

Tri-Cities Area Metropolitan Transportation Improvement Program

Fiscal Years 2018 – 2021

Adopted _____ 2017

DRAFT

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 MPO Policy Board Members

Jurisdiction	Member
Chesterfield County	Mr. Steve Elswick
Colonial Heights	Mr. John Wood
Crater Planning District Commission	Mr. Dennis Morris
Dinwiddie County	Mr. William Chavis (Chair)
City of Hopewell	Ms. Brenda S. Pelham
City of Petersburg	Mr. Samuel Parham
Petersburg Area Transit	Mr. Terry Burgess
Prince George County	Mr. T. J. Webb
VDOT & DRPT	Mr. Rob Cary, 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 Trans-

portation. 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 este público oportunidad de participación . Para obtener más información sobre el cumplimiento de la accesibilidad, o para obtener una Formulario de Queja Título VI, ver http://www.craterpdc.org/transportation/title_vi.htm o llame al Título VI Coordinador en el 804-861-1666.



Figure 1: Tri-Cities MPO Boundary and Service Area

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TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION 2018 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 _____, seconded by _____ and carried by a voice vote, a motion was adopted on _____, 2017 with _____ of the 9 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.

Tri-Cities Metropolitan Planning Organization

Date: _____, 2017

Signature

The Honorable William Chavis
Chair, Tri-Cities Metropolitan
Planning Organization

Virginia Department of Transportation

Name

Date: _____,
2017

Signature

District Planner

Virginia Department of Transportation

ADOPTION RESOLUTION FOR THE 2018 TO 2010 TRANSPORTATION IMPROVEMENT PROGRAM

RESOLUTION OF THE TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION APPROVING THE FY15- FY18 TRANSPORTATION IMPROVEMENT PROGRAM

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 ____ __, ____ the MPO reviewed information on the draft FY18 -FY 21 TIP provided by Petersburg Area Transit, the Virginia Department of Transportation and the Crater Planning District Commission; and

WHEREAS, on ____ __, ____ the MPO was provided and considered information from the Crater Planning District Commission staff on results of public comment on the draft FY 18 -FY 21 TIP in accordance with the adopted MPO Public Participation Procedures; and

WHEREAS, on ____ __, ____, the Tri-Cities Area MPO - Policy Committee received a recommendation from the MPO - Technical Committee supporting approval of the FY18-FY21 TIP.

NOW, THEREFORE, BE IT RESOLVED that the Tri-Cities Area MPO - Policy Committee endorses the FY18—FY21 TIP as presented during the ____ __, ____ meeting.

Upon a motion by _____ and seconded by _____ and carried by voice vote a motion was adopted to endorse the FY 18 -FY 21 TIP as presented during the __, __, 2017 meeting with ____ of 9 voting members present.

Date: ____ __, 2017

Chair, Tri-Cities Metropolitan
Planning Organization

Introduction

The Tri-Cities Area, as shown in Map 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.

The Tri-Cities Area FY 2018 – FY 2021 Transportation Improvement Program 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 metropolitan TIP 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 TIP 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, 2017 Federal Fiscal Year 2018. Some projects listed in the TIP 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.

TIP 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 TIP 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 Stakeholder Involvement Plan is included as part of the *2015 Title VI Plan Update* approved by the MPO's Policy Committee in August 2015. As required by our stakeholder involvement

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 (off PAT's Downtown Trolley Route) 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 TIP features a comment log included as Appendix A. 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 agency partners in a compact summary form.

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 Transportation Improvement Program was made available to the public for 45 days beginning after the Policy Board Meeting of February 9th, 2017. Physical copies of the draft document were placed in public libraries, member jurisdiction planning departments, and the Crater Planning District Commission Office. Electronic notification of the TIP was provided on the MPO's Facebook Page and on the MPO's Website. The availability of the TIP 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 *Hopewell News*, *Progress Index*, and *Richmond Times Dispatch* receive electronic meeting notifications that included copies of draft and preliminary TIPs.

Developing the Transportation Improvement Program

Figure 2 shows the development schedule for the 2018 to 2022 Transportation Improvement Program. This figure shows the lead time needed to develop a 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 forty-five day public period in March and April 2017 supervised by the MPO;
- 2) A public meeting with the MPO policy Board; and

- 3) The March and April Public Period on the STIP supervised by the Commonwealth Transportation Board.

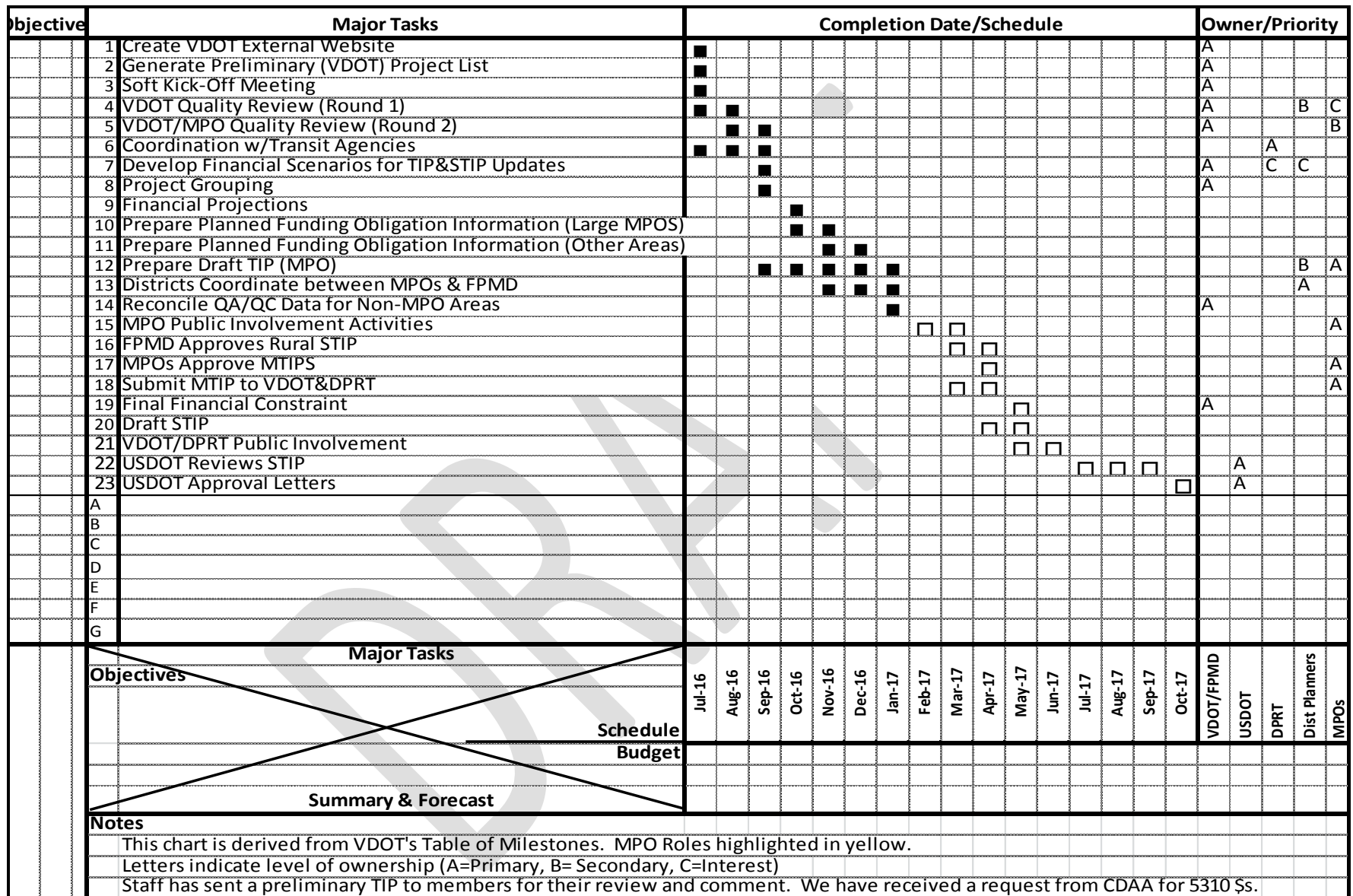


Figure 2: TIP Development Schedule

Project Selection and Prioritization

The Commonwealth Transportation Board (CTB) is responsible for selecting and programming federally funded Interstate Maintenance, Bridge, National Highway System, Statewide STP, Safety, Enhancement, and FTA Section 5310 projects. Local governments have input on selecting projects within the urban and secondary roadway systems. The CTB adopts the Six-Year Improvement Program each year. The Six-Year Improvement Program (SYIP) and the Secondary Six-Year Improvement Program (SSYIP) are developed by evaluation of existing facilities and determination of future needs based upon statewide and regional plans and projections, priorities for implementation of the transportation plan, and public comment on transportation priorities. Projects listed in the six-year improvement program are updated to reflect the latest revenue estimates, project costs, changes in priorities, and federal and state regulations. Criteria used by the CTB for allocating statewide discretionary funds for the FY2015 – 2020 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

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 Commissioner for the Richmond District of 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 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 TIP will help meet the performance measures.

Table 2 qualitatively evaluates each project, or program, in the TIP showing their contribution to meeting the MPO’s performance measure goals. The table uses check marks (✓) to show a positive connection. Staff believes that projects with two check marks will have a larger effect than projects with only one check mark. Likewise staff believes that projects without check marks do not contribute to meeting a performance measure and goal.

Table 2: Preliminary Performance Assessment

Project	Safety	Infrastructure Condition	Transit Rolling Stock	Congestion Reduction	System Reliability	Freight & Economic Vitality	Sustainability	Project Delivery
UPC 100500 (Improve the Intersection of Route 36 & Route 630: FM 0.2 mi W of Route 630 to 0.2 mi E of Route 630)	✓			✓	✓			
UPC 101028 (Matoaca Rd & Hickory Rd Intersection Realignment (Fm 0.2mi S of Hickory Rd to 0.2 mi N of Hickory Rd))	✓			✓	✓			
UPC 103754 (Route 460 Improvement Debt Service FM Route 58 (Suffolk) - I-295 (Prince Geo))								✓
UPC 103803 (Route 460 Improvement PPTA Construction fm Route 58 (Suffolk) - I-295 (Prince Geo))								✓
UPC 104697 (Intersection improvement at Lee Gate @ Route 36)	✓			✓	✓	✓		
UPC 104870 (Extend the NB & SB Left Turn Lanes @ Morton RD)	✓			✓	✓			
UPC 104878 (Extend the SB Left Turn Lane @ Medical Park Blvd)	✓	✓		✓	✓			
UPC 104956 (I-95/85 Interchange Study/PE Work)								✓
UPC 105109 (Rehabilitate bridges -various locations)		✓						
UPC 105110 (Route 106 @ Route 616 - Improve Intersection)	✓	✓		✓	✓			
UPC 105131 (Puddledock @ Temple Avenue Intersection Improvements)	✓	✓		✓	✓			
UPC 105131 (Reconstruct Route 645 Fm Route 144 (Temple Ave) to the Petersburg CL)	✓	✓		✓	✓			
UPC 1436 (Cedar Level Road capacity & safety improvements: Miles Ave to Cobblestone Pkwy)	✓			✓	✓			
UPC 61294 (On Route 601 add a right turn lane fm 0.112 mi W of Route 600 to Route 600)	✓			✓	✓			
UPC 72904 (RSTP support for Tri-Cities MPO staff regional planning)								✓
UPC 73268 (Route 1/Route226 Intersection Improvements)	✓			✓	✓			

Project	Safety	Infrastructure Condition	Transit Rolling Stock	Congestion Reduction	System Reliability	Freight & Economic Vitality	Sustainability	Project Delivery
UPC 80993 (On Route 226 fm 0.105 mi W of Route 600 to 0.041 mi E of Route 600 Construct Roundabout)	✓			✓	✓			
UPC 90018 (Cedar Level Road capacity & safety improvements: FM Miles Ave to Cobblestone Pkwy)	✓			✓	✓			
UPC 90367 (Install NB Right Turn Lane fm 0.1 Mi. S. Route 620 - Route 620 Intersection)	✓			✓	✓			
UPC 99194 (Intersection Improvement along Branders Bridge Rd fm 0.1 mi west of Route 1 to Route 1)				✓	✓			
UPC Balance Entry (TCMPO Balance Entry)			✓	✓	✓			✓
UPC Bridge Replacement Program (Bridge Replacement & Repair @ Various Locations)		✓✓			✓✓			
UPC CDAA001 (Purchase Paratransit Vehicles)			✓		✓	✓	✓	
UPC PAT0001 (Operating Assistance)				✓✓	✓✓	✓		
UPC PAT0004 (Other Capital Projects)		✓	✓	✓		✓		
UPC Preventative Maintenance & System Preservation (Preventative Maintenance & System Preservation)		✓✓			✓✓			
UPC Preventative Maintenance & System Preservation for Bridges (Preventative Maintenance & System Preservation for Bridges)		✓✓			✓✓		✓✓	
UPC Safety & ITS (Safety & ITS)	✓			✓	✓✓		✓	
UPC T11802 (Fleet Vehicle Conversion Program)							✓	
UPC T204 (Metropolitan Richmond Air Quality Committee)							✓	✓

Financial Plan

23 CFR § 450.326(j) requires that each TIP 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 TIP 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, 2017 Federal Fiscal Year 2018.

Between 2007 and 2015 the transportation funds available to the Tri-Cities MPO averaged \$153,200,000¹ each year.

Projects Completed Between Fiscal Years 2015 and 2018

The MPO obtained VDOT's Live TIP 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 2015 and 2018. Only projects *that are physically*

complete and have been through the federal closeout are not included in Table 3.

¹ In Constant 2015 Dollars based upon the Consumer Price Index.

Table 3: Projects Completed Between 2015 and 2018

Jurisdiction	UPC and Project Description	Start	End	Total Cost
Chesterfield County	90367: RTE 1 - INSTALL NB RTL from 0.10 MI S RTE 620 (WOODS EDGE RD) to RTE 620 (WOODS EDGE RD)	RTE 1 - INSTALL NB RTL	0.10 MI S RTE 620 (WOODS EDGE RD)	\$ 776,106
	104083: RTE 1107 - WIDENING from INT. ROUTE 36 (CHESTERFIELD AVENUE) to INT. ROUTE 1106 (DUPUY ROAD)	RTE 1107 - WIDENING	INT. ROUTE 36 (CHESTERFIELD AVENUE)	\$ 10,585,681
	107152: RTE 1 - ADD SIDEWALK from 0.19 MI N RTE 619 (HAPPY HILL RD) to 0.28 MI N RTE 746 (RUFFIN MILL RD)	RTE 1 - ADD SIDEWALK	0.19 MI N RTE 619 (HAPPY HILL RD)	\$ 557,000
Colonial Heights	85623: RTE 95 - INTERCHANGE IMPROVEMENT/ ROUNDABOUT from 0.041 MI W HAMILTON AVE to 0.069 MI E EXISTING I-95 RAMP	RTE 95 - INTERCHANGE IMPROVEMENT/ ROUNDABOUT	0.041 MI W HAMILTON AVE	\$ 24,824,395
	98882: RTE 144 (TEMPLE AVE) - EXTEND TURN LANE AT CONDUIT RD from 0.05 Miles EAST OF CONDUIT RD to 0.17 Miles EAST CONDUIT RD	RTE 144 (TEMPLE AVE) - EXTEND TURN LANE AT CONDUIT RD	0.05 Miles EAST OF CONDUIT RD	\$ 542,507
	101287: DUPUY AVE - MINOR WIDENING from WCL COLONIAL HTS to 0.10 MI W RTE 1 (BOULEVARD)	DUPUY AVE - MINOR WIDENING	WCL COLONIAL HTS	\$ 2,283,000
Dinwiddie County	102836: CITY OF COLONIAL HEIGHTS - SRTS - COL HTS MS - ADD SIDEWALK from VARIOUS to VARIOUS	CITY OF COLONIAL HEIGHTS - SRTS - COL HTS MS - ADD SIDEWALK	VARIOUS	Not Available
	73268: RTE 1 - INTERSECTION IMPROVEMENT from ON RTE 226, 0.041 MI E RTE 600 to RTE 1	RTE 1 - INTERSECTION IMPROVEMENT	ON RTE 226, 0.041 MI E RTE 600	\$ 2,693,281
	80993: RTE 600 - ROUNDABOUT from ON RTE 226, 0.105 MI W RTE 600 to ON RTE 226, 0.041 MI E RTE 600	RTE 600 - ROUNDABOUT	ON RTE 226, 0.105 MI W RTE 600	\$ 3,859,908

Jurisdiction	UPC and Project Description	Start	End	Total Cost
Multi-jurisdictional: Tri-Cities MPO	104466: I-85 RESTORE EXIST. PAVE NB/SB from MM 40.32 to MM 61.44	I-85 RESTORE EXIST. PAVE NB/SB	MM 40.32	\$ 12,375,040
	101030: RTE 36 - UPGRADE SIGNAL + EXTEND LTL from 0.114 MI W RTE 9038 (PUDDLEDOK RD) to 0.010 MI W RTE 9038 (PUDDLEDOK RD)	RTE 36 - UPGRADE SIGNAL + EXTEND LTL	0.114 MI W RTE 9038 (PUDDLEDOK RD)	\$ 967,595
Multi-jurisdictional: Tri-Cities MPO	101033: RTE 301 - UPGRADE SIGNALS from 0.022 MI N WALNUT BLVD to 0.007 MI S WALNUT BLVD	RTE 301 - UPGRADE SIGNALS	0.022 MI N WALNUT BLVD	\$ 348,352
Prince George County	104036: City of Petersburg, Southside Depot Restoration	City of Petersburg, Southside Depot Restoration		Not Available
	106514: Preliminary Petersburg Battlefield Trolley Service - Trolley Purchase from 5 River Street to _	Petersburg Battlefield Trolley Service - Trolley Purchase		Not Available
	105170: RTE 106 - ROUNDABOUT LIGHTING AND IMPROVEMENTS from AT INT RTE 634 to AT INT RTE 634	RTE 106 - ROUNDABOUT LIGHTING AND IMPROVEMENTS	AT INT RTE 634	\$ 150,500
	106198: RTE 95 SB - RESTORE EXIST PAVEMENT - PR GEORGE from MM 47.75 (0.15 MI. N. OF RIVES RD. OVERPASS) to MM 40.37 (0.63 MI S RTE 35, COURTLAND RD (JONES HOLE SWAMP BR))	RTE 95 SB - RESTORE EXIST PAVEMENT - PR GEORGE	MM 47.75 (0.15 MI. N. OF RIVES RD. OVERPASS)	\$ 4,057,016
	109233: #SGR RTE. 295 NB - RESTORE EXIST PAVEMENT from I-95 to AP-POMATTOX RIVER BRIDGE	#SGR RTE. 295 NB - RESTORE EXIST PAVEMENT	I-95	\$ 10,384,800
	107975: RESTORE EXISTING PAVEMENT from I-95 NB PRINCE GEORGE MM 43.0 TO 43.52 to I-85 NB Petersburg MM 67.2 TO MM 69.12	RESTORE EXISTING PAVEMENT	I-95 NB PRINCE GEORGE MM 43.0 TO 43.52	\$ 1,431,356
Statewide	102710: Public Contribution for I-95 HOV/HOT Lanes Project from Garrisonville Road to 1 Mile North of Edsall Road	Public Contribution for I-95 HOV/HOT Lanes Project	Garrisonville Road	Not Available

Jurisdiction	UPC and Project Description	Start	End	Total Cost
Statewide	102711: I-95 HOV/HOT Lanes Project PPTA Develop & Mgmt. Oversight from Garrisonville Road to 1 Mile North of Edsall Road	I-95 HOV/HOT Lanes Project PPTA Develop & Mgmt. Oversight	Garrisonville Road	Not Available
Statewide	103222: I-95 HOV/HOT Lanes Debt Service from Garrisonville Road to 1 mile North of Edsall Road	I-95 HOV/HOT Lanes Debt Service	Garrisonville Road	Not Available

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.

Table 4: Self Certification Checklist

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	Not Applicable
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

Requirement	Summary	Status
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 Schedules

Table 4 shows the expected schedules for each project in the Transportation Improvement Program for Fiscal Years 2018 through 2021. The MPO provides these schedules for

information only. *The schedules reflect the information available in October 2016. However, actual schedules are subject to many variables and may not reflect conditions.* Table 4 is organized alphabetically by jurisdiction. The jurisdictions shown are Chesterfield County, Colonial Heights, Dinwiddie County, Hopewell, MPO Wide, Petersburg, Petersburg Area Transit, Prince George County, and Statewide.

The project description includes VDOT's Unified Project Code (UPC) and a short description of the project. 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 TIP also includes the debt service phase for projects funded using GARVEE and other innovative funding tools.

Project Funding Table

The funding table shows the expected expenditures for each project in the Transportation Improvement Program for Fiscal Years 2018 through 2021. Table 5 is organized alphabetically by jurisdiction. The jurisdictions shown are Chesterfield County, Colonial Heights, Crater District Agency on Ageing 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 5 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 TIP also includes a line debt service phase for the bonds dedicated to the US 460 Improvement Project.

Chesterfield County

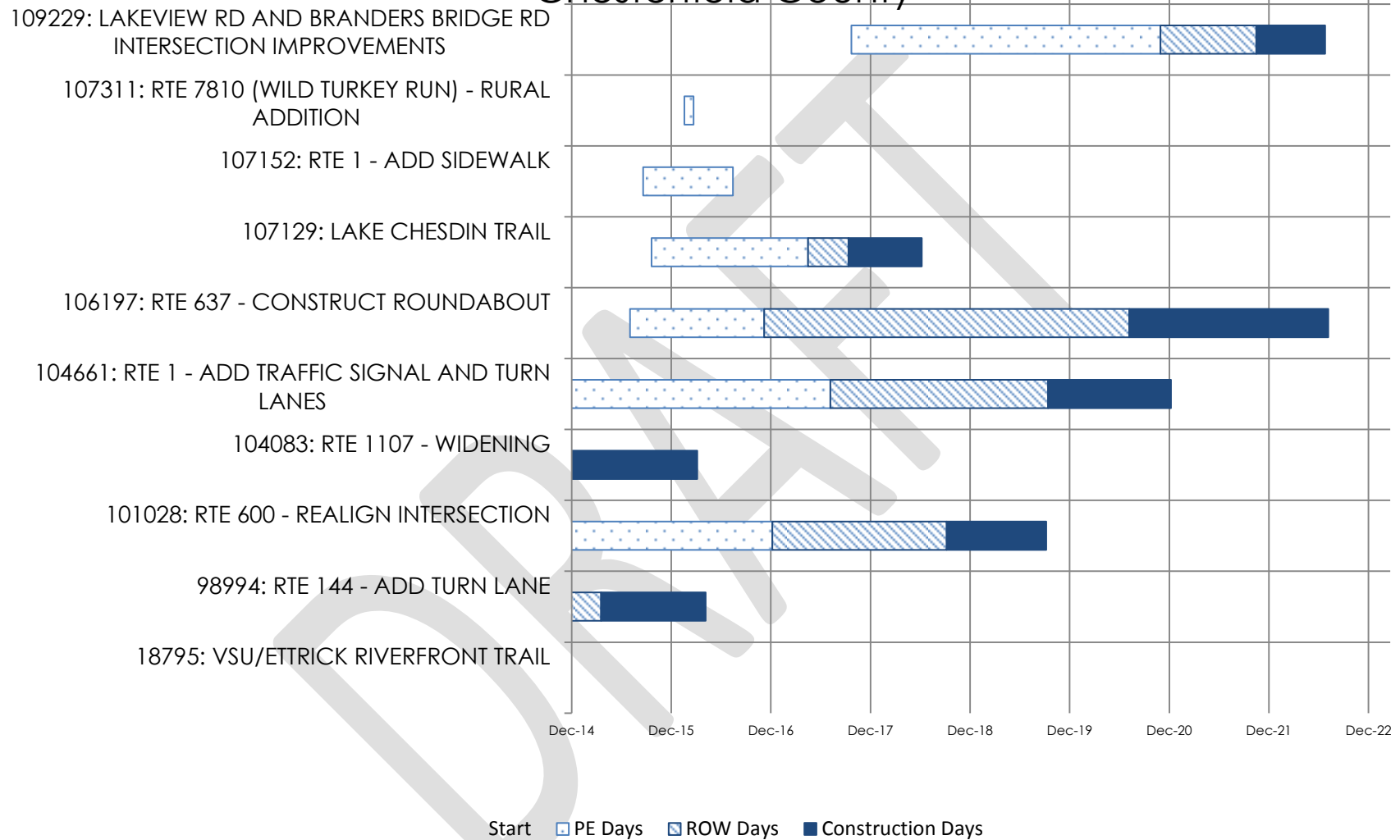


Figure 3: Expected Project Schedules for Chesterfield County

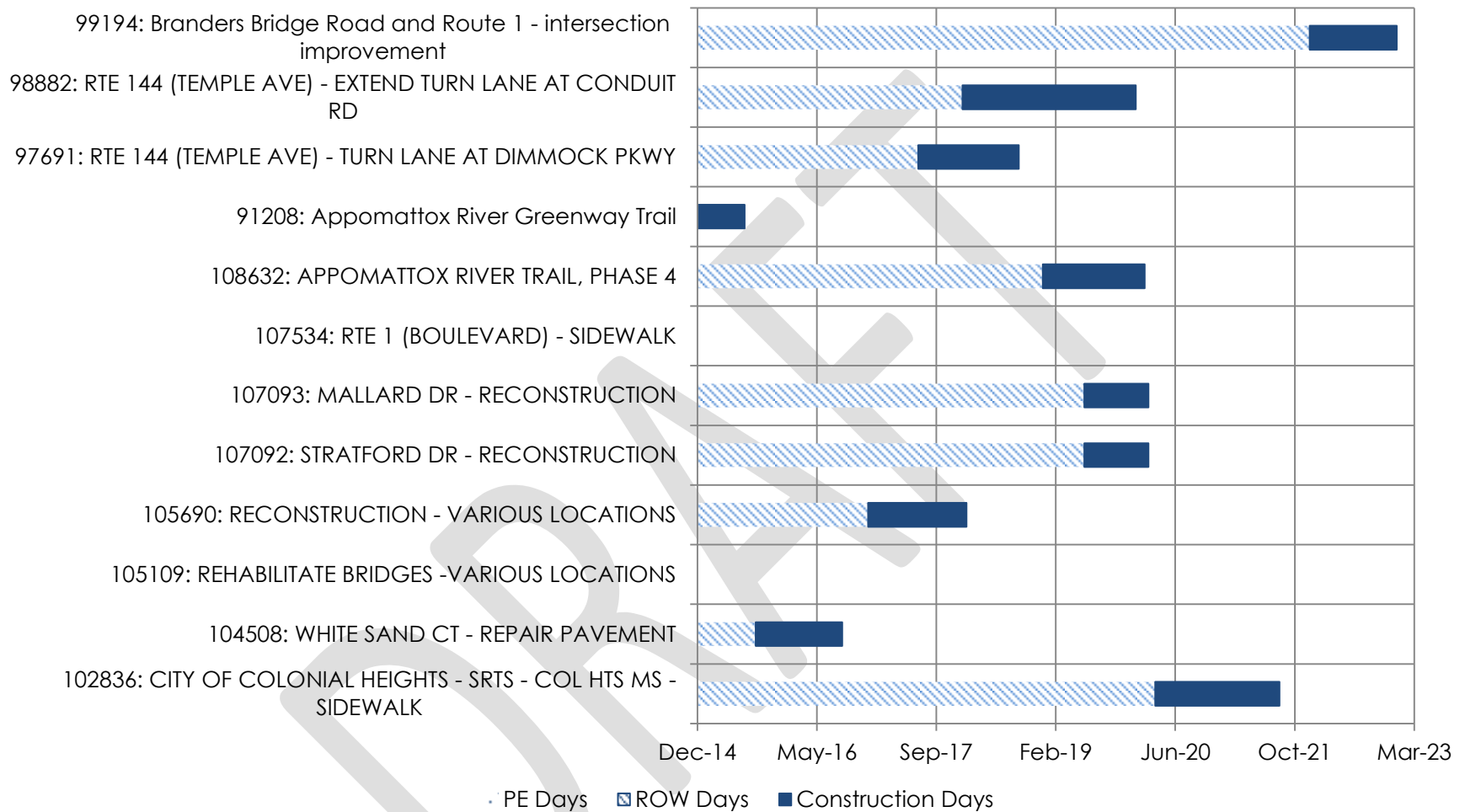


Figure 4: Expected Project Schedules for Colonial Heights Projects

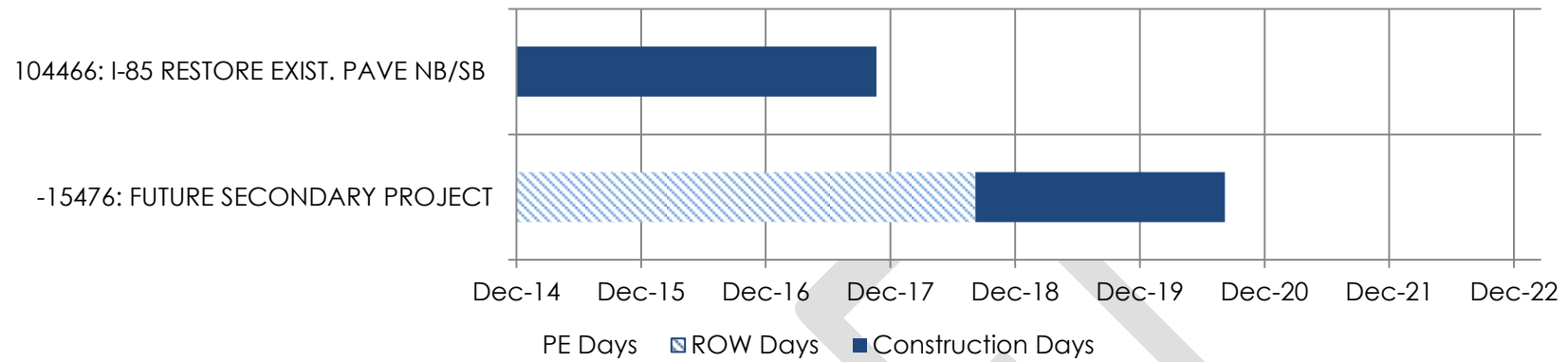


Figure 5: Expected Project Schedules for Dinwiddie County

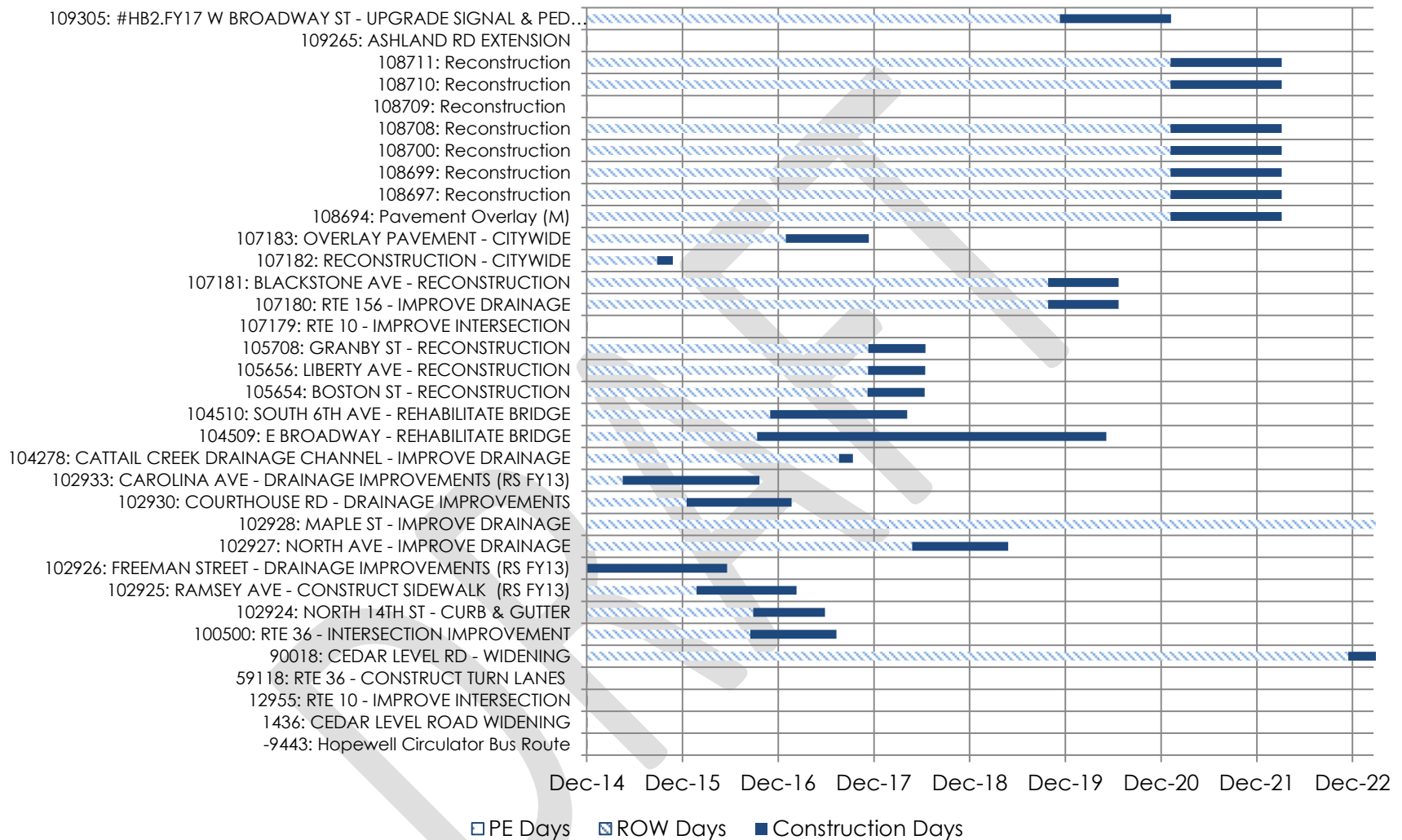


Figure 6: Expected Project Schedules for Hopewell

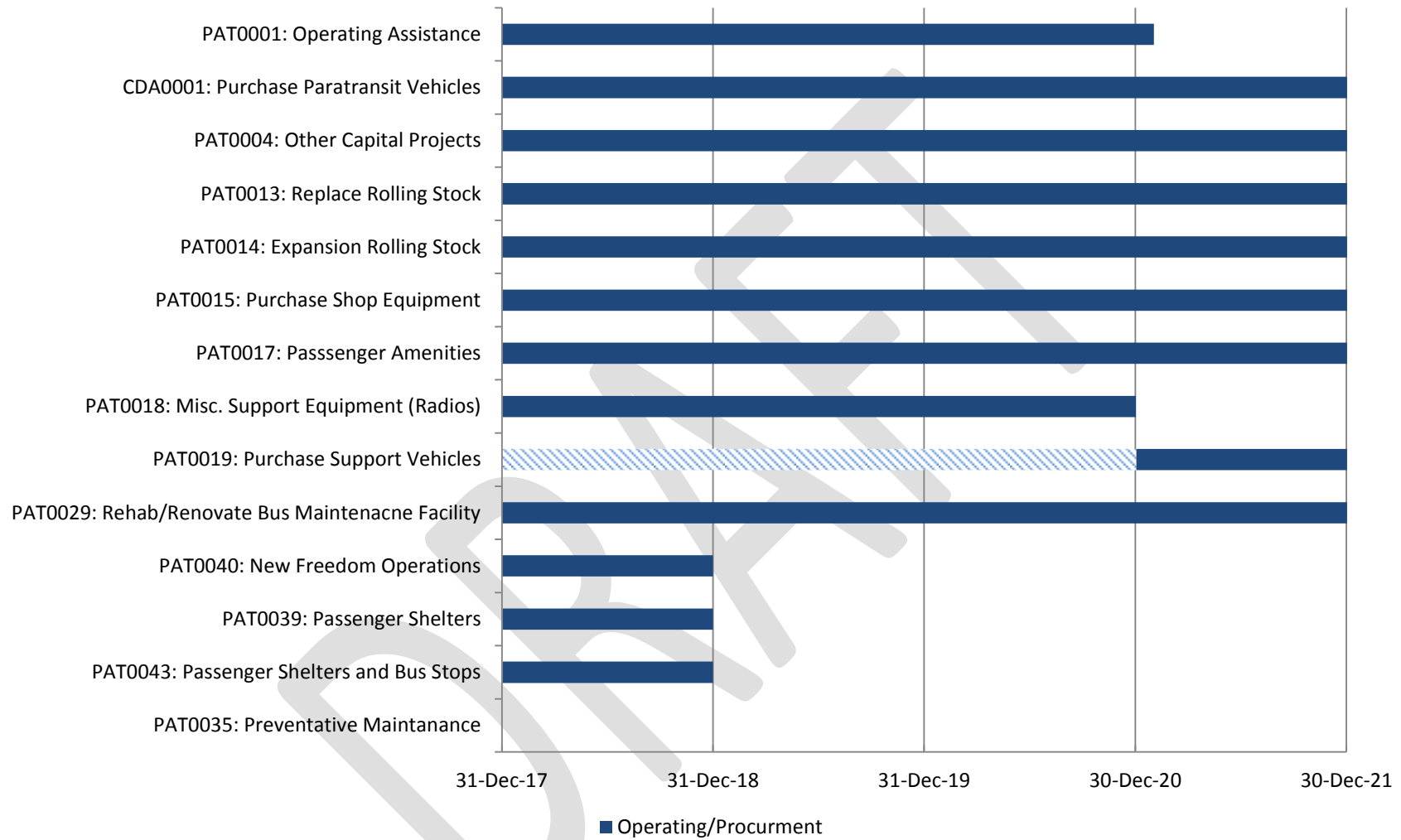


Figure 7: Expected Schedules for Transit Projects

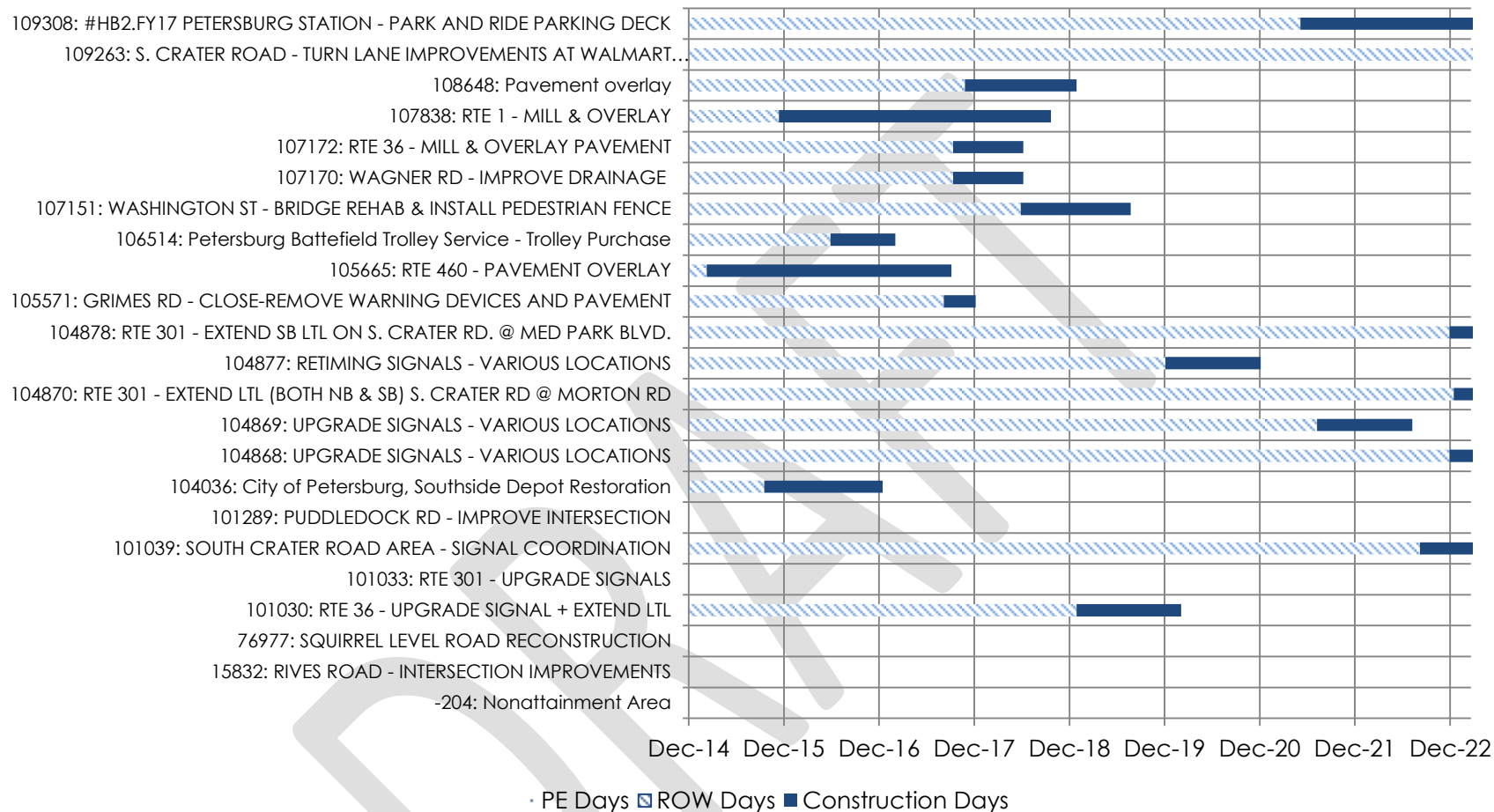


Figure 8: Expected Project Schedules for Petersburg Projects

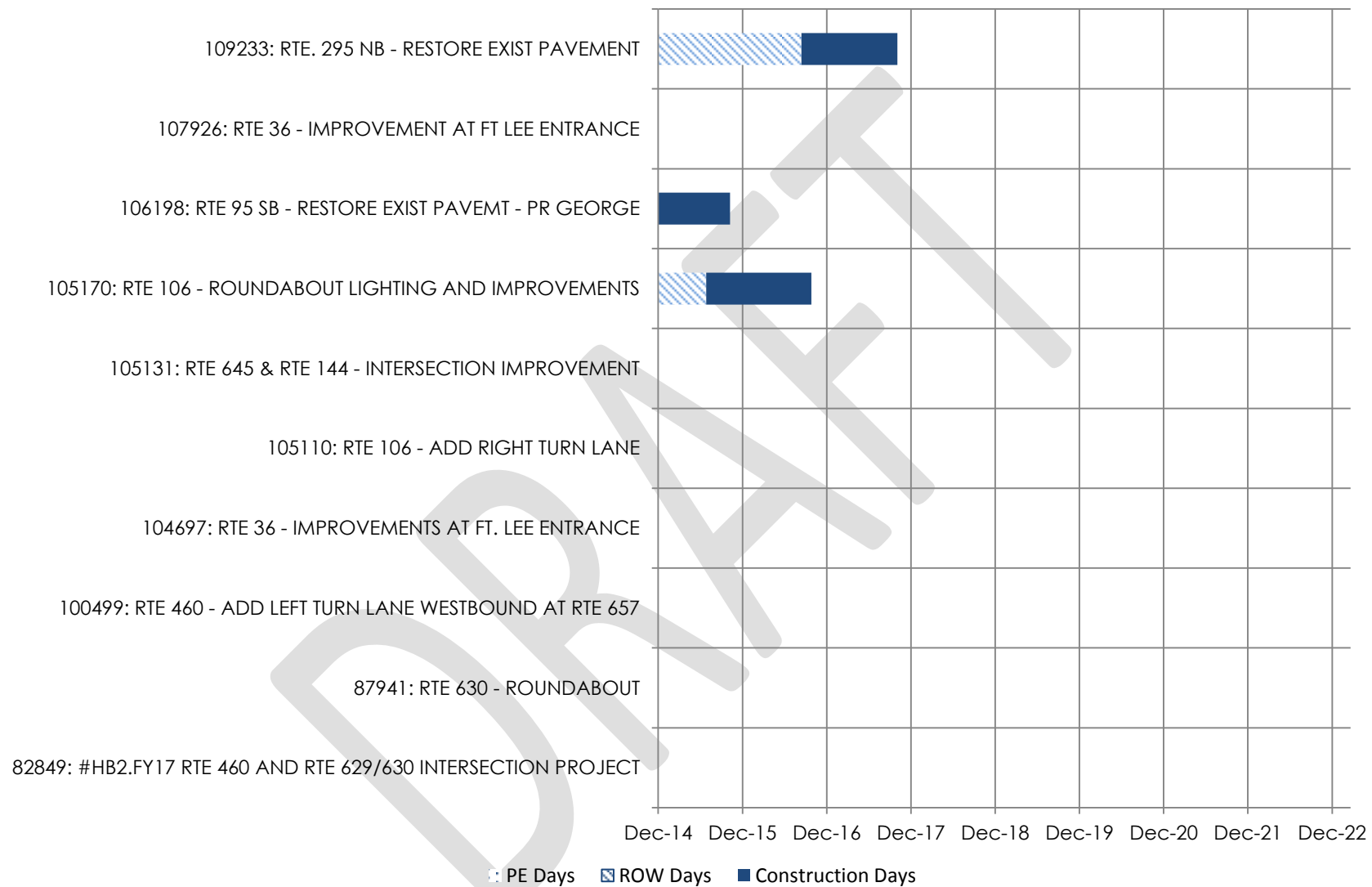


Figure 9: Expected Project Schedules for Prince George County

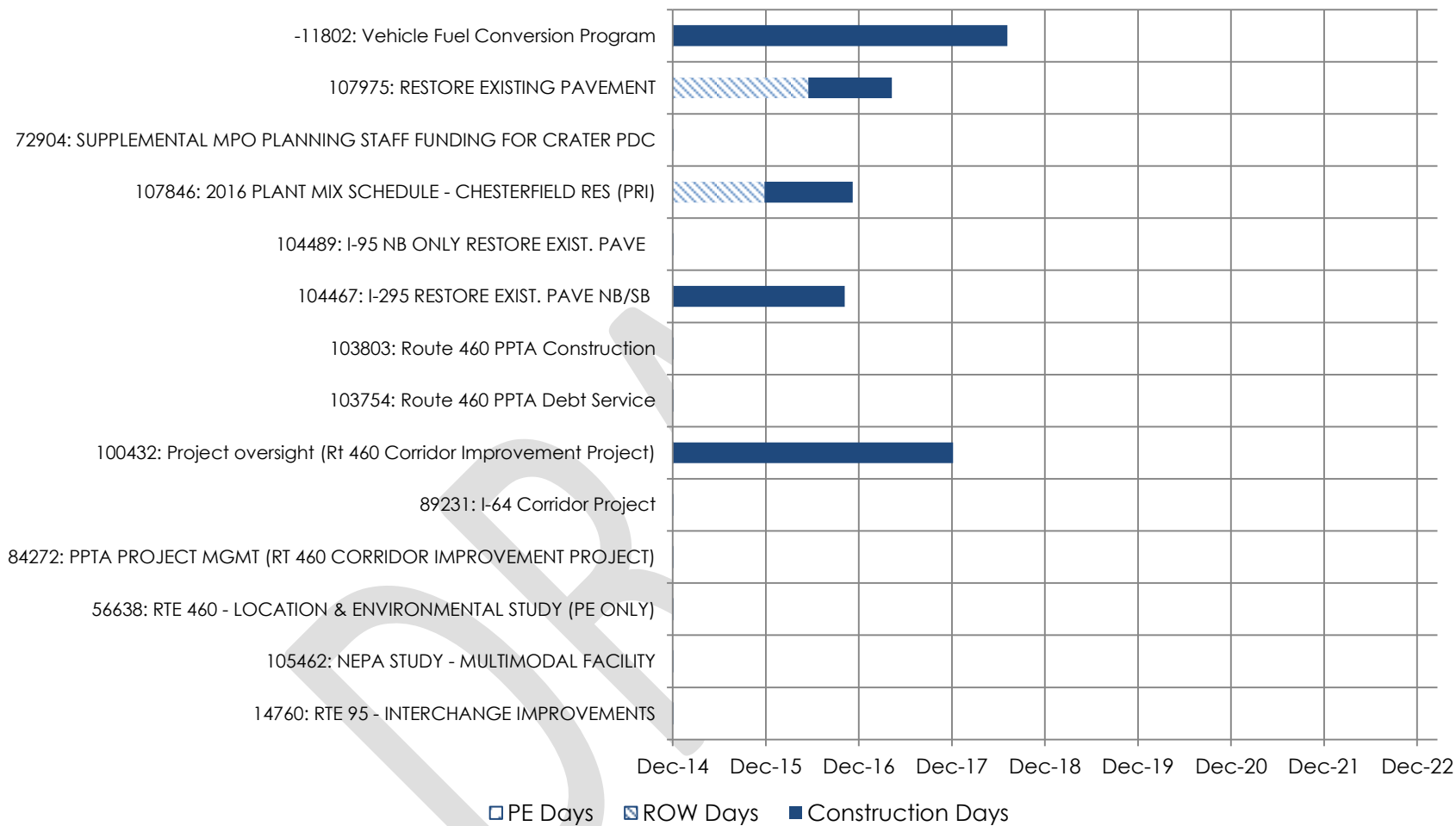


Figure 10: Expected Schedules for Projects by Other Sponsors

Table 5: Project Funding Table

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
Chesterfield Co.	\$ 2,368,575	\$ 2,285,956	\$ 2,285,956	\$ 489,500	
UPC 101028 (Matoaca Rd & Hickory Rd Intersection Realignment (Fm 0.2mi S of Hickory Rd to 0.2 mi N of Hickory Rd)	\$ 2,139,200				\$ 3,266,379
CONSTRUCTION					
RSTP	\$ 2,139,200				\$ 2,139,200
UPC 104083 (Rte 1107 fm the intersection with Rte 36 (Chesterfield Ave) to the intersection with Rte 1106 (Dupuy Rd). Reconstruction w/o added capacity)	\$ -	\$ -	\$ -	\$ -	\$ 10,585,681
CONSTRUCTION					
State	\$ -	\$ -	\$ -	\$ -	\$ -
UPC 104661 (Along Rte 1- Add Traffic Signal & Turn Lanes fm 0.154 Mi. S of Rte 620 (Woods Edge Rd) to 0.082 Mi. N of Rte 619 (Happy Hill Rd))	\$ -	\$ 2,163,581	\$ 2,163,581	\$ -	\$ 6,454,325
CONSTRUCTION					
HSIP	\$ -	\$ 2,163,581	\$ 2,163,581	\$ -	
Match	\$ -	\$ -	\$ -	\$ -	
UPC 107129 (Lake Chesdin Trail)	\$ 107,000				\$ 557,000
CONSTRUCTION					
State	\$ 107,000				\$ 107,000
UPC 109229 (Lakeview Rd & Branders Bridge Rd Int Improvement)	\$ 122,375	\$ 122,375	\$ 122,375	\$ 489,500	\$ 6,940,901
Preliminary Engineering					
CM/RSTP	\$ 97,900	\$ 97,900	\$ 97,900		
Match	\$ 24,475	\$ 24,475	\$ 24,475		
Right-of-Way & Utilities					
CM/RSTP				\$ 391,600	
Match				\$ 97,900	
UPC 90367 (Install NB Right Turn Lane fm 0.1 Mi. S. Rte 620 - Rte 620 Intersection Project Combined with 104661))	\$ -	\$ -	\$ -	\$ -	\$ 776,106
Project Closeout					
CM	\$ -	\$ -	\$ -	\$ -	\$ -
Colonial Heights	\$ 1,551,112	\$ 706,000	\$ 463,000	\$ 1,125,892	
UPC 100501 (Rte 1 & Westover Intersection)		\$ 125,000	\$ 19,000	\$ 655,892	\$ 799,892

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
Preliminary Engineering					
CM		\$ 100,000			
Match		\$ 25,000			
Right-of-Way & Utilities					
CM			\$ 15,200		
Match			\$ 3,800		
CONSTRUCTION					
CM				\$ 524,714	
Match				\$ 131,178	
UPC 101287 (Dupuy Ave - Minor Widening (fm the western CL of Colonial Heights to 0.1 mi west of Rte 1(Blvd.)))	\$ -	\$ -	\$ -	\$ -	\$ 2,283,000
CONSTRUCTION					
Match	\$ -	\$ -	\$ -	\$ -	
RSTP	\$ -	\$ -	\$ -	\$ -	
UPC 101288 (Lakeview Ave - Minor Widening fm Brijidan Ln to Rte 1 (Blvd))	\$ -	\$ -	\$ -	\$ -	\$ 3,284,000
CONSTRUCTION					
Match	\$ -	\$ -	\$ -	\$ -	\$ -
RSTP	\$ -	\$ -	\$ -	\$ -	\$ -
UPC 102964 (Rte 1 (Blvd)& Temple Ave -Signal Replacement)				\$ 170,000	\$ 1,664,943
Preliminary Engineering					
CM				\$ 136,000	
Match				\$ 34,000	
UPC 105109 (Rehabilitate bridges -various locations)	\$ 138,500	\$ -	\$ -	\$ -	\$ 650,000
CONSTRUCTION					
Match	\$ 46,500	\$ -	\$ -	\$ -	
RSTP	\$ 92,000	\$ -	\$ -		
UPC 105233 (North Elementary School- Safe Routes to School)	\$ 100,000				\$ 250,000
CONSTRUCTION					
Match	\$ 20,000				

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
SRTS	\$ 80,000				
UPC 106188 (North Elementary School Sidewalks)	\$ 374,614				\$ 432,987
Right-of-Way & Utilities					
EN	\$ 14,560				
Match	\$ 3,640				
CONSTRUCTION					
EN	\$ 285,131				
Match	\$ 71,283				
UPC 107093 (Mallard Drive Reconstruction)	\$ 135,000				\$ 140,000
CONSTRUCTION					
State	\$ 135,000				
UPC 107533 (Appomattox River Trail)	\$ 131,132				\$ 393,396
Preliminary Engineering					
Match	\$ 93,666				
TAP	\$ 37,466				
UPC 107534 (Rte 1 (Boulevard) - Sidewalks)	\$ 25,200				\$ 75,600
Preliminary Engineering					
Match	\$ 5,040				
TAP	\$ 20,160				
UPC 108632 (Appomattox River Trail-Phase 4)		\$ 576,000	\$ 144,000		\$ 720,000
CONSTRUCTION					
EN		\$ 576,000			
Match			\$ 144,000		
UPC 108646 (Conduit Rd & Ellerslie Ave Intersection Improvements)	\$ 25,000	\$ 5,000	\$ 300,000	\$ 300,000	\$ 655,000
Preliminary Engineering					
State	\$ 25,000				
Right-of-Way & Utilities					
State		\$ 5,000			
CONSTRUCTION					

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
State			\$ 300,000	\$ 300,000	
UPC 3945 (Improve the intersection of Rte 1(Boulevard) & Dupuy Ave)	\$ -	\$ -	\$ -	\$ -	\$ 873,774
CONSTRUCTION					
Match	\$ -	\$ -	\$ -	\$ -	
STP	\$ -	\$ -	\$ -	\$ -	
UPC 98883 (Signal Coordination fm Rte 1 to the ECL of Colonial Heights)	\$ 411,666				\$ 494,996
Preliminary Engineering					
CM	\$ 13,333				
Match	\$ 3,333				
CONSTRUCTION					
CM	\$ 316,000				
Match	\$ 79,000				
UPC 99194 (Intersection Improvement along Branders Bridge Rd fm 0.1 mi west of Rte1 to Rte 1)	\$ 210,000				\$ 1,350,000
CONSTRUCTION					
CM	\$ 168,000				
Match	\$ 42,000				
Crater District Area Agency on Aging	\$ 275,000	\$ 250,000	\$ 275,000	\$ 340,000	
UPC CDAA001 (Purchase Paratransit Vehicles)	\$ 275,000	\$ 250,000	\$ 275,000	\$ 340,000	\$ 1,140,000
Capital					
FTA 5310	\$ 220,000	\$ 200,000	\$ 220,000	\$ 272,000	
Match-Local	\$ 55,000	\$ 50,000	\$ 55,000	\$ 68,000	
Match-State	\$ -	\$ -	\$ -	\$ -	
Dinwiddie Co.	\$ 164,589	\$ 164,589	\$ 164,589	\$ 56,435	
UPC 104466 (I-85 Restore Existing NB&SB Pavement)	\$ -	\$ -	\$ -	\$ -	\$ 12,375,040
CONSTRUCTION					
Match	\$ -	\$ -	\$ -	\$ -	\$ -
NHPP	\$ -	\$ -	\$ -	\$ -	\$ -
UPC 109230 (Rte 1 & Rte 630 Intersection Improvements)	\$ 56,435	\$ 56,435	\$ 56,435	\$ 56,435	\$ 1,692,925

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
Preliminary Engineering					
Match	\$ 11,290	\$ 11,290	\$ 11,290	\$ 11,290	
RSTP	\$ 45,145	\$ 45,145	\$ 45,145	\$ 45,145	
UPC 15476 (Future Secondary Project)	\$ 108,154				\$ 108,154
CONSTRUCTION					
State	\$ 108,154				
UPC 15477 (Future Secondary Project)		\$ 108,154			\$ 108,154
CONSTRUCTION					
State		\$ 108,154			
UPC 15478 (Future Secondary Project)			\$ 108,154		\$ 108,154
CONSTRUCTION					
State			\$ 108,154		
UPC 61294 (On Rte 601 add a right turn lane fm 0.112 mi W of Rte 600 to Rte 600)	\$ -	\$ -	\$ -	\$ -	\$ 16,963
CONSTRUCTION					
STP/F	\$ -	\$ -	\$ -	\$ -	\$ -
UPC 73268 (Rte 1/Rte226 Intersection Improvements)	\$ -	\$ -	\$ -	\$ -	\$ 2,693,281
CONSTRUCTION					
Match	\$ -	\$ -	\$ -	\$ -	\$ -
RSTP	\$ -	\$ -	\$ -	\$ -	\$ -
UPC 80993 (On Rte 226 fm 0.105 mi W of Rte 600 to 0.041 mi E of Rte 600 Construct Round-about)	\$ -	\$ -	\$ -	\$ -	\$ 3,859,908
Project Closeout					
Match	\$ -	\$ -	\$ -	\$ -	\$ -
Hopewell	\$ 3,321,489	\$ 2,899,425	\$ 5,353,621	\$ 560,792	
UPC 100500 (Improve the Intersection of Rte 36 & Rte 630: fm 0.2 mi W of Rte 630 to 0.2 mi E of Rte 630)	\$ -	\$ -	\$ -	\$ -	\$ -
Project Closeout					

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
CM	\$ -	\$ -	\$ -	\$ -	\$ -
Match	\$ -	\$ -	\$ -	\$ -	\$ -
UPC 102928 (Maple Street Drainage Improvement)	\$ 216,000				\$ 269,200
CONSTRUCTION					
State	\$ 216,000				
UPC 104510 (South 6th Ave: Bridge Rehabilitation)	\$ -	\$ -	\$ -	\$ -	\$ 118,002
Project Closeout					
LOC/RS	\$ -	\$ -	\$ -	\$ -	\$ -
UPC 107179 (Rte 10 Intersection Improvement)	\$ 31,000				\$ 90,000
CONSTRUCTION					
State	\$ 31,000				
UPC 107180 (Rte 156 Improve Drainage)	\$ 63,000				\$ 81,6000
CONSTRUCTION					
State	\$ 63,000				
UPC 107181 (Blackstone Ave Reconstruction)	\$ 116,000				\$ 147,000
CONSTRUCTION					
State	\$ 116,000				
UPC 108694 (Pavement Overlay)	\$ 16,666	\$ 125,000			\$ 174,999
Preliminary Engineering					
State	\$ 16,666				
CONSTRUCTION					
State		\$ 125,000			
UPC 108695 (Pavement Overlay)			\$ 125,000		\$ 125,000
CONSTRUCTION					

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
State			\$ 125,000		
UPC 108697 (Reconstruction without additional lanes)	\$ 42,000	\$ 42,000	\$ 420,000		\$ 504,000
Preliminary Engineering					
State	\$ 42,000	\$ 42,000			
CONSTRUCTION					
State			\$ 420,000		
UPC 108699 (Reconstruction without additional lanes)	\$ 35,000	\$ 35,000	\$ 280,000		\$ 350,000
Preliminary Engineering					
State	\$ 35,000	\$ 35,000			
CONSTRUCTION					
State			\$ 280,000		
UPC 108700 (Reconstruction without additional lanes)	\$ 35,000	\$ 35,000	\$ 260,000		\$ 330,000
Preliminary Engineering					
State	\$ 35,000	\$ 35,000			
CONSTRUCTION					
State			\$ 260,000		
UPC 108708 (Reconstruction without additional lanes)	\$ 40,000	\$ 40,000	\$ 320,000		\$ 400,000
Preliminary Engineering					
State	\$ 40,000	\$ 40,000			\$ 80,000
CONSTRUCTION					
State			\$ 320,000		\$ 320,000
UPC 108709 (Reconstruction without additional lanes)	\$ 86,700	\$ 136,700	\$ 1,010,000		\$ 1,233,400
Preliminary Engineering					
State	\$ 86,700	\$ 86,700			

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
Right-of-Way & Utilities					
State		\$ 50,000	\$ 50,000		
CONSTRUCTION					
State			\$ 960,000		
UPC 108710 (Reconstruction without additional lanes)	\$ 10,000	\$ 10,000	\$ 80,000		\$ 100,000
Preliminary Engineering					
State	\$ 10,000	\$ 10,000			
CONSTRUCTION					
State			\$ 80,000		
UPC 108711 (Reconstruction without additional lanes)	\$ 35,000	\$ 35,000	\$ 350,000		\$ 420,000
Preliminary Engineering					
State	\$ 35,000	\$ 35,000			
CONSTRUCTION					
State			\$ 350,000		
UPC 109265 (Ashland Rd Extension)			\$ 280,396	\$ 560,792	\$ 3,364,742
Preliminary Engineering					
Match			\$ 56,080	\$ 56,080	
RSTP			\$ 224,316	\$ 224,316	
Right-of-Way & Utilities					
Match				\$ 56,080	
RSTP				\$ 224,316	
UPC 109305 (W. Broadway St - Upgrade Signal & Ped Improvements)	\$ 250,000	\$ 212,500			\$ 500,000
Preliminary Engineering					
HB2	\$ 37,500				

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
CONSTRUCTION					
HB2	\$ 212,500	\$ 212,500			
UPC 12955 (Improve the intersection FM 0.162 mi W of Hummel Ross Rd to 0.09 mi E of Hummel Ross Rd)	\$ -	\$ -	\$ -	\$ -	\$ 933,802
Project Closeout					
CM	\$ -	\$ -	\$ -	\$ -	\$ -
Match	\$ -	\$ -	\$ -	\$ -	\$ -
UPC 1436 (Cedar Level Road capacity & safety improvements: fm Miles Ave to Cobblestone Pkwy)	\$ 116,898	\$ -	\$ -	\$ -	\$ 2,320,152
Right-of-Way & Utilities					
Match	\$ 23,380				
RSTP	\$ 93,518				
CONSTRUCTION					
RSTP	\$ -	\$ -	\$ -	\$ -	
UPC 59118 (Rte 36 - Construct Turn Lanes)	\$ -	\$ -	\$ -	\$ -	\$ -
Project Closeout					
CM	\$ -	\$ -	\$ -	\$ -	\$ -
Match	\$ -	\$ -	\$ -	\$ -	\$ -
UPC 90018 (Cedar Level Road capacity & safety improvements: fm Miles Ave to Cobblestone Pkwy)	\$ 2,228,225	\$ 2,228,225	\$ 2,228,225	\$ -	\$ 7,817,189
CONSTRUCTION					
Match	\$ 445,645	\$ 445,645	\$ 445,645		
RSTP	\$ 1,782,580	\$ 1,782,580	\$ 1,782,580		
Project Closeout					
Match				\$ -	
RSTP				\$ -	
Multi-Jurisdictional	\$	\$	\$	\$	\$

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
	-	-	-	-	-
UPC 14760 (I-95 Interchange Improvements)	\$ -	\$ -	\$ -	\$ -	\$ -
Project Closeout					
NHS	\$ -	\$ -	\$ -	\$ -	\$ -
PAT (Petersburg Area Transit)	\$ 4,321,000	\$ 4,718,333	\$ 7,999,333	\$ 4,535,334	\$ 21,298,000
UPC 109308 (Petersburg Station - Park & Ride & Parking Deck)	\$ 300,000	\$ 833,333	\$ 533,333	\$ 533,334	\$ 2,500,000
Preliminary Engineering					
HB2	\$ 300,000	\$ 300,000			
CONSTRUCTION					
HB2		\$ 533,333	\$ 533,333	\$ 533,334	
UPC PAT0001 (Operating Assistance)	\$ 2,473,000	\$ 2,473,000	\$ 2,473,000	\$ 2,473,000	\$ 18,233,000
Operating					
FTA 5307	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	
Match-Local	\$ 740,000	\$ 740,000	\$ 740,000	\$ 740,000	
Match-State	\$ 639,000	\$ 639,000	\$ 639,000	\$ 639,000	
Revenue	\$ 394,000	\$ 394,000	\$ 394,000	\$ 394,000	
UPC PAT0004 (Other Capital Projects)	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000
Capital					
FTA 5307	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	
Match-Local	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	
Match-State	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	
UPC PAT0009 (Purchase Shop Equipment)	\$ 90,000	\$ 90,000	\$ 90,000	\$ 90,000	\$498,000
Capital					
FTA 5307	\$ 72,000	\$ 72,000	\$ 72,000	\$ 72,000	

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
Match-Local	\$ 18,000	\$ 18,000	\$ 18,000	\$ 18,000	
Match-State	\$ 0	\$ 0	\$ 0	\$ 0	
UPC PAT0013 (Replace Rolling Stock)	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 1,600,000
Capital					
FTA 5307	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5339	\$ 112,000	\$ 112,000	\$ 112,000	\$ 112,000	\$ 448,000
Match-Local	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 64,000
Match-State	\$ 272,000	\$ 272,000	\$ 272,000	\$ 272,000	\$ 1,088,000
UPC PAT0014 (Expansion Rolling Stock)	\$ 68,000	\$ -	\$ -	\$ 68,000	\$ 136,000
Capital					
FTA 5307	\$ 54,000	\$ -	\$ -	\$ 54,000	
FTA 5339	\$ -	\$ -	\$ -	\$ -	
Match-Local	\$ 3,000	\$ -	\$ -	\$ 3,000	
Match-State	\$ 11,000	\$ -	\$ -	\$ 11,000	
UPC PAT0017 (Passenger Amenities)	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 40,000
Capital					
FTA 5307	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	
FTA 5339	\$ -	\$ -	\$ -	\$ -	
Match-Local	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	
Match-State	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	
UPC PAT0018 (Petersburg Area Transit- Misc. Support Equipment (Radios))	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 160,000
Capital					
FTA 5307	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	
FTA 5339	\$ -	\$ -	\$ -	\$ -	

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
Match-Local	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	
Match-State	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	
UPC PAT0019 (Petersburg Area Transit - Support Vehicles)				\$ 86,000	\$ 86,000
Capital					
FTA 5307				\$ 69,000	
FTA 5339				\$ -	
Match-Local				\$ 3,000	
Match-State				\$ 14,000	
UPC PAT0029 (Petersburg Area Transit: Rehab/Renovate Bus Maintenance Facility)			\$ 3,200,000		
Capital					
FTA 5307			\$ 350,000		
FTA 5339			\$ -		
Match-Local			\$ 1,660,000		
Match-State			\$ 1,190,000		
UPC PAT0035 (Petersburg Area Transit: Preventative Maintenance)	\$ 925,000	\$ 925,000	\$ 925,000	\$ 925,000	\$ 3,700,000
Capital					
FTA 5307	\$ 740,000	\$ 740,000	\$ 740,000	\$ 740,000	
Match-Local	\$ 185,000	\$ 185,000	\$ 185,000	\$ 185,000	
Match-State	\$ -	\$ -	\$ -	\$ -	
UPC PAT0040 (New Freedom Operations)	\$ 186,000	\$ -	\$ 186,000	\$ -	\$ 422,000
Operating					
FTA 5339	\$ -	\$ -	\$ -	\$ -	
FTA 5310	\$ 149,000	\$ -	\$ 149,000	\$ -	
Match-Local	\$ 7,000	\$ -	\$ 7,000	\$ -	

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
Match-State	\$ 30,000	\$ -	\$ 30,000	\$ -	
Revenue	\$ -	\$ -	\$ -	\$ -	
UPC PAT0042 (New Freedom Mobility Management)	\$ 105,000		\$ 105,000		\$ 482,000
Operating					
FTA 5310	\$ 84,000		\$ 84,000		
Match-Local	\$ 4,000		\$ 4,000		
Match-State	\$ 17,000		\$ 17,000		
UPC PAT0039 (Passenger Shelters)	\$ -	\$ 37,000	\$ 37,000	\$ -	\$ 184,000
Capital					
FTA 5339	\$ -	\$ 30,000	\$ 30,000	\$ -	
Match-Local	\$ -	\$ 3,000	\$ 3,000	\$ -	
Match-State	\$ -	\$ 4,000	\$ 4,000	\$ -	
Petersburg	\$ 2,855,662	\$ 1,334,073	\$ 2,135,469	\$ 6,162,482	
UPC 101030 (Upgrade Signal & Extend the NB & SB Left Turn Lanes @ Morton RD)	\$ -				\$ 967,595
Project Closeout					
Match	\$ -				
RSTP	\$ -				
UPC 101033 (Rte 301 - Sycamore/Crater/Walnut Intersection Signal Upgrade (fm 0.02 mi south of Walnut Blvd to 0.02 mi north of Walnut Blvd))	\$ -	\$ -	\$ -	\$ -	\$ 348,352
Project Closeout					
Match	\$ -	\$ -	\$ -	\$ -	
RSTP	\$ -	\$ -	\$ -	\$ -	
UPC 101039 (Install a coordinated traffic signal system along Rte 301 fm Flank Rd to Rives Rd (1.4 mi))	\$ -	\$ -	\$ -	\$ -	\$ 659,400
CONSTRUCTION					
AC Conversion	\$ -	\$ -	\$ -	\$ -	

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
Match	\$ -	\$ -	\$ -	\$ -	
UPC 101289 (Puddledock @ Industrial Drive Intersection Improvements FM 0.2 mi N of Industrial Dr. to 0.2 mi S of Industrial Dr.)	\$ -	\$ -	\$ -	\$ -	\$ 2,020,000
CONSTRUCTION					
Match	\$ -	\$ -	\$ -	\$ -	
RSTP	\$ -	\$ -	\$ -	\$ -	
UPC 102963 (Rte 301 (S. Crater Road) - Turn Lane Improvements @ Walmart)				\$ 25,000	\$ 232,400
Preliminary Engineering					
CM				\$ 20,000	
Match				\$ 5,000	
UPC 104868 (Upgrade Traffic Signals & Controls @ Various Locations)		\$ 200,000	\$ 1,400,000		\$ 1,600,000
Preliminary Engineering					
CM		\$ 160,000			
Match		\$ 40,000			
CONSTRUCTION					
CM			\$ 1,120,000		
Match			\$ 280,000		
UPC 104870 (Extend the NB & SB Left Turn Lanes @ Morton RD)	\$ 100,000	\$ -	\$ -	\$ -	\$ 550,000
Preliminary Engineering					
CM	\$ 80,000				
Match	\$ 20,000	\$ -	\$ -	\$ -	
UPC 104877 (Retime Signals @ Various Locations)	\$ 45,000	\$ 135,000			\$ 245,000
Preliminary Engineering					
CM	\$ 36,000				
Match	\$ 9,000				

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
CONSTRUCTION					
CM		\$ 108,000			
Match		\$ 27,000			
UPC 104878 (Extend the SB Left Turn Lane @ Medical Park Blvd)	\$ 40,000	\$ 10,000	\$ -	\$ -	\$ 34 5,000
Preliminary Engineering					
CM	\$ 40,000			\$ -	
Match		\$ 10,000	\$ -	\$ -	
UPC 107150 (New Signal for I-95 Exit 52 SB Off-ramp @ Washington Street)			\$ 7,000	\$ 7,000	\$ 260,000
Preliminary Engineering					
Match			\$ 1,400	\$ 1,400	
RSTP			\$ 5,600	\$ 5,600	
UPC 107151 (Washington St. Bridge Rehabilitation & Pedestrian Fence)	\$ 802,422				\$,614,844
CONSTRUCTION					
State	\$ 802,422				
UPC 107170 (Wagner Road Drainage Improvements (w/o additional lanes))	\$ 600,000				\$ 600,000
CONSTRUCTION					
State	\$ 600,000				
UPC 107838 (Rte 1 (Boulevard) - Mill & Overlay (Resurfacing))	\$ 216,667				\$ 650,001
CONSTRUCTION					
State	\$ 216,667				
UPC 108648 (Pavement Overlay)	\$ 750,000	\$ 750,000			\$ 1,500,000
CONSTRUCTION					
State	\$ 750,000	\$ 750,000			
UPC 109086 (Preliminary Scoping - Safety)	\$ 62,500				\$ 125,500

Jurisdiction & Project		FY18	FY19	FY20	FY21	Project Total (All Years)
Preliminary Engineering						
	Match	\$ 12,500				
	SRS	\$ 50,000				
UPC 15832 (Widen Rives Rd to 4 Lanes between Rte301 (S. Crater) & I-95)		\$ 18,219	\$ 18,219	\$ 18,219	\$ 1,677,412	\$ 2,895,634
Right-of-Way & Utilities						
	Match	\$ 3,644	\$ 3,644	\$ 3,644	\$ 3,644	
	STP	\$ 14,575	\$ 14,575	\$ 14,575	\$ 14,575	
CONSTRUCTION						
	Match				\$ 331,839	
	STP				\$ 1,327,354	
UPC 68730 (Culvert Replacement by City Forces)		\$ -	\$ -	\$ -	\$ -	\$ -
Project Closeout						
	State	\$ -	\$ -	\$ -	\$ -	\$ -
UPC 68731 (Culvert Replacement by City Forces)		\$ -	\$ -	\$ -	\$ -	\$ -
Project Closeout						
	State	\$ -	\$ -	\$ -	\$ -	\$ -
UPC 76977 (Squirrel Level Road Reconstruction)		\$ 220,854	\$ 220,854	\$ 710,250	\$ 4,453,070	\$ 5,825,882
Preliminary Engineering						
	Match	\$ 44,171	\$ 44,171			
	(blank)	\$ 176,683	\$ 176,683			
Right-of-Way & Utilities						
	Match			\$ 142,050		
	(blank)			\$ 568,200		
CONSTRUCTION						

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
Match				\$ 890,614	
(blank)				\$ 3,562,456	
Prince George Co.	\$ 1,224,273	\$ 2,132,960	\$ 1,571,868	\$ 2,059,734	
UPC 100499 (Rte 460 - Add Left Turn Lane Westbound at Rte 657)	\$ 736,405	\$ 502,892			\$ 2,811,890
CONSTRUCTION					
Match	\$ 147,281				
RSTP	\$ 589,124	\$ 502,892			
UPC 104697 (Intersection improvement at Lee Gate @ Rte 36)	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ 1,050,767
CONSTRUCTION					
Demo	\$ 4,000	\$ 4,000			
Match	\$ 1,000	\$ 1,000			
Project Closeout					
Demo			\$ -	\$ -	
Match			\$ -	\$ -	
UPC 105131 (Reconstruct Rte 645 Fm Rte 144 (Temple Ave) to the Petersburg CL)	\$ 125,000	\$ 1,200,000	\$ -	\$ -	\$ 1,963,998
Right-of-Way & Utilities					
Match	\$ 25,000				
RSTP	\$ 100,000				
CONSTRUCTION					
Match		\$ 288,000			
RSTP		\$ 912,000			
Project Closeout					
Match			\$ -	\$ -	
RSTP			\$ -	\$ -	

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
UPC 107926 (Rte 36 Improvements @ Ft Lee Entrance)	\$ 27,000	\$ 94,200	\$ 1,241,000	\$ 1,173,800	\$ 2,590,000
Preliminary Engineering					
Match	\$ 5,400	\$ 5,400			
RSTP	\$ 21,600	\$ 21,600			
Right-of-Way & Utilities					
Match		\$ 67,200	\$ 67,200		
RSTP			\$ 268,800	\$ 268,800	
CONSTRUCTION					
Match			\$ 181,000	\$ 181,000	
RSTP			\$ 724,000	\$ 724,000	
UPC 82849 (Intersection Improvement From 0.1 mi S of Rte 460 to Rte 469)	\$ 330,868	\$ 330,868	\$ 330,868	\$ 885,934	\$ 3 251,783
Right-of-Way & Utilities					
CM	\$ 264,694	\$ 264,694	\$ 264,694		
Match	\$ 66,174	\$ 66,174	\$ 66,174		
CONSTRUCTION					
CM				\$ 708,727	
Match				\$ 177,207	
Regional	\$ 94,077	\$ 38,871	\$ 38,872	\$ 38,873	
UPC T204 (Metropolitan Richmond Air Quality Committee)	\$ 94,077	\$ 38,871	\$ 38,872	\$ 38,873	\$ 210,693
Preliminary Engineering					
AC	\$ 28,000				
CM	\$ 59,077	\$ 31,077	\$ 31,077	\$ 31,077	
Match	\$ 7,000	\$ 7,794	\$ 7,795	\$ 7,796	
Richmond District	\$ 97,748,370	\$ 12,138,002	\$ 14,875,333	\$ 6,784,533	\$ 131,546,238

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
UPC 104467 (I-295 Restore North & Southbound Pavement)	\$ -	\$ -	\$ -	\$ -	\$ -
Project Closeout					
Match	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ -	\$ -	\$ -	\$ -	\$ -
UPC 104489 (I-95 Restore northbound pavement)	\$ -	\$ -	\$ -	\$ -	
Project Closeout					
Match	\$ -	\$ -	\$ -	\$ -	\$ -
NHPP	\$ -	\$ -	\$ -	\$ -	\$ -
UPC 104664 (Replace Signals @ Various Locations)	\$ -	\$ 4,757,836	\$ -	\$ -	\$ 14,489,573
Right-of-Way & Utilities					
HSIP	\$ -				
Match	\$ -				
CONSTRUCTION					
HSIP		\$ 3,806,269	\$ -	\$ -	
Match		\$ 951,567	\$ -	\$ -	
UPC 104956 (I-95/85 Interchange Study/PE Work)			\$ 66,667	\$ 66,667	\$ 200,000
Preliminary Engineering					
RSTP			\$ 66,667	\$ 66,667	\$ 133,334
UPC 104956 (I95/185 SB Interchange Safety Improvements)				\$ 200,000	\$ 200,000
Preliminary Engineering					
Match				\$ 40,000	
RSTP				\$ 160,000	
UPC 104959 (Rte 147: Improve Intersection)	\$ -	\$ -	\$ -	\$ -	\$ 762,630
Project Closeout					

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
CM	\$ -	\$ -	\$ -	\$ -	
Match	\$ -	\$ -	\$ -		
UPC 106240 (Install Pedestrian Amenities)	\$ 500,000				\$ 1,450,000
CONSTRUCTION					
HSIP	\$ 400,000				
Match	\$ 100,000				
UPC 107034 (Retrofit Left Turn Signals with Flashing Yellow Arrows)	\$ 2,527,000				\$ 6,399,500
CONSTRUCTION					
HSIP	\$ 2,022,000				
Match	\$ 505,000				
UPC 107036 (Install Pedestrian Signals)	\$ 350,000	\$ 1,150,000			\$ 1,500,000
Preliminary Engineering					
HSIP	\$ 280,000				
Match	\$ 70,000				
CONSTRUCTION					
HSIP		\$ 920,000			
Match		\$ 230,000			
UPC 107038 (Upgrade Traffic Signals & Controls @ Various Locations)		\$ 166,666	\$ 166,666	\$ 166,666	\$ 4,166,662
Preliminary Engineering					
HSIP		\$ 133,333	\$ 133,333	\$ 133,333	
Match		\$ 33,333	\$ 33,333	\$ 33,333	
UPC 107040 (Roadway Departure Countermeasures)	\$ 460,000				\$ 1,040,000
CONSTRUCTION					
HSIP	\$ 368,000				

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
Match	\$ 92,000				
UPC 107041 (Roadway Departure Countermeasures)	\$ 460,000				\$ 460,000
CONSTRUCTION					
HSIP	\$ 368,000				
Match	\$ 92,000				
UPC 107045 (Systematic Un-Signalized Intersection Treatments)		\$ 296,000	\$ 2,667,000		\$ 2,963,000
Preliminary Engineering					
HSIP		\$ 236,800			
Match		\$ 59,200			
CONSTRUCTION					
HSIP			\$ 2,133,600		
Match			\$ 533,400		
UPC 107769 (I-95 Upgrade Signs)	\$ 3,500,000				\$ 3,607,502
CONSTRUCTION					
HSIP	\$ 2,800,000				
Match	\$ 700,000				
UPC 107818 (ITS Deployment)	\$ 3,366,250				\$ 3,366,250
CONSTRUCTION					
State	\$ 3,366,250				\$ 3,366,250
UPC 108004 (I-95 Improve Traffic Operations)	\$ 175,000	\$ 175,000	\$ 2,700,000		\$ 3,400,000
Preliminary Engineering					
OC	\$ 175,000	\$ 175,000			
CONSTRUCTION					
OC			\$ 2,700,000		

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
UPC 108005 (I-95 Improve Traffic Operations)	\$ 180,000	\$ 180,000	\$ 3,000,000	\$ 6,000,000	\$ 9,720,000
Preliminary Engineering					
OC	\$ 180,000	\$ 180,000			
CONSTRUCTION					
OC			\$ 3,000,000	\$ 6,000,000	
UPC 108557 (Adaptive Capable Signal Controllers)	\$ 287,500	\$ 287,500			\$ 575,000
CONSTRUCTION					
OC	\$ 287,500	\$ 287,500			
UPC 108658 (I-95 Richmond ATM)				\$ 201,200	
Preliminary Engineering					
(blank)				\$ 201,200	
UPC 108669 (District Wide Pedestrian Accommodations)	\$ 125,000	\$ 125,000	\$ 1,125,000		\$ 1,500,000
Preliminary Engineering					
HSIP	\$ 100,000	\$ 100,000	\$ 100,000		
Match	\$ 25,000	\$ 25,000	\$ 25,000		
CONSTRUCTION					
HSIP			\$ 800,000		
Match			\$ 200,000		
UPC 108890 (Preliminary Scoping - Safety)	\$ 100,000				\$ 400,000
Preliminary Engineering					
HSIP	\$ 80,000				
Match	\$ 20,000				
UPC 109482 (Richmond Transportation Operations Center Upgrade)		\$ 5,000,000	\$ 5,000,000		\$ 10,000,000
CONSTRUCTION					

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
NFGP		\$ 5,000,000	\$ 5,000,000		
UPC 109628 (Districtwide - Systematic Roadway Departure Treatments (PE))			\$ 150,000	\$ 150,000	\$ 300,000
Preliminary Engineering					
HSIP			\$ 120,000	\$ 120,000	
Match			\$ 30,000	\$ 30,000	
UPC 70542 (I- 64 Widen from 4 to 6 Lanes & Improve the Rte 623 Interchange)	\$ -	\$ -	\$ -	\$ -	\$ 35,653,830
Project Closeout					
Match	\$ -	\$ -	\$ -	\$ -	\$ -
NHS	\$ -	\$ -	\$ -	\$ -	\$ -
UPC Grouped Projects (Bridge Rehabilitation/Replacement/Reconstruction)	\$ 1,275,578				\$ 12,292,228
Right-of-Way & Utilities					
AC Conversion	\$ 1,275,578				
UPC Grouped Projects (Preventative Maintenance & System Preservation)	\$ 71,564,200				\$ 251,552,786
CONSTRUCTION					
NHPP	\$ 51,584,671				
STP/F	\$ 19,979,529				
UPC Grouped Projects (Preventative Maintenance for Bridges)	\$ 4,152,127				\$ 21,015,912
CONSTRUCTION					
BR	\$ 2,465,850				
STP/F	\$ 1,686,277				
UPC Grouped Projects (Safety&ITS)	\$ 2,746,682				\$ 80,956,377
CONSTRUCTION					
AC Conversion	\$ 2,746,682				
UPC Grouped Projects (Traffic & Safety Operations)	\$ 5,979,033				\$ 22,169,884

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
Match	\$ 1,198,206				
STP/F	\$ 4,780,827				
Statewide	\$ 12,537,412	\$ 8,860,269	\$ 8,860,269	\$ 8,860,269	
UPC 100432 (Rte 460 Corridor Improvement Project (Project oversight))	\$ 4,891,370	\$ 4,891,370	\$ 4,891,370	\$ 4,891,370	\$ 118,474,888
CONSTRUCTION					
Match	\$ 978,234	\$ 978,234	\$ 978,234	\$ 978,234	
NHPP	\$ 3,913,136	\$ 3,913,136	\$ 3,913,136	\$ 3,913,136	
UPC 103754 (Rte 460 Improvement Debt Service FM Rte 58 (Suffolk) - I-295 (Prince Geo))	\$ 3,968,899	\$ 3,968,899	\$ 3,968,899	\$ 3,968,899	\$ 63,502,384
Debt Service					
Match	\$ 793,780	\$ 793,780	\$ 793,780	\$ 793,780	
NHPP	\$ 3,175,119	\$ 3,175,119	\$ 3,175,119	\$ 3,175,119	
UPC T11802 (Fleet Vehicle Conversion Program)	\$ 3,677,143				\$ 25,740,001
Capital					
CM	\$ 2,941,714				
Match	\$ 735,429				
TCMPO	\$ 1,131,899	\$ (76,790)	\$ (76,790)	\$ (76,790)	
UPC 105462 (NEPA Location Study for a Multimodal Passenger Terminal)	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Preliminary Engineering					
EB	\$ -	\$ -	\$ -	\$ -	
Match	\$ -	\$ -	\$ -	\$ -	
UPC 72904 (RSTP support for Tri-Cities MPO staff regional planning)	\$ 23,210	\$ 23,210	\$ 23,210	\$ 23,210	\$ 181,038
Preliminary Engineering					
AC Conversion	\$ 18,568	\$ 18,568	\$ 18,568	\$ 18,568	
Match	\$ 4,642	\$ 4,642	\$ 4,642	\$ 4,642	

Jurisdiction & Project	FY18	FY19	FY20	FY21	Project Total (All Years)
UPC Balance Entry (TCMPO Balance Entry)	\$ (264,652)	\$ (100,000)	\$ (100,000)	\$ (100,000)	
NA					
RSTP	\$ (264,652)	\$ (100,000)	\$ (100,000)	\$ (100,000)	
UPC Grouped Projects (Construction: Safety/ITS/Operational Improvements)	\$ 1,373,341				\$ 39,610,886
CONSTRUCTION					
AC Conversion	\$ 1,373,341				
Serenity Inc.	\$ 64,000				
UPC SER0001 (Purchase one 5-passenger wheelchair accessible paratransit vehicle)	\$ 64,000				\$ 64,000
Capital					
FTA 5310	\$ 32,000				
Match-Local	\$ 32,000				

Appendix A: USDOT Approval Letter

To be attached upon receipt from USDOT.

DRAFT

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
Chesterfield County (by Barb Smith)	Page 16: Completed Projects 90367 – Not complete, but has been combined/incorporated into 104661 and is no longer an independent project.	Project 90367 a text note is added referring the reader to Project 104661
Chesterfield County (by Barb Smith)	109229 - I would think Preliminary Engineering, RW, Utilities and CONSTRUCTION would all take one year each. VDOT is administering the project and should be able to confirm this schedule. 107152 – This project is underway and should be complete before summer (VDOT is managing the project and should be able to confirm the completion date). It is shown on page 16. Delete from page 21? 107129 – This project should be under construction and complete this year. Preliminary Engineering 3/2016 – 3/2017; RW/Utilities 5/2017 – 7/2017; CONSTRUCTION 7/2017 – 10/2017 104661 – CONSTRUCTION is anticipated to be underway in Spring 2019. I don't know the schedule for RW/Utilities. VDOT is administering the project and should be able get you the schedule. 104083 – The project is complete and shown on page 16. Delete from page 21? 101028 – RW/Utilities will take place in 2017 and CONSTRUCTION in 2018.	The MPO has provided the VDOT's expected schedules for informational purposes. The text of the TIP has been revised to indicate the uncertainty of the information.
Chesterfield County (by Barb Smith)	106197 – I don't think this is in Tri-Cities.	Project Removed from the TIP
Chesterfield County (by Barb Smith)	98994 – This project is complete. Move to page 16? 107311 – This project is complete. Move to page 16? 18795 – This project is complete. Move to page 16?	A text note is added to these projects noting that they are awaiting closeout before they can be removed from the TIP.
DRPT (by Andrew Riddle)	Noted funding discrepancies between funding amounts provided by DRPT and those shown in the preliminary TIP the MPO provided for review. PAT0029, PAT 0035, PAT0039(Project Description Only)	The TIP data base/spreadsheet and text were changed to reflect DRPTs comments.
VDOT (by James Ponticello)	Should UPC T204 be included? MRAQ has not met in several years.	Comment Noted.

Source	Summary of Comment	MPO Response
CDAAA (by Harold C. Sayles Ph.D.)	<p>Currently CDAAA is preparing to request funds from the Commonwealth of Virginia to purchase vehicles through the Federal Transit Administration (FTA) Section 5310 Program. The Commonwealth of Virginia's policy states where possible, recipients should coordinate with other local transportation providers to enhance resource-sharing opportunities.</p> <p>We invite you, as a local provider within Crater Planning District 19 or Crater Planning District Commission to comment on the proposed services. Of special interest, we would like to explore opportunities to work with your agency to coordinate services, share resources, or pursue other activities that will mutually benefit our transportation programs. If you are interested in exploring this further, please notify us.</p> <p>In closing, once we hear from you and learn of your organization's interest, we will ask for a letter of support, mailed to our office, to submit with the application. <i>Letters should not be sent directly to Department of Rails and Public Transportation (DRPT).</i></p>	The MPO has included a line item for CDAA to purchase Paratransit Vehicles as CDAA001 (see Table 5). Letter of Support sent on January 31, 2017
FHWA (by Mack Frost)	My comment is on the Self-Certification Resolution. Bullet Number 5. Should it be the FAST Act provision and not the SAFETEA-LU provision regarding disadvantaged business enterprises in USDOT funded projects?	The resolution will be corrected to show the FAST act requirement
	Table 3. Will there be a total cost added in the last column?	
	Table 5. Will this be the final format of this table? If so, can you label the total estimated project cost for each project?	Total cost added.
	The MPO needs to make revisions to the self-certification resolution to make it current.	Done
Serenity Inc.	Has requested that the MPO include \$40,000 (\$32,000 5310 & \$8,000 in matching) to support purchasing one 5 passenger wheelchair accessible van.	Included as SER0001 in the draft. Letter of Support sent on January 31,

Source	Summary of Comment	MPO Response
		2017
PAT (from Mr. Terry Burgess Interim Transit General Manager)	By Letter dated January 26, 2017 –Notes the desired expenditure of \$4,094,000 in federal, state and local funds for Fiscal 2018. The requested projects are included in the MTIP.	The MPO sent a letter of support to PAT.
PAT (from Ms. Tracie Bryant-Douglass)	Funding amounts for [projects PAT0009, PAT0039, PAT0040 & PAT0042 have need to be revised to reflect the spreadsheet include in our email of February 7, 2017	Table 5 has been revised to reflect the February 7, 2017 information.
DRPT (from Terry Caserta)	<p>I'm comparing the PAT TIP to the Tri-Cities Metropolitan Transportation Improvement Program (MPO). Some of the amounts are not footing and cross footing on the MPO copy. Should the "Project Total" equal the four years?</p> <p>Specifically, PAT0042 adds up to \$96K but the total equals \$80K. PAT's TIP totals \$105K. Also, PAT0039 shows \$37K for FY18 but PAT's TIP reflects zero for FY18.</p> <p>Could you please send me an updated copy of the MPO's pages for PAT?</p> <p>I have attached the updated TIP from PAT.</p>	<p>As requested by FHWA Project total is intended to reflect not only this TIP but historic and anticipated expenditures as well.</p> <p>Pages 37 42 have been revised to reflect PAT's amounts.</p>

Appendix C: Copies of Media Advertising & Social Media Posts

Facebook

Screenshot of Facebook Page(s) to be added in the final document

Hopewell News

Image of Add to be added in the final document

Progress Index

Image of Add to be added in the final document

Richmond Times Dispatch

Image of Add to be added in the final document

TCMPO Website

Screenshot of webpage to be added in the final document

Urban Weekly

Image of Add to be added in the final document

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
CM AC 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
DEMO	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

Acronym	Definition
EN	Enhancement
EQMG	Equity Bonus (Minimum Guarantee)
FALL LINE	The edge of the Piedmont/Coastal Plain, where various rivers cross from hard bedrock to soft sediments, is marked by a line of rapids and waterfalls called the Fall Line
FARE	The money a passenger on public transportation has to pay
FARE BOX	The total revenue derived from passenger fares
FAST ACT	Fixing America's Surface Transportation Act- The Transportation Authorization Bill signed into law on December 4, 2015
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 center-line 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

Acronym	Definition
LOAD FACTOR	The number of passengers divided by the number of seats
LOC	Local funds
LOM	Local match
LOS	Level of Service: A qualitative measure of service
LRP	Long Range Plan
LTO	Landing/Take Off Operations
MAP 21	Moving Ahead for Progress in the 21st Century. The Federal Transportation Authorization Bill signed on June 29, 2012
MG/EB AC CONVERSION	Equity Bonus (Minimum Guarantee) planned to be converted
MGE	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)
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

Acronym	Definition
	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 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

Acronym	Definition
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 of industrial processes.

Appendix E: Financial Assumptions for the FY 18-FY22 TIP 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:
 - o 699 – Administrative and Support Services
 - o 514 – Environmental Monitoring and Evaluation
 - o 60315 – Construction Management
 - o 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.

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

o Bridge needs of the districts were provided by Structure & Bridge Division

o Interstate needs of the districts provided by Transportation and Mobility Planning Division

o 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

o 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.

o 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.

o 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.

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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