

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

FY 2011

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

March 2010

Map 1: Transportation Study Area Boundary

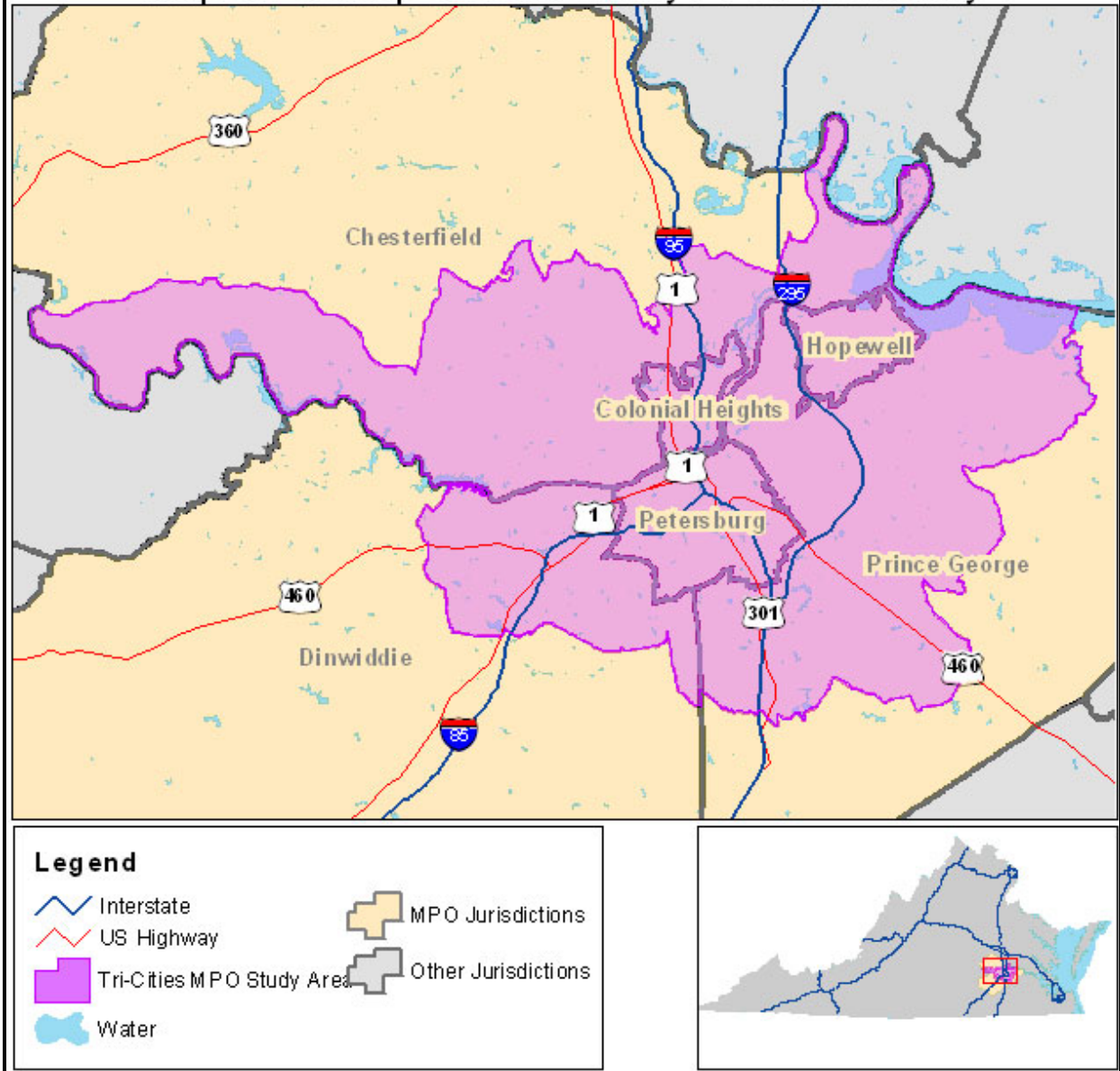


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INTRODUCTION

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

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

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

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

ORGANIZATION AND MANAGEMENT

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

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

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

In its deliberations on transportation policy issues, the Transportation Technical Committee assists the Policy Committee. The Transportation Technical Committee is comprised of one appointed official from each local government in the study area along with a staff member from the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, Petersburg Area Transit and the Crater Planning District Commission.

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

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

DISCUSSION OF SELECTED MPO TRANSPORTATION AND TRANSPORTATION-RELATED AIR QUALITY PLANNING ACTIVITIES

2031 Transportation Plan

The Tri-Cities Area Year 2031 Transportation Plan was adopted in June of 2008. The long-range plan is financially constrained and reflects the transportation improvement priorities of local governments in the Tri-Cities Area. The *2031 Transportation Plan* and the *FY 09-12 Transportation Improvement Program (TIP)* were found to be consistent with the transportation conformity analysis conducted by VDOT for the 8 hour ozone standard for the Richmond, Virginia maintenance area. Reasonable opportunities for public involvement were provided prior to MPO action on the air quality conformity analysis of the *2031 Transportation Plan* and the *FY 09-12 Transportation Improvement Program*.

The *2031 Transportation Plan* update process was begun during 2006 with the development of updated socio-economic forecast for housing units, population, employment and other items by traffic analysis zone. The employment related data items were supplemented with information obtained from the *Fort Lee Growth Management Study*. The growth management study was required by action of the 2005 U.S. Base Closure and Realignment Commission (BRAC) to expand the Fort Lee military installation located in Prince George County. The housing element of this study effort included assumptions on new Fort Lee growth related to expansion planned for the FY 2008 through FY 2011 timeframe. In order to maintain a 20-year planning horizon, forecasted 2031 data on housing units, population, employment and other socio-economic items were developed at the traffic analysis zone level and used in the Richmond traffic model. Street addresses for building and demolition permits approved by local governments in the transportation study area were geocoded to traffic analysis zones. Vacancy and occupancy rates from the 2000 census were used to estimate annual changes in housing units and population at the traffic analysis zone level. The *2031 Transportation Plan* used the latest socio-economic and financial planning assumptions. Projects shown in bold print found in Section 7 of the *2031 Transportation Plan* are considered financially constrained by the Tri-Cities MPO. Projects shown in italic print are considered to be vision projects. Vision projects are considered of lesser priority than constrained projects. Vision projects are also considered needs but do not have identifiable funding sources at the present time. The revenue forecasts used for the *2031 Transportation Plan* were provided by VDOT. Prioritized project costs for constrained projects are shown by program funding category by year of expenditure.

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

The Tri-Cities Area local governments of Chesterfield, Colonial Heights, Hopewell, Prince George and Petersburg are presently designated as part of the Richmond Ozone Maintenance Area under the 8-hour standard. The MPO is represented on the Metropolitan Richmond Air Quality Committee (MRAQC) and obtained requisite planning agreements between regional and State air quality and transportation planning agencies in the Richmond Ozone Maintenance Area

prior to the 2000 Census. An Interagency Consultation Group of air quality and transportation planning agencies in the Richmond Ozone Maintenance Area has been formed to monitor the process for assuring consistency between air quality and transportation plans.

Congestion Mitigation and Air Quality (CMAQ) Program

As established under ISTEA, the purpose of the CMAQ Program is to fund transportation projects or programs that reduce mobile air emissions and help with the attainment/maintenance of National Ambient Air Quality Standards (NAAQS). Colonial Heights, Hopewell, Petersburg, Chesterfield and Prince George are among the local governments in the Richmond Ozone Maintenance Area currently eligible to receive CMAQ funding. Also, agencies that sponsor qualified transportation projects are eligible to receive CMAQ funds. In order to receive CMAQ funds, eligible transportation projects must demonstrate a decrease in harmful mobile source emissions. Projects in the Tri-Cities Area must show a decrease in hydrocarbon (HC) and nitrous oxide (NO_x) emissions. In order to qualify for CMAQ funding, the emissions in the "build" scenario must be lower than those in the "no build" scenario. A pool of candidate CMAQ projects are periodically reviewed and prioritized by the MPO based on established evaluation criteria.

U.S. Route 460 Location and Environmental Studies

In November 2005, the Commonwealth Transportation Board selected the southern alternative for the Tri-Cities portion of a new Route 460 facility along a 62-mile corridor between I-295 in Prince George and Route 58 in Suffolk. VDOT solicited conceptual proposals from the private sector for project interest consistent with provisions of the Virginia Private Public Transportation Act (PPTA) of 1995 for the financing and construction of a new Route 460 facility. In December of 2008, the Commonwealth Transportation Board took action to solicit detail proposals from 3 qualified vendors competing for this project. Detailed proposals were received from the vendors during the summer of 2009. The Commonwealth Transportation Board indicated preference for the alignment south of the existing Route 460 alignment in the Tri-Cities. Later, the Commonwealth Transportation Board indicated a need to defer further action on this potential project because of insufficient public funding. The project purpose and need factors include roadway deficiencies, safety, freight shipment, travel delay, hurricane evacuation, military importance, legislative mandate and economic development plans. The CPDC staff has monitored development of this PPTA project because of the potential impact for the Route 460 corridor of statewide significance.

Virginia Statewide Rail Plan

The *Virginia Statewide Rail Plan* analyzes the current state of Virginia's rail system and recommends segments for improvement. The *Virginia Statewide Rail Plan* has been developed in accordance with guidelines (49 CFR 266.15) set out by the Federal Railroad Administration for state plans in order to ensure that Virginia's rail plans are consistent with federal funding requirements. The *Virginia Statewide Rail Plan* has been incorporated into the Commonwealth's long range multi-modal transportation plan, *VTRANS 2035*.

The draft Rail Plan update was made available for public comment in June 2008 and public

hearings were held across the State and comments were received through August 2008. The *Virginia Statewide Rail Resource Allocation Plan* was released in December 2008 to assist in programming funds.

Southeast High Speed Rail, Raleigh to Richmond

In cooperation with the North Carolina Department of Transportation, DRPT continues to advance high speed rail in Virginia, and the Commonwealth's contributions toward the Southeast High Speed Rail Project will:

- Evaluate a high speed rail connection between Hampton Roads and Richmond's Main Street Station;
- Evaluate high speed passenger rail service on the designated high speed rail corridor from Raleigh, NC through Richmond to Washington, DC;
- Provide passengers with a more cost-effective, competitive alternative to air travel;
- Connect Virginia to the Northeast Corridor, the only active high speed rail corridor operating in North America.

The Commonwealth, Amtrak, CSX and Norfolk Southern will coordinate all project-related rail improvements and operations. The project will be managed through a public-private partnership between the Commonwealth, North Carolina, CSX, Norfolk Southern and federal partners. DRPT is coordinating with the North Carolina Department of Transportation (NCDOT) to complete the Tier II Environmental Impact Statement (EIS) and seek a federal Record of Decision for railway and associated highway design in the corridor from Richmond Main Street Station to Raleigh, NC. The Draft EIS is slated for completion during the spring of 2010, with public hearings during the summer of 2010. The Final Tier II EIS and Record of Decision for this segment of the SEHSR corridor will follow.

Richmond to Hampton Roads Passenger Rail Project

The Virginia Department of Rail and Public Transportation (VDRPT) is pursuing improved passenger rail service in the major east-west travel corridor between Richmond and the Hampton Roads regions of Virginia, to ultimately connect to the Southeast, Northeast and Mid-Atlantic regions as an extension of the Southeast High Speed Rail Corridor. This potential project could include improvements to existing service or the development of new rail service to accommodate frequent passenger trains. New service could include a link to Hampton Roads via Route 460, rail improvements to existing lines in or around Petersburg. DRPT completed a series of public meetings on the draft Tier I Draft Environmental Impact Statement document on alternatives for Richmond to Hampton Roads passenger rail service. The Commonwealth Transportation Board is expected to indicate a preference for a project alternative during the spring of 2010. The next steps would be a Record of Decision from the Federal Railroad Administration and preparation of a Tier II document of the alternative selected.

Human Service Agency Transportation Coordination

A SAFETEA-LU compliant *Human Service Agency Coordination Plan* has been prepared for the Richmond, VA Urbanized Area. The Governor, Tri-Cities MPO and Richmond MPO have endorsed the Greater Richmond Transit Company (GRTC) as the recipient of funds under

Sections 5316 Job Access and Reverse Commute and 5317 New Freedom Program of SAFETEA-LU. A project selection procedure has been established for the Richmond, VA Urbanized Area under these federal transit programs. Capital grants are available at 80% federal and 20% non-federal level. Operating assistance grants are available at 50% federal and 50% nonfederal level. Eligible agencies can apply for grants under these regionally administered programs.

DISCUSSION OF TRANSPORTATION PLANNING PRIORITIES FACING THE TRI-CITIES AREA

Transportation Plan Update and SAFETEA-LU Provisions

The Tri-Cities MPO will continue to coordinate with the Richmond MPO regarding updates of transportation plans and programs in the Richmond Urbanized Area. Coordination between the two MPOs in the Richmond Urbanized Area is mainly accomplished interagency agreements, a joint schedule for completing elements of LRP updates, and joint review of the project improvement listing used for LRP and TIP conformity analysis.

The *Tri-Cities 2031 Transportation Plan* adopted in June 2008 contains the following SAFETEA-LU compliant provisions:

- Consultation with Federal and State land management and regulatory agencies regarding types of potential environmental mitigation activities;
- Consultation with State and local agencies responsible for land management, natural resources, environmental protection, conservation, and historic preservation regarding the development of the long-range transportation plans;
- Promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Address the concern of transportation security in the metropolitan area as a stand alone planning factor;
- Include operational and management strategies to improve the performance of the existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods; and,
- Assure the preparation of a coordinated public transit human services transportation plan for the metropolitan area.

The Tri-Cities MPO will continue work updating the metropolitan transportation plan during FY 2011. Socio-economic data reports for calendar years 2005, 2006, 2007 and 2008 were prepared during FY 2010 and geocoded to traffic analysis zones. The 2035 socio-economic forecast will be prepared during FY 2011. Tri-Cities MPO staff will continue to coordinate with the Richmond MPO staff and VDOT regarding work with the Richmond travel model. The Tri-Cities MPO staff will continue to receive training in regard to working with the Richmond traffic model for the limited purpose of running selected regional analyses.

Integration of State adopted Highway and Rail Improvement Projects in the U.S. Route 460 Corridor with the Metropolitan Transportation Plan

The financially constrained *2031 Tri-Cities Transportation Plan*, adopted in June 2008, includes provision for the U.S. Route 460 PPTA project. The financially constrained 2031 Transportation Plan also includes some intersection improvements along the existing U.S. 460 facility. No passenger rail improvements are currently identified in the MPO adopted plan.

Tri-Cities Area MPO - Public Participation Process

MPO public involvement procedures were revised following release of draft SAFETEA-LU planning guidance in 2006. Public outreach efforts aimed at engaging minority and low-income groups in the transportation planning process, a speaker bureau, and an expanded MPO website have been enhanced. In addition, public involvement efforts of State and local governments regarding transportation improvement projects identified in the long-range transportation plan are considered as additional public involvement in the transportation planning process. Pursuant to the 2005 federal certification review, the Tri-Cities public involvement process has been modified to include provision for evaluating the effectiveness of public involvement methods.

Congestion Management System (CMS)

The *Tri-Cities CMS Operations Plan* has been implemented and 13 present-day congested segments on the Tri-Cities CMS network were identified as being congested. Congested facilities are defined as having a vehicle to capacity (V/C) ratio of 1.0 or greater. The 13 present-day congested sites have been evaluated and recommended strategies to reduce congestion level have been identified. The periodic review of recommended strategies to reduce congestion at these locations forms the basis for an on-going CMS process in the Tri-Cities Area.

A traffic impact study of the 2005 U.S. Base Closure and Realignment Commission's (BRAC) expansion plans for Fort Lee operations was initiated in March 2006 by VDOT in conjunction with the Tri-Cities Area MPO and Fort Lee facilities management. This project analyzed anticipated deficient roadway and intersection locations resulting from planned expansion for FY 2008 through FY 2011. Project findings include approximately 21 project improvement recommendations prioritized as either short-term (existing), intermediate (2015) or long-term (2026). The MPO received the report early in calendar year 2007. The *2031 Transportation Plan* includes projects recommended in the *2006 Fort Lee Expansion Traffic Study* as financially constrained. The FY 2009 – 2012 TIP includes several Fort Lee expansion projects for implementation. The Fort Lee expansion study effort is considered an element of the congestion management process in the Tri-Cities Area. Recommendations from this traffic study will continue to be used as basis for further amendments to the transportation improvement program as funding becomes available for implementing additional projects.

Integration of Transit Development Plan (TDP) with the Regional Transportation Plan

The 2009 update of the Tri-Cities transit development plan was initiated in August 2009. This

project is currently in the alternatives evaluation stage. A series of alternatives were identified by the MPO – Technical Committee and the project consultant has prepared an analysis of several existing service, potential new service and organization alternatives. It is now anticipated this project will be completed before July 2010. Future year transit capital and operating cost information will be incorporated into the metropolitan transportation plan.

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TECHNICAL WORK PROGRAM
FISCAL YEAR 2011

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TRI-CITIES AREA FY 2010 UTPWP Code # 1.0
FTA UTPWP ACTIVITY CODE # 44.21.00
ACTIVITY NAME: ADMINISTRATION AND MAINTENANCE OF THE
TRANSPORTATION PLANNING PROCESS

ACTIVITY OBJECTIVE: To provide for the continuation of the metropolitan transportation planning process in compliance with applicable Federal and State regulations.

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

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

PREVIOUS WORK TOWARDS OBJECTIVE: The transportation planning process in the metropolitan area is federally certified as meeting applicable of the requirements of the October 28, 1993 metropolitan planning regulations contained in 23 CFR Part 450, Subpart C. The Conformity Analysis of the *2031 Transportation Plan* and the *FY 2009 - FY2012 Transportation Improvement Program* were approved in June 2008. The MPO - Policy Committee approved the *2031 Transportation Plan Transportation Plan* revision in June 2008. The MPO - Policy Committee endorsed a regional architecture for Intelligent Transportation Systems (ITS) in the Richmond Area on September 9, 2004.

RELATIONSHIP TO OTHER ACTIVITIES: The end products from this activity will be used to

document and certify that the transportation planning process is being conducted in compliance with applicable Federal and State transportation planning regulations.

AGENCIES RESPONSIBLE FOR THE WORK: Under contractual agreements with VDOT and VDR&PT, the staff of the CPDC will be responsible for the preparation of agendas, minutes, public involvement, regional surface transportation program development, congestion mitigation & air quality program development and general correspondence in support of the metropolitan transportation planning process.

The CPDC staff, with technical assistance from VDOT, will be the lead agency responsible for the preparation of the UTPWP, TIP and LRP updates.

The CPDC, VDOT and PAT will be jointly responsible for the congestion management process.

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

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

The VDOT will be responsible for developing cost estimates for transportation improvement projects, including candidate Regional Surface Transportation Program and Congestion Mitigation and Air Quality projects. VDOT and VDR&PT will be responsible for preparing revenue estimates for the financially constrained transportation plan.

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

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

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
HPR	\$100,000	VDOT
PL	\$138,700	CPDC
Section 5303	\$ 10,155	CPDC

FTA UTPWP ACTIVITY CODE # 44.21.00
TRI-CITIES AREA FY 2011 UTPWP CODE # 1.2
ACTIVITY NAME: PUBLIC INVOLVEMENT

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

END PRODUCTS: Implementation of the adopted *Tri-Cities MPO Public Participation Plan* provisions in accordance with 23 CFR, Part 450, including the maintenance of the MPO web page and application of visualization techniques to display information on proposed improvements in the transportation study area. Updated public participation procedures include an evaluation of effectiveness of existing methods.

PREVIOUS WORK TOWARDS OBJECTIVE: The Tri-Cities MPO follows its adopted public involvement procedures on a continuing basis.

RELATIONSHIP TO OTHER ACTIVITIES: The provision for public involvement is an integral part of the metropolitan transportation planning process.

AGENCIES RESPONSIBLE FOR THE WORK: The staff of the Crater Planning District Commission will be responsible for this activity with support from the VDOT, VDR&PT and Petersburg Area Transit.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
PL	\$10,800	CPDC

FTA UTPWP ACTIVITY CODE: 44.25.00
TRI-CITIES AREA FY 2011 UTPWP CODE # 1.3
ACTIVITY NAME: TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

ACTIVITY OBJECTIVE: To coordinate the development of TIP amendments and updates with VDOT, VDR&PT and PAT.

END PRODUCTS: Allocation of CMAQ and RSTP funds to eligible projects in the Tri-Cities Area and adoption of a metropolitan transportation improvement program.

PREVIOUS WORK TOWARDS OBJECTIVE: The FY 2009 – FY 2012 metropolitan TIP and the air quality conformity analysis of this document were adopted in June 2008. Pursuant to SAFETEA-LU, the TIP update process was transitioned to a 4 year update cycle with the adoption

of the FY 2009 – 2012 TIP.

RELATIONSHIP TO OTHER ACTIVITIES: The metropolitan TIP contains project level financial information for projects anticipated to be under contract for implementation over the 4-year period. Projects listed are drawn from the adopted metropolitan transportation plan. The Tri-Cities MPO selects CMAQ and RSTP projects for programming into the metropolitan TIP. The Commonwealth Transportation Board selects other projects for programming into the metropolitan TIP. Projects identified in the metropolitan TIP are included in the statewide TIP.

AGENCIES RESPONSIBLE FOR THE WORK: The staff of the Crater Planning District Commission will be responsible for this activity with support from the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation and Petersburg Area Transit.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
PL	\$20,000	CPDC
Section 5303	\$ 6,000	CPDC

FTA UTPWP ACTIVITY CODE: 44.23.00

TRI-CITIES AREA FY 2011 UTPWP CODE # 2.0

ACTIVITY NAME: LONG RANGE TRANSPORTATION PLANNING AND SURVEILLANCE

ACTIVITY OBJECTIVES: To provide for the socio-economic, land use, and traffic database needs for the preparation of the long-range transportation plan. To provide for the update of the long range transportation plan in accordance with applicable metropolitan planning requirements. To provide GIS technology for the mapping and maintenance of planning data for the transportation study area. To participate in selected mapping and data management programs sponsored by the U.S. Census Bureau in the role of a State data affiliate. To consult with local and State agencies with responsibilities for land use management, natural resources, environmental protection, conservation, and historic preservation in the development of the metropolitan transportation plan updates. To assist VDOT with the maintenance and application of the Richmond traffic model for the Tri-Cities MPO study area.

END PRODUCTS: Maintenance of Crater Street Name Clearinghouse; updated socio-economic forecast for the 2035 Transportation Plan update, including information from the *Fort Lee Growth Management Plan*; continuation of the resource agency consultation process; initiate narrative update for 2035 Transportation Plan; maintenance and application of the Richmond traffic model for transportation planning in the Tri-Cities Area; and processing amendments to the adopted transportation plan as new financial resources are identified.

The use of a Geographic Information System (GIS) for transportation planning in the Tri-Cities Area has been underway for the past several years with Arc View software. GIS applications are used to support the Congestion Management Process and in the long range plan update, including environmental justice mapping applications. Other applications include traffic zone mapping, census data and technical assistance to local governments in the transportation study area.

PREVIOUS WORK TOWARDS OBJECTIVE: The *2031 Transportation Plan* revision was approved by the MPO in June 2008 as SAFETEA-LU compliant. Recommended improvements and financial information from the pending *2009 Transit Development Plan* update will be incorporated into the Transportation Plan. The 2031 Transportation Plan utilized GIS technology and 2000 U.S. Census for mapping and visualization of recommended transportation improvements, including an environmental justice assessment for planned highway and transit projects. The Crater Street Name Clearinghouse is maintained on a continuing basis. Consultation with resource agencies was made during 2008 as the existing 2031 transportation plan was revised to comply with SAFETEA-LU requirements. The CPDC staff responded to comments and modified selected portions of the existing transportation plan regarding the planning factors during this update process.

RELATIONSHIP TO OTHER ACTIVITIES: The transportation plan update is a major product of the metropolitan planning process. This plan is a guide on how the region proposes to accommodate its future, multi-modal transportation needs within known financial and environmental constraints.

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

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
PL	\$ 46,498	CPDC
RSTP	\$ 72,765	CPDC

FTA UTPWP ACTIVITY CODE: 44.26.00

TRI-CITIES UTPWP FY 2011 Code # 2.1

ACTIVITY NAME: SAFETY CONSCIOUS PLANNING

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

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

PREVIOUS WORK TOWARDS OBJECTIVE: The *Tri-Cities 2031 Transportation Plan* includes information on transportation safety in conjunction with the regional transportation network and the VDOT Highway Safety Improvement Program (HSIP).

RELATIONSHIP TO OTHER ACTIVITIES: The product of this project will be refined in conjunction with the *2031 Transportation Plan* update.

AGENCIES RESPONSIBLE FOR THE WORK: The CPDC staff will be responsible for preparing this element with the assistance from VDOT, PAT and State/local law enforcement agencies.

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

FTA UTPWP ACTIVITY CODE: N/A

TRI-CITIES UTPWP FY 2011 Code # 2.2

ACTIVITY NAME: TRANSPORTATION SYSTEM SECURITY PLANNING

ACTIVITY OBJECTIVE: To provide for consideration of projects and strategies that will increase the security of the transportation system for motorized and non-motorized users.

END PRODUCTS: The product of this project will be consideration of security as an element for the regional transportation plan. The development of transportation improvements projects to accommodate recommendations of the U.S. Base Closure and Realignment Commission pertaining to Fort Lee expansion will be a key product of this activity. Security provisions used by PAT will also be considered for integration into the regional transportation plan.

PREVIOUS WORK TOWARDS OBJECTIVE: The *Tri-Cities 2031 Transportation Plan* addresses security as a consideration in regional transportation planning. BRAC related roadway and intersection projects at Fort Lee are coordinated with the Garrison Command Office regarding plans

for applicable security provisions at all gates.

RELATIONSHIP TO OTHER ACTIVITIES: The products of this project will be refined in conjunction with the 2035 transportation plan update. The funding status of recommended Fort Lee expansion transportation projects is updated periodically.

AGENCIES RESPONSIBLE FOR THE WORK: The CPDC staff will be responsible for preparing this element with the assistance from VDOT, Fort Lee and PAT.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
PL	\$12,000	CPDC
Section 5303	\$7,000	CPDC

FTA UTPWP CODE # N/A

TRI-CITIES FY 2011 UTPWP CODE # 2.3

ACTIVITY NAME: ENVIRONMENTAL JUSTICE ASSESSMENT

ACTIVITY OBJECTIVE: To provide an accurate assessment of transportation improvement project benefits and burdens within the Tri-Cities Area, especially in minority and low-income neighborhoods.

END PRODUCTS: Using 2000 census tract data and established environmental justice performance measures and adopted environmental justice assessment procedures, an evaluation of transit projects from the 2009 Transit Development Plan Update will be completed and amendments processed for the transportation plan, as needed.

PREVIOUS WORK TOWARDS OBJECTIVE: The CPDC staff used 2000 census data to develop regional demographic profile of projects by census tracts in the transportation study area. Highway improvement projects in the 2031 Transportation Plan are categorized by type and associated benefits and burdens of those projects for residents were assessed at the census tract level relative to the presence of low-income and minority persons.

RELATIONSHIP TO OTHER ACTIVITIES: The environmental justice findings of an assessment of financially constrained transit capital and operating improvement projects will be refined in the metropolitan transportation plan.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
PL	\$5,000	CPDC
Section 5303	\$4,000	CPDC

FTA UTPWP CODE # N/A

TRI-CITIES FY 2011 UTPWP Code # 2.4

ACTIVITY NAME: COORDINATION WITH STATE AND REGIONAL FREIGHT MOVEMENT STUDIES AND PASSENGER RAIL STUDIES AND STATEWIDE TRANSPORTATION PLANNING

ACTIVITY OBJECTIVE: To provide coordination between State and regional freight movement studies and passenger rail studies and statewide transportation planning with the development of the metropolitan transportation plan.

END PRODUCTS: Solicit and document MPO committee member views on the activity objectives and communicate those views to study sponsors.

PREVIOUS WORK TOWARD OBJECTIVE: The CPDC staff has developed a listing of major employers in the transportation study area that generate freight traffic. The CPDC staff has completed a 2007 survey of selected major freight shipper in the Tri-Cities Area and continues to represent the Tri-Cities MPO on the Richmond Intermodal Study.

RELATIONSHIP TO OTHER ACTIVITIES: The findings from these coordination activities will be incorporated into the metropolitan plan for the Tri-Cities.

AGENCY RESPONSIBLE FOR WORK: VDOT, VDR&PT and CPDC will be responsible for this activity.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
Section 5303	\$15,000	CPDC

FTA CODE # 44.24.00

TRI-CITIES FY 2011 UTPWP CODE # 3.0

ACTIVITY NAME: TRANSIT PLANNING

ACTIVITY OBJECTIVE: To provide a transit development plan and other transit related plans that meet applicable federal, state and local requirements and support the operation of transit services in the transportation study area.

END PRODUCTS: The products of this activity will be a financially constrained and multi-year transit development plan that includes locally support capital and operating projects. Also, support for the human services agency coordination plan will be maintained through participation of the CPDC staff on the Section 5316 and Section 5317 project selection committee for the Richmond, Virginia Urbanized Area as sponsored by the Greater Richmond Transit Company. The Crater

PDC staff will be available to assist with a potential project to update cost sharing information for transit routes operated by PAT outside Petersburg corporate limits. The Crater PDC staff will also be available to prepare an assessment on potential locations for bus shelters on new routes included in the 2009 adopted TDP update.

PREVIOUS WORK TOWARD OBJECTIVE: A Transit Development Plan (TDP) for Petersburg Area Transit was completed in April 2006 and accepted by the MPO in March 2009. The focus of the 2006 TDP update was an evaluation of existing routes and 2 potential new routes. During February 2008, the Crater Planning District Commission (CPDC), on behalf of the Tri-Cities MPO, filed a Section 5304 grant application with the Virginia Department of Rail & Public Transportation (VDR&PT) for funds for a 2009 TDP update. This grant application was approved and a project consultant was selected. The 2009 TDP update was initiated in August 2009 and is now expected to be completed before June 2010. The focus of the 2009 TDP update is to produce a transit development plan that is compliant with State and federal transit planning requirements. The MPO Technical Committee is monitoring the development of this project. The role of the CPDC staff in this project is to assist with the coordination of the 2009 TDP update with project consultant and affected stakeholders. The metropolitan transportation plan will be amended to include capital and operating projects recommended in the 2009 TDP update.

The CPDC staff, in cooperation with the Richmond MPO, GRTC and VDR&PT, participated in the development of a human service agency coordination plan for the Richmond, Virginia Urbanized Area pursuant to sections 5316 and 5317 of SAFETEA-LU. A project selection process has been established for human service agencies to apply for capital and operating funds under these federal programs. The Richmond and Tri-Cities MPOs and the Commonwealth have agreed to GRTC as the recipient of federal funds under these programs for the Richmond, VA Urbanized Area.

RELATIONSHIP TO OTHER ACTIVITIES: The transit development plan identifies the local service and management structure determined to be feasible for implementation in the Tri-Cities Area. The transit development plan also identified forecasted capital and operating funds needed to support transit improvement needs for the metropolitan area. This document forms the transit element of the metropolitan transportation plan.

AGENCY RESPONSIBLE FOR WORK: CPDC staff and PAT will be responsible for compliance with applicable federal transit metropolitan planning requirements pursuant to SAFETEA-LU and coordinating this project with the project consultant and affected stakeholders in the Tri-Cities.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
Section 5303	\$25,688	CPDC

 FTA CODE # 44.26.07
 TRI-CITIES AREA FY 2011 UTPWP CODE # 3.1

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

ACTIVITY OBJECTIVE: To refine the adopted Operational Congestion Management System in a manner consistent with applicable requirements of SAFETEA-LU and State guidance.

END PRODUCTS: A regionally defined set of performance measures for the assessment of existing and future congestion levels; a data collection and system monitoring procedure which accesses current highway and transit databases for the measurement of congestion; the identification and assessment of proposed strategies that will contribute to the more efficient use of existing and future transportation systems; a regionally defined set of implementation strategies; a process or set of procedures for the periodic review of the effectiveness of the regionally selected implementation strategies; and, the assessment of those projects which increase capacity for single occupant vehicles on CMP facilities.

The potential for implementing travel demand management alternatives at Fort Lee to accommodate expansion by BRAC 2005 was identified in the *2006 Fort Lee Expansion Traffic Study* will continue to be explored. The potential for expanding travel demand management services by Ridefinders in the Tri-Cities Area will be explored during FY 11.

PREVIOUS WORK TOWARDS OBJECTIVE: The *Tri-Cities CMS Operations Plan* for the metropolitan area was updated in 2003 and includes an assessment of present-day congested highway facilities. The project consultant supplemented VDOT SHIPS database with traffic counts on 13 segments on the CMP network. Volume/capacity ratios for these segments were compared and it was determined that 6 segments had V/C ratios 1.0 or greater. Alternative strategies for reducing congestion at these present-day congested segments were included in the CMP Operations Plan and are considered as CMAQ and RSTP improvement projects are identified within these congested segments.

The transit element of the *Fort Lee Growth Management Plan* addressed the potential for additional transit service for Fort Lee to help reduce future congestion resulting from anticipated growth in military and civilian personnel activity on base. A new transit route alternative for Fort Lee is being evaluated at the present time with the 2009 transit development plan update project.

RELATIONSHIP TO OTHER ACTIVITIES: The CMP and recommendations are coordinated with the development of the Transportation Plan and Transportation Improvement Program for the Tri-Cities Area.

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

FUNDING SOURCES	AMOUNT	FUNDED AGENCY
PL	\$7,000	CPDC
Section 5303	\$20,000	CPDC

FTA UTPWP CODE: N/A

TRI-CITIES FY 2011 UTPWP CODE # 3.3

ACTIVITY NAME: AIR QUALITY ANALYSIS, PLANNING AND COORDINATION

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

END PRODUCTS: Prepare emission reduction values for proposed CMAQ projects in the Tri-Cities portion of the Richmond Ozone Maintenance Area. Attend meetings of the Interagency Consultation Group for the Richmond Ozone Maintenance Area in order to provide a means of coordination between the Tri-Cities MPO; the Richmond MPO; the Section 174 agency; and the Virginia Department of Environmental Quality (VDEQ) in accordance with the transportation and air quality consultation procedures required by SAFETEA-LU and the Clean Air Act Amendments of 1990. A periodic evaluation of candidate CMAQ projects will be completed. The air quality conformity analysis for the Richmond nonattainment/maintenance area will be the major end product for this activity.

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

AGENCY RESPONSIBLE FOR WORK: VDOT staff will be responsible for the CMAQ project emission reduction analysis portion of this activity with assistance from area local governments. VDOT and/or its project consultant will be responsible for the preparation of the air quality conformity analysis for the two metropolitan planning organizations. In cooperation with area local governments, CPDC and VDOT staffs will be responsible for air quality planning coordination with VDEQ. The CPDC staff will be responsible for the CMAQ candidate project selection process with assistance from VDOT.

FUNDING SOURCE	AMOUNT	FUNDED AGENCY
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PL

\$8,000

CPDC

TRI-CITIES AREA
UNIFIED TRANSPORTATION PLANNING WORK PROGRAM
FY 2011 PROJECT SCHEDULE

Task #	FTA Code#	J	A	S	O	N	D	J	F	M	A	M	J
1.0	44.21.00	-----											
1.2	N/A	-----											
1.3	44.25.00	-----											
2.0	N/A	-----											
2.1	44.26.06	-----											
2.2	44.26.13	-----											
2.3	N/A	-----											
2.4	N/A	-----											
3.0	44.24.00	-----											
3.1	44.26.07	-----											
3.3	N/A	-----											

		HPR			PL			5303		RSTP				State/			
Task	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	Local	VDOT	CPDC	L
1.0	80,000	20,000		110,960	13,870	13,870	8,124	1,016	1,016				199,084	49,772	100,000	148,856	
1.2				8,640	1,080	1,080							8,640	2,160		10,800	
1.3				16,000	2,000	2,000	4,800	600	600				20,800	5,200		26,000	
2.0				41,017	5,127	5,127				58,212	14,553		99,229	24,807		124,036	
2.1				4,800	600	600							4,800	1,200		6,000	
2.2				9,600	1,200	1,200	5,600	700	700				15,200	3,800		19,000	
2.3				4,000	500	500	3,200	400	400				7,200	1,800		9,000	
2.4							12,000	1,500	1,500				12,000	3,000		15,000	
3.0							20,550	2,569	2,569				20,530	5,138		25,688	
3.1				5,600	700	700	16,000	2,000	2,000				21,600	5,400		27,000	
3.3				6,400	800	800							6,400	1,600		8,000	
	80,000	20,000		207,017	25,877	25,877	70,274	8,785	8,785	58,212	14,553	-	415,503	103,877	100,000	419,380	