		-		20		State 20
Local				20		Local 20
Year Total:				40		Total Funds: 40
Description: Planning Grant						
STIP ID: PAT0023 Title: Design & Engineering Mtc Facility Recipient: Petersburg Area Transit						
FTA 5339					140	FTA 5339 140
State		-			340	State 340
Local					20	Local 20
Year Total:					500	Total Funds: 500
Description:						
STIP ID: PAT0025 Title: Purchase Surveillance/Security Equip. Recipient: Petersburg Area Transit						
FTA 5339		3				FTA 5339 3
State		7	-	-	-	State 7
Local		1				Local 1
Year Total:		11				Total Funds: 11
Description:						
STIP ID: PAT0026 Title: Purchase Bus Stop Amenities (400 bus stop signs) Recipient: Petersburg Area Transit						
FTA 5339		9				FTA 5339 9
State		22	-	-	-	State 22
Local		1				Local 1
Year Total:		32				Total Funds: 32
Description:						
STIP ID: PAT0035 Title: Preventive Maintenance Recipient: Petersburg Area Transit						
FTA 5307		825	740	740	740	FTA 5307 3,045
State		-	-	-	-	State 0
Local		206	185	185	185	Local 761
Year Total:		1,031	925	925	925	Total Funds: 3,806
Description:						
STIP ID: PAT0043 Title: Passenger Shelters (2) Recipient: Petersburg Area Transit						
FTA 5339		14				FTA 5339 14
State		34	-	-	-	State 34
Local		2				Local 2
Year Total:		50				Total Funds: 50
Description:						
STIP ID: CDAA001 Title: Purchase Paratransit Vehicles Recipient: Crater District Area Agency on Aging						
FTA 5310		144				FTA 5310 144
State		-	-	-	-	State 0
Local		36				Local 36
Year Total:		180				Total Funds: 180
Description:						

PAT	Previous	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307		1,802	1,440	1,440	1,440	FTA 5307	6,122
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	-	-	-	-	FTA 5310	-
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	164	150	66	165	FTA 5339	545
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	FTA	-	-	-	-	Flexible STP	-
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State		808	727	818	993	State	3,346
Local		841	930	962	946	Local	3,679
Revenues		400	394	394	394	Revenues	1,582
<i>Totals</i>		4,015	3,641	3,680	3,938		15,274
Human Service							
	Previous	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	-	-	-	-	-	FTA 5307	-
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	144	-	-	-	FTA 5310	144
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	-	-	-	-	Flexible STP	-
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	-	-	-	-	-	State	-
Local	-	36	-	-	-	Local	36
Revenues	-	-	-	-	-	Revenues	-
<i>Totals</i>	-	180	-	-	-		180

PAT	Previous	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307		1,912	1,554	1,440	1,459	FTA 5307	6,365
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	-	-	-	-	FTA 5310	-
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	54	36	66	146	FTA 5339	302
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	FTA	-	-	-	-	Flexible STP	-
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other	-
State		808	727	818	993	State	3,346
Local		841	930	962	946	Local	3,679
Revenues		400	394	394	394	Revenues	1,582
<i>Totals</i>		4,015	3,641	3,680	3,938		15,274
Human Service							
Human Service	Previous	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	-	-	-	-	-	FTA 5307	-
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	272	-	-	-	FTA 5310	272
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	-	-	-	-	Flexible STP	-
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other	-
State	-	-	-	-	-	State	-
Local	-	68	-	-	-	Local	68
Revenues	-	-	-	-	-	Revenues	-
<i>Totals</i>	-	340	-	-	-		340

TRI-CITIES METROPOLITAN PLANNING ORGANIZATION							
Tri-Cities MPO	Previous	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307		1,802	1,440	1,440	1,440	FTA 5307	6,122
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	144	-	-	-	FTA 5310	144
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	164	150	66	165	FTA 5339	545
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	-	-	-	-	Flexible STP	-
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State		808	727	818	993	State	3,346
Local		841	930	962	946	Local	3,679
Revenues		400	394	394	394	Revenues	1,582
<i>Totals</i>		4,159	3,641	3,680	3,938		15,418

Fiscal Constraint

Obligation authority is the ceiling or total commitments of federal apportionment that can be made in a year. Congress sets this ceiling in the federal appropriation bills. In turn the commonwealth distributes the available obligations by program among its jurisdictions. This process is discussed in a VDOT memorandum included as Appendix E. The Obligation authority Table 4, provided by the Virginia Department of Transportation, compares the obligation authority available for projects in the Tri-Cities MPO with the Planned Obligations of Federal Aid, and matching funds, in the Tri-Cities MPO. Table 4 shows that planned obligations are at or below projected obligations for each year of the MTIP.

Table C: Fiscal Constraint by Year (Highway)

11/12/2020 12:00:00 AM

FFY 21-24 STIP Rollover

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

Highway Projects
FFY 2021 - 2024

Fund Source	FFY 2021		FFY 2022		FFY 2023		FFY 2024		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
Federal										
CMAQ (2)	\$936,935	\$936,935	\$66,800	\$66,800	\$77,462	\$77,462	\$0	\$0	\$1,081,197	\$1,081,197
HIP/F	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$100,000	\$100,000	\$39,000	\$39,000	\$300,000	\$300,000	\$0	\$0	\$439,000	\$439,000
NHS/NHPP	\$0	\$0	\$0	\$0	\$600,000	\$600,000	\$0	\$0	\$600,000	\$600,000
RSTP (2)	\$1,238,305	\$1,238,305	\$539,348	\$539,348	\$1,322,701	\$1,322,701	\$657,275	\$657,275	\$3,757,629	\$3,757,629
STP/STBG	\$23,079	\$23,079	\$0	\$0	\$0	\$0	\$0	\$0	\$23,079	\$23,079
TAP	\$293,372	\$293,372	\$425,629	\$425,629	\$0	\$0	\$68,000	\$68,000	\$787,001	\$787,001
Subtotal -- Federal	\$2,605,851	\$2,605,851	\$1,070,777	\$1,070,777	\$2,300,163	\$2,300,163	\$725,275	\$725,275	\$6,702,066	\$6,702,066
Other										
Non-Federal	\$1,234,041	\$1,234,041	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,041	\$1,234,041
State Match	\$1,621,911	\$1,621,911	\$245,577	\$245,577	\$533,373	\$533,373	\$181,319	\$181,319	\$2,582,180	\$2,582,180
Subtotal -- Other	\$2,855,952	\$2,855,952	\$245,577	\$245,577	\$533,373	\$533,373	\$181,319	\$181,319	\$3,816,221	\$3,816,221
Total	\$5,461,803	\$5,461,803	\$1,316,354	\$1,316,354	\$2,833,536	\$2,833,536	\$906,594	\$906,594	\$10,518,287	\$10,518,287
Federal - ACC (1)										
CMAQ (2)	\$0	\$0	\$632,075	\$632,075	\$545,810	\$545,810	\$987,955	\$987,955	\$2,165,840	\$2,165,840
HSIP	\$0	\$0	\$0	\$0	\$31,000	\$31,000	\$363,300	\$363,300	\$394,300	\$394,300
NHS/NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$206,500	\$206,500	\$206,500	\$206,500
RSTP (2)	\$1,557,112	\$1,557,112	\$1,414,115	\$1,414,115	\$2,114,460	\$2,114,460	\$956,799	\$956,799	\$6,042,486	\$6,042,486
Subtotal -- Federal - ACC (1)	\$1,557,112	\$1,557,112	\$2,046,190	\$2,046,190	\$2,691,270	\$2,691,270	\$2,514,554	\$2,514,554	\$8,809,126	\$8,809,126
Statewide and/or Multiple MPO - Federal (3)										
CMAQ (2)	\$288,000	\$288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$288,000	\$288,000
Subtotal -- Statewide and/or Multiple MPO - Federal (3)	\$288,000	\$288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$288,000	\$288,000
Maintenance - Federal (4)										
NHFP	\$9,124,541	\$9,124,541	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$11,624,541	\$11,624,541
NHS/NHPP	\$16,099,076	\$16,099,076	\$17,018,407	\$17,018,407	\$23,343,863	\$23,343,863	\$22,320,073	\$22,320,073	\$78,781,419	\$78,781,419
STP/STBG	\$47,952,502	\$47,952,502	\$40,721,252	\$40,721,252	\$37,365,945	\$37,365,945	\$34,735,882	\$34,735,882	\$160,775,581	\$160,775,581
Subtotal -- Maintenance - Federal (4)	\$73,176,119	\$73,176,119	\$60,239,659	\$60,239,659	\$60,709,808	\$60,709,808	\$57,055,955	\$57,055,955	\$251,181,541	\$251,181,541

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

(2) CMAQ/RSTP includes funds for TRANSIT projects

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

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

Table D: Fiscal Constraint by Year (Transit)

Petersburg Area	Previous	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307+91:111		700,000	700,000	700,000	700,000	FTA 5307	2,800,000
FTA 5309	-	-	-	-	-	- FTA 5309	-
FTA 5310	-	-	-	-	-	- FTA 5310	-
FTA 5311	-	-	-	-	-	- FTA 5311	-
FTA 5314	-	-	-	-	-	- FTA 5314	-
FTA 5337	-	-	-	-	-	- FTA 5337	-
FTA 5339	-	154,000	150,360	65,726	164,640	FTA 5339	534,726
FTA ADTAP	-	-	-	-	-	- FTA ADTAP	-
FTA DPF	-	-	-	-	-	- FTA DPF	-
FTA TIGER	-	-	-	-	-	- FTA TIGER	-
FBD	-	-	-	-	-	- FBD	-
Flexible STP	FTA	-	-	-	-	- Flexible STP	-
CMAQ	-	-	-	-	-	- CMAQ	-
RSTP	-	-	-	-	-	- RSTP	-
FHWA TAP	-	-	-	-	-	- FHWA TAP	-
TIFIA	-	-	-	-	-	- TIFIA	-
Other Federal	-	-	-	-	-	- Other Federal	-
State		1,013,000	1,004,160	818,620	1,038,840	State	3,874,620
Local		830,000	761,480	769,389	763,520	Local	3,124,389
Revenues		394,000	394,000	394,000	394,000	Revenues	1,576,000
Totals		3,091,000	3,010,000	2,747,736	3,061,000		11,909,736
Human Service	Previous	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	-	-	-	-	-	- FTA 5307	-
FTA 5309	-	-	-	-	-	- FTA 5309	-
FTA 5310	-	272,000	-	-	-	- FTA 5310	272,000
FTA 5311	-	-	-	-	-	- FTA 5311	-
FTA 5314	-	-	-	-	-	- FTA 5314	-
FTA 5337	-	-	-	-	-	- FTA 5337	-
FTA 5339	-	-	-	-	-	- FTA 5339	-
FTA ADTAP	-	-	-	-	-	- FTA ADTAP	-
FTA DPF	-	-	-	-	-	- FTA DPF	-
FTA TIGER	-	-	-	-	-	- FTA TIGER	-
FBD	-	-	-	-	-	- FBD	-
Flexible STP	-	-	-	-	-	- Flexible STP	-
CMAQ	-	-	-	-	-	- CMAQ	-
RSTP	-	-	-	-	-	- RSTP	-
FHWA TAP	-	-	-	-	-	- FHWA TAP	-
TIFIA	-	-	-	-	-	- TIFIA	-
Other Federal	-	-	-	-	-	- Other Federal	-
State	-	-	-	-	-	State	-
Local	-	68,000	-	-	-	Local	68,000
Revenues	-	-	-	-	-	Revenues	-
Totals	-	340,000	-	-	-		340,000

TRI-CITIES METROPOLITAN PLANNING ORGANIZATION							
Tri-Cities MPO	Previous	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307		700,000	700,000	700,000	700,000	FTA 5307	2,800,000
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	272,000	-	-	-	FTA 5310	272,000
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	154,000	150,360	65,726	164,640	FTA 5339	534,726
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	-	-	-	-	Flexible STP	-
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State		1,013,000	1,004,160	818,620	1,038,840	State	3,874,620
Local		898,000	761,480	769,389	763,520	Local	3,192,389
Revenues		394,000	394,000	394,000	394,000	Revenues	1,576,000
Totals		3,431,000	3,010,000	2,747,736	3,061,000		12,249,736

Appendix A
Projects by Grouping

Tri-Cities MPO

Construction : Bridge Rehabilitation/Replacement/Reconstruction

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T18973	Richmond District-wide	0000		\$0
			BRIDGE REHABILITATION/REPLACEMENT		
Secondary	103489	Chesterfield County	NASH ROAD (0636)		\$2,647,839
			RTE 636 - BRIDGE REPLACEMENT (FED ID 5271)		
			FROM: 0.625 MI S RTE 635 (REEDY BRANCH RD) TO: 0.529 MI S RTE 635 (REEDY BRANCH RD)		(0.0960 MI)
Secondary	111275	Dinwiddie County	CARSON RD (0703)		\$2,500,000
			#SGR - RT. 703 OVER CSX ROW BRIDGE REHABILITATION		
			FROM: .20 mi. Fr Rte1 TO: 0.8 mi. To I-85 (0.2000 MI)		
Urban	105109	Colonial Heights	VARIOUS (9999)		\$837,500
			REHABILITATE BRIDGES -VARIOUS LOCATIONS		
			FROM: VARIOUS LOCATIONS TO: VARIOUS LOCATIONS		
Urban	113491	Petersburg	ST ANDREW STREET (9999)		\$1,516,000
			#SGR Bridge: St Andrew St over Lieutenant Run		
			FROM: St Andrew St @ Lieutenant Run TO: St Andrew St @ Lieutenant Run		
Urban	113481	Petersburg	SYCAMORE STREET (0301)		\$616,000
			#SGR: Sycamore Street over Lieutenant Run - rehab culvert		
			FROM: Sycamore Street @ Lieutenant Run TO: Sycamore Street @ Lieutenant Run		
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total					\$8,117,339

Construction : Federal Lands Highway

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T18975	Richmond District-wide	0000		\$0
			FEDERAL LANDS HIGHWAY		
Miscellaneous	108514	Petersburg	0036		\$771,956
			Petersburg Battlefield Trolley Service - Trolley Purchase		
			FROM: 5 River Street TO: _		
Construction : Federal Lands Highway Total					\$771,956

Construction : Rail

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	112018	Statewide	HIGHWAY-RAIL SAFETY (0000)		\$700,000
			Highway-Rail Safety Inventory Section 130 PE Only		
			FROM: Statewide TO: Statewide		
Miscellaneous	112213	Statewide	HIGHWAY RAIL SAFETY (0000)		\$300,000
			Highway-Rail Section 130 Pre Scoping PE Only		
			FROM: Statewide TO: Statewide		

Appendix A is for informational purposes only

Tri-Cities MPO

Construction : Rail

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	112497	Statewide	VARIOUS (0000)		\$500,000
			ENVIRONMENTAL EQ429 FORM PROCESSING CHARGES		
			FROM: FOR HIGHWAY/RAIL SAFETY PROJECTS WITHOUT PE NUMBERS TO: ASSIGNED		
Construction : Rail Total					\$1,500,000

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	104466	Dinwiddie County	0085		\$33,842,871
			I-85 RESTORE EXIST. PAVE NB/SB		
			FROM: MM 40.32 TO: MM 61.44 (21.1200 MI)		
Interstate	107802	Statewide	9999		\$918,907
			Incident Management Emergency Evacuation and Detour Plans.		
			FROM: Various TO: Various		
Interstate	110551	Statewide	9999		\$362,560
			Traffic Video Expansion - Statewide		
			FROM: Various TO: Various		
Interstate	110912	Statewide	9999		\$813,019
			Statewide Truck Parking Management System - Phase 1		
			FROM: Various TO: Various		
Interstate	111613	Statewide	9999		\$1,807,000
			Statewide Truck Parking Management System - Phase 2		
			FROM: Various TO: Various		
Interstate	111892	Statewide	9999		\$0
			ATMS - Phase 1, 2, 3, 4		
			FROM: Various TO: Various		
Interstate	114400	Statewide	9999		\$300,000
			Drone Technology Project		
			FROM: Various TO: Various		
Interstate	115850	Statewide	9999		\$15,000,000
			ITTF FY20 I-95 VSL Compliance Monitoring		
			FROM: Various TO: Various		
Interstate	115854	Statewide	9999		\$1,250,000
			ITTF FY20 Arterial Operations Program Dashboard		
			FROM: n/a TO: n/a		
Interstate	115855	Statewide	9999		\$4,700,000
			ITTF FY20 High Speed Communications		
			FROM: Various TO: Various		
Miscellaneous	102836	Colonial Heights	CONDUIT ROAD, COLONIAL/LAFAYETTE/ELKO AVES (0000)		\$324,779
			CITY OF COLONIAL HEIGHTS - SRTS - COL HTS MS - SIDEWALK		
			FROM: VARIOUS TO: VARIOUS		

Tri-Cities MPO

Construction : Rail

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	112497	Statewide	VARIOUS (0000)		\$500,000
			ENVIRONMENTAL EQ429 FORM PROCESSING CHARGES		
			FROM: FOR HIGHWAY/RAIL SAFETY PROJECTS WITHOUT PE NUMBERS TO: ASSIGNED		
Construction : Rail Total					\$1,500,000

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	104466	Dinwiddie County	0085		\$33,942,871
			I-85 RESTORE EXIST. PAVE NB/SB		
			FROM: MM 40.32 TO: MM 61.44 (21.1200 MI)		
Interstate	107802	Statewide	9999		\$918,907
			Incident Management Emergency Evacuation and Detour Plans		
			FROM: Various TO: Various		
Interstate	110551	Statewide	9999		\$362,560
			Traffic Video Expansion - Statewide		
			FROM: Various TO: Various		
Interstate	110912	Statewide	9999		\$813,019
			Statewide Truck Parking Management System - Phase 1		
			FROM: Various TO: Various		
Interstate	111613	Statewide	9999		\$1,807,000
			Statewide Truck Parking Management System - Phase 2		
			FROM: Various TO: Various		
Interstate	111892	Statewide	9999		\$0
			ATMS - Phase 1, 2, 3, 4		
			FROM: Various TO: Various		
Interstate	114400	Statewide	9999		\$300,000
			Drone Technology Project		
			FROM: Various TO: Various		
Interstate	115850	Statewide	9999		\$15,000,000
			ITTF FY20 I-95 VSL Compliance Monitoring		
			FROM: Various TO: Various		
Interstate	115854	Statewide	9999		\$1,250,000
			ITTF FY20 Arterial Operations Program Dashboard		
			FROM: n/a TO: n/a		
Interstate	115855	Statewide	9999		\$4,700,000
			ITTF FY20 High Speed Communications		
			FROM: Various TO: Various		
Miscellaneous	102836	Colonial Heights	CONDUIT ROAD, COLONIAL/LAFAYETTE/ELKO AVES (0000)		\$324,779
			CITY OF COLONIAL HEIGHTS - SRTS - COL HTS MS - SIDEWALK		
			FROM: VARIOUS TO: VARIOUS		

Tri-Cities MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	105233	Colonial Heights	VARIOUS (0000)		\$245,593
			CITY OF COLONIAL HEIGHTS - SRTS - NORTH ES - SIDEWALKS		
			FROM: ELLERSLIE TO: EASTMAN AVE		
Miscellaneous	T18970	Richmond District-wide	0000		\$0
			CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		
Miscellaneous	105481	Statewide	0000		\$1,400,000
			Impement iPeMS (Iteris Performance Measurement System)		
			FROM: various TO: various		
Miscellaneous	114193	Statewide	VARIOUS (9999)		\$0
			PEDESTRIAN IMPROVEMENTS AT PRIORITY CORRIDOR STATEWIDE		
			FROM: VARIOUS TO: VARIOUS		
Primary	109264	Colonial Heights	ROUTE 1 (0001)		\$1,644,944
			TEMPLE AVE AND ROUTE 1 SIGNAL REPLACEMENT		
			FROM: 0.125 miles north of Temple Avenue TO: 0.125 miles south of Temple Avenue ()		
Primary	109230	Dinwiddie County	BOYDTON PLANK HIGHWAY (0001)		\$1,692,900
			RTE 1 AND RT 670 INTERSECTION IMPROVEMENTS		
			FROM: 0.12 MI N OF DUNCAN RD RTE 670 TO: 0.12 MI SOUTH OF DUNCAN RD RTE 670 (0.0600 MI)		
Primary	104697	Prince George County	OAKLAWN BOULEVARD (0036)		\$600,000
			RTE 36 - IMPROVEMENTS AT FT. LEE ENTRANCE		
			FROM: 1.53 MI W RTE 144 TO: 1.03 MI W RTE 144 (0.5000 MI)		
Primary	107926	Prince George County	OAKLAWN BOULEVARD (0036)		\$3,200,000
			RTE 36 - IMPROVEMENT AT FT LEE ENTRANCE		
			FROM: 1.53 MI W RTE 144 TO: 1.03 MI W RTE 144 (0.5000 MI)		
Primary	111635	Prince George County	COURTHOUSE ROAD (0106)		\$5,755,853
			#SMART18 - RT 106 & RT 630 INTERSECTION SAFETY PROJECT		
			FROM: 0.036 mile west of Rt 630 S TO: 0.042 mile east of Rt 630 N (0.1230 MI)		
Primary	111695	Dinwiddie County	COX ROAD (0460)		\$1,800,000
			Route 460 and Route 228 Intersection improvement		
			FROM: Route 226 TO: Route 460		
Primary	115413	Prince George County	0460		\$3,469,550
			#SMART20 - Intersection Improvements at Route 460 & Queen St		
			FROM: .25 miles west of Queen St. TO: .25 miles east of Queen St. ()		
Secondary	109229	Chesterfield County	BRANDERS BRIDGE RD (0625)		\$4,010,000
			LAKEVIEW RD AND BRANDERS BRIDGE RD INTERSECTION IMPROVEMENTS		
			FROM: 0.125 miles north of Route 626 TO: 0.125 miles south of Route 626 (0.2500 MI)		
Secondary	115783	Chesterfield County	RIVERMONT ROAD (0726)		\$1,152,000
			Rivermont Road Sidewalk		
			FROM: Enon Church Rd TO: Walnut Drive (0.2200 MI)		
Secondary	115785	Chesterfield County	WOODPECKER RD (0626)		\$387,000
			Woodpecker Rd Safety Improvements Cattail Rd to Matoaca Rd		
			FROM: Matoaca Rd TO: Cattail Rd		
Secondary	112715	Dinwiddie County	FERNDALE ROAD (0600)		\$3,550,000
			Route 600 and Route 601 - Intersection improvement		
			FROM: Route 600 TO: Route 601		

Tri-Cities MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	115407	Dinwiddie County #SMART20 - Route 600/ Route 601 Roundabout FROM: Various TO: Various	FERNDAL ROAD (0600)	\$3,700,000
Secondary	82849	Prince George County #HB2.FY17 RTE 460 AND RTE 629/630 INTERSECTION PROJECT FROM: 0.090 MI S RTE 460 TO: 0.110 MI N RTE 460 (0.2100 MI)	BULL HILL ROAD (0630)	\$2,746,967
Secondary	111704	Prince George County Construct Roundabout FROM: Intersection of Middle Road TO: Intersection of Middle Road	JEFFERSON PARK ROAD (0646)	\$1,572,351
Urban	99194	Colonial Heights Branders Bridge Road and Route 1 - intersection improvement FROM: west of Route 1 TO: Route 1 (0.1000 MI)	BRANDERS BRIDGE ROAD (9026)	\$629,328
Urban	101288	Colonial Heights LAKEVIEW AVE - MINOR WIDENING FROM: BRIJIDAN LN TO: RTE 1 (BOULEVARD) (0.4000 MI)	LAKEVIEW AVENUE (9030)	\$5,270,000
Urban	98883	Colonial Heights RTE 144 (TEMPLE AVE) - SIGNAL COORDINATION FROM: RTE 1 TO: ECL COLONIAL HEIGHTS (2.0000 MI)	TEMPLE AVENUE (0144)	\$623,429
Urban	100501	Colonial Heights Route 1 and Westover Avenue intersection FROM: Route 1 TO: .2 miles east of Route 1 (0.2000 MI)	WESTOVER AVENUE (9024)	\$465,990
Urban	110840	Hopewell RTE 156 - INTERSECTION IMPROVEMENTS AT BERRY ST FROM: HIGH AVE TO: BERRY ST	ARLINGTON RD (0156)	\$341,000
Urban	110846	Hopewell RTE 156 - INTERSECTION IMPROVEMENTS FROM: BERRY ST TO: FREEMAN ST	ARLINGTON RD (0156)	\$515,000
Urban	109265	Hopewell ASHLAND RD EXTENSION FROM: COURTHOUSE RD TO: COLONIAL DRIVE	ASHLAND STREET (U000)	\$3,364,739
Urban	110842	Hopewell SOUTH MESA DR - IMPROVE PEDESTRIAN ACCOMMODATIONS FROM: 0.02 MI S ATLANTIC ST TO: 0.02 MI N ATLANTIC ST	SOUTH MESA DR (0000)	\$289,000
Urban	109305	Hopewell #HB2.FY17 W BROADWAY ST - UPGRADE SIGNAL & PED IMPROVEMENTS FROM: 0.10 MI W OF 21ST AVE TO: 0.10 MI E OF 21ST AVE ()	WEST BROADWAY STREET (0000)	\$559,963
Urban	101039	Petersburg SOUTH CRATER ROAD AREA - SIGNAL COORDINATION FROM: FLANK RD TO: RIVES RD (1.4000 MI)	SOUTH CRATER ROAD (0301)	\$1,900,000
Construction : Safety/ITS/Operational Improvements Total				\$110,204,743

Tri-Cities MPO

Construction : Transportation Enhancement/Byway/Non-Traditional

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	52839	Petersburg	0000	Appomattox Rail Station/Appomattox River Heritage Trail	\$0
Enhancement	107534	Colonial Heights	BOULEVARD (0001)	RTE 1 (BOULEVARD) - SIDEWALK FROM: RTE 144 (TEMPLE AVE) TO: "A" AVE	\$195,600
Enhancement	105236	Colonial Heights	0110	APPOMATTOX RIVER GREENWAY TRAIL, PHASE 3 FROM: I-95 BRIDGE TO: US 1/301 (0.6600 MI)	\$515,273
Enhancement	115182	Colonial Heights	VARIOUS (9999)	Appomattox River Trail, Phase IV FROM: Boulevard TO: Appomattock Park (0.3400 MI)	\$561,751
Enhancement	106188	Colonial Heights	EN14	NORTH ES - SIDEWALKS FROM: VARIOUS TO: VARIOUS	\$785,000
Enhancement	107533	Colonial Heights	EN15	TAP - APPOMATTOX RIVER TRAIL - Phase 5 FROM: ROSLYN LANDING PARK TO: RTE 144 (TEMPLE AVE)	\$645,500
Enhancement	109086	Petersburg	EN16	PETERSBURG SAFE ROUTES TO SCHOOLS FROM: various TO: various	\$0
Miscellaneous	T18963	Richmond District-wide	0000	CN: TRANSPORTATION ENHANCEMENT/BYWAY/OTHER NON-TRADITIONAL	\$0
Primary	115208	Chesterfield County	HARROWGATE ROAD (0144)	Harrowgate Road Sidewalk, Dogwood Ave to South St FROM: Dogwood Ave TO: South St (0.2200 MI)	\$1,338,000
Primary	78222	Colonial Heights	BOULEVARD (EN05)	CITY OF COLONIAL HEIGHTS - STREETScape AT GOVERNMENT CENTER FROM: A AVE TO: CHARLOTTE AVE (0.2800 MI)	\$291,370
Primary	18795	Chesterfield County	EN98	VSU/ETTRICK RIVERFRONT TRAIL FROM: CONSTRUCT TRAIL ALONG THE APPOMATTOX RIVER TO: AT VSU	\$615,000
Primary	114430	Colonial Heights	BOULEVARD (U000)	STREETScape AT GOVERNMENT CENTER - PHASE II FROM: James Ave TO: A Ave (0.3000 MI)	\$571,103
Urban	113448	Hopewell	VARIOUS (EN18)	Bicycle lane Connections in Hopewell - TAP FROM: ATWATER RD/RIVER RD INTERSECTION TO: CITY POINT- PECAN AVE/WATER STREET	\$933,358
Urban	52840	Petersburg	0000	Restoration & Adaptive Re-Use of Union Station	\$0

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

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	115402	Prince George County	VARIOUS (0010)		\$44,000
			#SMART20 - Lower Appomattox River Trail		
			FROM: various TO: various		
Construction : Transportation Enhancement/Byway/Non-Traditional Total					\$6,495,955

Maintenance : Preventive Maintenance and System Preservation

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14699	Richmond District-wide	0000		\$128,026,686
			STIP-MN Richmond: Preventive MN and System Preservation		
Maintenance : Preventive Maintenance and System Preservation Total					\$128,026,686

Maintenance : Preventive Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14700	Richmond District-wide	0000		\$104,922,106
			STIP-MN Richmond: Preventive MN for Bridges		
Maintenance : Preventive Maintenance for Bridges Total					\$104,922,106

Maintenance : Traffic and Safety Operations

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14701	Richmond District-wide	0000		\$18,232,749
			STIP-MN Richmond: Traffic and Safety Operations		
Maintenance : Traffic and Safety Operations Total					\$18,232,749

Tri-Cities MPO Total**\$378,271,534**

Appendix B: Comment Log

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

Source	Summary of Comment	MPO Response
VDOT - December 31, 2019	Need to delete 3 TIP Grouped Projects they included in error	Changes made at beginning of public comment period (admin action)
VDOT – February 18, 2020	12/31/19 changes also revised funding for UPC 80993 and T20721	Changes made at beginning of public comment period (admin action)
DRPT – March 2020	Please include 2020 Transit Asset Management Targets to FFY 2018-21 MTIP and FFY 2021-24 MTIP	Changes being made at adoption of FFY 2021-24 MTIP and with transit FFY 2018-21 MTIP (admin action)
DRPT – February 2020	Please add project numbers (ex PAT0001) to Transit projects	Project numbers being added (admin action)
PAT – March 2020	Please add PAT 0035 (PM) and amend FFY 2018-21 MTIP so FY21 matches the FFY 2021-24 MTIP	Changes being made at adoption of FFY 2021-24 MTIP (admin action) and TIP AMDS for FFY 2018-21 TIP
VDOT – June 2020	Correct typo for UPC T20471 and reduce Total for Construction: Safety...TIP Grouping	Changes being made at adoption of FFY 2021-24 MTIP (admin action)
VDOT – Nov 2020	Rollover MTIP Amendments, add UPC 103574, adjust funding for CDAA001	Changes made (by MPO resolution 11-14-20)
FTA – Jan 2021	Correct typo re: Project 0013 as 5339 funded (lists as both 5307 and 5339 fund)	Changes made (admin action)

Appendix C: Copies of Media Advertising & Social Media Posts

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Mentions (1)

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The Draft FFY 2021-24 Tri-Cities Area MPO Metropolitan Transportation Improvement Program and the Draft Conformity Report are available to review both online and at local public libraries. There will also be a Public Meeting on Wednesday February 26, 5-7 p.m. at the Petersburg Public Library.

<https://www.craterpdc.org/.../DRAFT%202021-2024%20TIP%2001-09...>
<https://www.craterpdc.org/.../Richmond%20Area%20%202040%20CLR...>

Tri-Cities Area Metropolitan Planning Organization

Public Comments are accepted until March 18. Any questions or comments can be sent to rsvejkovsky@craterpdc.org.

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February 13

The Draft FFY 2021-24 Tri-Cities Area MPO Metropolitan Transportation Improvement Program and the Draft Conformity Report are available to review both online and at local public libraries. There will also be a Public Meeting on Wednesday February 26, 5-7 p.m. at the Petersburg Public Library. Public Comments are accepted until March 18. Any questions or comments can be sent to rsvejovsky@craterpdc.org.

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www.craterpdc.org/transportation/mpo.htm
Government Organization
Hours 8:00 AM - 5:00 PM
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Page created - July 7, 2015

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The Juice Laundry DVA

Tri-Cities Area MPO Draft FFY 2021-24 MTIP/Conformity Report

Pursuant to 23 U.S.C. 134 and 135; 49 U.S.C 5303 and 5304, the Tri-Cities Area Metropolitan Planning Organization (MPO) hereby provides area citizens an opportunity to review and comment on the Draft FFY 2021-24 Metropolitan Transportation Improvement Program (MTIP) and its accompanying Draft Conformity Report. These draft documents have been developed by local and State agencies represented on the Tri-Cities Area MPO and the Draft MTIP recommends highway and transit improvements for the Tri-Cities Area. Copies of these draft documents have been made available for public viewing during regular visiting hours at public libraries in the Tri-Cities Area during a 30-day public review period beginning February 17, 2020 and ending March 18, 2020.

One public meeting will be scheduled to receive comments on these draft documents on Wednesday, February 26, 2020 from 5:00 p.m. to 7:00 p.m. in the Conference Room of the Petersburg Public Library located at 201 W. Washington St, Petersburg, VA. Persons in need of special accommodations to participate in this public meeting are requested to forward this information either by contacting the Crater Planning District Commission at 804-861-1666 or by email using the address listed below one week prior to the meeting date.

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

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

Written comments on the FFY 2021-24 Metropolitan Transportation Improvement Program and/or Draft Conformity Report should be addressed to: Crater Planning District Commission, P.O. Box 1808, Petersburg, Virginia 23805, and/or send an email to rsvejkovsky@craterpdc.org and received within the review period ending March 18, 2020.

Los comentarios escritos sobre el Proyecto de FFY 2021-24 Programa de Mejora del Transporte Metropolitano y/o Proyecto de Informe de Conformidad deben dirigirse a: Comisión del Distrito de Planificación de Cráteres, P.O. Box 1808, Petersburg, Virginia 23805y/oenviar un correo electrónico a rsvejkovsky@craterpdc.org y recibido dentro del periodo de revision que termina el 18de marzo de2020.

Progress Index Proof of Advertisement Purchase

<h1 style="margin: 0;">Order Receipt</h1>	<p style="text-align: right;">Progress-Index</p> <p>15 Franklin Street Petersburg, VA 23803</p> <p>Phone: 804-732-3456 Fax: 804-861-9452 URL: www.progress-index.com</p>
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Sort Line: The Virginia Department of Tra

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PIAF PI Affidavit					18.00
VP1010 Progress-Index	02/16/2020	03/08/2020	4	303.66	1,214.64

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Pursuant to 23 U.S.C. 134 and 135; 49 U.S.C 5303 and 5304, the Tri-Cities Area Metropolitan Planning Organization (MPO) hereby provides area citizens an opportunity to review and comment on the Draft FFY 2021-24 Metropolitan Transportation Improvement Program (MTIP) and its accompanying Draft Conformity Report. These draft documents have been developed by local and State agencies represented on the Tri-Cities Area MPO and the Draft MTIP recommends highway and transit improvements for the Tri-Cities Area. Copies of these draft documents have been made available for

Payment Reference:

Total:	1,232.64
Tax:	0.00
Net:	1,232.64
Prepaid:	0.00
Total Due	1,232.64

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Richmond Times-Dispatch

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Order# 0001060219

Client: CRATER PLANNING DISTRICT
Phone: 8048611666

Payor : CRATER PLANNING DISTRICT
Phone: 8048611666

Account: 3014793
Address: COMMISSION
 PETERSBURG VA 23805

Account: 3014793
Address: COMMISSION
 PETERSBURG VA 23805

Sales Rep **Accnt Rep** **Ordered By** **Fax:**
 pbock sroyal Ron Svejkovsky **EEmail:**

Total Amount \$766.60
Payment Amount \$0.00

Amount Due \$766.60 **Tear Sheets** **Proofs** **Affidavits** **PO Number:**

Tax Amount: 0.00 0 0 0

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2 Attachments




Ron Svejkovsky #rsvejkovsky@craterpdc.org
to RFP -

Cynthia,

The ad look good. When is the run date(s) i.e. when will it be published?


Ron Svejkovsky
Director, Tri-Cities Area MPO
phone: 804-991-1998
email: rsvejkovsky@craterpdc.org



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Tri-Cities Area Metropolitan Planning Organization



ANNOUNCEMENTS

The Tri-Cities Area MPO provides opportunities for public input and participation into the transportation planning process.

The ***Draft FFY 2021-24 Tri-Cities Area MPO Metropolitan Transportation Improvement Program*** and the ***Draft Conformity Report*** are available to review both online and at local public libraries.

There will be a **Public Meeting on Wednesday February 26, 5-7 p.m.** at the **Petersburg Public Library**.


Public Comments are accepted until March 18, 2020. Any questions or comments can be sent to rsvejkovsky@craterpdc.org.

The links to the Reports and the Public Notice are here:

- [Public Notice](#)
- [Draft FFY 2021-24 Tri-Cities Area MPO Metropolitan Transportation Improvement Program](#)
- [Draft Conformity Report](#)

WHO WE ARE

[Facebook Page](#) for Tri-Cities Area MPO



February 26, 2020 Meeting Sign-In Sheet

No one attended

Appendix D: Glossary of Transportation Acronyms

Acronym	Definition
AADT	Average Annual Daily Traffic
AC	Advanced construction funding (fund type TBD)
ADA	The Americans with Disabilities Act
ARRA	The American Recovery and Reinvestment Act (Economic Stimulus Act) Signed on February 17, 2009.
BOM	State bond match
BR	Bridge funds (BR/BROS)
BRAC	Base Realignment and Closing Commission
BROS	Off-system bridge
BST	State bonds
BTU	The British thermal unit (Btu or BTU) is a traditional unit of work equal to about 1055 joules. It is the amount of work needed to raise the temperature of one pound of water by one-degree Fahrenheit.
CENTERLINE MILE(S)	A centerline mile is a measure of the total length (in miles) of highway facility in-place or proposed, as measured along the highway centerline
CCALS	Commonwealth Center for Advanced Logistics Systems
CCAM	Commonwealth Center for Advanced Manufacturing
CLASS I RAILROAD	A railroad with annual operating revenue greater than \$250,000,000
CLASS II RAILROAD	A railroad with revenues between those of a Class I and a Class III Railroad.
CLASS III RAILROAD	A railroad with annual operating revenue less than \$20,000,000
CM	CMAQ funds
CMAQ CONVERSION	CMAQ planned to be converted
CMAQ	Congestion Mitigation Air Quality
CMP	Congestion Management Process
CSX	CSX Transportation a Class I Railroad serving the TriCities Area
CTB	Commonwealth Transportation Board
)	Demonstration Project Funds
DRPT	The Virginia Department of Rail and Public Transportation
EB	Equity Bonus (Minimum Guarantee) Funds
EJ	Environmental Justice as described in Executive Order 12898 and federal guidance derived from that executive order
EN	Enhancement
EQMG	Equity Bonus (Minimum Guarantee)

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

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

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

Acronym

Definition

of industrial processes.

Appendix E: Financial Assumptions for the FFY 21-FY24 MTIP

(Prepared by VDOT)

Virginia Department of Transportation

Financial Planning Division

Constrained Long-Range Plan (CLRP)

CLRP FY 2014 – 2045

Based on FY 2014 – 2019 Six-Year Financial Plan (SYFP) and Six-Year Improvement

Program (SYIP) adopted by the CTB in June 2013

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

Revenue

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

State Revenue

- The average state revenue growth for FY2014-2019 is 5%.
- For years 2020 and beyond, growth rates have been determined for each revenue source with recent consultation with the Department of Taxation and average 2.1%.

Federal Revenue

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

Allocation to Districts and to MPOs

- Other Administrative Programs includes the following:
 - 699 – Administrative and Support Services
 - 514 – Environmental Monitoring and Evaluation
 - 60315 – Construction Management
 - 602 – Ground Transportation Planning and Research
- Maintenance allocations include Highway System Maintenance and Operations for VDOT-maintained roads and Financial Assistance for City and County Road Maintenance. These funds are divided amongst the districts based on the district's six year average share (2007-2013)

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

Assumptions – Constrained Long Range Plan

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

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

- Bridge needs of the districts were provided by Structure & Bridge Division
- Interstate needs of the districts provided by Transportation and Mobility Planning Division
- Interstate and Primary needs with the allocation distribution from the end of the six-year improvement program were used to determine the distribution of the federal discretionary funding to the MPOs through the life of the CLRP. No determination is applied as to what highway system to which the funds should be allocated.

□ VDOT specific programs were held as statewide amounts and not distributed to the MPOs

□ Construction Formula Allocations – represents the total distribution to the highway systems

- Primary – The estimated amounts to the urbanized areas of these program funds are developed utilizing the share of the urbanized area's population of the respective construction districts where these areas reside.
- Secondary – Secondary system construction allocations are, as per the code of Virginia, developed to the county level. These county amounts include construction, unpaved road funds and telecommunication fees. The estimated amounts of these funds to the urbanized areas are based on the urbanized area's share of the respective county population that lies within the specific area.
- Urban – The Urban system construction allocations are, as per the code of Virginia, allocated to the municipalities based on populations. The estimated amounts to the urbanized areas are the allocations to the cities and towns that are within the respective urbanized area boundaries.

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

Comparison to previous Constrained Long Range Plan (CLRP)

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

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

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

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

DOT Order No. 1050.2A

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

Statutory/Regulatory Authorities

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

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

General Assurances

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

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

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

Specific Assurances

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

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

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

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any

future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:

- a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

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

way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

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

Tri-Cities Metropolitan Planning Organization
(Name of Recipient)

by 
(Signature of Authorized Official)

DATED 28 Sept 2017

APPENDIX A

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

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

will impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

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

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

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

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

(HABENDUM CLAUSE)

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

The Tri-Cities Metropolitan Planning Organization, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the Tri-Cities Metropolitan Planning Organization will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended [, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

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

APPENDIX C

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

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

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:

1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, Tri-Cities Metropolitan Planning Organization will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the Tri-Cities Metropolitan Planning Organization will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the Tri-Cities Metropolitan Planning Organization and its assigns.*

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

APPENDIX D

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

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

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any im-

provements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.

- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, Tri-Cities Metropolitan Planning Organization will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, Tri-Cities Metropolitan Planning Organization will there upon revert to and vest in and become the absolute property of Tri-Cities Metropolitan Planning Organization and its assigns.*

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

APPENDIX E

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

Pertinent Non-Discrimination Authorities:

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

- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

Appendix G: Performance Based Planning and Programming –

Addendum 1: Safety Performance Measures

Performance Targets

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established safety performance objectives as published in [Virginia's 2017 - 2021 Strategic Highway Safety Plan \(SHSP\)](#) and, starting in 2017, annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. The SHSP performance measure objectives are indicated in Table 8 below.

Table 2: 2017 - 2021 SHSP Safety Performance Objectives

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

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

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

Connection to Other Performance Based Planning Documents

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

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

amongst various partners and leads to more comprehensive transportation safety planning.

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

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

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

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

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

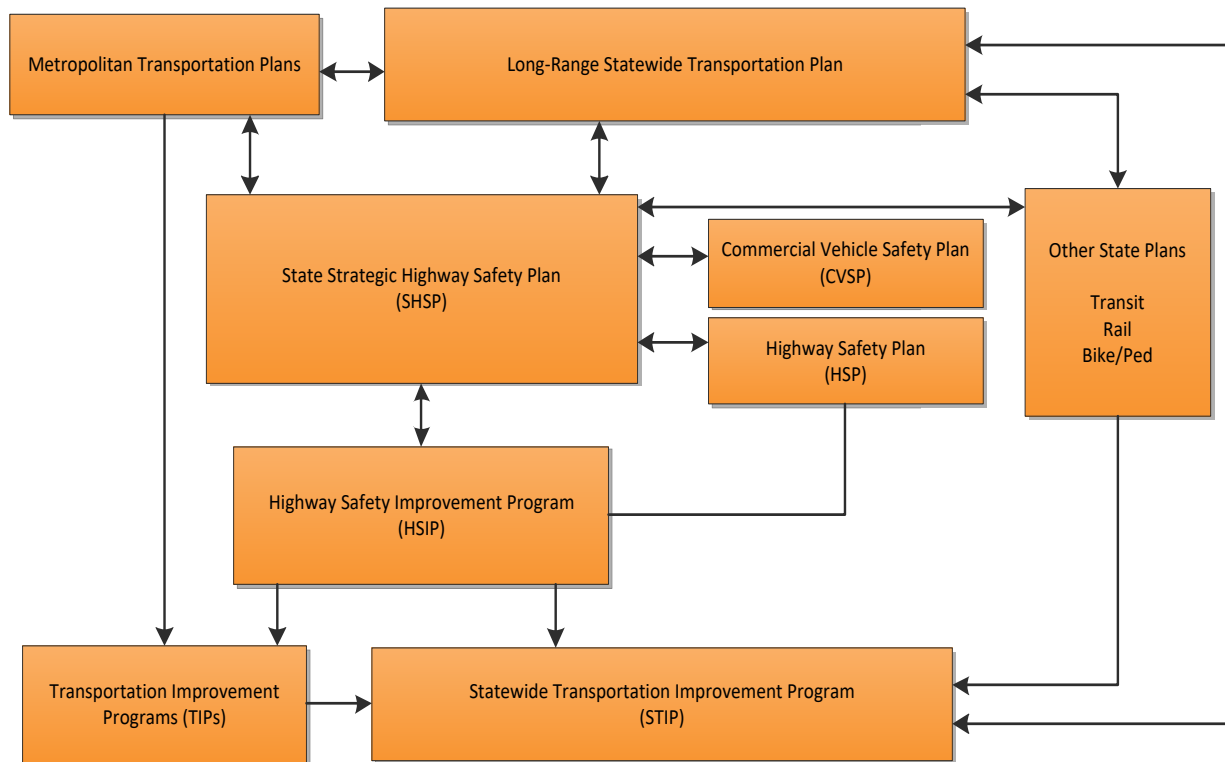


Figure 3: Program Relationships

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

Funding for Safety Projects

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

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

The HSIP project planning and delivery follows these steps:

- Each year highway segment and intersection locations that have the highest potential for safety improvement are identified based on the previous five years of traffic crash and volume data. These above average crash locations are provided to the VDOT Districts to determine appropriate locations and countermeasures for HSIP funding. The potential for vehicle-train crashes at each at-grade railroad crossing is also distributed.

- HSIP project proposals are submitted through the SMART Portal for the appropriate safety program.
- VDOT and locality submitted HSIP proposals are reviewed and prioritized based on the number of targeted crashes and the benefit to cost ratio or the potential risk reduction for non-motorized and rail highway grade crossing improvements.
- Projects are selected and programmed for the last two or three years of the SYIP. At present there are over \$100 million of safety improvement proposals, with an expected benefit, that remain unfunded.

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

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

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

Addendum 2: Performance Based Planning and Programming for Transit Asset Management

Transit Asset Management System (TAMS)

The National Transit Asset Management System Final Rule (49 U.S.C 625) specifies four performance measures, which apply to four TAM asset categories: equipment, rolling stock, infrastructure, and facilities. Figure 2 describes each of these measures.

Figure 2: TAM Performance Measures by Asset Category

Asset Category	Relevant Assets	Measure	Measure Type	Desired Direction
Equipment	Service support, maintenance, and other non-revenue vehicles	Percentage of vehicles that have met or exceeded their ULB	Age-based	Minimize percentage
Rolling Stock	Buses, vans, and sedans; light and heavy rail cars; commuter rail cars and locomotives; ferry boats	Percentage of revenue vehicles that have met or exceeded their ULB	Age-based	Minimize percentage
Infrastructure	Fixed guideway track	Percentage of track segments with performance (speed) restrictions, by mode	Performance-based	Minimize percentage
Facilities	Passenger stations, parking facilities, administration and maintenance facilities	Percentage of assets with condition rating lower than 3.0 on FTA TERM Scale	Condition-based	Minimize percentage

FTA = Federal Transit Administration. TAM = Transit Asset Management. TERM = Transit Economic Requirements Model. ULB = Useful Life Benchmark.

Two definitions apply to these performance measures:

- **Useful Life Benchmark (ULB)**—“The expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment.” For example, FTA’s default ULB of a bus is 14 years.
- **FTA Transit Economic Requirements Model (TERM) Scale**—A rating system used in FTA’s TERM to describe asset condition. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent).

The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires that all transit agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation create a TAM plan. Agencies are required to fulfill this requirement through an individual or group plan. The TAM rule provides two tiers of requirements for transit agencies based on size and operating characteristics:

- A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode.

- A Tier II agency is a subrecipient of FTA 5311 funds, OR is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route mode.

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group Plan. The Tri-Cities Area MPO programs federal transportation funds for Petersburg Area Transit. Petersburg Area Transit is a Tier II agency participating in the DRPT sponsored group TAM Plan. The MPO has integrated the goals measures and targets described in the [Federal Fiscal Year 2018 Group Transit Asset Management Plan and 2020 plan Addendum](#) into the MPO's planning and programming process specific targets for the Tier II Group TAM Plan are included in the table below.

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

Asset Category - Performance Measure	Asset Class	2020 Target*
Revenue Vehicles		
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	15%
	BU - Bus	10%
	CU - Cutaway	10%
	MB - Minibus	20%
	BR - Over-the-Road Bus	15%
	TB - Trolley Bus	10%
	VN - Van	25%
Equipment		
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	25%
	Trucks and other Rubber Tire Vehicles	25%
Facilities		
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative and Maintenance Facility	10%
	Administrative Office	10%
	Maintenance Facility	10%
	Passenger Facilities	10%

Addendum 3: Performance Based Planning & Programming –Performance Measures for Bridge & Pavement Condition Submittal Letter

CRATER PLANNING DISTRICT COMMISSION

Monument Professional Building • 1001 Wakefield Street • 3rd Floor, Box 1008 • Petersburg, Virginia 23105
 PHONE: (804) 881-1666 • FAX: (804) 882-8973 • E-MAIL: info@craterplanning.org • WEBSITE: www.craterplanning.org
 Dennis K. Moore, President/Chairman

November 9, 2018

Margie Ray
 Performance Measures Manager
 Office of Intermodal Planning and Investment
 1221 East Broad Street
 Richmond, VA 23219

Dear Ms. Ray:

The Tri-Cities Metropolitan Planning Organization is pleased to submit this letter to the Office of Intermodal Planning and Investment (OIPI) to fulfill the target setting requirements of the Federal Highway Administration's (FHWA) January 2017 final rulemakings for National Performance Measures for asset condition and system performance. This letter satisfies the federal requirement for MPOs to report targets to their respective State DOT "in a manner that is documented and mutually agreed upon by both parties" (23 CFR §§490.107(c)(1)). Documenting the targets in this letter also allows for the State to provide MPO targets to FHWA, upon request, satisfying a reporting requirement of State DOTs (23 CFR §§490.105(f)(9)).

In accordance with 23 CFR §§490.105 and 490.107, targets for twelve federally mandated asset condition and system performance measures must be established and reported to FHWA every four years, beginning in 2018. Federal regulations require both State Departments of Transportation and Metropolitan Planning Organizations to set targets for the twelve measures (23 CFR §§490.105, 490.307, 490.407, 490.507, 490.607, 490.707, and 490.807).¹ The rule requires MPOs to establish targets by either (1) "agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target" or (2) "committing to a quantifiable target for that performance measure for their metropolitan planning area" (23 CFR §§490.105(f)(3)). By supporting any of the State targets, we agree to plan and program projects to contribute toward achieving the State target.

Asset Condition Methodology Summary

Measure	VDO T	MP O	If MPO, please describe the methodology
Percentage of Pavement in Good Condition (Interstate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Pavement in Poor Condition (Interstate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Pavement in Good Condition (Non-Interstate NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Pavement in Poor Condition (Non-Interstate NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

¹ The performance measures for peak hour excessive delay, non-single occupancy vehicle use, and emission reductions are only required in the Washington, DC-MD-VA urbanized area, which is represented by the Metropolitan Washington Council of Government.

Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS)

System Performance Methodology Summary

Measure	VDO T	MP O	If MPO, please describe the methodology
Percentage of Person-Miles Traveled that are Reliable (Interstate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Truck Travel Time Reliability Index	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Selected Targets (default is State target)


Measure	4-Year Target
Percentage of Pavement in Good Condition (Interstate)	45%
Percentage of Pavement in Poor Condition (Interstate)	<3%
Percentage of Pavement in Good Condition (Non-Interstate NHS)	25%
Percentage of Pavement in Poor Condition (Non-Interstate NHS)	<5%
Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)	33%
Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS)	3%
Percentage of Person-Miles Traveled that are Reliable (Interstate)	82%
Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	82.5%
Truck Travel Time Reliability Index	1.56

While the MPO has chosen to concur with the statewide performance management goals we are doing so assuming that the Virginia Department of Transportation will commit the resources needed to attain and maintain these performance targets and assuming that the Virginia Department of Transportation will continue to work with the MPO to ensure that the transportation system within the MPO performs at or above these targets.


We acknowledge MPO targets are reported to the State and will be made available to FHWA upon request. Our targets are submitted for each performance measure within 180 days of the State establishing its statewide targets, which falls on November 14, 2018.

or questions or comments, please contact me at dhyder@craterpdc.org or (804) 861- 1666.

Respectfully,



The Honorable T. J. Webb
Chairman – Tri-Cities MPO



Mr. David W. Hyder
Secretary – Tri-Cities MPO
1964 Wakefield Street
P.O. Box 1808
Petersburg, VA 23805

Addendum 4: 2020 Safety Performance Measures Submittal Letter

CRATER PLANNING DISTRICT COMMISSION

Minuteman Professional Building • 1004 Wakefield Street • Post Office Box 1808 • Petersburg, Virginia 23803
 PHONE: (804) 861-1666 • FAX: (804) 732-8972 • E-MAIL: info@craterpd.com • WEBSITE: www.craterpd.org
 Dennis R. Morris, Executive Director

November 15, 2019

Mr. Raymond Khoury, P.E.
 State Traffic Engineer
 Traffic Engineering Division
 Virginia Department of Transportation
 1401 East Broad Street
 Richmond, VA 23219

Dear Mr. Khoury:

The Tri-Cities Area MPO submits this letter to the Virginia Department of Transportation (VDOT) to fulfill the March 2016 FHWA final rulemaking (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements. The Safety Performance rulemaking requires MPOs to agree to contribute to meeting the State DOT safety targets or to establish safety targets for each of the five safety measures including number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries.

The selected methodology and selected targets are outlined below acknowledging acceptance to support the VDOT target, to set a numerical target for each performance measure specific to the MPO planning area, or any combination of these two methods for all five safety performance targets.

By supporting any of the VDOT targets we agree to plan and program projects to contribute toward achieving the State target, and must not only consider safety, but increase the safety of the transportation system. Details of the methodology used to estimate VMT for our MPO area within Virginia for establishing our rate targets is provided in the additional information section below.

Methodology Summary

	VDOT	MPO	If MPO, applicable data analysis method
Number of fatalities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item
Rate of fatalities per 100 million vehicle miles traveled (VMT)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item
Number of serious injuries	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item
Rate of serious injuries per 100 million VMT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item

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

Number of non-motorized fatalities and non-motorized serious injuries Choose an item.

2020 Safety Performance Targets

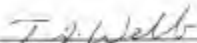
The following target values were calculated using the target annual percent reductions:

Target Description	Target Value
Fatalities	19
Fatality Rate	0.90
Serious Injuries	153
Serious Injury Rate	7.37
Non-Motorized Fatalities and Serious Injuries	13

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our 2020 safety targets are submitted for each performance measure on all public roads within 180 days after the VDOT reported its statewide targets, which falls on January 27, 2020.

For questions or comments, please contact me at rsvejkovsky@craterpdc.org and 804-861-1666 .

Respectfully,


Mr. T. J. Webb
Chairman, Tri-Cities Metropolitan
Planning Organization


Mr. Ronald Svejkovsky
Secretary, Tri-Cities Metropolitan
Planning Organization

CC: Mr. Shane Mann, Richmond District Engineer
Liz McAdory, Richmond District Planning Manager

Addendum 5: Performance Based Planning and Programming – Highway System Performance³⁴

Performance Targets

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

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

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

NHS Travel Time Reliability Performance	CY 2018-2019 Two Year Target	CY 2018-2021 Four Year Target
Percent of Person Miles Traveled on the Interstate That Are Reliable	82.2%	82.0%
Percent of Person Miles Traveled on the Non-Interstate NHS That Are Reliable	N/A ⁵	82.5%

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

Table 4: Freight Reliability Performance Measure and Targets

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

The Commonwealth Transportation Board (CTB) approves the performance measures and targets developed for Virginia's surface transportation network.

³Addendum 5 is added as part of TIP Revision 16. This element of the revision is intended to bring the MTIP into compliance with USDOT requirements and makes no changes to project design, concept, scope or schedule.

⁴VDOT provided the text of Addendum 5 and the Tri-Cities MPO has formatted the text to better integrate it into the TIP document. The reformatting is limited to: changing the text to landscape orientation, changing the font to Century Gothic, changing table numbers to be consistent with table numbers in the MTIP and changing numbering to be consistent with the MTIP.

⁵ During this first performance period, States are not required to establish 2-year targets for the Non-Interstate NHS reliability measure.

Such targets, including those for Highway System Performance, are linked to the goals and objectives in Virginia's long-range transportation plan, or VTrans.

Connection to Other Performance Based Planning Documents

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

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

Performance management, as it relates to the reliability of the NHS and freight, is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles as noted below:

- Guiding Principle 4: Consider Operational Improvements and Demand Management First – Maximize capacity of the transportation network through increased use of technology and operational improvements as well as managing demand for the system before investing in major capacity expansions.
- Goal A – Economic Competitiveness and Prosperity: invest in a transportation system that supports a robust, diverse, and competitive economy.
 - Objectives:
 - Reduce the amount of travel that takes place in severe congestion.
 - Reduce the number and severity of freight bottlenecks.
 - Improve reliability on key corridors for all modes.
- Goal B – Accessible and Connected Places: increase the opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs.
 - Objectives:
 - Reduce average peak-period travel times in metropolitan areas.
 - Reduce average daily trip lengths in metropolitan areas.
 - Increase the accessibility to jobs via transit, walking and driving in metropolitan areas.

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

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

Funding for Highway System Performance Projects

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

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

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

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

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

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

Addendum 6: Public Transit Agency Safety Plan

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

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

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

Appendix H: TIP Amendments and Revisions History

Revision #	Date	Action	Revision Notes
1	10/8/20	Add USDOT approval and PTASP	
2	11/12/20	"Rollover MTIP" and other MTIP Amendments	
3	03/11/21	MTIP AMD to Add UPC 117838	
4	11/18/21	MTIP AMD to replace UPC 115899 with UPC 117864	
5	03/25/22	MTIP MOD for UPC 101028	
6	06/22/22	MTIP MOD for MTIP Groupings	
7	09/26/22	MTIP MOD for UPC 90018	