

Hampton Roads
Transportation Planning Organization
**UNIFIED PLANNING
WORK PROGRAM**
FY 2015



T14-04

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FHWA/FTA/VDOT/DRPT/LOCAL
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ABSTRACT

The Hampton Roads Transportation Planning Organization (HRTPO) is the Metropolitan Planning Organization (MPO) for the Hampton Roads Metropolitan Planning Area (MPA). The HRTPO Fiscal Year (FY) 2015 Unified Planning Work Program (UPWP) describes the transportation planning work and associated funding for the Hampton Roads MPA for the period from July 1, 2014 to June 30, 2015. The UPWP is developed by the HRTPO in coordination with Hampton Roads Transit (HRT), Williamsburg Area Transit Authority (WATA), the Virginia Department of Transportation (VDOT), and the Virginia Department of Rail and Public Transportation (DRPT).

ACKNOWLEDGMENTS

This document was prepared by the Hampton Roads Transportation Planning Organization (HRTPO) in cooperation with the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), Hampton Roads Transit (HRT) and the Williamsburg Area Transit Authority (WATA). The contents of this work program reflect the views of the HRTPO. The HRTPO staff 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 FHWA, FTA, VDOT, or DRPT. This document does not constitute a standard, specification, or regulation. FHWA, FTA, VDOT, or DRPT acceptance of this document as evidence of fulfillment of the objectives of this work program 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 impact assessments and/or studies of alternatives may be necessary.

NON-DISCRIMINATION

The HRTPO assures that no person shall, on the ground of race, color, national origin, handicap, sex, age, or income status as provided by Title VI of the Civil Rights Act of 1964 and subsequent authorities, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program or activity. The HRTPO Title VI Plan provides this assurance, information about HRTPO responsibilities, and a Discrimination Complaint Form.

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LIST OF REVISIONS

- 9/25/14 UPWP revised to reflect final carryover Section 5303 (CO5303) funding. The budgets for the following tasks have been revised to account for the actual carryover Section 5303 funding. Task 9.0 HRTPO Administration: reduce the CO5303 budget to \$36,725 in FY 2014 5303 funds; Task 10.2 TDCHR – Performance Monitoring and Evaluation: add \$151,283 in CO5303 funds (\$1,283 in FY 2013 5303 funds and \$150,000 in FY 2014 5303 funds); Task 10.5 Disadvantaged Business Enterprise Planning: reduce the CO5303 budget to \$21,551 in FY 2014 5303 funds; Task 10.11 TDCHR Transit Development Plan add \$65,000 in CO5303 funds (FY 2014 5303 funds). This revision also included updates to Tables A-E to account for the change in funding.
- 9/25/14 UPWP revised to reflect final carryover CMAQ funding. The budget for Task 8.2 – Hampton Roads Rail Passenger Study has been revised to reduce the Consultant budget to \$86,693 in CMAQ funds. This revision also included updates to Tables A-E to account for the change in funding.
- 3/4/15 UPWP revised to reflect revisions to three task budgets requested by HRT. Task 10.2, TDCHR – Performance Monitoring and Evaluation: reduce the CO5303 budget to \$150,000 (\$1,283 in FY 2013 5303 funds and \$148,717 in FY 2014 CO5303 funds); Task 10.5 – Disadvantaged Business Enterprise (DBE) Planning: add \$60,000 in FY 2015 5303 funds from Task 10.2; Task 10.11 – TDCHR Transit Development Plan: add \$1,283 in FY 2014 CO5303 funds and \$90,000 in FY 2015 5303 funds from Task 10.2. This revision also included updates to Tables C-D to account for the change in funding.
- 6/10/15 UPWP revised to reflect deprogramming of \$250,000 of FY 2015 PL funds from FY 2015 into FY 2016. The budgets for the following tasks have been revised to account for deprogrammed FY 2015 PL funds. Task 2.0 – Transportation Project Programming: reduce the PL budget to \$82,900; Task 4.0 – Public Participation: reduce the PL budget to 269,000; Task 8.2 – Hampton Roads Passenger Rail Study: reduce the PL budget to \$8,781; Task 9.0 – HRTPO Administration: reduce the PL budget to \$1,061,623; Task 12.0 – HRTPO Contingency Funding – reduce the PL budget to \$0.

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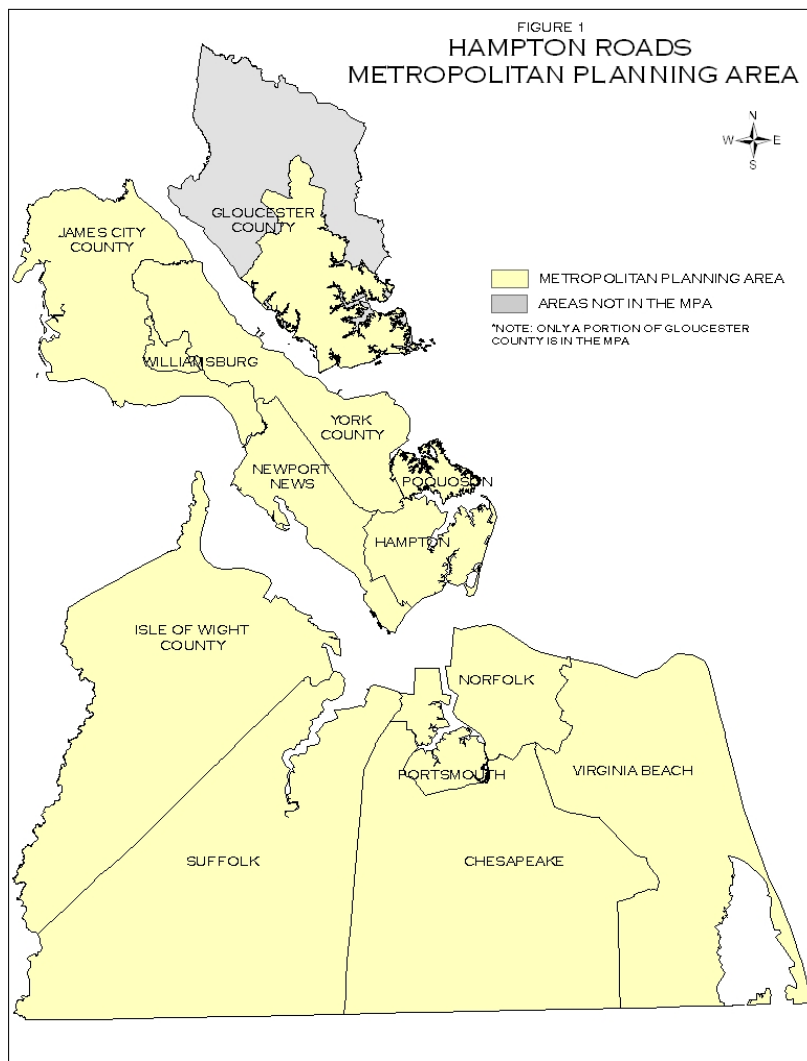
INTRODUCTION

The Hampton Roads Transportation Planning Organization (HRTPO) is the Metropolitan Planning Organization (MPO) for the Hampton Roads Metropolitan Planning Area (MPA). The HRTPO Fiscal Year (FY) 2015 Unified Planning Work Program (UPWP) describes the transportation planning work and associated funding for the Hampton Roads MPA for the period from July 1, 2014 to June 30, 2015. The UPWP is developed by the HRTPO in coordination with Hampton Roads Transit (HRT), Williamsburg Area Transit Authority (WATA), the Virginia Department of Transportation (VDOT), and the Virginia Department of Rail and Public Transportation (DRPT).

Each task in the UPWP includes information on who will perform the work, the schedule for completing the work, resulting end products, and proposed funding and source of funds. Federal regulations applicable to MPOs have been included in **Appendix D**. State code applicable to MPOs is included in **Appendix E**. The Hampton Roads MPA is depicted in **Figure 1**.

The UPWP is required by the United States Department of Transportation (USDOT) to function as a basis and condition for all federal funding assistance for transportation planning to state, local, and regional agencies.

In addition to focusing on specific highway, transit and urban development issues, the activities in the UPWP take into consideration related issues, including land use, population and economic characteristics, climate change, Environmental Justice, and public participation and outreach. This document also includes a Rural Transportation Planning task, Task 13.0, which accounts for the work done by the HRTPO staff for the City of Franklin, the Counties of Southampton and Surry, and the portion of Gloucester County that lies outside of the MPA. The Rural Transportation Planning task is funded with State Planning and Research (SPR) funds.



Planning Priorities for Hampton Roads

In addition to detailing the work associated with HRTPO core functions – the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Congestion Management Process (CMP), and Public Participation – federal regulations state that the UPWP for MPOs designated as Transportation Management Areas (TMA) shall include a discussion of the planning priorities of the metropolitan planning area. It is in the determination of these planning priorities that the HRTPO Board ensures its vision and goals are carried forward in the UPWP. Establishing clear direction from the HRTPO Board regarding its priorities allows HRTPO staff to ensure that limited resources (manpower, funding) are properly allocated in the UPWP.

The FY 2015 planning priorities for the Hampton Roads TMA are as follows:

Transportation Programming

Transportation programming involves tracking transportation funds coming to Hampton Roads, selecting projects on which to allocate those funds, and monitoring the status of projects to help ensure transportation dollars are being used efficiently and effectively. HRTPO transportation programming efforts include:

- Striving for equity in statewide discretionary transportation funding.
- Encouraging further integration of MPOs early in the development of the Virginia Six-Year Improvement Program.
- Continuing the use of HRTPO project prioritization methodologies to ensure transportation funds are allocated to projects with the highest impact on congestion relief, safety, and economic vitality.
- Continuing to improve the transparency, accuracy, and user-friendliness of the HRTPO TIP.
- Continuing the use of performance monitoring – including quarterly reviews of the progress on TIP projects to help ensure that funds are being used effectively.
- Attending meetings of the Commonwealth Transportation Board (CTB).
- Continuing to improve the region's potential to receive additional federal funding.

In February 2013, the General Assembly approved the first comprehensive overhaul of the way Virginia pays for its transportation system since 1986. The new transportation funding legislation (HB2313) is expected to generate hundreds of millions in new transportation dollars annually statewide and includes regional components that will result in significant new funding each year to be used specifically in Hampton Roads. These new regional transportation revenues are being placed in the Hampton Roads Transportation Fund (HRTF).

On March 8, 2014, the General Assembly passed legislation included in House Bill 1253 and Senate Bill 513, thereby creating the Hampton Roads Transportation Accountability Commission (HRTAC). In accordance with the new legislation, the moneys deposited in the HRTF shall be used solely for new construction projects on new or existing highways, bridges, and tunnels as approved by the HRTAC. The legislation also states that the staff of the HRTPO and the Virginia Department of Transportation shall work cooperatively to assist the proper formation and effective organization of the HRTAC, and that until such time as the HRTAC is fully established and functioning, the staff of the HRTPO shall serve as its staff and provide administrative support.

Efficient, User-Focused Investments

Even with the new funding provided by HB2313, there will not be enough money to address all the transportation needs in Hampton Roads. It will remain vitally important to invest in transportation projects that provide the best return on investment with respect to congestion relief, safety, and economic vitality. All users of the transportation system – motorist, bicyclist, transit rider, freight hauler – are directly impacted by traffic congestion and safety. Even one who never leaves home is affected by problems in the transportation system because such problems impact the delivery of all goods and services, including emergency services.

HRTPO efforts related to ensuring efficient, user-focused transportation investments include:

- Continuing the use of HRTPO project prioritization methodologies, which take into account congestion relief, safety, and economic vitality.
- Evaluating performance pricing strategies for reducing congestion.
- Encouraging the implementation of projects known to be particularly cost-effective at reducing congestion and improving safety, such as the synchronization of traffic signals.
- Encouraging strategies for clearing crashes and incidents faster.
- Evaluating operational solutions, including advanced-technologies.

Strengthening Multimodal Planning

Federal regulations require that metropolitan transportation planning include both long-range and short-range strategies and/or actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods. *Multimodal* refers to the variety of available transportation options – highways, transit, freight and passenger rail, waterways, pedestrian and bicycle facilities, etc. – and how those modes are interconnected.

Although the HRTPO transportation planning process has long taken into account the various modes of transportation, the HRTPO will strive to strengthen its multimodal planning by:

- Continuing freight planning activities – including the findings of a number of HRTPO freight-related studies – to promote safe, secure, fast, and efficient movement of goods.
- Continuing strong support of improvements to transit and passenger rail service.
- Better integrating public transit planning in the next LRTP.
- Developing an Active Transportation Plan (Bicycle and Pedestrian).

Transportation Legislation and Policy

The HRTPO Board recognizes the importance of proactively advising state and national legislators regarding the positions of the HRTPO on developing legislation associated with transportation. The Board created the Legislative Ad-hoc Committee in January 2010 to focus on legislative issues and advise the Board.

HRTPO efforts related to Transportation Legislation and Policy include:

- Fostering knowledge among Board members about State and Federal legislative matters.
- Monitoring and providing briefings on developments in state and federal legislation related to transportation, particularly those that impact funding.
- Conducting research on federal and state legislation and transportation policy, particularly those that impact funding.
- Legislative liaison activities, including attendance at legislative sessions or committee hearings.
- Engaging in activities to educate and/or advocate legislative positions to local, state or federal officials on matters impacting the operation of the HRTPO.
- Submitting comments and/or resolutions on proposed legislation to members of the General Assembly and/or Congress.

Planning Factors

23 CFR Section 450.306(a) under Metropolitan Planning regulations states that the metropolitan 3-C (Continuing, Comprehensive, and Cooperative) process shall provide for consideration and implementation of projects, strategies, and services that will address the following planning factors (PF):

- PF 1 Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- PF 2 Increase the safety of the transportation system for all motorized and non-motorized users;
- PF 3 Increase the security of the transportation system for motorized and non-motorized users;
- PF 4 Increase accessibility and mobility of people and freight;
- PF 5 Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- PF 6 Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- PF 7 Promote efficient system management and operation; and
- PF 8 Emphasize the preservation of the existing transportation system.

The HRTPO is strongly committed to implementing these planning factors in all work tasks described in this document. All tasks included in the UPWP address at least one, and often several, of these planning factors.

Performance Management

The **Moving Ahead for Progress in the 21st Century Act (MAP-21)**, signed into law on July 6, 2012, is the current federal act authorizing funds for surface transportation programs. A key feature of MAP-21 is the establishment of a performance and outcome based program. The Act establishes national performance goals in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

MAP-21 requires the U.S. Secretary of Transportation, in consultation with States, MPOs, and other stakeholders, to establish performance measures for pavement conditions and performance for the Interstate and National Highway System, bridge conditions, injuries and fatalities, traffic condition, on-road mobile source emissions, and freight movement on the Interstate System. States (and MPOs, where applicable) will set performance targets in support of those measures, and State and metropolitan plans will describe how program and project selection will help achieve the targets.

MAP-21 requires the metropolitan transportation planning process to provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in the Act. The Long-Range Transportation Plan (LRTP) must describe the performance measures and targets used in assessing system performance of the transportation system. The State, MPOs, and public transportation providers are to coordinate on the setting of performance targets to ensure consistency. The LRTP is to contain a system performance report evaluating the condition and performance of the transportation system with respect to the established performance targets. The Transportation Improvement Program (TIP) shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the LRTP, linking investment priorities to those performance targets. The U.S. Secretary of Transportation is required to establish criteria for the evaluation of the new performance-based planning processes. The process will consider whether States developed appropriate performance targets and made progress toward achieving targets.

Summary Funding and Budget Information

The following tables summarize the funding and budget information associated with the FY 2015 UPWP. **Table A** provides an overview of the amount of funding provided by the federal and state governments for regional transportation planning and programming work in the Hampton Roads MPA, as well as the funds provided for this work by local governments and the transit agencies in the way of matching funds required to obtain the federal grants. **Table B** shows the amount of the FY 2015 UPWP budget attributable to the following entities: HRTPO, VDOT, HRT, and WATA.

TABLE A

FUNDS FOR REGIONAL TRANSPORTATION PLANNING AND PROGRAMMING SUMMARIZED BY SOURCE OF FUNDS				
Federal	State	Local Match	Transit Agency Match	TOTAL
\$26,775,772	\$6,456,706	\$264,454	\$172,783	\$33,919,715
79.52%	19.18%	0.79%	0.51%	100.00%

TABLE B

BUDGET FOR REGIONAL TRANSPORTATION PLANNING AND PROGRAMMING SUMMARIZED BY ENTITY				
HRTPO	VDOT	HRT	WATA	TOTAL
\$3,138,728 ¹	\$546,650	\$29,634,337 ²	\$350,000	\$33,919,715
9.32%	1.62%	88.02%	1.04%	100.00%

¹ Includes: \$86,693 CMAQ funds for the High-Speed Intercity Passenger Rail Study.
\$400,000 RSTP funds for the Transportation Operations Strategic Plan for Hampton Roads.
\$80,000 HRTF funds for the administration of the Hampton Roads Transportation Accountability Commission.

² Includes \$27,700,000 RSTP funds associated with two HRT Transit Extension Studies.

Tables A & B last revised on 6/10/15 (see List of Revisions, Page v, for details)

Detailed information on the funding sources associated with each UPWP task is included in **Table C**, while **Table D** depicts the budget for each task by entity (HRTPO, VDOT, HRT, and WATA). The funding shown in Tables C and D comes from a number of sources and, as indicated previously in Table B, only a portion of the funds shown are expended by HRTPO staff. The remaining funding is either allotted to the transit agencies via pass-through agreements with the HRTPO, or allotted directly to the transit agencies via grant agreements with the Virginia Department of Rail and Public Transportation (DRPT). Descriptions of the funding sources associated with the FY 2015 UPWP are as follows:

FEDERAL HIGHWAY ADMINISTRATION (FHWA) FUNDS

Metropolitan Planning Funds (PL-Section 112):

The Federal Highway Administration (FHWA) annually apportions PL funding to urbanized areas for MPO planning related activities. In Virginia, PL funding is administered by the Virginia Department of Transportation (VDOT) and is distributed to the MPOs through a population-based formula. These federal planning funds require matching funds of 20%, of which 10% is provided by the state and 10% is provided by local governments.

State Planning and Research Funds (SPR):

Funds allocated under FHWA's State Planning & Research Program are administered by VDOT. These funds are the primary source of funding for statewide long-range planning. SPR funds require matching funds of 20%. In the case of SPR funds shown in this UPWP, the state provides the match for the funds apportioned to VDOT, while the match for the funds apportioned to the HRTPO is provided by the local governments.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program Funds:

The CMAQ program provides federal funding to states and localities for transportation projects and programs that help improve air quality and reduce traffic congestion. This funding is intended for areas not meeting the National Ambient Air Quality Standards (NAAQS), referred to as *nonattainment areas*, or for areas that did not meet the standards, but now do, referred to as *maintenance areas*. CMAQ funds may be *flexed* to FTA to pay for public transportation projects.

Regional Surface Transportation Program (RSTP) Funds:

The Surface Transportation Program (STP) provides federal funding that may be used by states and localities for a wide variety of highway and transit projects. RSTP funds are STP funds that are apportioned to specific regions within the state. RSTP funds may be *flexed* to FTA to pay for public transportation projects.

FEDERAL TRANSIT ADMINISTRATION (FTA) FUNDS

Section 5303:

Section 5303 funds are designated for transit planning and research activities. FTA apportions Section 5303 funds for Virginia to DRPT. Virginia MPOs receive their apportionment from DRPT based on an urbanized area population-based formula. These funds require 20% match which is typically divided between the state and the MPO or transit agency, each contributing 10%. As shown in Table B, the HRTPO retains a portion of Section 5303 funds and the remaining Section 5303 funds are allotted to Hampton Roads Transit (HRT) and the Williamsburg Area Transit Authority (WATA) via pass-through agreements.

Section 5307:

Section 5307 funds are available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. These funds are distributed by FTA to transit operators based on service area population and other factors. Section 5307 funds require matching funds of 20%, which are typically divided between the state and the transit agency, each contributing 10%. The HRTPO UPWP only includes the portion of a transit agency's Section 5307 funds that have been allotted to planning activities.

Table C : Funding Sources by Task
Hampton Roads Transportation Planning Organization
FY 2015 Unified Planning Work Program
(Funding in Dollars)

Task #	Task Title	FHWA SPR Funds			FHWA PL Funds			FTA Section 5303 Funds			FTA Section 5307 Funds			Other Federal Funds (See Footnotes)			FTA Section 5303 Carryover Funds			Total		
		Federal	State Match	Local Match	Federal	State Match	Local Match	Federal	State Match	Local Match	Federal	State Match	Local Match	Federal	State Match	Local Match	Federal	State Match	Local Match	Federal	State Match	Local Match
1.0	Long Range Transportation Plan				208,480	26,060	26,060	65,200	8,150	8,150										273,680	34,210	34,210
2.0	Transportation Project Programming				66,320	8,290	8,290	51,840	6,480	6,480										118,160	14,770	14,770
3.0	Performance Management				58,000	7,250	7,250	26,720	3,340	3,340										84,720	10,590	10,590
4.0	Public Participation				215,200	26,900	26,900	47,280	5,910	5,910										262,480	32,810	32,810
5.0	Unified Planning Work Program				36,640	4,580	4,580	16,720	2,090	2,090										53,360	6,670	6,670
6.0	Regional Freight Planning				46,480	5,810	5,810													46,480	5,810	5,810
7.0	Safety & Security Planning				26,800	3,350	3,350	1,360	170	170										28,160	3,520	3,520
8.1	Technical Support, Research & Coordination				95,360	11,920	11,920	52,160	6,520	6,520										147,520	18,440	18,440
8.2	Hampton Roads Passenger Rail Study				7,025	878	878	22,160	2,770	2,770				(1)	69,354	17,339	0			98,539	20,987	3,648
8.3	Analyzing & Mitigating Toll Impacts at MTT & DTT				44,800	5,600	5,600													44,800	5,600	5,600
8.4	Regional Operations Planning				2,240	280	280							(2)	320,000	80,000	0			322,240	80,280	280
8.5	Future Sea Level Rise/Storm Surge Impacts in Hampton Roads				24,080	3,010	3,010													24,080	3,010	3,010
9.0	HRTPO Administration				848,288	106,162	106,162	3,285	411	411							29,380	3,673	3,673	881,963	110,245	110,245
10.1	Coordinated Public Transit - Human Services Transportation Plan							2,800	350	350										2,800	350	350
10.2	TDCHR - Performance Monitoring and Evaluation																120,000	15,000	15,000	120,000	15,000	15,000
10.3	WATA - Performance Monitoring and Evaluation							120,000	15,000	15,000				(2)	22,160,000	5,540,000	0			22,160,000	5,540,000	0
10.4	Feasibility/Corridor Studies																					
10.5	Disadvantaged Business Enterprise Planning							76,000	9,500	9,500							17,241	2,155	2,155	93,241	11,655	11,655
10.6	Regional Transportation Demand Management Program - TRAFFIX													(1)	789,202	197,301	0			789,202	197,301	0
10.7	Financial Planning										120,000	15,000	15,000							120,000	15,000	15,000
10.8	WATA Transit Development Plan, Comprehensive Operations Analysis, Passenger Profile Study & Organizational Analysis													(4)	0	50,000	50,000	80,000	10,000	80,000	60,000	200,000
10.9	Environmental Management System and Sustainability Program													(1)	120,000	30,000	0			120,000	30,000	0
10.10	TDCHR Public Involvement/Public Information/Publications										112,000	14,000	14,000							112,000	14,000	14,000
10.11	TDCHR Transit Development Plan							124,000	15,500	15,500				(3)	0	0	20,000	53,026	6,628	177,026	22,128	42,128
11.0	VDOT Regional Planning			0																437,320	109,330	0
12.0	HRTPO Contingency Funding				0	0	0													0	0	0
13.0	Rural Transportation Planning			14,500																58,000	0	14,500
14.0	HRTAC Administration													(5)		80,000	0			0	80,000	0
	Total	495,320	109,330	14,500	1,680,723	210,090	210,090	609,525	76,191	76,191	232,000	29,000	29,000		23,455,557	5,994,639	70,000	299,647	37,456	26,775,772	6,456,706	437,237

Local Match provided by Hampton Roads Planning District Commission, Hampton Roads Transit, and Williamsburg Area Transit Authority.

(fn) = Footnote - See below:

- (1) = CMAQ Funds
- (2) = RSTP Funds
- (3) = HRT Funds
- (4) = DRPT Technical Assistance Funds
- (5) = HRTF Funds

Table C last revised 6/10/15 (See List of Revisions, Page v, for details)

Table D: Budget by Recipient
Hampton Roads Transportation Planning Organization
FY 2015 Unified Planning Work Program
(Funding in Dollars)

Task #	Task Title	HRTPO				VDOT		HRT			WATA			TOTAL					GRAND TOTAL
		FHWA PL Funds	FTA Section 5303 Funds	(fn)	Other Funds (See Footnote)	FHWA SPR Funds	FTA Section 5303 Funds	FTA Section 5303 Funds	Other Funds (See Footnote)	FTA Section 5307 Funds	(fn)	Other Funds (See Footnote)	FHWA PL Funds	FHWA SPR Funds	FTA Section 5303 Funds	(fn)	Other Funds (See Footnote)		
1.0	Long-Range Transportation Plan	260,600	81,500										260,600	0	81,500	0	0	0	342,100
2.0	Transportation Project Programming	82,900	64,800										82,900	0	64,800	0	0	0	147,700
3.0	Performance Management	72,500	33,400										72,500	0	33,400	0	0	0	105,900
4.0	Public Participation	269,000	59,100										269,000	0	59,100	0	0	0	328,100
5.0	Unified Planning Work Program	45,800	20,900										45,800	0	20,900	0	0	0	66,700
6.0	Regional Freight Planning	58,100											58,100	0	0	0	0	0	58,100
7.0	Safety & Security Planning	33,500	1,700										33,500	0	1,700	0	0	0	35,200
8.1	Technical Support, Research & Coordination	119,200	65,200										119,200	0	65,200	0	0	0	184,400
8.2	Hampton Roads Passenger Rail Study	8,781	27,700 (1)		86,693								8,781	0	27,700 (1)	86,693	0	0	123,174
8.3	Analyzing & Mitigating Toll Impacts at MTT & DTT	56,000											56,000	0	0	0	0	0	56,000
8.4	Regional Operations Planning	2,800		(2)	400,000								2,800	0	0	0	400,000	0	402,800
8.5	Future Sea Level/Storm Surge Impacts in Hampton Roads	30,100											30,100	0	0	0	0	0	30,100
9.0	HRTPO Administration	1,061,623	4,106 (5)		36,725								1,061,623	0	4,106	36,725	0	0	1,102,454
10.1	Coordinated Public Transit - Human Services Transportation Plan		3,500										0	0	3,500	0	0	0	3,500
10.2	TDCHRR - Performance Monitoring and Evaluation						(5)	150,000					0	0	0	(5)	150,000	0	150,000
10.3	WATA - Performance Monitoring and Evaluation												0	0	150,000		0	0	150,000
10.4	Feasibility/Corridor Studies						(2)	27,700,000					0	0	0	(2)	27,700,000	0	27,700,000
10.5	Disadvantaged Business Enterprise Planning						95,000 (5)	21,551					0	0	95,000 (5)	21,551	0	0	116,551
10.6	Regional Transportation Demand Management Program - TRAFIX												0	0	0	(1)	986,503	0	986,503
10.7	Financial Planning								150,000				0	0	0	0	0	150,000	150,000
10.8	WATA Transit Development Plan, Comprehensive Operations Analysis, Passenger Profile Study & Organizational Analysis										(4.5)	200,000	0	0	0	0 (4.5)	200,000	0	200,000
10.9	Environmental Management System and Sustainability Program										(1)	150,000	0	0	0	0 (1)	150,000	0	150,000
10.10	TDCHRR Public Involvement/Public Information/Publications								140,000					0	0	0	0	140,000	140,000
10.11	TDCHRR Transit Development Plan													0	155,000 (3)	86,283	0	241,283	
11.0	VDOT Regional Planning												0	546,650		0	0	0	546,650
12.0	HRTPO Contingency Funding	0											0	0	0	0	0	0	0
13.0	Rural Transportation Planning												0	72,500	0	0	0	0	72,500
14.0	HRTAC Administration			(6)	80,000								0	0	0	0 (6)	80,000	0	80,000
Total		2,100,904	361,906	603,418	72,500	546,650	250,000	29,094,337	290,000	150,000	200,000	2,100,904	619,150	761,906	29,897,755	290,000	0	33,689,715	

(fn) = Footnote - See below:

(1) = CMAQ Funds

(4) = DRPT Technical Assistance Funds

(5) = Section 5303 Carryover Funds

(6) = HRTF Funds

Table D last revised 6/10/15 (See List of Revisions, Page v, for details)

Comparison of UPWP Tasks – FY 2015 versus FY 2014

The following table provides a comparison of the FY 2015 and FY 2014 UPWP tasks and budgets associated with work performed by HRTPO staff.

Table E includes the following information:

- FY 2015 UPWP Task Number, Task Title, and Task Budget
- FY 2014 UPWP Task Budget
- Change in budget (FY 2015 budget – FY 2014 budget)
- Comments on Significant Changes in Task Budgets

As highlighted in Table E, the following tasks exhibit significant changes in budget between FY 2014 and FY 2015.

- Task 2.0: Transportation Project Programming – 15.3 percent decrease
- Task 3.0: Performance Management – 15.5 percent decrease (Task name change from Congestion Management Process)
- Task 6.0: Regional Freight Planning – 87.3 percent decrease (Economic Analysis of Toll Pricing on Freight Related Business study not included in FY 2015)
- Task 7.0: Safety and Security Planning – 69.6 percent decrease

For Task 8.2, Hampton Roads Passenger Rail Consultant Study: the budget decreased in FY 2015 because the consultant has completed three phases of work on the study which began during FY 2012. HRTPO staff support for this task decreased 26.3 percent between FY 2014 and FY 2015.

Task 8.3 - Analyzing & Mitigating Toll Impacts at MTT & DTT, Task 8.4 - Regional Operations Planning, Task 8.5 - Future Sea Level Rise/Storm Surge Impacts in Hampton Roads, and Task 14.0 - HRTAC Administration, are new tasks in FY 2015.

Table E: Comparison of UPWP Tasks - FY 2015 versus FY 2014

FY 2015 Task #	FY 2015 Task Title	FY 2015 Budget	FY 2014 Budget	Change in Task Budget	Comments on Significant Changes in Task Budgets
1.0	Long-Range Transportation Plan	\$342,100	\$305,400	\$36,700	
2.0	Transportation Project Programming	\$147,700	\$268,700	-\$121,000	Adjusted to better reflect work anticipated under this task.
3.0	Performance Management	\$105,900	\$125,300	-\$19,400	Renamed and adjusted to better reflect work anticipated under this task.
4.0	Public Participation	\$328,100	\$370,314	-\$42,214	
5.0	Unified Planning Work Program	\$66,700	\$77,400	-\$10,700	
6.0	Regional Freight Planning	\$58,100	\$458,000	-\$399,900	\$400,000 in RSTP funds for Economic Analysis of Toll Pricing on Freight Related Business no longer included in this task.
7.0	Safety and Security Planning	\$35,200	\$115,800	-\$80,600	Adjusted to better reflect work anticipated under this task.
8.1	Technical Support, Research, and Coordination	\$184,400	\$163,700	\$20,700	Adjusted to better reflect work anticipated under this task.
8.2	Hampton Roads Passenger Rail Study	\$123,174 ¹	\$362,583 ²	-\$239,409	\$36,481 of this budget is for staff work associated with the consultant study.
8.3	Analyzing & Mitigating Toll Impacts at MTT & DTT	\$56,000	\$0	\$56,000	New task in FY 2015.
8.4	Regional Operations Planning	\$402,800 ³	\$0	\$402,800	New task in FY 2015.
8.5	Future Sea Level Rise/Storm Surge Impacts in Hampton Roads	\$30,100	\$0	\$30,100	New task in FY 2015.
9.0	HRTPO Administration	\$1,102,454	\$1,202,462	-\$100,008	
10.1	Coordinated Public Transit - Human Services Transportation Plan	\$3,500	\$3,900	-\$400	
12.0	HRTPO Contingency Funding	\$0	\$99,800	-\$99,800	
13.0	Rural Transportation Planning	\$72,500	\$72,500	\$0	
14.0	HRTAC Administration	\$80,000	\$0	\$80,000	New task in FY 2015.
	Total	\$3,138,728 ^{1,3}	\$3,625,859 ²		

Shaded projects are those with the highest percent change in budget between FY 2014 and FY 2015.

¹ Includes \$86,693 Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds that will be passed through to the consultant on the High-Speed and Intercity Passenger Rail Consultant Study.

² Includes \$283,483 Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds that was anticipated to be passed through to the consultant on the High-Speed and Intercity Passenger Rail Consultant Study.

³ Includes \$380,000 Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds that will be passed through to the consultant preparing the Transportation Operations Strategic Plan for the Cities of Hampton Roads.

Table E last revised on 6/10/15 (See List of Revisions, Page v, for details)

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1.0 LONG-RANGE TRANSPORTATION PLAN

A. Background

Long-range transportation planning for the Hampton Roads transportation system can be thought of as having two broad components: long-range planning as an ongoing process and the development of a report that is the region's Long-Range Transportation Plan.

The Long-Range Transportation Plan (LRTP) is a multimodal transportation plan that is developed, adopted, and amended by the metropolitan planning organization (MPO) through the metropolitan transportation planning process. As a multimodal transportation plan, in addition to highway and transit projects, the LRTP also takes into consideration modes including passenger and freight rail, passenger and freight water transport, and bicycle and pedestrian facilities. The LRTP must address a planning horizon of at least 20 years and includes strategies and actions that lead to an integrated multimodal transportation system. The LRTP must be fiscally constrained, which means it must include sufficient financial information to demonstrate that projects in the LRTP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately maintained. All projects included in the LRTP have been and will be vetted through the HRTPO prioritization process.

In order for the LRTP to be compliant with Title VI, it is essential that the information that is collected and analyzed during the LRTP planning process reflect the metropolitan area and appropriately address community boundaries, racial and ethnic makeup, income levels, property taxes, etc., and community services, schools, hospitals and shopping areas. Data collection methods must be developed to obtain these statistics. Additionally, the LRTP must contain this data along with a narrative describing how the methodology used to obtain and consider the data was developed and implemented.

The life of a metropolitan LRTP is currently limited to four years by federal regulation and the process for developing a new LRTP takes nearly four years, so work is continually being done on the LRTP. This task includes maintenance of the current LRTP as well as development of the next LRTP.

While the LRTP is a required report for the region, the act of long-range planning is ongoing due to the dynamic nature and evolution of the cities, counties, and member organizations that the HRTPO represents. The primary product of the planning efforts is the LRTP documents, but many products are developed in the process. The main long-range planning efforts anticipated for FY 2015 are described below.

B. Work Elements (WE)

Work activities include the following:

1. Maintain and update the adopted 2034 LRTP. This includes documenting any amendments, updating the regional travel demand forecasting model network accordingly, and performing needed air quality conformity analyses.

2. Development of the next LRTP for the forecast year 2040. Tasks to be completed during FY 2015 include:
 - a) Finalize data inputs on candidate projects, including active transportation projects, in preparation of a thorough evaluation of projects using the prioritization tool and necessary updates to the tool. See item 3 under this section for additional details.
 - b) Coordinate efforts to obtain cost estimates for the 2040 LRTP.
 - c) Coordinate efforts to obtain revenue estimates for the 2040 LRTP.
 - d) Complete candidate project evaluation.
 - e) Develop recommendations for a constrained project list based on prioritization efforts, cost estimates, and anticipated revenues.
 - f) Documentation of 2040 LRTP efforts.
 - g) Ongoing Public Outreach and marketing associated with the LRTP to obtain public input on the process as needed. Details regarding HRTPO's public participation strategies are included in Task 4.0 – Public Participation.
 3. Maintenance of the HRTPO Project Prioritization Tool.
 - a) The data and measures will be updated, as necessary, to keep the tool current and ready for use.
 - b) Update Methodology Report
 4. Maintain the region's Travel Demand Forecasting Model.
 - a) Provide support to VDOT, as needed, as improvements to the regional model are carried out.
 - b) Use the regional travel demand model in support of HRTPO tasks, as needed.
 - c) Provide modeling assistance, as necessary, to other agencies (HRT, localities, etc.).
 5. Integrate Active Transportation into the 2040 Long-range Transportation Plan
Typical tasks to be conducted in FY 2015 include:
 - a) Review HRTPO Project Prioritization Tool and improve as necessary the evaluation criteria of active transportation projects.
 - b) Evaluate active transportation projects using the HRTPO Project Prioritization Tool.
 - c) Expand on the lessons learned from the Regional Active Transportation Research Scan and work towards developing a regional active transportation plan, including:
 - i. Developing the goals and vision statement for the plan
 - ii. Developing a needs statement and latent demand for walking and bicycling
 - iii. Documenting active transportation policies of local partners
 6. Improve the integration of performance management in the long-range transportation planning process. Details are included in Task 3.0 – Performance Management. Typical tasks to be conducted in FY 2015 include:
 - a) Collaborate in the process of developing statewide performance measures
-

- b) Align federal/statewide goals and performance measures with the long-range transportation plan
 - c) Assist in gathering data, if necessary, to quantify performance measures
 - d) Make any necessary changes to the HRTPO Project Prioritization Tool
 - e) Study performance trends and work with localities and agencies towards developing performance targets
- 7. Expand the Title VI/Environmental Justice (EJ) methodology and determine how it can be further applied to the LRTP development process. Efforts will include identifying and collecting relevant data, incorporating aspects of the methodology into the project prioritization tool, analyzing candidate projects for the LRTP using this updated information, etc.
 - 8. In accordance with HB 1253, the HRTPO staff will continue to maintain the list of prioritized projects and coordinate as needed and/or directed by the HRTPO Board.

C. End Products

- 1. WE 1 – An up-to-date Long Range Transportation Plan (LRTP) for the region.
- 2. WE 2d – Prioritization of Transportation Projects – Project Evaluation and Scoring Report
- 3. WE 3 –
 - a. A revised and maintained project prioritization tool
 - b. A revised and updated methodology report
- 4. WE 4 – A maintained and up-to-date regional travel demand model.
- 5. WE 5 –
 - a. Updated HRTPO Project Prioritization Tool to reflect active transportation
 - b. Prioritized list of active transportation projects
- 6. WE 6 – Performance management methodology application to the long-range transportation planning process
- 7. WE 7 – EJ methodology application to LRTP.

D. Schedule

- 1. WE 1 – Ongoing.
- 2. WE 2 –
 - a. Quarter 1 of FY 2015
 - b. Quarter 1-2 of FY 2015
 - c. Quarter 1-2 of FY 2015
 - d. Quarter 3-4 of FY 2015
 - e. Ongoing
 - f. Ongoing
 - g. Ongoing
- 3. WE 3 –
 - a. Ongoing
 - b. Quarter 1-2
- 4. WE 4 – Ongoing.
- 5. WE 5 –

- a. Quarter 1 of FY-2015
- b. Quarter 2-3 of FY-2015
- c. Quarter 3-4 of FY 2015
- 6. WE 6 – Ongoing
- 7. WE 7 –Ongoing.
- 8. WE 8 – As needed or directed by the HRTPO Board.

E. Participants

HRTPO, VDOT, DRPT, VPA, FHWA, FTA, VPA, local governments, local transit agencies, and the public.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	PL	5303		TOTAL
HRTPO	\$260,600	\$81,500		\$342,100

2.0 TRANSPORTATION PROJECT PROGRAMMING

A. Background

Transportation Improvement Program

The **Transportation Improvement Program (TIP)** is a four-year program for the implementation of surface transportation projects within the Hampton Roads metropolitan planning area (MPA). The TIP contains all federally-funded projects and/or regionally significant projects that require an action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Before any federally-funded and/or regionally significant surface transportation project can be built in the Hampton Roads MPA, it must be included in the current TIP that has been approved by the HRTPO. The TIP, which must be consistent with the current long-range transportation plan, identifies the near-term programming of Federal, state and local transportation funds.

As a federally designated metropolitan planning organization (MPO), the HRTPO is required to coordinate the transportation planning activities for the Hampton Roads MPA. This includes the planning and programming of Federal funds through the TIP. To ensure compliance, the HRTPO TIP is developed in adherence to the applicable Federal regulations associated with the current Federal transportation act, which require that the TIP cover a period of no less than four years and be updated at least every four years. The cycle for updating the TIP must be compatible with the Statewide Transportation Improvement Program (STIP) development and approval process. HRTPO, VDOT, and DRPT staffs coordinate to ensure that the TIP and STIP are developed on compatible schedules and that the documents are consistent with one another throughout the interim years. The HRTPO TIP may be considered to be a *living* document as it is continually maintained and regularly revised.

The TIP must be financially constrained – meaning that the amount of funding programmed does not exceed the amount of funding reasonably expected to be available. Once the TIP is approved by the HRTPO Board, the approved TIP may be revised in order to add new projects, delete projects, and update or change other project information. In order to add projects to the TIP, sufficient revenues must be available, other projects must be deferred, or new revenues must be identified.

In compliance with Title VI, the TIP takes into account the analysis of the benefits and impact distributions of transportation investments included in the Long-Range Transportation Plan.

The TIP development process may be summarized as follows:

1. The Long-Range Transportation Plan (LRTP) is approved by the HRTPO Board.
2. Drawing from projects included in the LRTP, localities and transit agencies coordinate with state agencies (VDOT & DRPT) on which projects should be implemented first. These projects will be submitted for inclusion in the Commonwealth Transportation Board Six-Year Improvement Program (SYIP).
3. The HRTPO Board submits its priority projects during the development of the SYIP each year.
4. HRTPO, VDOT, DRPT, and the transit agencies coordinate to develop the draft TIP project list, drawing projects from the approved SYIP. This helps ensure that the TIP and STIP project lists for Hampton Roads are consistent with one another. This step includes the formulation of a financial plan for the TIP that demonstrates how the proposed TIP can be implemented.
5. The draft TIP is tested for air quality conformity, if required.
6. The final TIP is approved by the HRTPO Board.
7. The final TIP is approved by the Governor.
8. The TIP is included in the Statewide Transportation Improvement Program (STIP).

The HRTPO provides all interested parties with opportunities to comment on the proposed TIP, as well as any subsequent amendments to the TIP. Opportunities for public involvement are provided during each of the steps summarized above.

Additional information on the TIP, including the current TIP document, TIP Revision Procedures, interactive project map, associated Annual Obligation Reports, and more may be accessed via the TIP website at: www.hrtpotip.org.

CMAQ/RSTP Project Selection Process

As the metropolitan planning organization (MPO) for the Hampton Roads MPA, the HRTPO is directly responsible for project selection and allocation of funds under two federal funding programs – the Congestion Mitigation and Air Quality (CMAQ) improvement program and the Regional Surface Transportation Program (RSTP).

The CMAQ program provides federal funding to States and localities for transportation projects and programs that help improve air quality and reduce traffic congestion. This funding is intended for areas not meeting the National Ambient Air Quality Standards (NAAQS), referred to as ***nonattainment areas***, and for areas that previously did not meet the standards, but now do, referred to as ***maintenance areas***. Hampton Roads was designated a maintenance area for the previous ozone NAAQS and has been designated an attainment area for all current NAAQS.

The Surface Transportation Program (STP) provides federal funding that may be used by States and localities for a wide variety of highway and transit projects. Regional STP (RSTP) funds are STP funds that are apportioned to specific regions within the State.

The process for obtaining CMAQ or RSTP funding for transportation projects is a competitive one. The first step of the **CMAQ/RSTP Project Selection Process** is to solicit project ideas from the general public. Any project ideas received from the public are forwarded to eligible applicants for consideration. Projects proposed by eligible recipients are analyzed by HRTPO staff using a specific set of criteria that have been approved by the HRTPO Board. The proposed projects are then ranked based on the results of the analyses. The CMAQ/RSTP Project Selection Process is a cooperative effort involving the HRTPO, local governments, local transit agencies, VDOT, and DRPT, along with input from advisory committees including the Transportation Technical Advisory Committee to prioritize and select projects to receive CMAQ or RSTP funding.

On February 16, 2011, the Commonwealth Transportation Board (CTB) passed a resolution that stated the following regarding the allocation of CMAQ funds:

- Beginning with the FY 2012-2017 Six-Year Improvement Program (SYIP), the district CTB member will work with appropriate MPOs and VDOT and DRPT staff to recommend to the CTB a list of CMAQ projects for inclusion in the SYIP in order to allocate all six years of CMAQ funds anticipated to be available to the MPOs.
- CMAQ funds will be programmed to facilitate maximization of the use of federal funds, including fully funding project phases according to current schedules and estimates.
- CMAQ allocations will be programmed centrally by VDOT and DRPT staff based on the recommended CMAQ projects according to CTB priorities and federal eligibility requirements.

Starting in FY 2014, the HRTPO CMAQ/RSTP Project Selection Process is to be conducted on an annual basis to ensure that funds expected to be available are properly allocated. HRTPO staff maintains “tracking tables” that identify the CMAQ or RSTP allocations per year associated with transportation projects and processes requests for additional funds to cover cost overruns on CMAQ and RSTP projects. In addition the Transportation Programming Subcommittee (TPS) holds quarterly meetings to monitor the status of CMAQ and RSTP projects and to make adjustments to project allocations to ensure the funds are used effectively.

Additional information on the HRTPO CMAQ/RSTP Project Selection Process, including the *Guide to the HRTPO CMAQ/RSTP Project Selection Process*, project application forms, and the schedule of deadline dates, may be accessed via the HRTPO website at: <http://www.hrtpo.org/page/cmaq-and-rstp/>.

Transportation Alternatives Program (TAP) Project Selection Process

MAP-21 established a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The Transportation Alternatives Program (TAP) replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs. Half of a state’s TAP apportionment is suballocated to areas based on their relative share of the total state population, while the other half is available for use in any area of the state.

For urbanized areas with populations over 200,000, the MPO, through a competitive process, selects the TAP projects in consultation with the state from proposed projects submitted by eligible entities. HRTPO staff coordinates with VDOT Local Assistance Division staff in carrying out the project selection process for Hampton Roads.

Additional information on the TAP may be accessed via the VDOT website at: <http://www.virginiadot.org/business/prenhancegrants.asp>.

Statewide and Regional Transportation Funding

In February 2013, the General Assembly approved the first comprehensive overhaul of the way Virginia pays for its transportation system since 1986. The new transportation funding legislation is expected to generate hundreds of millions in new transportation dollars annually statewide and includes regional components that will result in significant new funding each year to be used specifically in Hampton Roads. The new regional revenues will be directed to the Hampton Roads Transportation Fund (HRTF). HRTPO staff will closely monitor the implementation of the new legislation and keep the HRTPO Board well-informed on the status of the HRTF, including the status of projects selected by the Board to be funded with HRTF revenues.

The Six-Year Improvement Program (SYIP) is the Commonwealth Transportation Board's (CTB) program for allocating funding for rail, public transportation, commuter assistance, bicycle, pedestrian, interstate system, and primary system transportation projects. The SYIP allocates funds for transportation projects proposed for construction, development or study in the next six fiscal years. The program is updated annually. The SYIP focuses on the Interstate, Primary, Rail and Public Transit systems. Urban and Secondary systems are included in the SYIP; however, projects under these two systems are typically determined by localities.

VDOT and DRPT usually submit their proposed SYIPs for CTB approval during the 4th quarter of each fiscal year. In addition, the SYIPs may be revised during the year to address funding resources and State priorities.

While the SYIP shows funding *allocated* to projects, the Statewide Transportation Improvement Program (STIP) shows funding scheduled to be *obligated* on projects. Allocations indicate funding budgeted to projects by the CTB, while obligations indicate federal funds for which federal authority to expend the funds has been obtained.

Federal regulations require that an annual listing of obligated projects be produced after the end of each federal fiscal year. This Annual Obligations Report (AOR) must include all federally funded projects authorized or revised to increase obligations in the preceding fiscal year and must identify, for each project, the amount of federal funds requested in the TIP, the federal funding that was obligated during the preceding year, and the federal funding remaining and available for subsequent years. The AOR must be published or otherwise made publicly available in accordance with the HRTPO Public Participation Plan.

The HRTPO Transportation Improvement Program was redesigned for its FY2012-2015 update to include project phase cost estimates and schedules, allocations, scheduled obligations, and expenditures. HRTPO staff uses this information to monitor the performance of the TIP. This will also allow for the regular monitoring of the status of transportation projects in Hampton Roads.

B. Work Elements (WE)

Work activities include the following:

1. Maintain and update the current (FY 2012-2015) TIP.
2. Conduct public reviews of proposed amendments to the current TIP.
3. Maintain a current version of the TIP on the HRTPO website to provide easy public access.
4. Maintain and update the web visualization for the TIP.
5. Coordinate the development of the next full update of the TIP (2015-2018).
6. Coordinate with VDOT, DRPT, and the transit agencies to prepare a listing of projects for which federal funds were obligated during the preceding federal fiscal year. Post the Annual Obligation Report on the HRTPO website to make it available for public review.
7. Lead and coordinate the annual Project Selection Process for CMAQ and RSTP projects.
8. Monitor and update CMAQ/ RSTP Project Selection Process methodologies as deemed necessary.
9. Maintain electronic spreadsheets to keep track of CMAQ and RSTP allocations and transfers.
10. Prepare and submit a list of the Region's priority projects to VDOT and DRPT each year during the development and revision of the SYIP. Development of the priority projects list takes into account the transportation needs of military installations and activities in Hampton Roads.
11. Monitor and evaluate the effects of any revisions to the SYIP during the fiscal year and formally report to the HRTPO Board on significant revisions to the SYIP.
12. Endeavor to expeditiously analyze the draft SYIP in order to provide feedback to the CTB for their final approval of the SYIP.
13. Submit resolutions to the CTB prior to final action by the CTB on new or significantly revised SYIPs.

14. Conduct a quarterly review of expenditures on projects in the Hampton Roads TIP.
15. Closely monitor the implementation of the HB2313 transportation legislation, including the following:
 - a) Ensure the State is allocating a fair share of the newly generated statewide funds to Hampton Roads.
 - b) With regard to the new regional component, as staff support for the Hampton Roads Transportation Accountability Commission (HRTAC):
 - (1) Help ensure that regional projects are advanced in a timely manner
 - (2) Help ensure that regional funds are expended appropriately and in a cost effective manner
 - (3) Help account for all revenue due under the Regional component as approved by the General Assembly
16. Coordinate with VDOT Local Assistance Division staff in carrying out the project selection process for the Transportation Alternatives Program.

C. End Products

1. WE 1 – A financially-constrained TIP.
2. WE 4 – A web visualization of the TIP.
3. WE 5 – A full update of the financially-constrained TIP (FY 2015-2018).
4. WE 6 – Annual Obligation Report.
5. WE 7 – A summary report on the annual CMAQ/RSTP project selection process.
6. WE 8 – An updated *Guide to the HRTPO CMAQ/RSTP Project Selection Process*.
7. WE 10 – Submission of a list of Regional Priority Projects to VDOT and DRPT.
8. WE 11 – Presentation to HRTPO Board, as necessary.
9. WE 13 – HRTPO Board Resolutions to CTB, as appropriate.
10. WE 14 – Presentation to HRTPO Board, as appropriate.
11. WE 15 – Presentation to HRTPO Board and HRTAC Board, as appropriate.
12. WE 16 – A report to HRTPO Board and VDOT, as appropriate.

D. Schedule

1. WE 1-4 – Ongoing activities.
2. WE 5 – To become effective October 1, 2014.
3. WE 6 – No later than 90 calendar days following the end of the federal fiscal year.
4. WE 7 – July – December 2014.
5. WE 8 – As necessary.
6. WE 9 – Ongoing activities.
7. WE 10 – Second quarter FY 2015
8. WE 11-13 – As necessary.
9. WE 14 – Quarterly.
10. WE 15 – Ongoing activity.
11. WE 16 – By fourth quarter FY 2015.

E. Participants

HRTPO, local governments, HRT, WATA, VDOT, DRPT, FHWA, FTA, other state and federal agencies, the general public.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	PL	5303	CO 5303	TOTAL
HRTPO	\$82,900	\$64,800		\$147,700

Budget revised on 6/10/15 (See List of Revisions, Page v, for details)

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3.0 PERFORMANCE MANAGEMENT

A. Background

The entire HRTPO planning and programming process is based on performance management. Performance management is the process of using performance measures to guide the planning and programming of transportation improvements. This description of Task 3.0 provides an overview of the HRTPO performance management process, including work to be done under Task 3.0 as well as under other UPWP tasks.

A key feature of MAP-21 is the establishment of a performance and outcome based program. The Act establishes national performance goals in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. The Act requires the Secretary of Transportation, in consultation with states, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the following areas:

- Pavement condition on the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and VMT rate—on all public roads
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

The HRTPO performance management process is comprised of the following *repeated* steps:

1. Quantifying Detailed Performance and Proposing Improvements

This step involves maintaining databases of performance data prepared by others, and using that data—and data prepared by staff—to prepare reports quantifying detailed performance of transportation system (e.g. at the highway segment level), some of which reports propose transportation improvements designed to improve that performance:

- a. Congestion Management Plan (CMP) Master Document (every four years)
- b. Annual *Volumes, Speeds, and Congestion* Report
- c. Special Network Studies: details are included in Task 8.0 – Technical Support, Research, and Special Studies.

2. Performance-Based Project Selection

Selecting transportation improvements based on expected performance impact is comprised of the following types of work:

- a. LRTP Project Selection: details are included in Task 1.0 – Long Range Transportation Plan.
- b. CMAQ and RSTP Project Selection: details are included in Task 2.0 – Transportation Project Programming.

3. Monitoring Performance of the Regional System

Preparing Regional Summaries of the Performance of the Transportation System:

- a. Annual State of Transportation Report
- b. System Performance Measures Reports

Background Details on Work Done Once Every Four Years

In this section, background for work which is done only in certain years is described.

CMP Master Document

The Congestion Management Process (CMP) is a systematic method of addressing congestion “through the use of travel demand reduction and operational management strategies.” (Code of Federal Regulations [CFR]) The CMP “results in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the TIP.” (CFR) The CMP covers the most important highway segments in the region: all interstates, all arterials, and key collectors.

To execute the Congestion Management Process, staff performs certain work elements annually—described under in the “Work Elements” section below—and then prepares a CMP master document every four years.

The HRTPO staff has produced comprehensive CMP master documents every few years since the HRTPO Board took action in October 1995 to adopt the region’s Congestion Management System. The HRTPO staff completed the latest version of the CMP master document (2014 Update) in FY2014.

The CMP master report typically documents the following work:

- Calculate existing speeds using INRIX data for segments with INRIX data.
- Calculate level-of-service (LOS) for these segments using these speeds.
- Calculate LOS for all arterial segments using Highway Capacity Manual (HCM) methods.
- For a certain number of arterial segments with INRIX data where INRIX-based LOS is significantly worse than HCM-based LOS, examine turn-lane configuration at intersections and make (low cost) recommendations concerning improvements to turn lanes and/or signal re-timings.
- Identify “Critical Congested Corridors”
- Identify strategies for improving Critical Congested Corridors.

The CMP master report may document the following additional work:

- Examine bridge and tunnel volumes and queues over time.
- Examine planned improvements in the TIP.

In accordance with the four-year cycle of the Long-Range Transportation Plan (LRTP), the next CMP master document will be produced in FY 2018.

B. Work Elements (WE)

Work activities include the following:

1. Quantifying Detailed Performance and Proposing Improvements

Quantifying performance of transportation system and proposing transportation improvements designed to improve performance is comprised of the following types of work:

Maintaining Databases of Performance Data Prepared by Others

Each year, HRTPO staff maintains its transportation performance databases for use in performance management. These databases cover all aspects of the transportation system including roadway use, bridges, aviation, rail, public transportation, taxi, American Community Survey (ACS) data, fuel prices, etc. This task covers database maintenance not included in other UPWP tasks.

Preparing Detailed Performance Data and Proposing Improvements

a. CMP Master Document (every four years)

HRTPO staff produced a CMP master document in FY 2014 and will produce the next CMP master document in FY 2018.

b. Annual Volumes, Speeds, and Congestion Report

Each year, HRTPO staff produces a report documenting the volumes, speeds, and congestion of each segment of the CMP network. Staff plans to use actual travel time data collected by INRIX to measure congestion on the most important local roadways, and use volumes to estimate congestion on lesser roadways in the CMP network of significant roadways.

c. Special Network Studies are described under Task 8.0 – Technical Support, Research, and Special Studies.

2. Performance-Based Project Selection

Selecting transportation improvements based on expected performance impact is comprised of the following types of work:

a. LRTP Project Selection (based on Prioritization Tool)

MAP-21 states that the Long Range Transportation Plan (LRTP) developed by the MPOs will include a description of the performance measures and performance targets used in assessing the performance of the transportation system. The Plan will also include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the established performance targets.

As such, integrating a performance management process in to the HRTPO long-range transportation plan will require the developing, monitoring, and subsequent reporting of transportation system performance measures. The focus will be on developing a constrained long-range planning document that includes projects which work towards meeting set performance targets. Typical tasks to be conducted in FY 2015 are:

- i. Collaborate in the process of developing statewide performance measures
- ii. Align federal/statewide goals and performance measures with the long-range transportation plan
- iii. Gathering data, if necessary, to quantify the performance measures
- iv. Make any necessary changes to the HRTPO Project Prioritization Tool
- v. Study performance trends and work with localities and agencies in developing performance targets

b. CMAQ and RSTP Project Selection

Projects proposed for CMAQ and/or RSTP funding by eligible recipients are analyzed by HRTPO staff using a specific set of criteria that have been approved by the HRTPO Board. The proposed projects are then ranked based on the results of the analyses. The *Guide to the HRTPO CMAQ/RSTP Project Selection Process* includes the policies, procedures, and analysis methodologies used to score and rank project proposals. The Guide may be accessed on the HRTPO website at: [http://www.hrtpo.org/uploads/docs/HRTPO CMAQ RSTP Guide.pdf](http://www.hrtpo.org/uploads/docs/HRTPO_CMAQ_RSTP_Guide.pdf).

3. Monitoring Performance of the Regional System

The following work will be conducted to monitor the performance of the regional transportation system, determining both the impact of projects selected by the HRTPO (and implemented by others) and remaining needs:

a. Annual State of Transportation Report

Each year, HRTPO staff produces a State of Transportation in Hampton Roads report detailing the current status of all modes of the regional transportation system including air, rail, water, public transit, and highways. The study reports usage, conditions, costs, flows, safety, and funding.

b. System Performance Measures Report using Federal-based and/or State-based PMs

In light of recent MAP-21 performance measurement requirements, in FY 2015 HRTPO staff plans to conduct its annual calculation of performance measures using measures established and/or proposed in Notices of Proposed Rule-Makings (NPRMs) published in calendar year 2014. In addition, if the state still requires it for match of RSTP funding, staff will calculate (as in FY 2012 and FY 2013) the performance measures identified by state legislation and established by the state Office of Intermodal Planning and Investment (OIPI),

C. End Products

1. WE 1b – Volumes, Speeds, and Congestion Report
2. WE 3a – State of Transportation Report
3. WE 3b – System Performance Measures Report

D. Schedules

1. WE 1a – No schedule
2. WE 1b – Quarter 4
3. WE 2a – LRTP Project Selection is described in Task 1.0
4. WE 2b – CMAQ and RSTP Project Selection is described in Task 2.0
5. WE 3a – Quarter 3
6. WE 3b – Quarter 4

E. Participants

HRTPO, VDOT, DRPT, FHWA, and FTA.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	PL	5303		TOTAL
HRTPO	\$72,500	\$33,400		\$105,900

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4.0 PUBLIC PARTICIPATION

A. Background

Public Involvement

The HRTPO is committed to involving interested parties of all walks of life and considering their ideas through professional initiatives and a transparent and accessible regional transportation planning and programming process. The importance of public involvement in the transportation planning and programming process was recognized in federal law in the *Intermodal Surface Transportation Efficiency Act (ISTEA)* of 1991 and continues to be recognized in the current federal transportation act, *Moving Ahead for Progress in the 21st Century (MAP-21)*. MAP-21 requires meaningful public involvement and encourages MPOs to use a variety of methods to inform and involve interested parties in transportation planning processes. Specifically, federal regulations require the development of a participation plan. In FY 2014 the HRTPO further updated its Public Participation Plan (PPP) in coordination with current federal regulations and area jurisdictions. The updated PPP, released in the fourth quarter of FY 2014, outlined the HRTPO public involvement and outreach activities during FYs 2013 – 2014. New focus was placed upon HRTPO efforts to engage the public, specifically on the diversity of Hampton Roads and the efforts made to engage and factor in the opinions of the diverse populations of the region. The PPP serves as a blueprint for public involvement, outreach and engagement and will be reviewed and updated every one to two years.

During FY 2014, a number of new initiatives were undertaken in order to illustrate the commitment of the HRTPO to innovative, engaging public outreach. Projects initiated during FY 2014 were evaluated and refined to further support the operations, policies, and procedures of the HRTPO. Accomplishments in FY 2014 related to public participation include:

- Redesign and update of a *Citizens Guide to Transportation Planning*, which HRTPO staff will use to inform and engage Hampton Roads residents about transportation planning and specific HRTPO programs
- Re- Launching and expansion of the HRTPO Facebook Page
- Creation of the HRTPO Twitter Campaign
- Convening of the Environmental Justice (EJ) Roundtable.
- Enhancement of HRTPO databases and stakeholder lists to include EJ groups.
- Enhancement of the HRTPO School Outreach Program, used to expose Hampton Roads students and their parents to the transportation planning process in general, and the 2040 Long-Range Transportation Plan, specifically. The FY 2014 School Outreach Program was conducted in Chesapeake, Virginia. The Outreach Program also adopted LEAD Hampton Roads, a project of the Hampton Roads Chamber of Commerce
- Creation of the HRTPO Community Web Pages on the HRTPO Website
- Further Development of the HRTPO Title VI/EJ Methodology
- Revamping of the HRPTO Citizen Transportation Advisory Committee

Title VI and Environmental Justice

Although they are separate, Title VI, Environmental Justice (EJ) and Public Involvement complement one another in ensuring fair and equitable distribution of transportation services and facilities. Effective public involvement not only provides transportation officials with new ideas, but it also alerts them to potential environmental justice concerns during the planning stage of a project. The HRTPO is committed to ensuring that Environmental Justice, as outlined by the 1994 Executive Order, is considered in our planning and outreach efforts, as well as our programs and initiatives, by assuring that all residents of Hampton Roads are represented fairly and not discriminated against in the transportation planning and capital investment process. In addition to adhering to the principles of Environmental Justice, the HRTPO will work to implement Title VI of the Civil Rights Act of 1964. HRTPO goals will be to:

- Comply with the public involvement and Title VI requirements of the Federal and State regulations.
- Provide specific opportunities for local citizens and citizen-based organizations to discuss their views and provide input on the subject areas addressed in plans, projects or policies of the HRTPO.
- Ensure full and fair participation by all potentially affected communities in the transportation decision-making process.
- Inform and educate citizens and other interested parties about ongoing HRTPO planning activities, and their potential role in those activities.
- Maintain the Environmental Justice Roundtable, the purpose of which is to reach out to the diverse populations of Hampton Roads and conduct regular dialogues on the transportation planning process.
- Assess the region's transportation investments relative to the needs of disadvantaged populations, including but not limited to low income and minority populations.
- Investigate the state of accessibility and mobility for disadvantaged populations, with a focus on safety, transit and alternative transportation modes.
- Refine mechanisms for the ongoing review of the TIP and LRTP.
- Continue to refine the Title VI/EJ Methodology in order to incorporate Title VI/EJ analysis into individual studies, programs and plans contained in the HRTPO Unified Planning Work Program (UPWP), such as corridor studies and long-range planning.
- Focus study and plan recommendations on investments that promote quality of life and mitigate adverse impacts for residents of Hampton Roads.
- Utilize Public Comment Opportunities presented by Partner Agencies (VDOT, DRPT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), and other state and federal agencies) to lend a Title VI/EJ lens to their policies, reports and project documents.

Title VI Legislation and Guidance

Title VI of the Civil Rights Act of 1964 created a foundation for future environmental justice regulations. Since the establishment of Title VI, Environmental Justice has been considered in local, state, and federal transportation projects. Section 42.104 of Title VI and related statutes require Federal agencies to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving Federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion.

The National Environmental Policy Act of 1969 (NEPA) addresses both social and economic impacts of Environmental Justice. NEPA stresses the importance of providing for “all Americans safe, healthful, productive, and aesthetically pleasing surroundings”, and provides a requirement for taking a “systematic, interdisciplinary approach” to aid in considering environmental and community factors in decision making.

The Civil Rights Restoration Act of 1987 further expanded Title VI to include all programs and activities of Federal aid recipients, sub-recipients, and contractors whether those programs and activities are federally funded or not.

On February 11, 1994, President Clinton signed Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. This piece of legislation directed every Federal agency to make Environmental Justice part of its mission by identifying and addressing all programs, policies, and activities that affect human health or the environment so as to identify and avoid disproportionately high and adverse effects on minority populations and low-income populations.

Rather than being reactive, Federal, State, local and tribal agencies must be proactive when it comes to determining better methods to serve the public who rely on transportation systems and services to increase their quality of life.

In April 1997, as a reinforcement to Executive Order 12898, the United States Department of Transportation (DOT) issued an Order on Environmental Justice (DOT Order 5610.2), which summarized and expanded upon the requirements of Executive Order 12898 to include all policies, programs, and other activities that are undertaken, funded, or approved by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), or other U.S. DOT components.

In December 1998, the FHWA issued the FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 6640.23) which mandated the FHWA and all its subsidiaries to implement the principles of Executive Order 12898 and U.S. DOT Order 5610.2 into all of its programs, policies, and activities (see Appendix A).

On October 7, 1999, the FHWA and the FTA issued a memorandum Implementing Title VI Requirements in Metropolitan and Statewide Planning. This memorandum provided clarification for field offices on how to ensure that Environmental Justice is considered during current and future planning certification reviews. The intent of this memorandum

was for planning officials to understand that Environmental Justice is equally as important during the planning stages as it is during the project development stages.

Community Outreach Strategies

The HRTPO has incorporated various strategies to seek out and consider the transportation interests and needs of Hampton Roads residents, including those traditionally underserved by existing transportation systems. These groups are identified as:

- **Low Income** – a person whose household income (or in the case of a community or group, whose median household income) “is at or below the U.S. Department of Health and Human Services poverty guidelines.”
- **Federal Assistance Recipients** – people who receive grants or federal funds. The assistance might be in the form of public housing, food stamps, support services or persons receiving Temporary Assistance for Needy Families (TANF) funds.
- **Minority Populations** - Persons considered to be minorities are identified in the Census as people of African, Hispanic, Asian, American Indian, or Alaskan Native origin (U.S. Census, STF301/Tbl008 and Tbl011; 1990). Executive Order 12898 and the DOT and FHWA Orders on Environmental Justice consider minority persons as persons belonging to any of the following groups:
 - **Black** – a person having origins in any of the black racial groups of Africa
 - **Hispanic** – a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race
 - **Asian American** – a person having origins in the Far East, Southeast Asia, or the Indian subcontinent
 - **American Indian and Alaskan Native** – a person having origins in North America and who maintains cultural identification through tribal affiliation or community recognition

The HRTPO has included various strategies, listed below, specifically to reach these populations. In addition, the HRTPO has substantially increased its efforts to partner with regional agencies to share ideas and incorporate a wide range of ideas into the transportation planning processes.

B. Work Elements (WE)

Work activities include the following:

1. Implement outreach strategies for the development of the 2040 LRTP. This will include public forum(s) where the status of the LRTP can be reviewed and public feedback can be incorporated. The HRTPO school outreach program will be utilized as part of the 2040 LRTP public involvement effort.
2. Develop surveys to be accessed via the HRTPO website, Facebook and libraries throughout the region.

3. Develop opportunities to inform the public by participating in community events and coordinating regional forums on transportation issues, initiatives, and projects. This includes coordination with VDOT, DRPT, FHWA, FTA, HRT, WATA, and HRTPO member jurisdictions.
4. Participate in public meetings, committee meetings and hearings held by the HRTPO, plus those held by local and state governments and the local transit agencies, as appropriate.
5. Respond to information requests from the general public.
6. Implement and review/update the HRTPO Title VI Plan and the HRTPO LEP Plan which includes Title VI, Environmental Justice and related authorities.
7. Provide training for public involvement staff to build, enhance, and broaden public involvement techniques.
8. Develop and implement outreach activities tailored to engage low-income and/or minority communities or households. Key activities include partnering with regional agencies that advocate for and/or provide services for traditionally underserved persons and partnering with area schools to inform and engage students and their parents.
9. Update the Citizens Guide to Transportation Planning.
10. Provide staff support for the Citizen Transportation Advisory Committee (CTAC). This includes providing information about MPO processes, coordinating and facilitating meetings, developing meeting materials, responding to questions as necessary.
11. Provide translation and/or interpreter services on an as-requested basis.
12. Meet with community groups from varied sectors and with varied interests to provide information about the HRTPO's primary purpose and functions and gather input on key issues, programs, and activities they feel are critical.
13. Provide and/or facilitate training for HRTPO staff and CTAC members to enhance public involvement efforts.
14. Revamp and refine the Citizen Transportation Advisory Committee.
15. Create, expand and provide staff support for the Environmental Justice Roundtable. This includes providing information about MPO processes, coordinating and facilitating meetings, developing meeting materials, responding to questions as necessary.

16. Assess the region's transportation investments relative to the needs of disadvantaged populations, including but not limited to low income and minority populations.
17. Enhance and refine the current Title VI/Environmental Justice methodology used to identify Title VI/Environmental Justice communities as well as the benefit/burden analyses (including conducting a broad review of environmental justice methodologies by other agencies and investigating potential data sources).
18. Create an expanded Public Involvement Process aimed at addressing potential disparate impacts of transportation planning projects and policies.
19. Investigate the state of accessibility and mobility for disadvantaged populations, with a focus on safety, transit and alternative transportation modes.
20. Refine mechanisms for the ongoing Title VI/Environmental Justice review of the TIP and Long-Range Transportation Plan.
21. Refine mechanisms for the ongoing Title VI/Environmental Justice Methodology as it pertains to the LRTP and TIP.
22. Incorporate Title VI/EJ analysis into individual studies, programs and plans contained in the HRTPO UPWP, such as corridor studies and long-range planning.

C. End Products

1. WE 1 – School Outreach Summary, including written summary, photos, videos, lesson plans and public comment.
2. WE 2 – Citizen Feedback and survey results for development of the 2040 LRTP. Documentation of outreach activities.
3. WE 6 – Updated Title VI and LEP Plans. Response to Title VI complaints, as appropriate. Report to VDOT in accordance with their reporting procedures.
4. WE 8 – Annual Report of Public Involvement activities.
5. WE 9 – Updated Citizen Guide to Transportation Planning.
6. WE 16-22 – Refined HRTPO Title VI/EJ Benefits and Burdens Methodology.

D. Schedule

1. WE 1 – First Quarter FY 2015.
 2. WE 2 – Fourth Quarter FY 2015.
 3. WE 3-5 - Ongoing.
 4. WE 6 – Fourth Quarter FY 2015.
 5. WE 7 – Ongoing.
 6. WE 8 – Fourth Quarter FY 2015.
 7. WE 9 – First Quarter FY 2015.
 8. WE 10-15 – Ongoing.
 9. WE 16-22 – Fourth Quarter FY 2015.
-

E. Participants

HRTPO, HRT, WATA, VDOT, DRPT, FHWA, FTA, CNU, local governments, general public.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	PL	5303	CO 5303	TOTAL
HRTPO	\$269,000	\$59,100		\$328,100

Budget revised on 6/10/15 (See List of Revisions, Page v, for details)

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5.0 Unified Planning Work Program (UPWP)

A. Background

The Unified Planning Work Program (UPWP) is developed each year by the HRTPO, in cooperation with the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), Hampton Roads Transit (HRT), and Williamsburg Area Transit Authority (WATA), to document the regional transportation planning work proposed to be carried out by the HRTPO, HRT, WATA, and VDOT over the next one or two year period. This task provides for the preparation and maintenance of the UPWP.

B. Work Elements (WE)

Work activities include the following:

1. Maintain the current UPWP. Post any revisions to the current UPWP on the HRTPO website, as necessary.
2. Produce the UPWP for the next fiscal year, as follows:
 - a. Review the latest federal and state information and requirements related to UPWP preparation.
 - b. Identify regional planning priorities.
 - c. Prepare work tasks, staff work assignments, schedules, direct costs, and budgets.
 - d. Secure commitments for local funds to match federal planning funds, as necessary.
 - e. Provide opportunities for public review and comment on the draft UPWP document.
 - f. Prepare the final UPWP document.
 - g. Post the final UPWP document on the HRTPO website.

C. End Products

1. WE 1 – Prepare and process amendments and administrative modifications, as necessary, to the approved FY 2015 UPWP.
2. WE 2 – Produce the FY 2016 UPWP document.

D. Schedule

1. WE 1 – Maintenance of the current year UPWP is an on-going activity.
2. WE 2 – Final HRTPO approval of the FY 2016 UPWP document during the fourth quarter of FY 2015.

E. Participants

HRTPO, local governments, HRT, WATA, VDOT, DRPT, FHWA, FTA, other stakeholders

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	PL	5303		TOTAL
HRTPO	\$45,800	\$20,900		\$66,700

6.0 REGIONAL FREIGHT PLANNING

A. Background

The efficient movement of freight is an important component of transportation. This is particularly true in Hampton Roads, home to the third largest container port on the East Coast. Because of the importance of the ports and freight movement to both the region and the state, the HRTPO has increased its freight planning activity in recent years. In FY 2002, HRTPO staff received the 1998 commodity flow data and performed a comprehensive analysis of freight movement in and out of the region. In addition, the staff collected truck data and vehicle classification counts for nearly 200 locations throughout the region. The results of the freight movement and truck circulation analyses were summarized in the Intermodal Management System (IMS) 2001 report. Six years later the HRTPO staff completed the IMS 2007 report, which included several new elements, such as a review of freight industry terminology, a list of public and private freight data sources, a military freight analysis, a commodity flow data analysis with existing (2004) and projected (2035) conditions and locations of freight bottlenecks within the region. In FY 2012 HRTPO staff produced an update to this IMS report. In FY 2013 HRTPO staff used the new truck component and time-of-day capability of the regional travel demand model to forecast truck volumes and delays in the next 20 years.

In FY 2014, in order to position Hampton Roads to receive funding to improve freight transportation in the region, HRTPO staff responded to MAP-21's requirement (on the national level) of a *Freight Transportation Conditions and Performance Report* and a *National Freight Strategic Plan* by preparing *Positioning Hampton Roads for Freight Infrastructure Funding* which 1) documents the conditions and performance, 2) identifies freight bottlenecks, 3) forecasts truck volumes, and 4) identifies major trade gateways on Hampton Roads highways expected to receive National Freight Network designation.

Given the importance of freight movement to the Hampton Roads region, the HRTPO included freight movements in its Prioritization Tool used for selecting projects for the LRTP and for recommending projects for VDOT's SYIP.

In 2009, the HRTPO created the Freight Transportation Advisory Committee (FTAC), a body comprised of freight experts from public agencies and private companies. According to HRTPO bylaws, the purpose of the FTAC is to 1) "advise the HRTPO Board on regional freight transportation requirements", and 2) "conduct public outreach activities that help HRTPO efforts to explain and help raise awareness of the importance of freight transportation to the region and to collect region-wide public input on these matters."

Federal Planning Factors

The following federal planning factors (PF) guide HRTPO freight planning:

- PF 2 Increase the safety of the transportation system for all motorized and non-motorized users
- PF 4 Increase accessibility and mobility of people and freight
- PF 5 Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation

improvements and State and local planned growth and economic development patterns

PF 6 Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

PF 7 Promote efficient system management and operation

PF 8 Emphasize the preservation of the existing transportation system

B. Work Elements (WE)

Work activities include the following:

On-Going Work

In this section, work which is done each year is described.

1. Freight Transportation Advisory Committee (FTAC)

Virginia Port Authority (VPA) staff will administer the day-to-day operations of the Freight Transportation Advisory Committee (FTAC), including preparation of agendas, note taking during meetings and preparation of minutes, etc.

HRTPO staff will: advise VPA staff regarding HRTPO procedures; post FTAC documents to the HRTPO website; forward FTAC information and recommendations to the HRTPO Board; and prepare technical research and analysis for the FTAC, as necessary.

2. Freight Performance Measurement

- Continue to obtain regional truck data collected by VDOT and update databases
- Track amount of cargo passing monthly through Hampton Roads' ports and its competitors.
- Break out and track port cargo shipments by mode (rail, truck, and barge). Categorize barge shipments as either intra-regional (i.e. running from one local port to another) or intra-state (i.e. running between Hampton Roads and Richmond, such as the 64 Express).
- Begin to discuss/review potential metrics for intermodal projects (utility, viability, and economic vitality) to enhance the current prioritization scoring.

3. Review and comment on freight planning efforts conducted by local, state, and federal agencies. Share methodologies and performance metrics such that efforts by all parties are consistent and methodologies can be easily integrated at all levels.

Special Work

In this section, work which is to be done only in certain years is described.

4. Truck-Delay Impacts of Key Proposed Highway Projects

In order to prepare better data for selecting highway projects to benefit truck movement, HRTPO staff intends to calculate the impact of key proposed highway projects on truck delay. The following parameters are anticipated:

- Truck delay to be measured using regional 4-step transportation model
- Land use scenario: 2040; network: Existing + Committed
- Analysis of highway projects on segments with high existing truck delay (as identified in *Existing and Future Truck Delay in Hampton Roads* [HRTPO, 2013], or that have been identified by the FTAC as strategic freight routes, e.g.:
 - I-64 Peninsula Widening
 - Patriot's Crossing
 - Commonwealth Connector (US 460)
 - I-64 Southside Widening
 - Third Crossing Ph. II (Bowers Hill to Hampton Coliseum)

HRTPO staff will seek input from FTAC at key points during the study.

Once completed, these truck delay impacts can be used as inputs to the Project Prioritization Tool when scoring the subject projects for inclusion in the LRTP or TIP, or for HRTF funding.

C. End Products

1. WE 1 – Documentation of technical research and analysis
2. WE 2 – CMP freight performance reports
3. WE 4 – Truck delay impacts report

D. Schedule

1. WE 1 – As necessary
2. WE 2 – Ongoing
3. WE 3 - Ongoing
4. WE 4 – Quarter 3

E. Participants

HRTPO, VDOT, Localities, VPA, Navy, FHWA, Private Freight Stakeholders

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	PL	5303		TOTAL
HRTPO	\$58,100			\$58,100

7.0 SAFETY AND SECURITY PLANNING

A. Background

1. Safety Planning

In accordance with federal regulations, the safety of the transportation system for all users (motorized and non-motorized) should be considered when selecting projects. HRTPO has a long history of regional safety planning.

In 2001 HRTPO staff began work on the *Regional Safety Study*. Completed in 2004, this study was one of the first studies in the country that examined regional safety issues in detail. The report included general crash data and trends, a detailed analysis of the locations of crashes throughout the region, and an analysis of high crash locations with crash countermeasures.

Since the first *Regional Safety Study* was released, HRTPO staff has updated the *General Crash Data and Trends* report on a biennial basis. Each of the *General Crash Data and Trends* reports includes information on crashes in Hampton Roads on a jurisdictional and regional level, and includes comparisons with other metropolitan areas.

In FY 2013, HRTPO staff began to update parts 2 and 3 of the *Regional Safety Study* conducted in the 2000's. In FY 2013, staff produced a *Crash Trends and Locations* report. In FY 2014, staff produced a *Crash Analysis and Countermeasures* report.

On-going Safety Planning

HRTPO staff supports VDOT in its safety planning efforts. This includes participating on safety-related committees such as the statewide Surface Transportation Safety (STS) and Strategically Targeted Affordable Roadway Solutions (STARS) committees, and participating on Roadway Safety Audits (RSAs) conducted by VDOT and its consultants. HRTPO staff has also assisted VDOT and other state agencies with the creation and implementation of the Strategic Highway Safety Plan.

HRTPO maintains a database and GIS shape file of crashes throughout the region to support regional safety planning efforts, including the Regional Safety Study and usage of the Project Prioritization Tool for selecting projects for the LRTP and for recommending projects for VDOT's SYIP. This crash database is updated annually as VDOT releases the previous year's raw crash data.

2. Security Planning

According to federal regulations, the metropolitan planning process shall address eight planning factors, including security. MPOs are directed to "support homeland security and to safeguard the personal security of all motorized and non-motorized users." (23 CFR 450.306 (e))

This UPWP security task is the transportation planning component of a regional emergency preparedness planning program. Note that the bulk of this program is funded outside the UPWP and conducted by Hampton Roads Planning District Commission (HRPDC) staff.

Emergency Evacuation

Since 1995, HRTPO staff has analyzed the transportation components of local, state, and federal hurricane evacuation studies and plans and recommended improvements to them.

- In 1996, the MPO published the “Hurricane Evacuation Plan Impact Study”, recommending 1) reserving highway evacuation capacity for the geographically disadvantaged cities of Virginia Beach and Norfolk, and 2) leaving the Monitor-Merrimac Memorial Bridge Tunnel (MMMBT) open during evacuation and reversing the Eastbound lanes of I-64 on the Peninsula. (VDOT subsequently added I-64 reversal to its evacuation traffic control plan.)
- In 2002, staff prepared comments on the “Draft Interim Abbreviated Transportation Model” to be used for evacuation analyses.
- In 2004, staff submitted comments to VDOT concerning two VDOT proposals for improving evacuation.
- In 2005 and 2006, staff prepared comments on the draft “Hampton Roads Hurricane Evacuation Route Evaluation” by the Va. Transportation Research Council (VTRC).
- In 2006, staff prepared comments on draft VDOT evacuation-related bid solicitations.
- In 2006, staff prepared comments for EMTASC, Inc. re: modeling for the VERTEX evacuation exercise.
- In 2006, staff conducted an analysis of VDOT’s hurricane traffic control plan and presented recommendations to the VDOT-led Hurricane Evacuation Committee including 1) removing interstate restrictions (tunnel closure, ramp closures, and ramp metering) from VDOT’s hurricane traffic control plan, 2) an annual citizen information campaign, and 3) using both HRBT tubes during lane reversal. (VDOT subsequently removed ramp metering from its plan, and provided for the use of both HRBT tubes during lane reversal.)
- In 2009, staff prepared comments on VDOT’s Sept. 2008 “Hurricane Lane Reversal Plan”.
- In 2009 and 2010, as a member of the Transportation Working Group of the Regional Catastrophic Planning (RCP) Project, staff prepared comments on the draft RCP products.
- In 2010, in response to a request from TTAC to its operations subcommittee (HRTO), staff developed a spreadsheet model which mirrors the Abbreviated Transportation Model developed for the 2008 “Virginia Hurricane Evacuation Study” by FEMA et al, and used the spreadsheet to test VDOT’s hurricane evacuation traffic control plan, recommending 1) leaving the MMMBT open during evacuation, and 2) reversing US-58 in Suffolk. TTAC endorsed the staff recommendations and the HRTPO allocated \$1 million in RSTP to the reversal of US-58.
- In 2011, staff reviewed alternatives for reversing US 58 and provided comments.
- From 2009 thru 2012, as a member of the technical review panel for Phase 3 of the hurricane evacuation research conducted by VTRC (now the Virginia Center for Transportation Innovation and Research, or VCTIR), staff prepared comments on draft study products.

- Since 2005, staff has participated in monthly/quarterly regional evacuation meetings led by VDOT and VDEM.
- In FY 2014, staff prepared *Prioritizing Highway Projects for Improvement of Hurricane Evacuation*.

In addition, HRPDC staff continues to support the implementation of an integrated local, regional and State Crisis Information Management System (CMIS) utilizing WebEOC. Post-Urban Area Security Initiative grant funds, HRPDC Staff is exploring alternative sustainment strategies with the post-grant scaled back funding in coordination with the Regional Emergency Management Technical Advisory Committee and its WebEOC Subcommittee, and the Urban Area Working Group. Community Partners such as the Virginia Regional Peninsula Jail utilize the regional WebEOC implementation in daily and emergency operations. WebEOC information “boards” have been developed to include shelter status, road closures, debris management contractor status, resource requests and significant events. Further board development and training development is ongoing as standard operating procedures are developed and WebEOC is further integrated into daily and emergency operations. Community partners such as VDOT, Universities, Virginia Dominion Power, the Naval Shipyard, Port Authority and others can participate in the sharing of information to make better informed operational decisions and improve coordinated efforts. VDOT Traffic cameras are implemented into WebEOC and can be customized as needed to improve situational awareness (i.e. transferring inmates).

B. Work Elements (WE)

1. Assist VDOT, as requested, in implementation of its Strategic Highway Safety Plan, e.g. via participation in the Surface Transportation Safety (STS) committee and Traffic Records Coordinating Committee (TRCC).
2. Assist VDOT and localities with Roadway Safety Audits (RSAs). HRTPO staff participates in a team (including VDOT and its consultants) that goes to high crash locations, looks for the cause of the problem, and recommends projects that may improve safety. VDOT's consultant then prepares a report for each project and submits it to the VDOT Central Office as a candidate for Highway Safety Improvement Program (HSIP) or Strategically Targeted Affordable Roadway Solutions (STARS) funding.
3. Revise safety databases and GIS shape files with updated crash data.
4. Provide transportation/emergency management analysis for updates to VDOT's “Hurricane Lane Reversal Plan”, as those updates occur.
5. Provide transportation/emergency management recommendations to VDEM for its work, including the Regional Catastrophic Planning effort.
6. Provide transportation recommendations to the Virginia Center for Transportation Innovation and Research (VCTIR) for its evacuation analyses.
7. Support the development and integration of enhanced situational awareness through further development and integration of the WebEOC CMIS.

8. Provide planning and project funding guidance to close regional capability gaps based on Region V Measures and Urban Area Working Group deliberations.

C. End Products

1. WE 3 - Updated safety database and GIS shape file
2. WE 4 – Written analysis of VDOT’s “Hurricane Lane Reversal Plan” and recommended improvements to it.
3. WE 5 – Written transportation / emergency management recommendations to VDEM, e.g. for its Regional Catastrophic Planning effort.
4. WE 6 - Written transportation recommendations to VCTIR for its hurricane analyses, as necessary.

D. Schedule

1. WE 1 – Ongoing
2. WE 2 – Ongoing
3. WE 3 – Ongoing
4. WE 4 – Ongoing
5. WE 5 – Ongoing
6. WE 6 – Ongoing
7. WE 7 – Ongoing
8. WE 8 - Ongoing

E. Participants

HRTPO, HRPDC, local governments, VDOT, DMV, VEDM, VCTIR, and other interested parties.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	PL	5303		TOTAL
HRTPO	\$33,500	\$1,700		\$35,200

8.0 TECHNICAL SUPPORT, RESEARCH, AND SPECIAL STUDIES

8.1 Technical Support, Research, and Coordination

A. Background

At various points during previous fiscal years, event-driven topics have emerged to which staff responded by conducting research and analysis for the HRTPO board. Examples include:

- Unsolicited Public-Private Transportation Act (PPTA) proposals
- Passenger Rail (in response to new federal funding)
- Transit Vision Plan
- Fast Ferry service
- Value Pricing

Unlike UPWP tasks that are mandated in federal regulations, other topics may emerge as important issues during this fiscal year. Although the focus of these issues cannot be anticipated, the likelihood of their emergence can be anticipated.

The federal government intends that transportation planning — funded in part by federal funds — be cooperative, continuing, and comprehensive. To further cooperation, the HRTPO staff assists other agencies involved in transportation planning.

B. Work Elements (WE)

Work activities include the following:

1. Event-Driven Topics
 - a) Define the problem or question that has emerged.
 - b) Research the experience of others in responding to the problem/question.
 - c) Conduct research and analyses of local issues or event-driven topics such as federal and/or state transportation-related policy and legislation, federal, state, and regional transportation funding, and congestion/value pricing.
 - d) Prepare and analyze alternative solutions.
 - e) Recommend actions to the HRTPO board.
2. Assist federal, state, and local governments with projects, as requested. Typical work includes evaluation of PPTA proposals and preparing project level planning studies.
3. Assist VDOT and localities with bicycle and pedestrian planning efforts
4. Research into the development of a regional bicycle and pedestrian plan.

5. Regional Highway Projects and Fixed Guideway Evaluations - Evaluations of major regional projects and fixed-guideway transit are on-going (feasibility studies, Environmental Impact Statement development, etc.). HRTPO staff will participate in these evaluations as needed.
6. Special Work for TTAC and HRTPO – HRTPO staff will conduct analyses requested by TTAC and HRTPO. When such analyses do not fall under any other UPWP sections, staff time will be charged to 8.1 Technical Support. Examples of this work include handling the FY 2013 functional class update for TTAC and preparing the FY 2013 document of procedures for closure river crossings for HRTPO.

C. End Products

1. WE 1 - Documentation of event driven research and analysis, as necessary.
2. WE 2 - For federal, state, and locality-led initiatives, HRTPO staff will share data and provide written analyses, as requested.
3. WE 3 - For bicycle and pedestrian planning, HRTPO staff will provide assistance to VDOT and the localities. End products may include mapping.
4. WE 5 - For evaluations of major regional projects, HRTPO staff will prepare written comments.
5. WE 6 - For special work for TTAC and HRTPO, documentation will be prepared as necessary.

D. Schedule

1. WE 1-6 - The emerging nature of this work precludes the establishment of a schedule.

E. Participants

HRTPO, VDOT, DRPT, VDEM, locality staffs, and other federal, state, and local agencies.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	PL	5303	CO 5303	TOTAL
HRTPO	\$119,200	\$65,200		\$184,400

8.2 Hampton Roads Passenger Rail Study

A. Background

The Virginia Department of Rail and Public Transportation (DRPT) is investigating improved passenger rail service between Richmond and Hampton Roads to ultimately connect to the Southeast, Northeast and Mid-Atlantic regions as an extension of the Southeast High-Speed Rail Corridor (SEHSR). In preparation of this corridor extension, the HRTPO Board approved a resolution in October, 2009, in support of establishing high-speed rail service between Richmond, Petersburg and Norfolk along the Norfolk Southern/Route 460 rail corridor and enhancing the existing intercity passenger rail service between Richmond and Newport News along the CSX/I-64 rail corridor. Furthermore, the resolution strongly identified the need to procure consultant services to advise the HRTPO in positioning Hampton Roads to be more competitive regarding passenger rail funding, and to develop a regional passenger rail campaign and a regional passenger rail service development plan component for the HRTPO 2034 Long-Range Transportation Plan.

During FY 2011, in the interest of improving the region's potential for passenger rail, the HRTPO Board retained the services of a consultant specializing in passenger rail planning. The work of the consultant has resulted in the completion of the following reports:

- Preliminary Vision Plan (Phase 1) – The Preliminary Vision Plan has been completed for the HRTPO and approved by the HRTPO Board in June 2010. The initial findings of the Preliminary Vision Plan demonstrated utility and potential for providing high-speed rail services between Hampton Roads-Richmond-Washington, D.C. This assessment indicated that both corridors are economically and financially feasible as they meet the thresholds established by the Federal Railroad Administration for a public/private partnership to building and operate passenger rail in Hampton Roads. This report was approved by the HRTPO Board at its July 21, 2010 meeting.
- Blueprint Study (Phase 1B) – This “blueprint” program was developed to show the timing, institutional structures and funding requirements for a Passenger Plan with speeds ranging up to 110-mph. The HRTPO Board approved the Blueprint Study in January 2011. The Blueprint Study sets out a 15-20 year program (2010-2030) to bring passenger rail to Hampton Roads. It provides the steps that are required to implement the program – the short and long run timing of steps, key milestones, critical actions and funding availability. It identifies issues that will need to be addressed. This allows the HRTPO to understand its responsibilities and commitment to the process, and how they can get the project developed working with other team members. This report was approved by the HRTPO Board at its January 20, 2011 meeting.
- Norfolk-Richmond Data Collection (Phase 2A) – In support of the October 2009 HRTPO Board resolution, the Phase 2A part of the Hampton Roads Passenger Rail study collects all the data needed to complete the Norfolk- Richmond corridor Vision Plan and the Service Development Plan (SDP) assessment needed by U.S. Department of Transportation (USDOT) FRA to support further planning work on

high speed rail for the Norfolk-Richmond corridor. This phase ensures that the appropriate databases are collected and assembled for the required analysis of the market, routes, technology, and environmental conditions for a service development plan application for the Petersburg to Norfolk passenger rail corridor. This report was approved by the HRTPO Board at its March 21, 2013 meeting.

During FY 2014, the consultant work continued with the Passenger Rail Alternatives Analysis study (Phase 2B). This phase of the study describes the data collection process and the evaluation of routes and technology options needed to complete the Norfolk-Richmond Corridor Vision Plan. The Vision Plan includes the analysis needed to support the preparation of a SDP and Service NEPA that are the key documents needed by USDOT FRA to support further planning work on high speed rail for the Norfolk-Richmond corridor. The Phase 2B work consisted of conducting an evaluation of higher-speed (110 mph) and high-speed (125+ mph) rail options and the assessment of additional passenger rail alternatives beyond the existing Amtrak service to Norfolk.

A. Work Elements (WE)

Work activities include the following:

1. HRTPO staff - Research on innovative multimodal passenger transportation applications.
2. HRTPO staff - Support public efforts to secure passenger rail service in Hampton Roads.
3. Consultant Study – Phase 2B is anticipated to be presented to the HRTPO Board in March 2014 for review and approval. At that time, the HRTPO Board will determine whether to proceed with a supplement to Phase 2B that provides the necessary data collection to complete an alternatives analysis on the Peninsula to Richmond and/or to develop a Service Development Plan and Service NEPA for the Hampton Roads to Richmond corridor.

B. End Products

1. WE3 – Consultant End Product.

C. Schedule

1. WE1 – Ongoing
2. WE2 – Ongoing
3. WE3 – Ongoing

D. Participants

HRTPO, DRPT, VDOT, Consultant, FHWA, FTA, FRA, local governments, local transit agencies, AMTRAK, private railroad companies and the public.

E. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	PL	5303	CMAQ	TOTAL
HRTPO	\$8,781	\$27,700		\$36,481
Consultant			\$86,693 ¹	\$86,693
TOTAL	\$8,781	\$27,700	\$86,693	\$123,174

¹ The \$86,693 in CMAQ funding is for the continuation of the Consultant's work in preparation of a service development plan application.

Budget revised on 6/10/15 (See List of Revisions, Page v, for details)

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8.3 Analyzing and Mitigating the Impact of Tolls at MTT and DTT

A. Background

On December 5, 2011 VDOT signed a comprehensive agreement with Elizabeth River Crossings (ERC) for construction of an additional two-lane tube at the Midtown Tunnel, rehabilitation of the Downtown Tunnel, and extension of the Martin Luther King, Jr. (MLK) Freeway to I-264—including the tolling of the Midtown Tunnel (MTT), Downtown Tunnel (DTT), and MLK Freeway extension. In response, staff began in FY 2013 a multi-year study of documenting and mitigating the impact of tolls on the MTT and DTT. The study effort consists of:

- 1) Comparing the “before” condition to the “after” condition to discover the impact of tolling
- 2) Analyzing affected traffic signals and recommending new timing plans to mitigate the impact of traffic diverted from the tolled facilities.

In FY 2013, HRTPO staff ran the regional model and found that MTT/DTT tolling may:

- Cause traffic volumes to decrease at the tolled tunnels and their approaches:
 - Midtown Tunnel (including Hampton Blvd and Brambleton Ave)
 - Downtown Tunnel (including Berkley Bridge and I-464)
- Cause traffic volumes to increase at other crossings and their approaches:
 - High-Rise Bridge / I-64 (Indian River Rd to Bowers Hill)
 - South Norfolk Jordan Bridge
 - Gilmerton Bridge / Military Highway
 - George Washington Highway (I-64 to Victory Blvd)
 - Cavalier Blvd (Military Hwy to Victory Blvd)
 - Canal Dr (Shell Rd to George Washington Hwy)
 - Shell Rd (Canal Dr to George Washington Hwy)
 - Hampton Roads Bridge Tunnel / I-64

In FY 2013 staff videotaped traffic conditions at these locations to be juxtaposed in FY 2015 to tapings of post-toll conditions in order to visualize the toll impacts, both positive and negative. In FY 2014, prior to tolling, staff photographed traffic conditions at subject locations, and gathered travel time data on key runs.

Tolling began at the DTT and MTT on February 1, 2014. In FY 2014, following the implementation of tolls, staff arranged for the City of Chesapeake to collect turning movement counts at key intersections along affected highways (e.g. Military Highway) to be used by HRTPO staff in FY 2015 for recommending new timing plans to mitigate the impact on Chesapeake arterials of traffic diverted from tolled facilities.

B. Work Elements (WE)

In order to document and mitigate the impact of placing tolls on the Midtown Tunnel (MTT) and Downtown Tunnel (DTT), the following work activities are planned:

1. Gathering a) photo, b) travel time, and c) (if desired) video documentation of “after” travel conditions along the corridors for which “before” video was collected.
2. Gathering “before” and “after” INRIX travel time/speed data along affected corridors.
3. Analyzing “after” turning movement counts at the adversely affected signalized intersections in Chesapeake (identified in FY 2013) using Synchro software to prepare post-tolling timing plans. These timing plans will be given to Chesapeake for implementation. (Note that Portsmouth has arranged for a consultant to assist that city, as necessary, with any adjustments to traffic signals necessitated by the tolling event.)
4. Preparing a report documenting data, analysis, and timing plans.

The following additional work may be done:

5. Gathering data from pertinent continuous count stations—Midtown Tunnel, Downtown Tunnel, Hampton Roads Bridge Tunnel, Gilmerton Bridge, High Rise Bridge, Dominion Blvd. Bridge, Western Freeway, and Hampton Blvd—to compare “before” and “after” traffic volumes.

C. End Products

1. WE 4 – Report documenting data, analysis, and timing plans.

D. Schedule

1. WE 1-5 – Quarter 2.

E. Participants

HRTPO, VDOT, FHWA, City of Chesapeake, and the public.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	PL	SPR	RSTP	TOTAL
HRTPO	\$56,000			\$56,000

8.4 Regional Operations Planning

A. Background

As part of the Congestion Management Process, staff administers the Hampton Roads Transportation Operations (HRTPO) subcommittee, assists VDOT in updating the Intelligent Transportation Systems (ITS) architecture, and leads special operations efforts, as follows:

Hampton Roads Transportation Operations (HRTPO) Subcommittee

The Hampton Roads Transportation Operations (HRTPO) Subcommittee of the HRTPO Transportation Technical Advisory Committee (TTAC) is dedicated to improving transportation operations in the region. Staff administration of HRTPO is described under the “HRTPO Administration” section of this UPWP document.

Intelligent Transportation Systems (ITS) Architecture

As part of a statewide effort, VDOT and its consultants update the Eastern Region ITS Architecture on a recurring basis. This regional ITS architecture, which is a federal requirement, is a framework that guides the development and integration of ITS components and facilitates relationships among various agencies. It also helps establish a consensus concerning future ITS projects and how they will fit into the existing ITS system. In FY2013, VDOT and its on-call consultant began producing an update to the Eastern Region ITS Architecture, which was last updated in 2009.

Special Operations Efforts

In 1995 VDOT and the HRTPO developed, using the aid of a consultant, an Intelligent Transportation Systems (ITS) strategic plan for Hampton Roads, *COMPARE Hampton Roads, ITS Strategic Deployment Plan*. The MPO’s ITS Committee oversaw the development of an update to the strategic plan in 2000 and the development of a new strategic plan in 2004. (The ITS committee was renamed “HRTPO” in 2009.)

In FY 2013 and FY 2014 HRTPO staff led—via HRTPO—the operators of key river crossings in developing a method of preventing planned closures of river crossings (e.g. for maintenance) from causing unnecessary traffic delays. The products of this effort include:

- *Regional Procedures for Planned Closures at River Crossings* (HRTPO, Jan. 2014)
- Spreadsheet to Calculate River Crossing Closure Impact

B. Work Elements (WE)

Work activities include the following:

1. Hampton Roads Transportation Operations (HRTPO) Subcommittee

Staff support of HRTPO is described under the “HRTPO Administration” section of this UPWP document.

2. Intelligent Transportation Systems (ITS) Architecture

HRTPO staff plans to assist VDOT and its consultant in any modifications of the Eastern Region ITS Architecture.

3. Transportation Operations Strategic Plan for Cities of Hampton Roads

In FY 2015, HRTPO staff plans to administer the preparation by a consultant of a Transportation Operations Strategic Plan for the Cities of Hampton Roads.

The proposed FY 2015 Operations Strategic Plan is intended as a comprehensive effort, replacing the current ITS Strategic Plan. The purpose of the plan is to:

- a. guide the cities of Hampton Roads in improving the operation of the regional transportation system, e.g. via ITS projects, and
- b. guide the HRTPO in the efficient allocation of RSTP and CMAQ funds to operations projects in Hampton Roads.

4. Administration of Procedures for Closures at River Crossings

HRTPO staff monitors the usage of the procedures it helped establish in FY 2014 for operators to follow when closing river crossings (e.g. for maintenance).

HRTPO staff maintains the email list used by operators to notify others of planned closures.

HRTPO staff updates the volumes in the spreadsheet it developed for estimating closure impact.

This plan is intended to complement:

- a) The operations plan that VDOT is currently preparing, and
- b) The technology initiatives outlined in Speaker Howell's "Remarks on the Future of Transportation in Virginia" (delivered 12-9-13 at HRTPO).

C. End Products

1. WE 2 – Revisions to Eastern Region ITS Architecture
2. WE 3 – Transportation Operations Plan for the Cities of Hampton Roads
3. WE 4 – Updated notification email list and impact estimation spreadsheet

D. Schedule

1. WE 1 – Ongoing
2. WE 2 – As needed
3. WE 3 – Quarter 2
4. WE 4 – As needed

E. Participants

HRTPO, VDOT, consultant, and local governments.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	PL	SPR	RSTP	TOTAL
HRTPO	\$2,800		\$20,000	\$22,800
Consultant			\$380,000	\$380,000
TOTAL	\$2,800		\$400,000	\$402,800

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8.5 Future Sea Level Rise / Storm Surge Impacts to Roadways in Hampton Roads

A. Background

In FY 2013 HRTPO staff prepared the report *Roadways Serving the Military and Sea Level Rise / Storm Surge*. In this report staff estimated the sea level rise (SLR) and potential storm surge (SS) threats to the Roadways Serving the Military network (established in an earlier effort), and recommended consideration of SLR/SS in project selection and design.

B. Work Elements (WE)

In FY 2015 HRTPO staff plans to develop a report *Future Sea Level Rise / Storm Surge Impacts to Roadways in Hampton Roads*, estimating the sea level rise (SLR) and storm surge (SS) threats to the Congestion Management Process (CMP) network. This may entail:

- Obtaining the latest sea level rise projections in GIS
- Obtaining the most detailed elevation data available in GIS
- Overlaying the above two to determine possible roadway inundation
- Accounting, as necessary, for difference between elevation GIS data and real roadway elevations

Once the inundation analysis is complete, staff plans to recommend that the HRTPO Board modify its Project Prioritization Tool to give points to projects that improve - or provide an alternative to - existing roadways projected to be inundated in the SLR/SS study.

C. End Products

Final report

D. Schedule

Quarter 4

E. Participants

HRTPO, VDOT, FHWA, local governments, and the public.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	PL	SPR	RSTP	TOTAL
HRTPO	\$30,100			\$30,100

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9.0 HRTPO ADMINISTRATION

A. Background

This task accounts for the administrative support necessary for the maintenance of the Hampton Roads Transportation Planning Organization (HRTPO) processes.

Under the *Intermodal Surface Transportation Efficiency Act (ISTEA)* of 1991, the planning and programming responsibilities of metropolitan planning organizations were significantly increased – becoming broader and more comprehensive. Most of the new requirements were continued and others were added or expanded in the *Transportation Equity Act for the 21st Century (TEA-21)*, signed into law on June 9, 1998; as well as the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*, signed into law on August 10, 2005; and the current federal transportation act, *Moving Ahead for Progress in the 21st Century (MAP-21)*, was signed into law on July 6, 2012.

MAP-21, like the previous federal transportation acts, charges the HRTPO with developing transportation plans and programs that provide for transportation facilities and services that function as an intermodal system. The process for developing these plans and programs is commonly referred to as the 3-C Process. The 3-C Process requires that a Continuing and Comprehensive transportation planning process be carried out Cooperatively by states and local governments.

The HRTPO Board has recognized the importance of proactively advising state and national legislators regarding developing legislation related to transportation. The Board created the Legislative Ad-hoc Committee in January 2010 to focus on legislative issues and advise the Board. HRTPO staff monitors developing legislation and works to keep the Board well-informed with regard to potential impacts of such legislation.

This task includes the purchase of three replacement computers at an average cost of approximately \$2,500 to maintain the technical capability necessary to carry out the activities described in the UPWP.

Work under this task includes preparation of agendas, minutes, and other materials associated with meetings of the HRTPO Board and its advisory committees, as well as staff participation in such meetings.

B. Work Elements (WE)

Work activities include the following:

1. Administration of PL, SPR, and Section 5303 grants.
2. Administration of pass-through agreements with Hampton Roads Transit (HRT) and Williamsburg Area Transit Authority (WATA.)

3. Monitoring and providing HRTPO Board briefings on developing and approved federal and state legislation related to transportation.
4. Preparation of an Annual Legislative agenda for submission to the General Assembly.
5. Preparation of a summary of pre-filed General Assembly legislation.
6. Preparation of a summary of approved General Assembly legislation.
7. Coordination of HRTPO attorney comments/recommendations on legislation.
8. Preparation of quarterly and annual financial reports and summaries of progress during the fiscal year.
9. Preparation of intergovernmental reviews, as necessary.
10. HRTPO staff training – may include technical training as well as participation in workshops and conferences.
11. HRTPO participation in statewide and national organizations including the Virginia Association of Metropolitan Planning Organizations (VAMPO) and the Transportation Research Board (TRB).
12. HRTPO participation in meetings of the Commonwealth Transportation Board (CTB).
13. Updating/revising the HRTPO Board Member Handbook, as necessary.
14. Preparation of agendas, minutes, and associated materials for HRTPO Board and TTAC meetings.
15. Preparation of agendas, minutes, and associated materials for meetings of HRTPO advisory committees and subcommittees, including the following:
 - a) Transportation Technical Advisory Committee (TTAC)
 - b) Transportation Advisory Committee (TAC)
 - c) Citizen Transportation Advisory Committee (CTAC)
 - d) Freight Transportation Advisory Committee (FTAC) – administrative work to be performed by Virginia Port Authority and HRTPO staffs
 - e) Legislative Ad-Hoc Committee
 - f) Transportation Programming Subcommittee (TPS)
 - g) Hampton Roads Transportation Operations (HRTO) Subcommittee
 - h) Long-Range Transportation Plan (LRTP) Subcommittee
 - i) Passenger Rail Task Force
 - j) TRAFFIX Oversight Subcommittee (TOS) – administrative work to be performed by TRAFFIX and HRTPO staffs

16. Participation in technical committees led by federal, state, and local governments. These include, but are not limited to:
 - a) Transportation Research Board (TRB) committees
 - b) System Operations Research Advisory Committee (SORAC)
 - c) Transportation Planning Research Advisory Committee (TPRAC)
 - d) Regional Concept for Transportation Operations – Traffic Incident Management (RCTO-TIM) Committee
17. Participation on advisory committees, as appropriate.
18. Coordination of orientation and other training for HRTPO Board members and members of advisory committees.
19. Provision of interagency coordination and attending meetings of local governments, local transit operators, and state transportation departments, as well as other agencies, as appropriate.

C. End Products

1. WE 1 – Processed and signed PL, Section 5303, and SPR agreements
2. WE 2 – Processed and signed pass-through agreements
3. WE 4 – Annual Legislative Agenda
4. WE 5 – Summary of pre-filed General Assembly legislation
5. WE 6 – Summary of approved General Assembly legislation
6. WE 8 – Quarterly and annual financial and progress reports delivered to VDOT
7. WE 13 – Updates to the HRTPO Board Member Handbook, as necessary
8. WE 14 – Agendas, minutes, and associated materials for monthly HRTPO Board meetings
9. WE 15 – Agendas, minutes, and associated materials for meetings of advisory committees and subcommittees

D. Schedule

1. WE 1 – Grant agreements are generally processed one to two months prior to the beginning of the next state fiscal year
 2. WE 2 – Pass-through agreements are generally processed one to two months prior to the beginning of the next federal fiscal year
 3. WE 3 - Ongoing
 4. WE 4 – Annual Legislative Agenda – 2nd Quarter
 5. WE 5 – Summary of pre-filed General Assembly legislation – 3rd Quarter
 6. WE 6 – Summary of approved General Assembly legislation – 3th Quarter
 7. WE 7 - Ongoing
 8. WE 8 – Financial and progress reports are produced on a quarterly, as well as annual basis
 9. WE 9-13 - Ongoing
 10. WE 14 – Prepared monthly
 11. WE 15 – Prepared as needed
 12. WE 16-19 – Ongoing
-

E. Participants

HRTPO, local governments, HRT, WATA, VDOT, DRPT, FHWA, FTA, other state and federal agencies.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	PL	5303	CO 5303	TOTAL
HRTPO	\$1,061,623	\$4,106	\$36,725	\$1,102,454

Budget revised on 9/25/14 (See List of Revisions, Page v, for details)

Budget revised on 6/10/15 (See List of Revisions, Page v, for details)

10.0 PLANNING BY TRANSIT AGENCIES

10.1 Coordinated Public Transit – Human Services Transportation Plan

A. Background

The Coordinated Public Transit – Human Services Transportation Plan for Hampton Roads was adopted in April 2008 in accordance with provisions of SAFETEA-LU, which required that projects proposed to receive formula funding from three specific Federal Transit Administration (FTA) programs must be derived from a locally developed public transit-human services transportation plan (Coordinated Plan). The Coordinated Plan is meant to enhance access to transportation for elderly, disabled, and low-income individuals, minimize duplication of services, and encourage a cost-effective transportation program. The three FTA programs associated with the Coordinated Plan under SAFETEA-LU were:

- 5310 – Special Needs of Elderly Individuals and Individuals with Disabilities
- 5316 – Job Access and Reverse Commute
- 5317 – New Freedom

The current federal transportation legislation, *Moving Ahead for Progress in the 21st Century* (MAP-21), became effective on October 1, 2012. Map-21 reduced the number of FHWA and FTA programs, but retained the requirement for coordination of human services in FTA's three core grant programs. The Section 5316 JARC program was repealed, but JARC-type projects are eligible activities under the rural (Section 5311) and urban (Section 5307) funding programs. The Section 5317 New Freedom program was also repealed, but New Freedom-type activities are eligible under Section 5310, which has been renamed to Enhanced Mobility of Seniors and Individuals with Disabilities.

Following the enactment of MAP-21, the Coordinated Plan stakeholders met with the Virginia Department of Rail and Public Transportation (DRPT) to discuss a strategy for updating the Coordinated Plan in light of the new legislation and DRPT agreed to lead the effort to update the Coordinated Plan.

During FY 2014, in addition to continuing the process to update the Coordinated Plan, primary work included ongoing monitoring of current subrecipients and one final round of competitive project selection for remaining FY 2011 and FY 2012 JARC and New Freedom funds available under SAFETEA-LU. The primary work activities for FY 2015 include participating with DRPT, HRT, WATA and stakeholders in completing the update to the *Hampton Roads Area Public Transit – Human Services Coordinated Plan*, and assisting DRPT in the evaluation of Section 5310 projects proposed for the Hampton Roads Urbanized Area.

B. Work Elements (WE)

Work activities include the following:

1. Participate in the update of the Coordinated Plan document.

2. Participate in the review and evaluation of project proposals for Hampton Roads Urbanized Area Section 5310 funding.

C. End Products

1. WE 1 – Updated Coordinated Plan document
2. WE 2 – Compilation of projects for recommendation to DRPT for funding under Section 5310

D. Schedule

1. WE 1 – First and Second quarters of FY 2015
2. WE 2 – Third quarter of FY 2015

E. Participants

HRTPO, HRPDC, HRT, WATA, local governments, DRPT, VDOT, human services agencies/organizations, private and private non-profit paratransit service operators, FHWA, FTA, other interested parties.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	5303		TOTAL
HRTPO	\$3,500		\$3,500

10.2 TDCHR – Performance Monitoring and Evaluation

A. Background

The Transportation District Commission of Hampton Roads (TDCHR) is required to meet the demands for public transportation in an effective and efficient manner. The collection of information related to ridership and service efficiencies supports the evaluation of services that, in turn, supports the modification and improvement of existing services and supports the implementation of new services.

B. Work Elements (WE)

The Scope of Work for this project includes the following tasks.

1. **Service Consumption and Performance:** A year end performance report will be developed that Monitor services, collect and assemble information on service characteristics, operating statistics, financial results, service quality, performance measures and ridership data for fixed route, commuter (Express and Work trips) ferry, special services, trolley services, light rail transit, and paratransit services, etc. Data will be used to make adjustments to existing services and to develop recommendations for future services. Data will include boarding and alighting counts, schedule adherence checks, electronic fare box readings, and field surveys.
2. **Recommendations and Documentation:** The annual Transportation Service Program (TSP) proposes specific service modifications and new services to each of our six member cities. Continued compliance with the Americans with Disabilities Act, and Title VI of the Civil Rights Act will also be monitored and evaluated.
3. **Monthly and Annual Reports:** These reports include the update to the monthly ridership reports, annual Transit Development Program, and the annual Transportation Improvement Program which contains a list of capital improvements and the use of flexible funding for innovative and experimental service implementation. The TDCHR staff will continue to coordinate with city and HRTPO staff to develop service and capital improvement plans through the TSP and TIP planning process.

C. End Products

1. WE 1 – Year-end Service Consumption and Performance Report
2. WE 2 – Annual Transportation Service Program
3. WE 3 – Monthly and Annual Reports

D. Schedule

1. WE 1 – Year-end Performance Report – 12/31/14
2. WE 2 - Annual Transportation Service Program (TSP): Draft 10/1/2014; Final 5/30/2015

3. WE 3 - Monitoring and Ridership report – Monthly

E. Participants

HRT and consultant staff as needed

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	5303	CO 5303	TOTAL
HRT	\$0	\$150,00	\$150,000

Budget revised on 9/25/14 (See List of Revisions, Page v, for details)

Budget revised on 3/4/15 (See List of Revisions, Page v, for details)

10.3 WATA – Performance Monitoring and Evaluation

A. Background

The Williamsburg Area Transit Authority (WATA), comprised of the Counties of York and James City, the City of Williamsburg, and the Colonial Williamsburg Foundation, was created on August 28, 2008 to provide planning support for the vision for a seamless regional system.

Initiatives planned will result in nearly 2.6 million trips in fiscal year 2014 to citizens, guests and students of the City of Williamsburg, James City County, York County, Surry County, and the College of William and Mary, also connecting service to Hampton Roads Transit in Newport News and the Historic Triangle. Initiatives include the following:

- Continued appropriate Trolley service connecting commercial/residential areas of Merchants Square (Colonial Williamsburg), High Street (City of Williamsburg) and New Town (James City County).
- Continue evaluation of labor movement strategies for connections between the City of Newport News and the Counties of Charles City, New Kent and Surry to Greater Williamsburg to address a shortage of future labor required for the food service, retail, warehousing and hospitality industries. Evaluation to include transit bus options, active transportation and carpool/vanpools.
- Development of AVL/GPS; improving safety and security, customer service, communications, management and efficiency.
- Planning environmental assessment and development of a staging and financing plan for WATA Transit Facilities. WATA currently leases a facility.
- Continue evaluation of collaboration efforts with other complementary transportation providers in the area for greater mobility for the residents, visitors and tourists in the Greater Williamsburg area.

The collection and analysis of information to ensure this unprecedented system growth is effective and efficient is important to our local, regional, state and federal partners.

B. Work Elements (WE)

The scope of work that supports this need follows.

1. **Objectives and Measures-** Objectives, goals, and strategies are formulated and established as part of the Strategic Management Plan for the Williamsburg Area Transit Authority and to meet planning requirements of our local, state and federal partners. Quantifiable measures and strategies to develop these objectives are established and monitored on a month-to-month basis and incorporated in monthly, quarterly, mid-year, and annual reports to Board, respective Advisory committees and State and Federal partners.
2. **Service Consumption and Performance -** Service monitoring and data collection on service characteristics, (i.e. trip purpose, fares, revenue miles, passenger miles, etc.), service efficiency (cost per mile, revenue to expense ratio, etc.), service effectiveness (riders per mile and hour, etc.), and service quality (i.e. service

disruptions and accidents, customer complaints, vehicle support, etc.) will increase our database a database to help the Board shape policy and meet new State and Federal requirements. The utilization and administration of the Authority's new Intelligent Transportation System (ITS) will allow for the collection of more robust data and information; this information will support the Authority's performance efforts.

Attention to vehicle support will result in an emphasis on performance standards improving customer convenience and safety. Maintenance support standards for ramps/lifts, heating and air conditioning, passenger information and distance between in-service failures will be evaluated. Data is collected with the assistance of administrative and operations personnel on a daily, weekly, and monthly basis, and incorporated in monthly, quarterly, and annual reports. Data is used to adjust established goals and objectives for the Regional Authority.

3. **Evaluate Proposed and Existing Service** - Annual evaluation of the performance of existing services entails the computation of performance data and ratios to determine service effectiveness and efficiency. Performance data developed will be in line with accountability measures reported to the Virginia Department of Rail and Public Transportation and for the Federal Transit Administration National Transit Database. These values are analyzed on a trend basis as needed.

WATA will be determining our current and future needs, via planning support, as a separate activity to conduct a Comprehensive Operational Analysis and Transit Development Plans.

4. **Bus Stop Improvements**- Safe, convenient stop locations conducive to customer needs require continued evaluation and partnerships with the localities, business community and VDOT. Evaluation includes an annual review of the Authority's assets' condition bus stops poles, placards, benches, ramps, shelters and bus signage) and the location of those assets, to be then used for a management and replacement plan. Other aspects of this annual review will include an assessment of amenities in and around stops and evaluating the need for pedestrian improvements such as crosswalks, lighting and bike racks. Such factors as engineering, environmental, usage, and pedestrian safety will be analyzed. Additional resources for shelters through grants and VDOT shelter engineering standards require policy decision as to locations.
5. **System Revenue/Partnership Evaluation**- Implementation of Day, Weekly and Monthly passes, store fronts, and Automated Ticket Vending Machines encouraging use and sale of these fare types reduce bus dwell time, driver cash handling, and reduce customer service incidents. Plans for bus advertising, private support and revenue alternatives will be presented for Board approval to reduce the dependency on governmental support. Partnerships with local agencies and businesses will be maintained and developed in order to support ridership and increase revenue.
6. **Develop Organization Internal Support** – WATA has assumed functions once provided by local government including risk management, procurement, and

information technology. Special emphasis is placed on introducing technology to absorb these functions. The development of an updated staffing plan to meet future organizational needs will improve our customers' experience and coordination with James City County. WATA has hired staff that has the skills to begin to develop and implement a formal internet training structure. This expertise will afford WATA the ability to implement training and documentation for national mandates for safety, security, and emergency preparedness. This also includes formalizing and revising employee evaluations with supporting documentation accrued throughout the year. Evaluation of new processes is needed to ensure the most efficient and effective management of these functions.

7. **Federal Data Requirements-** Reports developed in a number of formats to accommodate local, State, and Federal government needs are provided on a monthly, quarterly, and annual basis. These reports are necessary to show resource usage to various levels of government that support transportation. Federal requirements for Limited English Proficiency, Disadvantaged Business Enterprise and Title VI will require continued attention.
8. **Facility Feasibility Study-** WATA is one the fastest growing Urban Regional Systems that does not own an operational/administrative facility. In preparing for the future we must continue to evaluate direct ownership of a facility to meet future needs. Collaborative efforts with the WATA Board, regional stakeholders, the general public and the Department of Rail and Public Transportation (DRPT) have led to the completion of Project Feasibility. Next steps include updating the location and breadth of new or improved facilities requiring analysis. Once a location is determined, environmental assessment, the development of staging and finance plan, land acquisition and eventually facility design and engineering will be required. Inclusion in the HRTPO Transportation Improvement Program (TIP), Hampton Roads 2034 Long Range Transportation Plan and State Transportation Improvement Program (STIP) remains necessary.

C. End Products

1. WE 1 – FY 2014 WATA Strategic Plan Summary and FY 2014 WATA Strategic Plan updates for mid-year and annual review by staff and the Board of Directors. These reports will promote efficient management and operation of regional transit. Quarterly rider advisory committee meetings will ensure that the Authority is quantitatively and qualitatively meeting the performance requirements of the public and our riders
2. WE 2 – Staff performance reports to help measure efficiency (i.e. cost per mile and per hour, revenue to expense ratio, etc.), service effectiveness (i.e. trips per mile and per hour, and service quality (i.e. revenue service interruptions and accidents) for the Authority to evaluate and plan for enhanced provision of a regional network. Reports generated from data will demonstrate to the public, Board, and local, state, and federal partners the efforts to continue to promote efficient and effective management of transit services.

3. WE 3 – Annual Transportation Development Plan update in coordination with HRTPO funded projects support the implementation of phased improvements that will double service delivery over a two year period (FY 15-16), provide transit to undeserved and areas without service, plus provide transit oriented development alternatives and active transportation (i.e. Trolley service, connection between transit and bicyclist) decreasing the single occupancy cars on our roadways. Service plans include evaluation of additional connections to other Transit Systems (HRT) and adjoining regions, and supporting economic development to help the labor need and increase the number of customers.

WATA Transportation Development Plan annual update supports the following:
a) Increase integration and connectivity between regions and transit properties to meet growth exceeding local, state and national trends
b) supports federal Job Initiatives Policy and Comprehensive Plans of supporting local governments
c) Protect environmental objectives for mixed use transit-oriented development and
d) increase mobility of people across regions that may have limited auto access and/or transportation options.

Continued monitoring and utilization of the ITS system will enhance reporting capabilities, providing the Authority additional and “real time” information for its use in becoming the most efficient and effective for our customers and localities. Additional service (Trolley, Sunday, Frequency, and summer hours) will be regularly monitored with data and statistics to ensure services are effective and they reduce road congestion in the region.

4. WE 4 – Annual inventory of all WATA assets (bus –stops, shelters, facilities) with summary providing condition, security and safety assessment, replacement need and requirements for expanding public amenities. Summary report will aid resource planning for Federal, State and local entities and ensure that public transit assets are preserved and distributed equitably in accordance with Title VI.

Quarterly meetings with the region’s government planning staffs will ensure key factors are initiated in a manner that best meets the growing demand of these assets for the region.

5. WE 5 – Monitoring and evaluation of WATA’s restructured pass program for riders. Execution of WATA’s Vehicle Advertising Program for interior and exterior vehicle advertisement. Products developed promote management efficiency by helping contain contribution requirements by local, state, and federal partners. Continued work with major employers, including those in the theme park, entertainment, and hotel industry in order to increase economic development and revenue, share costs, and increase service awareness and usage.
6. WE 6 – Staffing Plans for WATA have progressed. The purpose is to ensure that organization functions continue to be managed in an efficient and effective manner. WATA continue to operate with functions previously managed through an umbrella of local government. With the implementation of the ITS system WATA will require Dispatch personnel to regularly monitor and manage

the system. The Authority will update its Procurement Manual to ensure its contents reflect the Virginia Public Procurement Act (VPPA) and the Federal Transit Administration (FTA) requirements and guidelines.

7. WE 7 - DRPT performance reports and National Transit Data Base on-going monthly and annual reports. Updates of Limited English Program, Disadvantaged Business Program and Title VI. Title VI updates will include GIS mapping of services ensuring equitable distribution of service mobility to all populations.
8. WE 8 - Hiring of Project Manager or Firm to ensure FTA guidelines for Building a Facility are met in addition to Local and State regulations.

D. Schedule

1. WE 1 –Quarterly, mid-year, and annual reports
2. WE 2 – Ongoing monthly, quarterly, mid-year, and annual reports/presentations to WATA Board
3. WE 3 - Ongoing quarterly, mid-year, and annual Transit Development Plan reports/presentations updates
4. WE 4 – Bi-annual internal review of replacement/expansion needs in Capital Improvement Program and inclusion in twenty year update of operating/capital needs. Quarterly meeting with planning departments.
5. WE 5 – Ongoing monitoring and evaluation of ITS data. Implementation of Authority's Advertising Plan
6. WE 6 – Ongoing activity
7. WE 7 – Ongoing activity
8. WE 8 – Hire Project Manager to oversee Facility Development by September 2014. Project Manager reports monthly to WATA Board and as requested for public input.

E. Participants

WATA Board, Advisory Committee, Consultant, General Public, regional stakeholders, HRTPO, DRPT, HRT, FTA, and other local, state, and federal agencies staff.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	5303		TOTAL
WATA	\$150,000		\$150,000

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10.4 Feasibility/Corridor Studies

A. Background

Feasibility and corridor studies will be conducted for the corridors specified under Work Elements. This will involve the HRTPO, VDOT, DRPT, HRT, WATA, local governments, FHWA, FTA and environmental, resource and permit agencies. The funding amounts reflect the total estimate to complete the respective studies, which may be multi-year tasks. There will also be a reasonable opportunity for citizen participation in this cooperative process.

Feasibility and Corridor Studies are continuing for the evaluation of transportation improvements within the TDCHR Service Area. Continued project development and planning are based on HRTPO and FTA approval, with the potential for project funding agreements between HRT, City and State Governments, and FTA for construction.

B. Work Elements (WE)

Work activities include the following:

1. **Virginia Beach Transit Extension Study (VBTES)** - Complete the Systems Planning/Alternatives Analysis/Supplemental Draft Environmental Impact Statement (AA/SDEIS) for the LRT or BRT fixed guideway extension to the Virginia Beach Ocean Front. This planning work will evaluate and recommend the most appropriate alignment and transit technology to the Virginia Beach Oceanfront. The SDEIS will include the numerous technical planning elements required under the National Environmental Policy Act (NEPA) regulations. These studies will also provide extensive information necessary to further advance planning of the project. Associated bus service improvements and park and ride facilities will be included in these analyses.

Activities may also include beginning the Final EIS (FEIS) and design of the VBTES Locally Preferred Alternative based on results of the AA/SDEIS.

2. **Naval Station Norfolk Transit Extension Study (NSNTES)** - Continue the initial pre-NEPA study for a fixed guideway transit extension between the TIDE light rail system and Naval Station Norfolk. This planning work will develop the projects' Purpose and Need and will identify and recommend potential alignments and transit technologies between the TIDE and the Naval Station. The study will include the numerous technical planning elements to directly support initiation of a Draft Environmental Impact Statement under the National Environmental Policy Act (NEPA) regulations and entry into FTA Project Development. These studies will also provide extensive information necessary to further advance planning of the project. Associated bus service improvements and park and ride facilities will be included in these analyses.

Activities may also include the initiation of a Draft Environmental Impact Statement under the National Environmental Policy Act (NEPA) regulations and entry into FTA Project Development based on recommendations from the pre-NEPA study.

C. End Products

1. WE 1 – VBTES Work Element end product is the DEIS estimated for completion in early CY 2014. Future end products may include the FEIS and Engineering work elements.
2. WE 2 - NSNTES Work Element end product is the Pre-NEPA Report on Potential Alternatives for Future Study. This work element is estimated for completion in mid CY 2014. Future end products may include a DEIS, FEIS, and Engineering work elements.

D. Schedule

1. WE 1 – VBTES Work Element end product DEIS estimated for completion in first or second quarter CY 2014. Schedules for future end products including the FEIS and Engineering work elements are dependent on the results of the DEIS.
2. WE 2 – NSNTES Work Element end product Pre-NEPA Report on Potential Alternatives for Future Study is estimated for completion in second quarter CY 2014. Schedules for future end products including a DEIS, FEIS, and Engineering work elements are dependent on identification of funding sources and the results of the Pre-NEPA Report.

E. Participants

HRT, associated consultants, and/or FTA.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	ELEMENT	UPC	TOTAL RSTP	OBLIGATED TO DATE	FY 2015
HRT	VBTES/ NSNTES*	T9093	\$29.0 M	\$ 7.5 M**	\$ 21.5 M***
HRT/VB	VBTES*	T9108	\$6.2 M	\$ 0.0 M	\$ 6.2 M***

*The UPC T9093 provides funding for both the VBTES and NSNTES projects. UPC T9108 provides funding solely for the VBTES project.

** This includes approximately \$5.7 M and \$1.8 M for the VBTES and NSNTES projects, respectively.

***Multi-year contract for VBTES FEIS/ROD/Design/Engineering will be executed in FY 2015 with a 2 to 4 year schedule. The exact amount of the contract is dependent on future actions with the Virginia Beach City Council on the exact scope of the effort. Actual contract value may be less than the value shown based on the project scope to be determined in late calendar year 2014 / early FY 2015.

10.5 Disadvantaged Business Enterprise Planning

A. Background

On a tri-annual basis, Hampton Roads Transit (HRT) is required to update its DBE Plan and Program for the Federal Transit Administration (FTA). As part of this recurring federal requirement, it is necessary for HRT to measure/identify the availability and utilization of DBEs in the external procurement practices of HRT. Procurement opportunities should also be reviewed and projected on an annual basis. There is also a need to review on a continuing basis HRT's compliance with the DBE Program requirements codified at 49 CFR Part 26. As part of the compliance monitoring process on an on-going basis, HRT is required to review, measure, and evaluate actual performance/compliance with the DBE Program requirements in order to plan realistic DBE participation goals. The ongoing assessment/evaluation process is critical to full compliance with the federal requirements and continuation of funding from the FTA.

B. Work Elements (WE)

Work activities include the following:

1. Annually conduct an internal study of compliance with the DBE Program/Plan requirements. The study will include collaboration with the Virginia Department of Minority Business Enterprise and Metropolitan Airport Authority to determine areas of improvement related to small businesses becoming certified as Virginia DBE firms. The study should identify any areas of non-compliance and recommend strategies to ensure Agency-wide implementation and compliance with the DBE Program requirements and procedures; it will be an on-going efforts with results measured in the increased number of DBE certified firms within the Virginia UCP database.
2. Identify DBE procurement opportunities and plan outreach initiatives to recruit local and specialty DBE firms to participate in HRT's procurement process. As procurements become available, the DBE office will work with area development centers to conduct workshops which focus on the opportunities available and how one is able to position themselves to do business with Hampton Roads Transit. This process will continue throughout the year and its frequency is based on HRT's need for contracted services at any given time. Plan outreach initiatives to ensure that there are ready, willing and capable DBEs to participate in this new economic initiative for Hampton Roads Transit Metropolitan Statistical Area.
3. Development and research into the determination of the agency's overall annual goal and means by which to realize such an established goal. Due to changes made with the federal requirements, the annual overall goal should be submitted every three years; however, HRT will work continuously to ensure that the goal remains feasible on a year to year basis.
4. Quarterly, conduct an informal study of the real availability of certifiable/certified DBEs, MBEs and WBEs in the Hampton Roads Transit's

Metropolitan Statistical Service Area for use by the HRT Procurement Department in soliciting potential vendors.

5. Conduct a review of the procurement opportunities on the new procurements, as well as continued support with the rail project for DBEs, MBEs and WBEs.
6. Submit semi-annual reports via FTA Team: June 1st and December 1st.

C. End Products

1. WE 1 – Assign additional tasks that support findings of Internal DBE study. Example: Evaluation of DBE Best Practices with subsequent push out to procurement and HRT.
2. WE 2 – Increase in the number of DBE certified firms in the Virginia UCP resulting in more opportunities for area businesses within both the Hampton Roads area and Virginia. Established relationships with area business development centers and increased awareness of are opportunities through Hampton Roads Transit. Additional certified DBEs as a result of outreach events based on HRT support and guidance.
3. WE 3 – Assurance that the agency’s overall goal matches federal requirements. While the goal is submitted tri-annually, the DBE goal is evaluated internally on an monthly and annual basis.
4. WE 4 – Conducting an informal study of certifiable/certified DBEs, MBEs, and WBEs in the Hampton Roads MSA will assure a current database for use by HRT procurement and will aide in soliciting potential vendors.
5. WE 5 – Improved tools, certified DBE vendor database, for use in procurement activities of the agency for use by HRT procurement to include rail project.
6. WE 6 – Accountability via Semi-Annual Reporting via FTA’s TEAM.

D. Schedule

The completion of the items is scheduled as follows:

1. WE 1 – Internal DBE Study/Organizational Education: Ongoing
2. WE 2 – DBE Outreach Events: Quarterly (Mar, Jun, Sep, Dec)
3. WE 3 – Continued evaluation of DBE goals
 - i. Monthly: 15th of each month.
 - ii. Annually: Aug 1
4. WE 4 – Update DBE, MBE, WBE database: Quarterly (Jan, Apr, Jul, Oct)
5. WE 5 – DBE/ARRA report submission: Jun 1 and Dec 1
6. WE 6 – Overall agency DBE goal: Annual evaluation Aug 1

E. Participants

HRT staff and consultants.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	5303	CO5303		TOTAL
HRT	\$95,000	\$21,551		\$116,551

Budget revised on 9/25/14 (See List of Revisions, Page v, for details)

Budget revised on 3/4/15 (See List of Revisions, Page v, for details)

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10.6 Regional Transportation Demand Management (TDM) Program (TRAFFIX)

A. Background

The transportation demand management program for Southeastern Virginia (TRAFFIX) is a coordinated regional approach to the mitigation of traffic and traffic congestion to maintain or improve the quality of life for residents by encouraging ridesharing, transit usage, telecommuting, and working with city/regional comprehensive planning agencies for incorporation of TDM alternatives in land use in policy decisions.

This program covers an extensive geographic area to include Hampton Roads, James City County, Eastern Shore, Isle of Wight and the northern counties of North Carolina. TRAFFIX has been functionally organized as follows:

- Sales (to include GoPass365)
- Marketing
- Research, Management, Planning, and Organization
- Administration

The Transportation District Commission of Hampton Roads administers TRAFFIX. It receives and administers program grants. A Traffix Oversight Subcommittee (TOS) is comprised of staff members of HRT, FHWA, VDOT, DRPT, HRTPO, and the region's cities and counties. All are voting members of the TTAC. They provide policy guidance regarding program management. TRAFFIX Program management includes organizational development, strategic planning, program budget/funding, program development, program implementation, coordination, supervision, and special task oriented discussions.

- The TOS reviews the annual work program, provides input, monitors budgets and implementation progress, evaluates program results and suggests changes for more efficient and/or effective operation.
- The TOS-meets at least three times a year.
- The TOS consists of the aforementioned representation and oversees the administration of the TRAFFIX contract, which will be issued through DRPT.

Defined activities for the year include the development of detailed Forecast for GoPass365, Goals and Objectives including a description of work activities, associated staff requirements, budget and evaluation criteria for each activity. The Goals and Objectives are approved by the TOS. The Goals and Objectives are presented and approved by the HRTPO Transportation Technical Advisory Committee. The Goals and Objectives are presented and approved by HRT's Commissioners. Updates will be provided at each TOS meeting. The report will include the following: Activity Description, Progress Update, Budget, and percent complete, as well as periodic reports and program updates will be made to stakeholder groups through various social media components and newsletters.

B. Work Elements (WE)

Work activities include the following:

1. Sales (Outreach)

- a. Identify employers, public and private schools, and any other entity that can benefit from carpooling, van pooling, teleworking, walking/biking to and from work or school in an overarching effort to reduce or mitigate congestion, reduce pollution, provide a more stress free ride to and from work, and enhance the overall quality of life in Hampton Roads.
- b. GoPass365: Designed to teach young riders and choice riders how to use public transportation through a unique program designed to enhance ridership and remove significant numbers of single-occupant vehicles from the region's roads, reduce pollution and provide a more stress free ride to work. This is done through an employee or school paid program that does not cost the rider a fare. This program "future proofs" ridership with a non-dependent (users not depending on public transportation) group of users. This program has grown to include a customer base of over 100,000 potential GoPass365 riders with the recent inclusion of Newport News Shipyard with over 24,000 potential users and a much more vibrant relationship with Naval Station – Norfolk.

2. Marketing

A comprehensive program of advertising, public relations and information is developed to induce and maintain use of TDM programs and services as an ongoing process.

3. Research, Management, Planning and Evaluation

Organization development must continue to be necessary for TRAFFIX. This will include staff recruitment (if necessary), training, and development of support materials. Coordination within HRT and with other transit and non-transit agencies, best practices, and feedback from on-the-job learning will present minor challenges.

C. End Products

1. Prepare report to the TRAFFIX Oversight Subcommittee twice a year and to the TTAC once a year reflecting the identification of employers and schools who are participating in the TDM effort to include VMT's not traveled, pollution not going into the air, etc. GoPass365 - information about the GP365 is also reported. TRAFFIX also completes an Annual Report which is completed within four months of the conclusion of the previous Fiscal Year.
2. To provide a report and information to the TOS and TTAC once a year on the advertising "flight plan" for advertising and the actual visuals to review. These include TV and Radio Commercials, creative brochures, billboards, flyers, web banners and other media opportunities that brand the TRAFFIX name.

3. Develop a tracking report reflecting all alternatives used by employees through the outreach program. Daily reporting by staff will insure Outreach goals and objectives are met. These reports filter into the overall TTAC and TOS reports as noted in “End Products” item 1 above.

D. Schedule

1. Report to TOS in the winter, summer and fall months. Report to TTAC once a year. Annual Report within four months of the conclusion of the previous year.
2. Marketing and Advertising “Flight Plan” begins in February and continues until October of any given year. The “flight plan” is a schedule of marketing and advertising activity to include radio and TV commercials, Internet banners, billboards advertising, flyers, brochures and a host of other media type advertising.
3. This is an on-going mission with clear benchmarks along the way to assure compliance with Goals and Objectives of the Outreach Coordinators, Traffix Administrator, Traffix Management.

Note: It is important to note that the activities of the TRAFFIX staff are very fluid with continuous motion designed to convince drivers not to drive alone or to help them make decisions why it is best to work from home, walk, ride a bike, or join the NuRide data base and be matched with other riders looking for ways to save money and reduce stress.

E. Participants

Internal Participants:

- Three Outreach Coordinators
- One NuRide Coordinator
- One TeleWork!Va Coordinator
- One Traffix Administrator
- One Van Pool Manager/Administration
- One Director of the Traffix Program
- Marketing Staff
- Customer Service Staff

External Participants:

- Local Governments
- State Governments
- Colleges and Universities
- Private Colleges
- 402 major Hampton Roads Employers in FY 2012
- Contacted/contacting over 100,000 employees (employee base) annually (FY 2013) through radio, tv, billboards and/or flyers.
- Participants encompassing the Hampton Roads Metropolitan Planning Area, the Virginia Eastern Shore, and Northeastern North Carolina

- Institutes of higher learning (TCC, ODU, NSU, CNU, HU, TNCC, Everest College, Bryant and Stratton College, Kaplan College, Centura College, Newport News Shipbuilding, and the area's military reservations.)

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	CMAQ		TOTAL
HRT	\$986,503		\$986,503

10.7 Financial Planning

A. Background

This task provides the administrative support necessary for the management of capital programs, financial planning, and grant administration.

B. Work Elements (WE)

Work activities include the following:

1. Prepare budgets and financial documents for the various grants and program requests that HRT submits
2. Perform financial analysis and reviews affecting cost and revenue structures
3. Prepare financial documentation in connection with short and long-range service and capital plans
4. HRT is supposed to review its fare policy and pricing on a biennial (every other year). Staff will review its fare pricing structure and make recommendations to the TDCR at the conclusion of the fare analysis

C. End Products

1. WE 1 – Annual Budgets
2. WE 2 – Financial Analysis
3. WE 3 – Short and Long-range Capital Plans
4. WE 4 – Fare change analysis Report

D. Schedule

1. WE 1 – Annual Budgets: Adopted 5/30/15
2. WE 2 – Financial Analysis: Monthly analysis
3. WE 3 – Short and Long-range Capital Plans: Draft 1/31/15, final 5/30/15
4. WE 4 – Fare change analysis: As needed

E. Participants

HRT and Consultants

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	5307		TOTAL
HRT	\$150,000		\$150,000

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10.8 WATA Transit Development Plan, Comprehensive Operational Analysis, Passenger Profile study and an Organizational analysis

A. Background

Williamsburg Area Transit Authority provides fixed route and ADA demand response service to the Counties of James City, York and Surry, the City of Williamsburg, the College of William and Mary, and the Colonial Williamsburg Foundation. The population of these jurisdictions in 2000 was 123,000, according to the U.S. Census American FactFinder. From 2007 to 2034, these jurisdictions are projected to grow by over 60% to 226,000 with employment of 121,000.

In March 2006, the General Assembly granted permission to form a Regional Transit Authority between the Counties of James City and York, the City of Williamsburg, the College of William and Mary, and the Colonial Williamsburg Foundation. The Authority was established in August 2008. The Counties of James City and York, the City of Williamsburg and The Colonial Williamsburg Foundation are members.

In response to community need increased frequency and Sundays were added to the Regional Transit network through Congestion Mitigation Air Quality Demonstration Grant revenues beginning April 2009. In preparation of exhaustion of these funds along with limited local, state and federal support WATA is requesting support for a Comprehensive Operations Analysis (COA) in shaping a financial plan and operational plan for the future.

Along with conducting the COA the Transportation Development Plan (TDP) is also due to be renewed in FY 2015. The TDP update includes the passenger profile study and an organizational analysis. All of these projects will be focused on collecting the necessary data and updating the forecasting model used by the Board of Directors, especially the mode choice component, through the use of an on-board transit survey. The survey data will be used to update the travel-forecasting model to ensure that the model produces accurate patronage and reflects observed travel patterns for all market segments. The overall goal of the survey and model update efforts is to recalibrate and validate the travel demand model and enhance the region's ability to produce robust and reliable travel forecasts. Throughout the project, the survey team and the model update team will be working in concert to ensure that the data collected by the survey will be sufficient for a full and thorough update of the regional travel demand model's mode choice component, consistent with the Federal Transit Administration ("FTA") requirements. Based on MAP-21 and Williamsburg's status change to small urban, it is vital each of these studies be updated.

In FY 2013, WATA is began the installation of a state-of-the-art Computer Aided Dispatch (CAD)/Automatic Vehicle Location (AVL) system that includes schedule adherence, route adherence, and traveler information output. The new ITS System will change how data is being collected, improving WATA operations with efficient scheduling and decision making through analysis of real time data reports.

B. Work Elements (WE)

Work activities include the following:

1. **Overview of Transit System Service** – Provide an overview of fixed route, trolley and demand response service to meet the American Disability Act. Include a description of areas served and areas not served where future service is under evaluation. Provide an overview of public fleet equipment both directly operated and lease purchased to determine potential efficiencies and effectiveness in their application.
2. **Service and System Evaluation** - Evaluate route-level and system wide performance against current average (passengers per miles or hour) and transit system standards of similar systems identified in WATA Transit Development Plan for fixed route, trolley and demand response services. Evaluation will include performance by route, by day and time of day.

Prepare a retrospective analysis of performance prior to the April 9, 2009 introduction of CMAQ demonstration improvements (i.e. increased frequency, Sunday Service, Trolley service) and to present.

Evaluate changes in patronage, operating costs (i.e. operator overtime) and revenue as a result of these improvements. Identify operational changes, service delivery (i.e. contractual) and other strategies that can meet the challenges of a growing regional transit network while limiting financial reliance on local, state and federal resources.

Document and map existing and future population, land use favorable to transit oriented development and employment densities with an overlay of existing and proposed service alignments.

Participation in key corridor studies and planning efforts where transit operates in order to evaluate efficiencies, opportunities for growth, or system adjustments.

3. **Service Expansion Project Descriptions** – Describe and discuss proposed service expansion in WATA Transit Development Plan and State Transit Improvement Plan. Evaluate whether current direction and priorities need re-evaluation, including existing, increased or contracted service levels.

Evaluation of extending service at the current boundaries of WATA's service area to meet the demand and/or request of riders in those areas, including service at the end of James City County and the Lee Hall area.

4. **Operations Plan** – Describe fixed route and demand response services the operator intends to provide over the next three-five years. In evaluation identify alternative resources (i.e. advertising revenues, student support) other than limited local, state and federal support that can help offset resource needs.
The Authority will continue to assess its services for fixed route and demand response based on the needs of the region. This may include extended service

during throughout the year. The final determination of any additional services will be determined by information from the COA and/or TDP.

5. **Capital Improvement Program** – Evaluate the systems Capital Improvement Program over the next six years and its impact on operational costs. The evaluation is not limited to vehicle replacement or expansion, but includes passenger amenities such as bus stop improvements and shelters and Intelligent Transportation Improvements (i.e. AVL/GPS).

The Authority has a critical need to replace many capital items, primarily our fleet. As it relates to our fleet, we have several vehicles that are beyond their useful life and are scheduled for replacement. Those scheduled for replacement are identified in our vehicle replacement plan that projects both replacement and expansion through 2028. The aged fleet has shown to increase maintenance cost, increase service disruptions, and increase staff time spent on responding to issues related to this fleet. Therefore, the need will be to replace these items according to the scheduled plan or as soon as funds are available to do so.

WATA has a significant need to add additional bus shelters and amenities. The demand for these assets far exceed the funding currently allocated. Therefore, the Authority plans to continue to construct the shelters as shown in our current plan for expansion. With the increase in shelters, WATA also plans to increase the bike racks at these locations to meet the demand of those who request and require a seamless multi-modal option that include pedestrian, bike, and transit.

The Authority's significant investment in our ITS system will support our requests for additional capital items. The system will also require additional staff support and annual maintenance and the associated costs.

6. **Financial Plan** – Develop a financial plan consisting of operational and operating budget forecasts for federal, state, regional, local and fares based on Cost Operational Analysis findings. Develop an operating and capital budget for Fiscal Year 2014 – Fiscal Year 2018. Compare recommendations to WATA current Six Year Plan for the Department of Rail and Public Transportation and TDP. Explain any changes in service hours and miles due to incorporation of CMAQ service demonstration or service reduction.
7. **Comprehensive Operations Monitoring and Evaluation** – Describe the process that will be undertaken periodically to monitor (i.e. development of service standards, labor usage) and evaluate findings and strategies of this Comprehensive Operational Analysis Plan. WTA will use the data and information collected in the COA to properly respond to this work element.

C. End Products

The Cost Operational Analysis (COA) Plan completed will reflect the work elements above and be presented as a formal report for the WATA Board of Directors review and for public input by regional, state federal stakeholders and our citizens. A new Transportation Development Plan completed introducing the MAP-21 changes as well as passenger profile survey data and an overall organizational analysis.

D. Schedule

The above activities are anticipated to be completed in 12 months.

E. Participants

WATA Board, Advisory Committee, Consultant, General Public, regional stakeholders, HRTPO, DRPT, HRT, FTA, and other local, state, and federal agencies staff.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	CO 5303	DRPT	TOTAL
WATA/ CONSULTANT	\$100,000	\$100,000	\$200,000

10.9 Environmental Management System and Sustainability Program

A. Background

In 2009 HRT developed and implemented an Environmental Management System and Sustainability Program based on the ISO 14001:2004 Standard. HRT is also one of the founding signatories of the APTA Sustainability Commitment, and was awarded with the Gold Recognition Level in 2013 – an accomplishment only achieved by six other public transit agencies (at the time) in the United States.

This program has helped HRT to achieve a greater than 10 percent improvement in four key sustainability metrics that are measured and tracked for the APTA Sustainability Commitment. Since the baseline year of 2008, these include reducing water usage by 30%, cutting criteria air pollutant emissions by 59%, and lowering waste by 32%. HRT has also achieved a significant increase in its waste diverted from landfills through recycling by over 200%.

In addition, HRT has reduced vehicle energy use by 9.7% per transit vehicle mile traveled from 2008-2011. It was during this time that HRT purchased multiple hybrid buses, while constructing and opening its first light rail line and LEED designed facility.

In its efforts to lower its impact on the regional environment, HRT also was recognized for:

- Achieving a greater than 5 percent improvement in two sustainability metrics from its baseline year (2008) with reductions in greenhouse gas emissions (6%) and vehicle energy use (10%).
- HRT also has achieved 32 significant action items, including but not limited to the development and implementation of the Environmental Management System and Sustainability Program; the establishment of an agency-wide recycling program, which includes scrap metal, used oil, and single-stream recycling in all occupied HRT facilities; and recognition as a "Model Level River Star" (the highest level of recognition) by the Elizabeth River Project for exhibiting exceptional accomplishments in pollution prevention and wildlife habitat enhancement, and as a community leader in environmental stewardship.

B. Work Elements

1. EMS documents will be developed as needed and regularly updated by the EMS Team and approved by HRT Senior Management, including HRT's Environmental Policy, and EMS procedures for identifying environmental aspects and impacts, legal requirements, establishing objectives and targets, employee roles and responsibilities, training, communication, documentation, emergency preparedness and response, monitoring and measurement, evaluation of compliance, non-conformity corrective and preventive action, control of records, internal audits, and management review.
2. EMS evaluation of environmental compliance and ISO 14001:2004 conformance auditing – HRT's EMS records and documentation will be evaluated against all

applicable environmental regulations and compared against the requirements of the ISO 14001:2004 Standard. Non-compliances and non-conformances (if any) will be identified and Corrective Action Reports will be assigned for completion and documentation.

3. Track and monitor APTA Sustainability Commitment required indicator metrics: water usage, criteria air pollutant emissions, water pollutant discharge, Greenhouse Gas emissions and savings, energy use (facilities and vehicles), recycling/waste levels, operating expenses per unlinked passenger trip and vehicle revenue mile, unlinked passenger trips per capita in service area of operation, and vehicle miles traveled per capita in service area of operation.

C. End Products

1. WE 1 – EMS documents will be compiled into an Environmental Management Policies & Procedures Manual, updated regularly or as-needed, and reviewed and approved by Management annually. These documents shall include EMS Policies and Procedures, as well as all environmental plans, permits, and regulatory compliance documentation.
2. WE 2 – Internal and 3rd Party Audit Reports and Corrective & Preventive Action (CPA) Reports will be completed to verify and document compliances/non-compliances and conformances/non-conformances, along with any applicable corrective actions.
3. WE 3 - Sustainability metrics will be inputted regularly into a tracking spreadsheet, which will track and quantify reductions/improvements for each metric from both the previous year and the baseline year (2008).

D. Schedule

1. WE 1 – The Environmental Management Policies & Procedures Manual will be updated regularly or as-needed, and approved by management on an annual basis.
2. WE 2 – Environmental management documents will be updated regularly and internal audits will be conducted at least annually for applicable environmental permit compliance. In addition, 3rd party EMS conformance audits will be conducted every 3 years if and when HRT decides to pursue ISO 14001 Certification.
3. WE 3 - The Sustainability Metrics spreadsheet will be updated every year to create an Annual Sustainability Progress Report, required for the APTA Sustainability Commitment.

E. Participants

HRT staff with consultant

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	5303	CO 5303	CMAQ	TOTAL
HRT/Consultant			\$150,000	\$150,000

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10.10 TDCHR Public Involvement/Public Information/Publications

A. Background

The Transportation District Commission of Hampton Roads (TDCHR) will continue to develop, establish, and carry out a public involvement process as part of the metropolitan transportation planning process pursuant to the requirements of 23 CFR 450; 49 CFR 613, 635; and 49 U.S.C. Chapter 53, Section 5307.

B. Work Elements

1. Develop and execute public participation activities to inform, engage and involve the public in decision making processes related to the planning and delivery of public transportation services.
2. Disseminate information to the general public and local agencies regarding regional public transit, and assist in coordinated information dissemination through cooperation and collaboration with other stakeholders.
3. Develop and implement strategies, tools and tactics to provide information to HRT customers, specific communities of interest, and the public-at-large concerning public transit services and the processes and programs that support the development and delivery of those services.
4. Develop opportunities to educate the public on HRT and public transportation initiatives and projects (including daily operations; fare and service changes; transit development plans and corridor studies; capital projects; and human services transportation) through regular participation in public forums, workshops, special events, community activities, focus groups, and use of surveys, Web 2.0, and other means.
5. Create and maintain a computer database to facilitate the public involvement and information process.
6. Provide information based on requests from the general public.

C. End Products

WE 1-6 – Public communications materials, a computer database, and educational programs to be produced by HRT/TDCHR.

D. Schedule

WE 1-6 – Ongoing activities.

E. Participants

HRT, general public.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	5307		TOTAL
HRT	\$140,000		\$140,000

10.11 TDCHR Transit Development Plan

A. Background

The Virginia Department of Rail and Public Transportation (DRPT) has an emphasis on investing in transit systems that are meeting the existing demand for public transportation and desire meet the growing demand for improved bus, rail, and ferry transit service through careful coordination of transit and land use planning. As such, DRPT requires that any public transit (bus, rail, ferry) operator receiving state funding prepare, adopt, and submit a six-year Transit Development Plan (TDP) which is to be updated annually. As a result, HRT will complete a TDP with assistance from DRPT. This is an annual requirement.

B. Work Elements (WE)

Work activities include the following:

1. **Overview of Transit System:** Provide an overview of the following elements: History of transit property, Governance structure, Organizational structure, Transit services provided and areas served, Fare structure, Description of revenue and non-revenue vehicle/vessel fleet, Existing facilities, Transit security program, Public outreach
2. **Describe Goals, Objectives and Standards:**
 - Describe the current goals, objectives and standards, and the process for establishing, reviewing, and updating these goals, objectives, and standards
 - Discuss new or revised goals and related objectives and standards, and identify changes from prior TDPs
3. **Service and System Evaluation**
 - Describe the evaluation process and evaluate route-level and system wide performance against current performance standards for each mode and/or type of service (e.g. local, express, or commuter service) for both fixed route and demand responsive services
 - Evaluate the most recent year for which complete data is available
 - Prepare a retrospective analysis of performance (e.g., prior five years) if appropriate for certain evaluation measures
 - Include a peer review of at least three other Virginia transit systems with similar operating parameters where such data is available.
 - Conduct an appropriate onboard ridership surveys (either passengers filling out a survey form or an on/off ride check) to assist in the existing service evaluation process.
 - Conduct User / Stakeholder / Public Input Process
 - Conduct an Origin-Destination survey across the Hampton Roads Transit system to better understand customer travel patterns and demographics and use the results as part of service evaluation across the system.
 - Evaluate recent changes in patronage, operating costs, and operating revenue

- Identify deviations from currently adopted service standards (if they exist for the system) and describe proposed remedies, including service expansion and/or contraction. Use narrative, tables and other graphic formats as warranted. Describe specific solutions to any gaps or service deficiencies for fixed-route and demand responsive services.
- Describe equipment and facility deficiencies, and describe proposed remedies. Provide a summary of the agency's most recent federal Title VI Report and FTA Quadrennial Review if available. Discuss any deficiencies found, and describe related remedial actions. If they are available, attach the most recent Title VI Report and the FTA Triennial Review to the TDP in the appendix.
- Discuss current transit supportive development land use activities or relevant changes in land use policy. Document existing and future proposed Land Use Plans. Identify areas with transit supportive land use, map and compare the existing transit services and how well these services serve these land uses (utilize DRPT's Transit Design Guidelines), identify special generators/destinations and identify community developments scheduled to come on-line within the TDP six-year timeframe.
- Document community bicycle and pedestrian plans (if plans are developed)
- Document and map existing and future population and employment densities (including existing transit service alignments).
- Discuss and document any current or planned ITS projects and programs.

4. Service Expansion Project Descriptions

- Describe each proposed service expansion project
- Ridership estimation
- Estimate each project's capital cost, including: description of secured and/or programmed funds; the conditions imposed on the use of funds and when the funds must be expended
- Capital and operating cost estimates
- Explain any changes in secured or anticipated funding from prior TDPs
- Show project cash flow needs
- Provide current schedule for projects
- Provide anticipated operating expenses and revenue projections
- Discuss any other current or anticipated policy, planning, funding or operating issues that may affect the operations of the existing transit system
- Discuss whether or not the proposed service expansion project (s) is currently contained in the STIP, SYIP, TIP and/or CLRP and if not, when the project is expected to be submitted for inclusion in these documents
- Document the transit service expansion plans on the existing and future land use, population and employment density maps and identify how these transit services support transit support land uses.

5. Operations Plan

- Describe fixed route and demand response services the operator intends to provide over the TDP Period

- From current base operations, the plan will incorporate changes that reflect the ongoing evaluation of services/systems with respect to adopted goals, objectives, standards, etc.
6. **Capital Improvement Program:** Evaluate the system's existing Capital Improvement Program (CIP) to ensure any major capital items are listed in the program document, including but not limited to the following:
 - Vehicle/Vessel replacement, rehabilitation, retrofit, expansion, and reduction policies
 - Major system maintenance and operations facilities: replacement, upgrade, and expansion
 - Passenger Amenities such as bus stop improvements or waiting shelters
 - Tools and equipment: replacement and/or upgrade
 - System expansion: Identify new systems (bus, streetcar, LRT, BRT) route service, operation /capital costs associated with new services
 7. **Financial Plan**
 - Develop a financial plan consisting of the capital and operating budget forecasts; federal, state, regional and local revenue projections; fare policies, etc
 - Develop a six-year operating and CIP budgets
 - State all capital and operating expenses and revenues in year of expenditure dollars, as identified in DRPT's Six-Year Improvement Program
 - Explain any major changes in service hours and miles due to deployment of new service or major service reductions; changes in fare revenue, etc.
 - Separately identify funding sources and amounts to support operating and capital budgets for fixed route and demand responsive services.
 8. **TDP Monitoring and Evaluation**
 - Describe the process that will be undertaken to periodically monitor and evaluate the progress that has been made towards successfully implementing the TDP and integrating it with other internal and external planning documents

C. End Products

A TDP will be developed to reflect the results of the tasks above and follow the report format as stated in the DRPT Transit Development Plan Requirements document.

D. Schedule

The above activities are anticipated to be completed in 8-12 months with an estimated completion date of January 2016.

E. Participants

HRT, DRPT, and associated Consultants.

G. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	5303	CO 5303	Local	TOTAL
HRT/Consultant	\$155,000	\$66,283	\$20,000	\$241,283

Budget revised on 9/25/14 (See List of Revisions, Page v, for details)

Budget revised on 3/4/15 (See List of Revisions, Page v, for details)

11.0 VDOT REGIONAL PLANNING

A. Background

The Transportation and Mobility Planning division (TMPD) is responsible for ensuring the development of long range transportation plans across the Commonwealth that promote a safe, efficient and effective transportation system. TMPD's planning focus is at the statewide level, addressing the accessibility and mobility needs of people and freight on the interstate and primary highway systems. However with TMPD support VDOT's Hampton Roads District Planning Office is responsible for: maintaining the federal metropolitan planning process, conducting small urban area transportation studies, as well as conducting corridor level planning studies that support the project development process. The Hampton Roads District Planning section carries out the charge of maintaining the federal metropolitan process through the review of and assistance with the development and execution of related work elements in the HRTPO's UPWP. Those specific tasks required are noted in the following work elements.

B. Work Elements (WE)

Work activities include the following:

1. Highway System Monitoring and Review

Maintain Highway Inventory; Provide Traffic Data; Check Highway Construction Plans for Conformance with approved HRTPO CLRP Plan and consistency with other HRTPO documents; Intergovernmental Review Process; Site Plan Reviews; Review Transportation Studies; work cooperatively with HRTPO on development of traffic forecast for existing and proposed facilities as part of the long planning system.

Develop and maintain a current inventory of the existing regional highway system. Provide traffic data for input to the transportation plan update process, corridor studies, highway projects and environmental impact studies. Review and comment relative to the conformance of highway construction plans with current transportation plan. Process Notices of Intent and Applications as required by the Intergovernmental Review Process. Address transportation impacts associated with site plan proposals. Review transportation studies and other documents developed as part of the transportation planning process. Review and monitor the data as this system is a data resource to various planning activities.

2. Vehicle Occupancy Counts Conducted at Selected Locations on the Major Highway Facilities Throughout the Region

These vehicle occupancy counts will provide a measure of the results the regional ride-sharing efforts are having on vehicle occupancy and help in planning HOV programs. Occupancy counts will be provided at various locations at different times to be used for auto occupancy factors to adjust the

person trips in the long range planning process throughout the Hampton Roads Region as requested annually.

3. Monitor HOV Facilities and/or Congestion on the Virginia Beach-Norfolk Expressway (I-264) and I-64

Several data items will be collected to evaluate and monitor the HOV lanes on I-264 and I-64 for effectiveness. Since the HOV restrictions have returned on I-264, and the new HOV lanes have opened on I-64, this activity involves the following:

- Hold meetings of the TRAFFIX Oversight Subcommittee
- Conduct vehicle occupancy counts on I-264 and I-64, four locations on the Peninsula and eight locations on the Southside
- Conduct travel time and delay runs on I-264 and I-64, Southside and Peninsula
- Prepare reports containing comparative data items

4. Provide assistance to Hampton Roads TPO, local jurisdictions, and other agencies, via technical support and coordination, concerning transportation, including bicycle and pedestrian issues to support the HRTPO process.

- Monthly coordination meetings with local jurisdictions
- Hold quarterly Hampton Roads District Bicycle and Pedestrian Advisory committee meetings
- Prepare reports and present reports regarding VDOT sponsored transportation activities as requested.

5. Provide Review, Assistance, Support, Processing or Coordination of:

- HRTPO Quarterly and Annual Financial Reports
- Function Classification Updates
- Congestion Management Process
- Regional / Freight Planning activities
- Project level planning, environmental and alternatives assessment
- Long Range Planning process
- Regional Long Range Plan and State Plan consistency
- Transportation Improvement Program
- Unified Planning Work Program
- Transportation Air Quality and Planning activities
- Transportation Database management activities, including GIS data
- Transit Planning Activities
- Public participation program, including Title VI
- Bicycle and Pedestrian Activity
- Preparation of Annual Progress Report
- Support on various HRTPO committees and subcommittees

C. End Products

Effective and Efficient Hampton Roads TPO process that is fully certifiable by FHWA and FTA according to the federal regulations as outlined in MAP-21.

D. Schedule

On-going Activity

E. Participants

HRTPO, VDOT, DRPT, HRT, WATA, FHWA, and local governments

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	SPR		TOTAL
VDOT	\$546,650		\$546,650

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12.0 HRTPO CONTINGENCY FUNDING

A. Background

Due to the unpredictable nature of the current economic climate, the HRTPO has chosen to leave one full-time staff position unfilled. This has resulted in there being an amount of PL funds that cannot be budgeted for personnel charges related to tasks in the FY 2015 UPWP. The HRTPO Contingency Funding task has been included in the FY 2015 UPWP to provide a source of contingency funding for unforeseen activities related to public participation, potential filling of the vacant staff position during the year, or consultant contracts associated with UPWP tasks. This item may also be used as a source of funding for new UPWP tasks that may be approved by the HRTPO Board during the course of FY 2015.

B. Work Elements

Work elements associated with HRTPO contingency funding will be included under the appropriate UPWP task. New UPWP tasks may be created at the discretion of the HRTPO Board, in which case the associated work elements will be included under the new task.

C. End Products

End products associated with HRTPO contingency funding will be included under the appropriate UPWP task. New UPWP tasks may be created at the discretion of the HRTPO Board, in which case the associated end products will be included under the new task.

D. Schedule

Schedules associated with HRTPO contingency funding will be included under the appropriate UPWP task. New UPWP tasks may be created at the discretion of the HRTPO Board, in which case the associated schedules will be included under the new task.

E. Participants

Participants associated with HRTPO contingency funding will be included under the appropriate UPWP task. New UPWP tasks may be created at the discretion of the HRTPO Board, in which case the participants will be included under the new task.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	PL		TOTAL
HRTPO	\$0		\$0

Budget revised on 6/10/15 (See List of Revisions, Page v, for details)

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13.0 Rural Transportation Planning

A. Background

The Hampton Roads Transportation Planning Organization (HRTPO), in cooperation with the Virginia Department of Transportation (VDOT), will continue to develop an ongoing transportation planning process for the rural areas of Hampton Roads, including the City of Franklin and the Counties of Southampton and Surry.

VDOT allocates part of the State Planning and Research (SPR) funding to provide annual transportation planning assistance for non-urbanized areas within the Commonwealth. The Rural Transportation Planning (RTP) Program was created to aid the State in fulfilling the requirements of the State Planning Process to address the transportation needs of non-metropolitan areas. SPR funds appropriated under 23 U.S.C. 307(c) are used in cooperation with VDOT and the Commonwealth of Virginia for transportation planning as required by Section 135, Title 23, U.S. Code. These Federal funds provide 80 percent funding and require a 20 percent local match.

In FY 2015 each planning district commission/regional commission will receive \$58,000 from VDOT's Rural Transportation Planning Assistance Program and each planning district commission/regional commission will provide a local match of \$14,500 to conduct rural transportation planning activities. This resource may be supplemented with additional planning funds, but note that the arrangement of all such funds involves development of a scope of work, approval, and other coordination in the VDOT Transportation Mobility and Planning Division (TMPD) administrative work programs.

The scope of work shall include specific activities as requested by VDOT and/or the Federal Highway Administration. The scope of work may also include activities or studies addressing other transportation planning related issues that may be of specific interest to the region. The criteria for the determination of eligibility of studies for inclusion as part of this work program are based upon 23 U.S.C. 307 (c), State Planning and Research.

During FY 2015, the HRTPO will carry out the following activities:

Program Administration

Rural Transportation Planning (RTP) Administration

The RTP program is designed to facilitate regional participation and consensus building on transportation-related issues through a continuing, comprehensive, and coordinated planning process. This task provides the administrative support necessary for the management and maintenance of the RTP program activities.

This task includes the training of staff as well as the maintenance of GIS software licenses, data, and equipment in order to maintain the technical capability necessary to carry out the activities described in this task.

Program Activities

1. Rural Long-Range Transportation Plan

The HRTPO, in cooperation with VDOT, will continue the statewide initiative begun in FY 2007 to develop and maintain regional long-range transportation plans in rural areas that complement those in the metropolitan areas of the State

In January 2012, the HRTPO Board approved and adopted the Hampton Roads 2035 RL RTP. HRTPO staff will maintain the current RL RTP as well initiate development of the next RL RTP.

2. Congestion Management Process

Based on VDOT's 2005 proposal to use the Rural Transportation Planning Assistance Program to achieve regional long-range planning for rural areas that complement efforts in the metropolitan areas of the State, the HRTPO will continue including its rural localities in the regional Congestion Management Process (CMP).

In FY 2011, an update to the CMP technical report was released. This update included an analysis of traffic volumes, historical trends, congestion, and related issues on the rural CMP network.

In FY 2012, HRTPO prepared an analysis of 2010 archived travel time and speed data on the CMP network provided by Inrix. HRTPO followed this up in FY 2013 with an analysis of congestion levels based on 2012 archived travel time and speed data, as well as an analysis of the reliability of travel times on the regional roadway network. All of these efforts included roadways in the rural localities.

3. Regional Safety Planning

In FY 2013, HRTPO released the *Hampton Roads Regional Safety Study: Crash Trends and Locations* report, which updated the trends in crashes at the jurisdictional and regional levels, and detailed the number and rate of crashes on Interstates and at intersections throughout the region. HRTPO followed in FY 2014 with the *Hampton Roads Regional Safety Study: Crash Analysis and Countermeasures* report, which analyzed high crash locations and recommended countermeasures to improve safety. These efforts included roadways in the rural localities.

4. Technical Assistance and Coordination

Upon request, and in coordination with VDOT and/or the local governments, the HRTPO will provide technical assistance in transportation planning and analysis in accordance with needs identified by rural localities. This task will also include the cost to print any materials related to rural transportation planning.

5. Technical Assistance to the Multimodal Planning Office

In addition, HRTPO will provide support to the Office of Intermodal Planning and Investment, a division of the Office of the Secretary of Transportation.

B. Work Elements

Work activities may include the following:

Program Administration

Rural Transportation Planning Administration

- Administer transportation planning work program activities.
- Complete necessary contracts, invoices, progress reports, correspondence, and grant applications in support of the work program.
- Prepare agendas, minutes, and other materials associated with meetings related to Rural Transportation Planning, as well as staff participation in such meetings.
- Maintain GIS software licenses, data, and equipment.
- HRTPO staff will attend GIS and other technical training as it relates to rural transportation planning as needed.

Program Activities

1. Rural Long-Range Transportation Plan

- Maintain and update the 2035 RL RTP as needed.
- Assist rural localities in conducting outreach in order to increase awareness of the transportation planning process.

2. Congestion Management Process

- Update the CMP database with the most current traffic counts and roadway characteristics. Update the various transportation databases that cover all aspects of the transportation system including roadway use, bridges, aviation, rail, American Community Survey (ACS) data, etc.
- Update the *Volumes, Speeds, and Congestion on Major Roadways in Hampton Roads* report, which will include an analysis of traffic volumes, congestion and reliability on rural roadways based on 2014 archived volume and speed data.

3. Regional Safety Planning

-
- HRTPO staff will continue to maintain and update crash databases and shapefiles for major roadways in the rural areas.
- HRTPO staff will participate in statewide and regional safety-related committees.
- HRTPO staff will participate in roadway safety audits conducted by the State and its consultants.

4. Technical Assistance and Coordination

- Assist localities as needed in the development of detailed transportation plans as part of the local comprehensive plan update.
- Continue to assist in the development of a Bicycle and Pedestrian Plan for Southampton County.

- Continue to coordinate the evaluation of storm water impact to transportation facilities in Southampton County utilizing the storm water on-call consultant for the HRPDC to complete this evaluation.
- Assist VDOT as needed in the development of transportation plans relating to the rural localities in Hampton Roads.
- Participate in outreach meetings and review data as requested by VDOT throughout the fiscal year.

5. Technical Assistance to the Multimodal Planning Office

- Coordinate, as appropriate, with the Office of Intermodal Planning and Investment regarding rural transportation issues.

C. End Products

Program Administration

Rural Transportation Planning Administration

-
- Preparation of agendas, minutes, and associated materials for meetings of the Rural Transportation Technical Committee
- Purchase of materials, equipment, and services as needed to assist staff in work activities.

Program Activities

1. Rural Long-Range Transportation Plan
 - An up-to-date Rural Long-Range Transportation Plan (RLRTP) for the region.
2. Congestion Management Process
 - An updated CMP database set
 - Updated transportation databases
3. Regional Safety Planning – an updated crash database for the region.
 - An updated crash database/shapefile for the region
4. Technical Assistance and Coordination
 - Complete any unfinished tasks relating to the transportation element of the Southampton County Comprehensive Plan
 - Complete any unfinished tasks relating the Bicycle and Pedestrian Plan for Southampton County
 - Complete any unfinished tasks relating to the report summarizing evaluation of storm water impact on transportation facilities in Southampton County

D. Schedule – Program Activities

1. Rural Long-Range Transportation Plan – Ongoing throughout FY 2015

2. Congestion Management Process
 - Updated CMP database – Ongoing throughout FY 2015
 - Updated transportation databases - Ongoing throughout FY 2015
 - Updated *Volumes, Speeds, and Congestion* report – Ongoing throughout FY 2015
3. Regional Safety Planning
 - Updated crash database – Ongoing throughout FY 2015
4. Technical Assistance and Coordination – Ongoing throughout FY 2014
5. Technical Assistance to the Multimodal Planning Office – Ongoing throughout FY 2015

E. Participants

HRTPO, VDOT, DRPT, FHWA, HRPDC, Consultant, local governments, local transit agencies, other state and local agencies, and the public.

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	PL	5303	SPR	TOTAL
HRTPO			\$72,500	\$72,500

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14.0 HRTAC Administration and Support

A. Background

In February 2013, the General Assembly approved the first comprehensive overhaul of the way Virginia pays for its transportation system since 1986. The new transportation funding legislation, referred to as HB2313, is expected to generate hundreds of millions in new transportation dollars annually statewide and includes regional components that will result in significant new funding each year to be used specifically in Hampton Roads. These new regional transportation funds are being placed in the Hampton Roads Transportation Fund (HRTF).

On March 8, 2014, the General Assembly passed legislation included in House Bill 1253 (HB 1253) and related Senate Bill 513 (SB 513), thereby creating the Hampton Roads Transportation Accountability Commission (HRTAC). In accordance with this new legislation, the moneys deposited in the HRTF shall be used solely for new construction projects on new or existing highways, bridges, and tunnels in the localities comprising Planning District 23 as approved by the HRTAC. The legislation further states that the HRTAC shall give priority to those projects that are expected to provide the greatest impact on reducing congestion for the greatest number of citizens residing within Planning District 23 and shall ensure that the moneys shall be used for such construction projects.

The HRTAC consists of 23 members as follows:

- The chief elected officer of the governing body of each of the 14 counties and cities embraced by the HRTAC
- Three members of the House of Delegates who reside in different counties or cities embraced by the HRTAC, appointed by the Speaker of the House
- Two members of the Senate who reside in different counties or cities embraced by the HRTAC, appointed by the Senate Committee on Rules
- The following four nonvoting ex officio members:
 - A member of the Commonwealth Transportation Board who resides in a locality embraced by the HRTAC, appointed by the Governor
 - The Director of the Virginia Department of Rail and Public Transportation or his designee
 - The Commissioner of Highways or his designee
 - The Executive Director of the Virginia Port Authority or his designee

In accordance with the legislation, the HRTAC has the authority to issue bonds and other evidences of debt. In addition, the HRTAC shall control and operate and may impose and collect tolls in amounts established by the HRTAC for the use of any new or improved highway, bridge, or tunnel, to increase capacity on such facility or to address congestion within Planning District 23. The HRTAC is also a responsible public entity under the Public-Private Transportation Act of 1995.

The passed legislation includes the following statement:

. . . the staff of the Hampton Roads Transportation Planning Organization and the Virginia Department of Transportation shall work cooperatively to assist the

proper formation and effective organization of the Hampton Roads Transportation Accountability Commission. Until such time as the Commission is fully established and functioning, the staff of the Hampton Roads Transportation Planning Organization shall serve as its staff, and the Hampton Roads Transportation Organization shall provide the Commission with office space and administrative support. The Commission shall reimburse the Hampton Roads Transportation Planning Organization for the cost of such staff, office space, and administrative support as appropriate.

B. Work Elements (WE)

Work activities include the following:

1. Providing staff support to the Hampton Roads Transportation Accountability Commission (HRTAC), per the stipulation included in HB 1253 or SB 513. Staff support may include:
 - a) Technical support on transportation planning, prioritization, and programming.
 - b) Tracking of revenues and expenditures of funds for which the HRTAC is the responsible entity.
 - c) Administrative support – coordinating meetings, agendas, minutes, correspondence, etc.

C. End Products

1. WE 1 – Reports of revenues and expenditures of funds for which HRTAC is responsible.

D. Schedule

1. WE 1 – Ongoing.

E. Participants

HRTAC, HRTPO, local governments, VDOT, DRPT, VPA, FHWA, other stakeholders

F. Budget, Staff, Funding

(Funding information includes applicable state/local matching funds)

ENTITY	PL	5303	HRTF	TOTAL
HRTPO			\$80,000	\$80,000

APPENDIX A
HRTPO ADVISORY COMMITTEES

HRTPO BOARD AND ADVISORY COMMITTEES

HRTPO Board

The Hampton Roads Transportation Planning Organization (HRTPO) is the metropolitan planning organization (MPO) for the Hampton Roads metropolitan planning area. As such, the HRTPO Board is a federally-mandated transportation policy-making organization comprised of representatives from local, state, and federal governments; transit agencies; and other stakeholders. The voting and non-voting members of the HRTPO Board are listed inside the front cover of this document and on the HRTPO website at www.hrtpo.org.

Transportation Advisory Committee

The Transportation Advisory Committee (TAC) is composed of the chief administrative officer of each HRTPO member locality and local transit agency, plus representatives from VDOT, the Virginia Department of Rail and Public Transportation (DRPT), the Virginia Port Authority (VPA), FHWA, FTA, and other stakeholders. The TAC meets from time to time to act upon matters referred to it by the HRTPO Board.

Transportation Technical Advisory Committee

The Transportation Technical Advisory Committee (TTAC) is composed of transportation engineers and planners from each HRTPO member locality, plus representatives from the local transit agencies, VDOT, DRPT, VPA, FHWA, FTA, and other stakeholders. The TTAC reviews virtually all items that are to come before the HRTPO Board and provides recommendations on actions to be considered by the HRTPO Board.

Citizen Transportation Advisory Committee

The Citizen Transportation Advisory Committee (CTAC) is composed of residents of HRTPO-member localities. CTAC members are appointed by the HRTPO Board. The CTAC serves as an advisory committee to the HRTPO Board.

Freight Transportation Advisory Committee

The Freight Transportation Advisory Committee (FTAC) is composed of people involved in the freight transportation industry. FTAC members are appointed by the HRTPO Board. The FTAC serves as an advisory committee to the HRTPO Board.

Legislative Ad-Hoc Committee

The Legislative Ad-Hoc Committee is composed of appointed HRTPO Board members, including representatives from the Virginia General Assembly and elected officials from Hampton Roads localities, plus local legislative liaisons. The mission of the Committee is: to pursue legislative items that have overwhelming support from the HRTPO Board, to educate the General Assembly and other regions of the State regarding the challenges that face a water area such as Hampton Roads, and to optimize the strengths of the region.

Passenger Rail Task Force

The Passenger Rail Task Force is composed of appointed members of the Transportation Technical Advisory Committee, plus representatives from the local transit agencies, railroads, the Virginia Department of Rail and Public Transportation and other stakeholders. The Task Force meetings are scheduled at key decision making points to ensure that the HRTPO staff, the HRTPO Board, and Task Force fully understand and approve the work underway before the consultant specializing in passenger rail planning proceeds to the next task in the assessment of the potential of higher speed rail as determined by the October 30, 2009 HRTPO Board resolution.

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APPENDIX B
DEFINITIONS

DEFINITIONS

Metropolitan Planning Organization (MPO)

A Metropolitan Planning Organization (MPO) is planning and programming body required by federal law for urbanized areas with populations of 50,000 or greater. The MPO Board is a policy board designated by the Governor and, together with the State and local public transit agencies, is responsible for carrying out the continuing, cooperative, and comprehensive (3-C) metropolitan transportation planning process. Any highway or transit project or program to be constructed or conducted within the Metropolitan Planning Area (MPA) and to be paid for with federal funds must received approval by the MPO Board before any federal funds can be expended. In addition, any highway or transit project deemed to be regionally-significant, regardless of the source(s) of funding, must receive MPO approval to proceed.

MPOs have five core functions:

1. Establish and manage a fair and impartial setting for effective regional decision-making with regard to metropolitan transportation planning and programming;
2. Evaluate transportation alternatives appropriate to the region in terms of its unique needs, issues, and realistically available options;
3. Develop and maintain a fiscally-constrained, Long-Range (at least 20 years) Transportation Plan for the metropolitan planning area ;
4. Develop and maintain a fiscally-constrained Transportation Improvement Program;
5. Involve the public in the four functions listed above.

The Hampton Roads Transportation Planning Organization (HRTPO) is one of fourteen MPOs in the Commonwealth of Virginia. Voting membership of the HRTPO includes elected officials from each of the cities and counties within the metropolitan planning area (MPA), two members of the Virginia Senate and two members of the Virginia House of Delegates, plus one representative from each of the following: the Transportation District Commission of Hampton Roads (TDCHR), the Williamsburg Area Transit Authority (WATA), the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), and the Virginia Port Authority (VPA). Non-voting membership of the HRTPO includes the chairs of the Citizen Transportation Advisory Committee (CTAC) and the Freight Transportation Advisory Committee (FTAC), the chief administrative officers (CAOs) from each of the cities and counties within the MPA, and one representative from each of the following: the Virginia Department of Aviation (VDOA), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Aviation Administration (FAA), the Peninsula Airport Commission, and the Norfolk Airport Authority.

Metropolitan Planning Area (MPA)

The Metropolitan Planning Area (MPA) is the geographic area determined by agreement between the MPO for the area and the Governor. The MPA is the area for which the metropolitan transportation planning and programming process is carried out. The Hampton Roads MPA includes the cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg; the counties of Isle of Wight, James City, and York, and a portion of Gloucester County.

Transportation Management Area (TMA)

A Transportation Management Area (TMA) is an urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation. In addition to meeting all the federal requirements for MPOs, TMAs are responsible for developing a Congestion Management Process (CMP) and are subject to a joint federal certification review of the planning process at least every four years. The Hampton Roads MPA is also a TMA.

Hampton Roads Planning District Commission (HRPDC)

The Hampton Roads Planning District Commission (HRPDC) is one of 21 planning district commissions (PDCs) in the Commonwealth of Virginia. PDCs were created in 1969 pursuant to the Virginia Area Development Act and a regionally executed charter agreement. According to Section 15.2-4207 of the Code of Virginia, the purpose of PDCs is “. . . to encourage and facilitate local government cooperation and state-local cooperation in addressing on a regional basis problems of greater than local significance.”

The Hampton Roads Planning District includes the cities of Chesapeake, Franklin, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg and the counties of Gloucester, Isle of Wight, James City, Southampton, Surry, and York.

The Executive Director/Secretary of the HRPDC manages the daily operations of the HRPDC's professional staff. The HRPDC staff serves as a resource of technical expertise to its member jurisdictions on issues pertaining to economics, physical and environmental planning, and transportation.

The HRPDC provides staff to the HRTPO, pursuant to a memorandum of understanding between the two organizations and the federally-required Metropolitan Planning Agreement. The Executive Director of the HRPDC serves as the Executive Director of the HRTPO. In this role, the Executive Director provides staff support to the HRTPO Board and its committees and plans, organizes, and directs the activities of staff in support of the mission and directions of the HRTPO Board.

Metropolitan Transportation Plan

The metropolitan transportation plan, also called the long-range transportation plan (LRTP), is the official multimodal transportation plan addressing a planning horizon of at least 20 years. Any transportation project that is regionally significant and/or utilizes federal funding must be included in the LRTP. In addition, the LRTP must be financially constrained – meaning it must be shown that there will be sufficient funds to complete the projects included in the plan.

The LRTP is developed and adopted by the HRTPO through a multi-step process every four years.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a short-range fiscal programming document that covers a period of no less than four years. The TIP must be updated at least every four years. The cycle for updating the TIP must be compatible with the Statewide Transportation Improvement Program (STIP) development and approval process. Projects that are included in the TIP must be selected from or be consistent with an approved Long-Range Transportation Plan (LRTP). After approval by the MPO and the Governor, the TIP must be included without change, directly or by reference, in the STIP.

Air Quality Conformity Analysis (Conformity)

Conformity is a requirement of the Clean Air Act that ensures that federal funding and approval are given to transportation plans, programs, and projects that are consistent with the air quality goals established by the State Implementation Plan (SIP). Before the LRTP and TIP can receive final approval by the HRTPO Board, they must be tested for conformity. With respect to the SIP (State Implementation Plan), conformity means that transportation activities will not cause new air quality violations or delay timely attainment of the National Ambient Air Quality Standards (NAAQS).

Other frequently used terms include:

Allocation	The distribution by the Commonwealth Transportation Board (CTB) of federal and state transportation funds to the projects contained in the SYIP. Also, the distribution of Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Regional Surface Transportation Program (RSTP) funds by the MPO.
Attainment	A term that means an area is in compliance with the National Ambient Air Quality Standards (NAAQS) and/or the Clean Air Act (CAA). If an area has been a Nonattainment Area for a particular pollutant and then achieves Attainment, it is usually classified as a Maintenance Area for that pollutant. There are six atmospheric pollutants covered under the CAA. The Hampton Roads area is currently designated as a maintenance area for ozone, the only pollutant for which the region has been in nonattainment in the past.
CMAQ	Congestion Mitigation and Air Quality program - federal funding program created under ISTEA (1991) and continued through the current federal transportation act, SAFETEA-LU. The program directs funds to projects that contribute to meeting the National Ambient Air Quality Standards. CMAQ funds generally may not be used for projects that result in the construction of new highway capacity for single occupant vehicles. CMAQ funds may be available for eligible planning activities that lead to and result in project implementation.

Fiscal Year	Fiscal Year (FY) is a term used to differentiate a budget or financial year from the calendar year. The HRTPO uses the fiscal year used by the Commonwealth of Virginia, which begins on July 1 of one year and ends on June 30 of the following year. The federal fiscal year begins on October 1 of one year and ends on September 30 of the following year. The fiscal year designator typically indicates the year in which the fiscal year ends, for example FY 2010 is usually used to identify the fiscal year that begins in 2009 and ends in 2010.
Local Match	Funds typically required to be provided by recipients of federal or state grant funds in order to obtain such grants. For example (FTA) Section 5303 and (FHWA) PL funds require a 10 percent local match (to be provided by a locality, MPO, or transit agency), plus a 10 percent state match (provided by VDOT or DRPT) in order to match the remaining 80 percent provided by the federal source.
NOx	Nitrogen Oxides – ground level ozone is produced by a chemical reaction between NOx and Volatile Organic Compounds in the presence of sunlight.
Obligations	Commitments made by USDOT agencies to pay out money for federal-aid transportation projects. The TIP serves as the MPO's program of transportation projects for which federal funds have been obligated.
PL	Planning funds available from FHWA for MPO program activities.
Regionally Significant	A transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the transportation network for the metropolitan planning area. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.
Section 5303	Planning funds available from the FTA for MPO program activities.
SIP	State Implementation Plan - Identifies control measures and processes for achieving and maintaining the NAAQS.
SPR	State Planning and Research - federal funds allocated to VDOT and sub-allocated to the HRTPO in support of regional transportation planning activities.
STIP	Statewide Transportation Improvement Program – covers all areas of the State. For each metropolitan area of the State, the STIP shall be developed in cooperation with the MPO designated for the metropolitan area. Each

	metropolitan TIP shall be included without change in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor.
Study Area	Also known as the Metropolitan Planning Area (MPA), this is the area projected to become urbanized within the next 20 years. The MPA defines the area for MPO plans, programs, and studies.
SYIP	Six Year Improvement Program - an annual document approved by the CTB that provides the state's list of federal and state funded transportation projects and programs administered by VDOT and DRPT.
"3-C" Process	Refers to the Continuing, Cooperative and Comprehensive language from the federal legislation that established MPOs; used in reference to the regional transportation planning and programming process.
TCM	Transportation Control Measures used to improve air quality.
TDM	Transportation Demand Management; various transportation control strategies and measures used in managing highway demand.
TAZ	Transportation Analysis Zone - Generally defined as areas of homogeneous activity served by one or two major highways. TAZs serve as the base unit for socioeconomic data characteristics used in various plans, models, and studies.
Urbanized Area	Term used by the U.S. Census Bureau to designate urban areas. These areas generally contain population densities of at least 1,000 persons per square mile in a continuously built-up area of at least 50,000 persons. Factors such as commercial and industrial development, and other types and forms of urban activity centers are also considered.
UPWP	Unified Planning Work Program – a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.
VOC	Volatile Organic Compounds – ground level ozone is produced by a chemical reaction between VOCs and nitrogen oxides (NOx) in the presence of sunlight.

APPENDIX C
FREQUENTLY USED ABBREVIATIONS

FREQUENTLY USED ABBREVIATIONS

5303	Section 5303 (Transit) Planning Funds
5307	Section 5307 (Transit) Capital/Operating Funds
AA	Alternatives Analysis
ACS	American Community Survey
BRT	Bus Rapid Transit
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Process
COE	U.S. Army Corps of Engineers
COMPARE	Congestion Management Plan: A Regional Effort
CTAC	Citizen Transportation Advisory Committee
CTB	Commonwealth Transportation Board
CTPP	Census Transportation Planning Package
DBE	Disadvantaged Business Enterprises
DEIS	Draft Environmental Impact Statement
DRPT	Virginia Department of Rail and Public Transportation
EJ	Environmental Justice
EMS	Environmental Management System
EPA	Environmental Protection Agency
ETC	Employee Transportation Coordinator
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTAC	Freight Transportation Advisory Committee
FY	Fiscal Year (July 1 – June 30)
FFY	Federal Fiscal Year (October 1 – September 30)
GIS	Geographic Information System
HOV	High-Occupancy Vehicle
HRHIM	Hampton Roads Incident Management Committee
HRPDC	Hampton Roads Planning District Commission
HRT	Hampton Roads Transit
HRTF	Hampton Roads Transportation Fund
HRTAC	Hampton Roads Transportation Accountability Commission
HRTO	Hampton Roads Transportation Operations Subcommittee
HRTPO	Hampton Roads Transportation Planning Organization
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
ITSOP	Intelligent Transportation System and Operations Planning Committee
JARC	Job Access and Reverse Commute Program
LEP	Limited English Proficiency
LRTP	Long Range Transportation Plan

LRT	Light Rail Transit
MAP-21	Moving Ahead for Progress in the 21 st Century (2012)
MBE	Minority Business Enterprises
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHS	National Highway System
NHTS	National Household Travel Survey
PL	Planning Funds (FHWA)
PPP	Public Participation Plan
RCTO	Regional Concept of Transportation Operations
RLRTP	Rural Long-Range Transportation Plan
RSTP	Regional Surface Transportation Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
SIP	State Implementation Plan
SPR	State Planning and Research Funds
STIP	Statewide Transportation Improvement Program
SYIP	Six-Year Improvement Program
TAC	Transportation Advisory Committee
TAZ	Transportation Analysis Zone
TDCHR	Transportation District Commission of Hampton Roads (HRT)
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21 st Century (1998)
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPO	Transportation Planning Organization
TTAC	Transportation Technical Advisory Committee
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
VDEM	Virginia Department of Emergency Management
VDEQ	Virginia Department of Environmental Quality
VDOA	Virginia Department of Aviation
VDOT	Virginia Department of Transportation
VFAC	Virginia Freight Advisory Committee
VGIN	Virginia Geographic Information Network
VPA	Virginia Port Authority
VTRANS2025/2035	Virginia Statewide Multimodal Transportation Plan
WATA	Williamsburg Area Transit Authority
WBE	Women Business Enterprises

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APPENDIX D
FEDERAL REGULATIONS APPLICABLE TO MPOS

Subpart A—Transportation Planning and Programming Definitions

§ 450.100 Purpose.

The purpose of this subpart is to provide definitions for terms used in this part.

§ 450.102 Applicability.

The definitions in this subpart are applicable to this part, except as otherwise provided.

§ 450.104 Definitions.

Unless otherwise specified, the definitions in 23 U.S.C. 101(a) and 49 U.S.C. 5302 are applicable to this part.

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/ project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/ project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Alternatives analysis (AA) means a study required for eligibility of funding under the Federal Transit Administration's (FTA's) Capital Investment Grant program (49 U.S.C. 5309), which includes an assessment of a range of alternatives designed to address a transportation problem in a corridor or subarea, resulting in sufficient information to support selection by State and local officials of a locally preferred alternative for adoption into a metropolitan transportation plan, and for the Secretary to make decisions to advance the locally preferred alternative through the project development process, as set forth in 49 CFR part 611 (Major Capital Investment Projects).

Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.

Attainment area means any geographic area in which levels of given criteria air pollutant (e.g., ozone, carbon monoxide, PM10, PM2.5, and nitrogen dioxide) meet the health-based National Ambient Air Quality Standards (NAAQS) for that pollutant. An area may be an attainment area for one pollutant and a nonattainment area for others. A "maintenance area" (see definition below) is not considered an attainment area for transportation planning purposes.

Available funds means funds derived from an existing source dedicated to or historically used for transportation purposes. For Federal funds, authorized and/or appropriated funds and the extrapolation of formula and discretionary funds at historic rates of increase are considered "available." A similar approach may be used for State and local funds that are dedicated to or historically used for transportation purposes.

Committed funds means funds that have been dedicated or obligated for transportation purposes. For State funds that are not dedicated to transportation purposes, only those funds over which the Governor has control may be considered "committed." Approval of a TIP by the Governor is considered a commitment of those funds over which the Governor has control. For local or private sources of funds not

dedicated to or historically used for transportation purposes (including donations of property), a commitment in writing (e.g., letter of intent) by the responsible official or body having control of the funds may be considered a commitment. For projects involving 49 U.S.C. 5309 funding, execution of a Full Funding Grant Agreement (or equivalent) or a Project Construction Grant Agreement with the USDOT shall be considered a multi-year commitment of Federal funds.

Conformity means a Clean Air Act (42 U.S.C. 7506(c)) requirement that ensures that Federal funding and approval are given to transportation plans, programs and projects that are consistent with the air quality goals established by a State Implementation Plan (SIP). Conformity, to the purpose of the SIP, means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. The transportation conformity rule (40 CFR part 93) sets forth policy, criteria, and procedures for demonstrating and assuring conformity of transportation activities.

Conformity lapse means, pursuant to section 176(c) of the Clean Air Act (42 U.S.C. 7506(c)), as amended, that the conformity determination for a metropolitan transportation plan or TIP has expired and thus there is no currently conforming metropolitan transportation plan or TIP.

Congestion management process means a systematic approach required in transportation management areas (TMAs) that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 U.S.C., through the use of operational management strategies.

Consideration means that one or more parties takes into account the opinions, action, and relevant information from other parties in making a decision or determining a course of action.

Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. This definition does not apply to the “consultation” performed by the States and the MPOs in comparing the long-range statewide transportation plan and the metropolitan transportation plan, respectively, to State and Tribal conservation plans or maps or inventories of natural or historic resources (see § 450.214(i) and § 450.322(g)(1) and (g)(2)).

Cooperation means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

Coordinated public transit-human services transportation plan means a locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

Design concept means the type of facility identified for a transportation improvement project (e.g., freeway, expressway, arterial highway, grade-separated highway, toll road, reserved right-of-way rail transit, mixed-traffic rail transit, or busway).

Design scope means the aspects that will affect the proposed facility’s impact on the region, usually as they relate to vehicle or person carrying capacity and control (e.g., number of lanes or tracks to be constructed or added, length of project, signalization, safety features, access control including approximate number and location of interchanges, or preferential treatment for high-occupancy vehicles).

Designated recipient means an entity designated, in accordance with the planning process under 49 U.S.C. 5303, 5304, and 5306, by the chief executive officer of a State, responsible local officials, and publicly-owned operators of public transportation, to receive and apportion amounts under 49 U.S.C. 5336 that are attributable to transportation management areas (TMAs) identified under 49 U.S.C. 5303, or a State regional authority if the authority is responsible under the laws of a State for a capital project and for financing and directly providing public transportation.

Environmental mitigation activities means strategies, policies, programs, actions, and activities that, over time, will serve to avoid, minimize, or compensate for (by replacing or providing substitute resources) the impacts to or disruption of elements of the human and natural environment associated with the implementation of a long-range statewide transportation plan or metropolitan transportation plan. The human and natural environment includes, for example, neighborhoods and communities, homes and businesses, cultural resources, parks and recreation areas, wetlands and water sources, forested and other natural areas, agricultural areas, endangered and threatened species, and the ambient air. The environmental mitigation strategies and activities are intended to be regional in scope, and may not necessarily address potential project-level impacts.

Federal land management agency means units of the Federal Government currently responsible for the administration of public lands (e.g., U.S. Forest Service, U.S. Fish and Wildlife Service, Bureau of Land Management, and the National Park Service).

Federally funded non-emergency transportation services means transportation services provided to the general public, including those with special transport needs, by public transit, private non-profit service providers, and private third-party contractors to public agencies.

Financial plan means documentation required to be included with a metropolitan transportation plan and TIP (and optional for the long-range statewide transportation plan and STIP) that demonstrates the consistency projected sources of Federal, State, local, and private revenues and the costs of implementing proposed transportation system improvements.

Financially constrained or Fiscal constraint means that the metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are “available” or “committed.”

Freight shippers means any business that routinely transports its products from one location to another by providers of freight transportation services or by its own vehicle fleet.

Full funding grant agreement means an instrument that defines the scope of a project, the Federal financial contribution, and other terms and conditions for funding New Starts projects as required by 49 U.S.C. 5309(d)(1).

Governor means the Governor of any of the 50 States or the Commonwealth of Puerto Rico or the Mayor of the District of Columbia.

Illustrative project means an additional transportation project that may (but is not required to) be included in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available.

Indian Tribal government means a duly formed governing body for an Indian or Alaska Native tribe, band, nation, pueblo, village, or community that the Secretary of the Interior acknowledges to exist as an Indian Tribe pursuant to the Federally Recognized Indian Tribe List Act of 1994, Public Law 103–454.

Intelligent transportation system (ITS) means electronics, photonics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.

Interim metropolitan transportation plan means a transportation plan composed of projects eligible to proceed under a conformity lapse and otherwise meeting all other applicable provisions of this part, including approval by the MPO.

Interim transportation improvement program (TIP) means a TIP composed of projects eligible to proceed under a conformity lapse and otherwise meeting all other applicable provisions of this part, including approval by the MPO and the Governor.

Long-range statewide transportation plan means the official, statewide, multimodal, transportation plan covering a period of no less than 20 years developed through the statewide transportation planning process.

Maintenance area means any geographic region of the United States that the EPA previously designated as a nonattainment area for one or more pollutants pursuant to the Clean Air Act Amendments of 1990, and subsequently redesignated as an attainment area subject to the requirement to develop a maintenance plan under section 175A of the Clean Air Act, as amended.

Management system means a systematic process, designed to assist decision-makers in selecting cost effective strategies/actions to improve the efficiency or safety of, and protect the investment in the nation's infrastructure. A management system can include: Identification of performance measures; data collection and analysis; determination of needs; evaluation and selection of appropriate strategies/actions to address the needs; and evaluation of the effectiveness of the implemented strategies/actions.

Metropolitan planning area (MPA) means the geographic area determined by agreement between the metropolitan planning organization (MPO) for the area and the Governor, in which the metropolitan transportation planning process is carried out.

Metropolitan planning organization (MPO) means the policy board of an organization created and designated to carry out the metropolitan transportation planning process.

Metropolitan transportation plan means the official multimodal transportation plan addressing no less than a 20-year planning horizon that is developed, adopted, and updated by the MPO through the metropolitan transportation planning process.

National ambient air quality standard (NAAQS) means those standards established pursuant to section 109 of the Clean Air Act.

Nonattainment area means any geographic region of the United States that has been designated by the EPA as a nonattainment area under section 107 of the Clean Air Act for any pollutants for which an NAAQS exists.

Non-metropolitan area means a geographic area outside a designated metropolitan planning area.

Non-metropolitan local officials means elected and appointed officials of general purpose local government in a non-metropolitan area with responsibility for transportation.

Obligated projects means strategies and projects funded under title 23 U.S.C. and title 49 U.S.C. Chapter 53 for which the supporting Federal funds were authorized and committed by the State or designated recipient in the preceding program year, and authorized by the FHWA or awarded as a grant by the FTA.

Operational and management strategies means actions and strategies aimed at improving the performance of existing and planned transportation facilities to relieve congestion and maximizing the safety and mobility of people and goods.

Project construction grant agreement means an instrument that defines the scope of a project, the Federal financial contribution, and other terms and conditions for funding Small Starts projects as required by 49 U.S.C. 5309(e)(7).

Project selection means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures.

Provider of freight transportation services means any entity that transports or otherwise facilitates the movement of goods from one location to another for others or for itself.

Public transportation operator means the public entity which participates in the continuing, cooperative, and comprehensive transportation planning process in accordance with 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304, and is the designated recipient of Federal funds under title 49 U.S.C. Chapter 53 for transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include school bus, charter, or intercity bus transportation or intercity passenger rail transportation provided by Amtrak.

Regional ITS architecture means a regional framework for ensuring institutional agreement and technical integration for the implementation of ITS projects or groups of projects.

Regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guide-way transit facilities that offer a significant alternative to regional highway travel.

Revision means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an "amendment," while a minor revision is an "administrative modification."

State means any one of the fifty States, the District of Columbia, or Puerto Rico.

State implementation plan (SIP) means, as defined in section 302(q) of the Clean Air Act (CAA), the portion (or portions) of the implementation plan, or most recent revision thereof, which has been approved under section 110 of the CAA, or promulgated under section 110(c) of the CAA, or promulgated or approved pursuant to regulations promulgated under section 301(d) of the CAA and which implements the relevant requirements of the CAA.

Statewide transportation improvement program (STIP) means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

Strategic highway safety plan means a plan developed by the State DOT in accordance with the requirements of 23 U.S.C. 148(a)(6).

Transportation control measure (TCM) means any measure that is specifically identified and committed to in the applicable SIP that is either one of the types listed in section 108 of the Clean Air Act or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the above, vehicle technology-based, fuel-based, and maintenance-based measures that control the emissions from vehicles under fixed traffic conditions are not TCMs.

Transportation improvement program (TIP) means a prioritized listing/ program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

Transportation management area (TMA) means an urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation.

Unified planning work program (UPWP) means a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

Update means making current a long-range statewide transportation plan, metropolitan transportation plan, TIP, or STIP through a comprehensive review. Updates require public review and comment, a 20-year horizon year for metropolitan transportation plans and long-range statewide transportation plans, a four-year program period for TIPs and STIPs, demonstration of fiscal constraint (except for long-range statewide transportation plans), and a conformity determination (for metropolitan transportation plans and TIPs in nonattainment and maintenance areas).

Urbanized area means a geographic area with a population of 50,000 or more, as designated by the Bureau of the Census.

Users of public transportation means any person, or groups representing such persons, who use transportation open to the general public, other than taxis and other privately funded and operated vehicles.

Visualization techniques means methods used by States and MPOs in the development of transportation plans and programs with the public, elected and appointed officials, and other stakeholders in a clear and easily accessible format such as maps, pictures, and/or displays, to promote improved understanding of existing or proposed transportation plans and programs.

Subpart C – Metropolitan Transportation Planning and Programming

§ 450.300 Purpose.

The purposes of this subpart are to implement the provisions of 23 U.S.C. 134 and 49 U.S.C. 5303, as amended, which:

- (a) Sets forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution; and
- (b) Encourages continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth in 23 U.S.C. 134(h) and 49 U.S.C. 5303(h).

§ 450.302 Applicability.

The provisions of this subpart are applicable to organizations and entities responsible for the transportation planning and programming processes in metropolitan planning areas.

§ 450.304 Definitions.

Except as otherwise provided in subpart A of this part, terms defined in 23 U.S.C. 101(a) and 49 U.S.C. 5302 are used in this subpart as so defined.

§ 450.306 Scope of the metropolitan transportation planning process.

- (a) The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:
 - (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 - (2) Increase the safety of the transportation system for motorized and non-motorized users;
 - (3) Increase the security of the transportation system for motorized and non-motorized users;
 - (4) Increase accessibility and mobility of people and freight;
 - (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
 - (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - (7) Promote efficient system management and operation; and
 - (8) Emphasize the preservation of the existing transportation system.

(b) Consideration of the planning factors in paragraph (a) of this section shall be reflected, as appropriate, in the metropolitan transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment, and housing and community development.

(c) The failure to consider any factor specified in paragraph (a) of this section shall not be reviewable by any court under title 23 U.S.C., 49 U.S.C. Chapter 53, subchapter II of title 5, U.S.C. Chapter 5, or title 5 U.S.C. Chapter 7 in any matter affecting a metropolitan transportation plan, TIP, a project or strategy, or the certification of a metropolitan transportation planning process.

(d) The metropolitan transportation planning process shall be carried out in coordination with the statewide transportation planning process required by 23 U.S.C. 135 and 49 U.S.C. 5304.

(e) In carrying out the metropolitan transportation planning process, MPOs, States, and public transportation operators may apply asset management principles and techniques in establishing planning goals, defining TIP priorities, and assessing transportation investment decisions, including transportation system safety, operations, preservation, and maintenance, as well as strategies and policies to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

(f) The metropolitan transportation planning process shall (to the maximum extent practicable) be consistent with the development of applicable regional intelligent transportation systems (ITS) architectures, as defined in 23 CFR part 940.

(g) Preparation of the coordinated public transit-human services transportation plan, as required by 49 U.S.C. 5310, 5316, and 5317, should be coordinated and consistent with the metropolitan transportation planning process.

(h) The metropolitan transportation planning process should be consistent with the Strategic Highway Safety Plan, as specified in 23 U.S.C. 148, and other transit safety and security planning and review processes, plans, and programs, as appropriate.

(i) The FHWA and the FTA shall designate as a transportation management area (TMA) each urbanized area with a population of over 200,000 individuals, as defined by the Bureau of the Census. The FHWA and the FTA shall also designate any additional urbanized area as a TMA on the request of the Governor and the MPO designated for that area.

(j) In an urbanized area not designated as a TMA that is an air quality attainment area, the MPO(s) may propose and submit to the FHWA and the FTA for approval a procedure for developing an abbreviated metropolitan transportation plan and TIP. In developing proposed simplified planning procedures, consideration shall be given to whether the abbreviated metropolitan transportation plan and TIP will achieve the purposes of 23 U.S.C. 134, 49 U.S.C. 5303, and these regulations, taking into account the complexity of the transportation problems in the area. The simplified procedures shall be developed by the MPO in cooperation with the State(s) and public transportation operator(s).

§ 450.308 Funding for transportation planning and unified planning work programs.

(a) Funds provided under 23 U.S.C. 104(f), 49 U.S.C. 5305(d), 49 U.S.C. 5307, and 49 U.S.C. 5339 are available to MPOs to accomplish activities in this subpart. At the State's option, funds provided under 23 U.S.C. 104(b)(1) and (b)(3) and 23 U.S.C. 105 may also be provided to MPOs for metropolitan transportation planning. In addition, an MPO serving an urbanized area with a population over 200,000, as designated by the Bureau of the Census, may at its discretion use

funds sub-allocated under 23 U.S.C. 133(d)(3)(E) for metropolitan transportation planning activities.

(b) Metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 shall be documented in a unified planning work program (UPWP) or simplified statement of work in accordance with the provisions of this section and 23 CFR part 420.

(c) Except as provided in paragraph (d) of this section, each MPO, in cooperation with the State(s) and public transportation operator(s), shall develop a UPWP that includes a discussion of the planning priorities facing the MPA. The UPWP shall identify work proposed for the next one- or two-year period by major activity and task (including activities that address the planning factors in § 450.306(a)), in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds.

(d) With the prior approval of the State and the FHWA and the FTA, an MPO in an area not designated as a TMA may prepare a simplified statement of work, in cooperation with the State(s) and the public transportation operator(s), in lieu of a UPWP. A simplified statement of work would include a description of the major activities to be performed during the next one- or two-year period, who (e.g., State, MPO, public transportation operator, local government, or consultant) will perform the work, the resulting products, and a summary of the total amounts and sources of Federal and matching funds. If a simplified statement of work is used, it may be submitted as part of the State's planning work program, in accordance with 23 CFR part 420.

(e) Arrangements may be made with the FHWA and the FTA to combine the UPWP or simplified statement of work with the work program(s) for other Federal planning funds.

(f) Administrative requirements for UPWPs and simplified statements of work are contained in 23 CFR part 420 and FTA Circular C8100.1B (Program Guidance and Application Instructions for Metropolitan Planning Grants).

§ 450.310 Metropolitan planning organization designation and redesignation.

(a) To carry out the metropolitan transportation planning process under this subpart, a metropolitan planning organization (MPO) shall be designated for each urbanized area with a population of more than 50,000 individuals (as determined by the Bureau of the Census).

(b) MPO designation shall be made by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population, as named by the Bureau of the Census) or in accordance with procedures established by applicable State or local law.

(c) Each Governor with responsibility for a portion of a multistate metropolitan area and the appropriate MPOs shall, to the extent practicable, provide coordinated transportation planning for the entire MPA. The consent of Congress is granted to any two or more States to:

(1) Enter into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under 23 U.S.C. 134 and 49 U.S.C. 5303 as the activities pertain to interstate areas and localities within the States; and

(2) Establish such agencies, joint or otherwise, as the States may determine desirable for making the agreements and compacts effective.

(d) Each MPO that serves a TMA, when designated or redesignated under this section, shall consist of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan planning area, and appropriate State transportation officials. Where appropriate, MPOs may increase the representation of local elected officials, public transportation agencies, or appropriate State officials on their policy boards and other committees as a means for encouraging greater involvement in the metropolitan transportation planning process, subject to the requirements of paragraph (k) of this section.

(e) To the extent possible, only one MPO shall be designated for each urbanized area or group of contiguous urbanized areas. More than one MPO may be designated to serve an urbanized area only if the Governor(s) and the existing MPO, if applicable, determine that the size and complexity of the urbanized area make designation of more than one MPO appropriate. In those cases where two or more MPOs serve the same urbanized area, the MPOs shall establish official, written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among the MPOs.

(f) Nothing in this subpart shall be deemed to prohibit an MPO from using the staff resources of other agencies, non-profit organizations, or contractors to carry out selected elements of the metropolitan transportation planning process.

(g) An MPO designation shall remain in effect until an official redesignation has been made in accordance with this section.

(h) An existing MPO may be redesignated only by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population (including the largest incorporated city, based on population, as named by the Bureau of the Census).

(i) Redesignation of an MPO serving a multistate metropolitan planning area requires agreement between the
Governors of each State served by the existing MPO and units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population (including the largest incorporated city, based on population, as named by the Bureau of the Census).

(j) For the purposes of redesignation, units of general purpose local government may be defined as elected officials from each unit of general purpose local government located within the metropolitan planning area served by the existing MPO.

(k) Redesignation of an MPO (in accordance with the provisions of this section) is required whenever the existing MPO proposes to make:

(1) A substantial change in the proportion of voting members on the existing MPO representing the largest incorporated city, other units of general purpose local government served by the MPO, and the State(s); or

(2) A substantial change in the decision-making authority or decision-making procedures established under MPO by-laws.

(l) The following changes to an MPO do not require a redesignation (as long as they do not trigger a substantial change as described in paragraph (k) of the section):

- (1) The identification of a new urbanized area (as determined by the Bureau of the Census) within an existing metropolitan planning area;
- (2) Adding members to the MPO that represent new units of general purpose local government resulting from expansion of the metropolitan planning area;
- (3) Adding members to satisfy the specific membership requirements for an MPO that serves a TMA; or
- (4) Periodic rotation of members representing units of general-purpose local government, as established under MPO by-laws.

§ 450.312 Metropolitan planning area boundaries.

- (a) The boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan. The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.
- (b) An MPO that serves an urbanized area designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. 7401 *et seq.*) as of August 10, 2005, shall retain the MPA boundary that existed on August 10, 2005. The MPA boundaries for such MPOs may only be adjusted by agreement of the Governor and the affected MPO in accordance with the redesignation procedures described in § 450.310(h). The MPA boundary for an MPO that serves an urbanized area designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. 7401 *et seq.*) after August 10, 2005 may be established to coincide with the designated boundaries of the ozone and/ or carbon monoxide nonattainment area, in accordance with the requirements in § 450.310(b).
- (c) An MPA boundary may encompass more than one urbanized area.
- (d) MPA boundaries may be established to coincide with the geography of regional economic development and growth forecasting areas.
- (e) Identification of new urbanized areas within an existing metropolitan planning area by the Bureau of the Census shall not require redesignation of the existing MPO.
- (f) Where the boundaries of the urbanized area or MPA extend across two or more States, the Governors with responsibility for a portion of the multistate area, MPO(s), and the public transportation operator(s) are strongly encouraged to coordinate transportation planning for the entire multistate area.
- (g) The MPA boundaries shall not overlap with each other.
- (h) Where part of an urbanized area served by one MPO extends into an adjacent MPA, the MPOs shall, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs. Alternatively, the MPOs may adjust their existing boundaries so that the entire urbanized area lies within only one MPA. Boundary adjustments that change the composition of the MPO may require redesignation of one or more such MPOs.

(i) The MPA boundaries shall be reviewed after each Census by the MPO (in cooperation with the State and public transportation operator(s)) to determine if existing MPA boundaries meet the minimum statutory requirements for new and updated urbanized area(s), and shall be adjusted as necessary. As appropriate, additional adjustments should be made to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, reduces access disadvantages experienced by modal systems, and promotes efficient overall transportation investment strategies.

(j) Following MPA boundary approval by the MPO and the Governor, the MPA boundary descriptions shall be provided for informational purposes to the FHWA and the FTA. The MPA boundary descriptions shall be submitted either as a geo-spatial database or described in sufficient detail to enable the boundaries to be accurately delineated on a map.

§ 450.314 Metropolitan planning agreements.

(a) The MPO, the State(s), and the public transportation operator(s) shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State(s), and the public transportation operator(s) serving the MPA. To the extent possible, a single agreement between all responsible parties should be developed. The written agreement(s) shall include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (see § 450.322) and the metropolitan TIP (see § 450.324) and development of the annual listing of obligated projects (see § 450.332).

(b) If the MPA does not include the entire nonattainment or maintenance area, there shall be a written agreement among the State department of transportation, State air quality agency, affected local agencies, and the MPO describing the process for cooperative planning and analysis of all projects outside the MPA within the nonattainment or maintenance area. The agreement must also indicate how the total transportation-related emissions for the nonattainment or maintenance area, including areas outside the MPA, will be treated for the purposes of determining conformity in accordance with the EPA's transportation conformity rule (40 CFR part 93). The agreement shall address policy mechanisms for resolving conflicts concerning transportation-related emissions that may arise between the MPA and the portion of the nonattainment or maintenance area outside the MPA.

(c) In nonattainment or maintenance areas, if the MPO is not the designated agency for air quality planning under section 174 of the Clean Air Act (42 U.S.C. 7504), there shall be a written agreement between the MPO and the designated air quality planning agency describing their respective roles and responsibilities for air quality related transportation planning.

(d) If more than one MPO has been designated to serve an urbanized area, there shall be a written agreement among the MPOs, the State(s), and the public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent metropolitan transportation plans and TIPs across the MPA boundaries, particularly in cases in which a proposed transportation investment extends across the boundaries of more than one MPA. If any part of the urbanized area is a nonattainment or maintenance area, the agreement also shall include State and local air quality agencies. The metropolitan transportation planning processes for affected MPOs should, to the maximum extent possible, reflect coordinated data collection, analysis, and planning assumptions across the MPAs. Alternatively, a single metropolitan transportation plan and/or TIP for the entire urbanized area may be developed jointly by the MPOs in cooperation with their respective planning partners. Coordination efforts and outcomes shall be documented in subsequent transmittals of the UPWP and other planning products, including the metropolitan transportation plan and TIP, to the State(s), the FHWA, and the FTA.

(e) Where the boundaries of the urbanized area or MPA extend across two or more States, the Governors with responsibility for a portion of the multistate area, the appropriate MPO(s), and the public transportation operator(s) shall coordinate transportation planning for the entire multistate area. States involved in such multistate transportation planning may:

(1) Enter into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under this section as the activities pertain to interstate areas and localities within the States; and

(2) Establish such agencies, joint or otherwise, as the States may determine desirable for making the agreements and compacts effective.

(f) If part of an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not designated as a TMA, the adjacent urbanized area shall not be treated as a TMA. However, a written agreement shall be established between the MPOs with MPA boundaries including a portion of the TMA, which clearly identifies the roles and responsibilities of each MPO in meeting specific TMA requirements (e.g., congestion management process, Surface Transportation Program funds sub-allocated to the urbanized area over 200,000 population, and project selection).

§ 450.316 Interested parties, participation, and consultation.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and nonprofit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as

defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.

§ 450.318 Transportation planning studies and project development.

(a) Pursuant to section 1308 of the Transportation Equity Act for the 21st Century, TEA–21 (Pub. L. 105–178), an MPO(s), State(s), or public transportation operator(s) may undertake a multimodal, systems-level corridor or subarea planning study as part of the metropolitan transportation planning process. To the extent practicable, development of these transportation planning studies shall involve consultation with, or joint efforts among, the MPO(s), State(s), and/ or public transportation operator(s). The results or decisions of these transportation planning studies may be used as part of the overall project development process consistent with the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. 4321 *et seq.*) and associated implementing regulations (23 CFR part 771 and 40 CFR parts 1500–1508). Specifically, these corridor or subarea studies may result in producing any of the following for a proposed transportation project:

- (1) Purpose and need or goals and objective statement(s);
- (2) General travel corridor and/or general mode(s) definition (e.g., highway, transit, or a highway/transit combination);
- (3) Preliminary screening of alternatives and elimination of unreasonable alternatives;
- (4) Basic description of the environmental setting; and/or
- (5) Preliminary identification of environmental impacts and environmental mitigation.

(b) Publicly available documents or other source material produced by, or in support of, the transportation planning process described in this subpart may be incorporated directly or by reference into subsequent NEPA documents, in accordance with 40 CFR 1502.21, if:

- (1) The NEPA lead agencies agree that such incorporation will aid in establishing or evaluating the purpose and need for the Federal action, reasonable alternatives, cumulative or other impacts on the human and natural environment, or mitigation of these impacts; and
- (2) The systems-level, corridor, or subarea planning study is conducted with:
 - (i) Involvement of interested State, local, Tribal, and Federal agencies;
 - (ii) Public review;
 - (iii) Reasonable opportunity to comment during the metropolitan transportation planning process and development of the corridor or subarea planning study;
 - (iv) Documentation of relevant decisions in a form that is identifiable and available for review during the NEPA scoping process and can be appended to or referenced in the NEPA document; and
 - (v) The review of the FHWA and the FTA, as appropriate.

(c) By agreement of the NEPA lead agencies, the above integration may be accomplished through tiering (as described in 40 CFR 1502.20), incorporating the subarea or corridor planning study into the draft Environmental Impact Statement (EIS) or Environmental Assessment, or other means that the NEPA lead agencies deem appropriate.

(d) For transit fixed guideway projects requiring an Alternatives Analysis (49 U.S.C. 5309(d) and (e)), the Alternatives Analysis described in 49 CFR part 611 constitutes the planning required by section 1308 of the TEA–21. The Alternatives Analysis may or may not be combined with the preparation of a NEPA document (e.g., a draft EIS). When an Alternatives Analysis is separate from the preparation of a NEPA document, the results of the Alternatives Analysis may be used during a subsequent environmental review process as described in paragraph (a).

(e) Additional information to further explain the linkages between the transportation planning and project development/NEPA processes is contained in Appendix A to this part, including an explanation that it is nonbinding guidance material.

§ 450.320 Congestion management process in transportation management areas.

(a) The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 through the use of travel demand reduction and operational management strategies.

(b) The development of a congestion management process should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the TIP. The level of system performance deemed acceptable by State and local transportation officials may vary by type of transportation facility, geographic location (metropolitan area or subarea), and/or time of day. In addition, consideration should be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, and improve transportation system management and operations. Where the addition of general purpose lanes is determined to be an appropriate congestion management strategy, explicit consideration is to be given to the incorporation of appropriate features into the SOV project to facilitate future demand management strategies and operational improvements that will maintain the functional integrity and safety of those lanes.

(c) The congestion management process shall be developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation system management and operations activities. The congestion management process shall include:

(1) Methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;

(2) Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area and established cooperatively by the State(s), affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area;

(3) Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with

existing data sources (including archived operational/ITS data) and coordinated with operations managers in the metropolitan area;

(4) Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combinations of strategies, are some examples of what should be appropriately considered for each area:

(i) Demand management measures, including growth management and congestion pricing;

(ii) Traffic operational improvements;

(iii) Public transportation improvements;

(iv) ITS technologies as related to the regional ITS architecture; and

(v) Where necessary, additional system capacity;

(5) Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation; and

(6) Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision-makers and the public to provide guidance on selection of effective strategies for future implementation.

(d) In a TMA designated as nonattainment area for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e., a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section.

(e) In TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs (as described in paragraph (d) of this section) is proposed to be advanced with Federal funds. If the analysis demonstrates that travel demand reduction and operational management strategies cannot fully satisfy the need for additional capacity in the corridor and additional SOV capacity is warranted, then the congestion management process shall identify all reasonable strategies to manage the SOV facility safely and effectively (or to facilitate its management in the future). Other travel demand reduction and operational management strategies appropriate for the corridor, but not appropriate for incorporation into the SOV facility itself, shall also be identified through the congestion management process. All identified reasonable travel demand reduction and operational management strategies shall be incorporated into the SOV project or committed to by the State and MPO for implementation.

(f) State laws, rules, or regulations pertaining to congestion management systems or programs may constitute the congestion management process, if the FHWA and the FTA find that the State laws,

rules, or regulations are consistent with, and fulfill the intent of, the purposes of 23 U.S.C. 134 and 49 U.S.C. 5303.

§ 450.322 Development and content of the metropolitan transportation plan.

(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.

(b) The transportation plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

(c) The MPO shall review and update the transportation plan at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The transportation plan (and any revisions) shall be approved by the MPO and submitted for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.

(d) In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).

(e) The MPO, the State(s), and the public transportation operator(s) shall validate data utilized in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.

(f) The metropolitan transportation plan shall, at a minimum, include:

(1) The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;

(2) Existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan. In addition, the locally preferred alternative selected from an Alternatives Analysis under the FTA's Capital Investment Grant program (49 U.S.C. 5309 and 49 CFR part 611) needs to be adopted as part of the metropolitan transportation plan as a condition for funding under 49 U.S.C. 5309;

(3) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;

(4) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide;

(5) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system;

(6) Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity rule (40 CFR part 93). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates;

(7) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;

(8) Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g);

(9) Transportation and transit enhancement activities, as appropriate; and

(10) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan

transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified.

(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Starting December 11, 2007, revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/ cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

(vii) For illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

(g) The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate:

(1) Comparison of transportation plans with State conservation plans or maps, if available; or

(2) Comparison of transportation plans to inventories of natural or historic resources, if available.

(h) The metropolitan transportation plan should include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects for the MPA contained in the Strategic Highway Safety Plan required under 23 U.S.C. 148, as well as (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security (as appropriate) and safeguard the personal security of all motorized and non-motorized users.

(i) The MPO shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of

users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under § 450.316(a).

(j) The metropolitan transportation plan shall be published or otherwise made readily available by the MPO for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

(k) A State or MPO shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (f)(10) of this section.

(l) In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93). During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

§ 450.324 Development and content of the transportation improvement program (TIP).

(a) The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor. However, if the TIP covers more than four years, the FHWA and the FTA will consider the projects in the additional years as informational. The TIP may be updated more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA. In nonattainment and maintenance areas subject to transportation conformity requirements, the FHWA and the FTA, as well as the MPO, must make a conformity determination on any updated or amended TIP, in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations (40 CFR part 93).

(b) The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by § 450.316(a). In addition, in nonattainment area TMAs, the MPO shall provide at least one formal public meeting during the TIP development process, which should be addressed through the participation plan described in § 450.316(a). In addition, the TIP shall be published or otherwise made readily available by the MPO for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in § 450.316(a).

(c) The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation enhancements; Federal Lands Highway program projects; safety projects included in the State's Strategic Highway Safety Plan; trails projects; pedestrian walkways; and bicycle facilities), except the following that may (but are not required to) be included:

(1) Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102;

- (2) Metropolitan planning projects funded under 23 U.S.C. 104(f), 49 U.S.C. 5305(d), and 49 U.S.C. 5339;
 - (3) State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e);
 - (4) At the discretion of the State and MPO, State planning and research projects funded with National Highway System, Surface Transportation Program, and/or Equity Bonus funds;
 - (5) Emergency relief projects (except those involving substantial functional, locational, or capacity changes);
 - (6) National planning and research projects funded under 49 U.S.C. 5314; and
 - (7) Project management oversight projects funded under 49 U.S.C. 5327.
- (d) The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.
- (e) The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following:
- (1) Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase;
 - (2) Estimated total project cost, which may extend beyond the four years of the TIP;
 - (3) The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds);
 - (4) Identification of the agencies responsible for carrying out the project or phase;
 - (5) In nonattainment and maintenance areas, identification of those projects which are identified as TCMs in the applicable SIP;
 - (6) In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulation (40 CFR part 93); and
 - (7) In areas with Americans with Disabilities Act required paratransit and key station plans, identification of those projects that will implement these plans.
- (f) Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the

applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.

(g) Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.

(h) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation, in accordance with § 450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53 and other Federal funds; and regionally significant projects that are not federally funded.

For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Starting [Insert date 270 days after effective date], revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(i) The TIP shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. In nonattainment and maintenance areas, projects included in the first two years of the TIP shall be limited to those for which funds are available or committed. For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained. In the case of proposed funding sources, strategies for ensuring their availability shall be identified in the financial plan consistent with paragraph (h) of this section. In nonattainment and maintenance areas, the TIP shall give priority to eligible TCMs identified in the approved SIP in accordance with the EPA transportation conformity regulation (40 CFR part 93) and shall provide for their timely implementation.

(j) Procedures or agreements that distribute sub-allocated Surface Transportation Program funds or funds under 49 U.S.C. 5307 to individual jurisdictions or modes within the MPA by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.

(k) For the purpose of including projects funded under 49 U.S.C. 5309 in a TIP, the following approach shall be followed:

(1) The total Federal share of projects included in the first year of the TIP shall not exceed levels of funding committed to the MPA; and

(2) The total Federal share of projects included in the second, third, fourth, and/or subsequent years of the TIP may not exceed levels of funding committed, or reasonably expected to be available, to the MPA.

(l) As a management tool for monitoring progress in implementing the transportation plan, the TIP should:

(1) Identify the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs;

(2) List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects; and

(3) In nonattainment and maintenance areas, describe the progress in implementing any required TCMs, in accordance with 40 CFR part 93.

(m) During a conformity lapse, MPOs may prepare an interim TIP as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim TIP consisting of eligible projects from, or consistent with, the most recent conforming metropolitan transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93. An interim TIP containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

(n) Projects in any of the first four years of the TIP may be advanced in place of another project in the first four years of the TIP, subject to the project selection requirements of § 450.330. In addition, the TIP may be revised at any time under procedures agreed to by the State, MPO(s), and public transportation operator(s) consistent with the TIP development procedures established in this section, as well as the procedures for the MPO participation plan (see § 450.316(a)) and FHWA/FTA actions on the TIP (see § 450.328).

(o) In cases that the FHWA and the FTA find a TIP to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint. However, in such cases, the FHWA and the FTA will not act on an updated or amended TIP that does not reflect the changed revenue situation.

§ 450.326 TIP revisions and relationship to the STIP.

(a) An MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established in this part for its development and approval. In nonattainment or maintenance areas for transportation-related pollutants, if a TIP amendment involves non-exempt projects (per 40 CFR part 93), or is replaced with an updated TIP, the MPO and the FHWA and the FTA must make a new conformity determination. In all areas, changes that affect fiscal constraint must take place by amendment of the TIP. Public participation procedures consistent with § 450.316(a) shall be utilized in revising the TIP, except that these procedures are not required for administrative modifications.

(b) After approval by the MPO and the Governor, the TIP shall be included without change, directly or by reference, in the STIP required under 23 U.S.C. 135. In nonattainment and maintenance areas, a conformity finding on the TIP must be made by the FHWA and the FTA before it is included in the STIP. A copy of the approved TIP shall be provided to the FHWA and the FTA.

(c) The State shall notify the MPO and Federal land management agencies when a TIP including projects under the jurisdiction of these agencies has been included in the STIP.

§ 450.328 TIP action by the FHWA and the FTA.

(a) The FHWA and the FTA shall jointly find that each metropolitan TIP is consistent with the metropolitan transportation plan produced by the continuing and comprehensive transportation process carried on cooperatively by the MPO(s), the State(s), and the public transportation operator(s) in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303. This finding shall be based on the self-certification statement submitted by the State and MPO under § 450.334, a review of the metropolitan transportation plan by the FHWA and the FTA, and upon other reviews as deemed necessary by the FHWA and the FTA.

(b) In nonattainment and maintenance areas, the MPO, as well as the FHWA and the FTA, shall determine conformity of any updated or amended TIP, in accordance with 40 CFR part 93. After the FHWA and the FTA issue a conformity determination on the TIP, the TIP shall be incorporated, without change, into the STIP, directly or by reference.

(c) If the metropolitan transportation plan has not been updated in accordance with the cycles defined in § 450.322(c), projects may only be advanced from a TIP that was approved and found to conform (in nonattainment and maintenance areas) prior to expiration of the metropolitan transportation plan and meets the TIP update requirements of § 450.324(a). Until the MPO approves (in attainment areas) or the FHWA/FTA issues a conformity determination on (in nonattainment and maintenance areas) the updated metropolitan transportation plan, the TIP may not be amended.

(d) In the case of extenuating circumstances, the FHWA and the FTA will consider and take appropriate action on requests to extend the STIP approval period for all or part of the TIP in accordance with § 450.218(c).

(e) If an illustrative project is included in the TIP, no Federal action may be taken on that project by the FHWA and the FTA until it is formally included in the financially constrained and conforming metropolitan transportation plan and TIP.

(f) Where necessary in order to maintain or establish operations, the FHWA and the FTA may approve highway and transit operating assistance for specific projects or programs, even though the projects or programs may not be included in an approved TIP.

§ 450.330 Project selection from the TIP.

(a) Once a TIP that meets the requirements of 23 U.S.C. 134(j), 49 U.S.C. 5303(j), and § 450.324 has been developed and approved, the first year of the TIP shall constitute an "agreed to" list of projects for project selection purposes and no further project selection action is required for the implementing agency to proceed with projects, except where the appropriated Federal funds available to the metropolitan planning area are significantly less than the authorized amounts or where there are significant shifting of projects between years. In this case, a revised "agreed to" list of projects shall be jointly developed by the MPO, the State, and the public transportation operator(s) if requested by the MPO, the State, or the public transportation operator(s). If the State or public transportation operator(s) wishes to proceed with a project in the second, third, or fourth year of the TIP, the specific project selection procedures stated in paragraphs (b) and (c) of

this section must be used unless the MPO, the State, and the public transportation operator(s) jointly develop expedited project selection procedures to provide for the advancement of projects from the second, third, or fourth years of the TIP.

(b) In metropolitan areas not designated as TMAs, projects to be implemented using title 23 U.S.C. funds (other than Federal Lands Highway program projects) or funds under title 49 U.S.C. Chapter 53, shall be selected by the State and/or the public transportation operator(s), in cooperation with the MPO from the approved metropolitan TIP. Federal Lands Highway program projects shall be selected in accordance with procedures developed pursuant to 23 U.S.C. 204.

(c) In areas designated as TMAs, all 23 U.S.C. and 49 U.S.C. Chapter 53 funded projects (excluding projects on the National Highway System (NHS) and projects funded under the Bridge, Interstate Maintenance, and Federal Lands Highway programs) shall be selected by the MPO in consultation with the State and public transportation operator(s) from the approved TIP and in accordance with the priorities in the approved TIP. Projects on the NHS and projects funded under the Bridge and Interstate Maintenance programs shall be selected by the State in cooperation with the MPO, from the approved TIP. Federal Lands Highway program projects shall be selected in accordance with procedures developed pursuant to 23 U.S.C. 204.

(d) Except as provided in § 450.324(c) and § 450.328(f), projects not included in the federally approved STIP shall not be eligible for funding with funds under title 23 U.S.C. or 49 U.S.C. Chapter 53.

(e) In nonattainment and maintenance areas, priority shall be given to the timely implementation of TCMs contained in the applicable SIP in accordance with the EPA transportation conformity regulations (40 CFR part 93).

§ 450.332 Annual listing of obligated projects.

(a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

(b) The listing shall be prepared in accordance with § 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under § 450.324(e)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

(c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

§ 450.334 Self-certifications and Federal certifications.

(a) For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

(2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

(b) In TMAs, the FHWA and the FTA jointly shall review and evaluate the transportation planning process for each TMA no less than once every four years to determine if the process meets the requirements of applicable provisions of Federal law and this subpart.

(1) After review and evaluation of the TMA planning process, the FHWA and FTA shall take one of the following actions:

(i) If the process meets the requirements of this part and a TIP has been approved by the MPO and the Governor, jointly certify the transportation planning process;

(ii) If the process substantially meets the requirements of this part and a TIP has been approved by the MPO and the Governor, jointly certify the transportation planning process subject to certain specified corrective actions being taken; or

(iii) If the process does not meet the requirements of this part, jointly certify the planning process as the basis for approval of only those categories of programs or projects that the FHWA and the FTA jointly determine, subject to certain specified corrective actions being taken.

(2) If, upon the review and evaluation conducted under paragraph (b)(1)(iii) of this section, the FHWA and the FTA do not certify the transportation planning process in a TMA, the Secretary may withhold up to 20 percent of the funds attributable to the metropolitan planning area of the MPO for projects funded under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in addition to corrective actions and funding restrictions. The withheld funds shall be restored to the MPA when the metropolitan transportation planning process is certified by the FHWA and FTA, unless the funds have lapsed.

(3) A certification of the TMA planning process will remain in effect for four years unless a new certification determination is made sooner by the FHWA and the FTA or a shorter term is specified in the certification report.

(4) In conducting a certification review, the FHWA and the FTA shall provide opportunities for public involvement within the metropolitan planning area under review. The FHWA and the FTA shall consider the public input received in arriving at a decision on a certification action.

(5) The MPO(s), the State(s), and public transportation operator(s) shall be notified of the actions taken under paragraphs (b)(1) and (b)(2) of this section. The FHWA and the FTA will update the certification status of the TMA when evidence of satisfactory completion of a corrective action(s) is provided to the FHWA and the FTA.

§ 450.336 Applicability of NEPA to metropolitan transportation plans and programs.

Any decision by the Secretary concerning a metropolitan transportation plan or TIP developed through the processes provided for in 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart shall not be considered to be a Federal action subject to review under NEPA.

§ 450.338 Phase-in of new requirements.

(a) Metropolitan transportation plans and TIPs adopted or approved prior to July 1, 2007 may be developed using the TEA-21 requirements or the provisions and requirements of this part.

(b) For metropolitan transportation plans and TIPs that are developed under TEA-21 requirements prior to July 1, 2007, the FHWA/FTA action (i.e., conformity determinations and STIP approvals) must be completed no later than June 30, 2007. For metropolitan transportation plans in attainment areas that are developed under TEA-21 requirements prior to July 1, 2007, the MPO adoption action must be completed no later than June 30, 2007. If these actions are completed on or after July 1, 2007, the provisions and requirements of this part shall take effect, regardless of when the metropolitan transportation plan or TIP were developed.

(c) On and after July 1, 2007, the FHWA and the FTA will take action on a new TIP developed under the provisions of this part, even if the MPO has not yet adopted a new metropolitan transportation plan under the provisions of this part, as long as the underlying transportation planning process is consistent with the requirements in the SAFETEA-LU.

(d) The applicable action (see paragraph (b) of this section) on any amendments or updates to metropolitan transportation plans and TIPs on or after July 1, 2007, shall be based on the provisions and requirements of this part. However, administrative modifications may be made to the metropolitan transportation plan or TIP on or after July 1, 2007 in the absence of meeting the provisions and requirements of this part.

(e) For new TMAs, the congestion management process described in § 450.320 shall be implemented within 18 months of the designation of a new TMA.

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APPENDIX E
STATE CODE APPLICABLE TO MPOS

Below is the state code applicable to MPOs:

CHAPTER 554

An Act to amend and reenact § 33.1-23.03:01 of the Code of Virginia and to amend the Code of Virginia by adding in Article 15 of Chapter 1 of Title 33.1 a section numbered 33.1-223.2:25, relating to duties and responsibilities of Metropolitan Planning Organizations.

[§ 1112]

Approved March 25, 2011

Be it enacted by the General Assembly of Virginia:

1. That § 33.1-23.03:01 of the Code of Virginia is amended and reenacted and that the Code of Virginia is amended by adding in Article 15 of Chapter 1 of Title 33.1 a section numbered 33.1-223.2:25 as follows:

§ 33.1-23.03:01. Distribution of certain federal funds.

Metropolitan Planning Organizations (MPOs) as defined under Title 23 U.S.C. 134 and Section 8 of the Federal Transit Act shall be authorized to issue contracts for studies and to develop and approve transportation plans and improvement programs to the full extent permitted by federal law.

The Commonwealth Transportation Board (CTB), Virginia Department of Transportation, and Department of Rail and Public Transportation are directed to develop and implement a decision-making process that provides MPOs and regional transportation planning bodies a meaningful opportunity for input into transportation decisions that impact the transportation system within their boundaries. Such a process shall provide the MPOs and regional transportation planning bodies with the CTB priorities for development of the Six-Year Improvement Program and an opportunity for them to identify their regional priorities for consideration.

§ 33.1-223.2:25. Transportation planning duties and responsibilities of Metropolitan Planning Organizations.

The Metropolitan Planning Organizations (MPOs) of Virginia shall be responsible for the development of regional long-range transportation plans for the regions they represent in accordance with federal regulation. Each such long-range plan shall include a fiscally constrained list of all multimodal transportation projects, including those managed at the statewide level either by the Virginia Department of Transportation or the Virginia Department of Rail and Public Transportation. The purpose of the plan is to comply with federal regulations and provide the MPOs and the region a source of candidate projects for the MPOs' use in developing regional Transportation Improvement Programs (TIPs) and serving as an input to assist the Commonwealth with the development of the statewide Long-Range Plan (VTrans).

The MPOs shall develop amendments for their regional TIPs in accordance with federal regulations. The MPOs shall be required to coordinate planning and programming actions with those of the Commonwealth and duly established public transit agencies in accordance with federal regulations.

The MPOs shall examine the structure and cost of transit operations within the regions they represent and incorporate the results of these inquiries in their plans and shall endorse long-range plans for assuring maximum utilization and integration of mass transportation facilities throughout the Commonwealth.

The MPOs shall conduct a public involvement process focused on projects and topics that will best enable them to develop and approve Long Range Transportation Plans (LRTPs) that shall be submitted for approval by their board and forwarded to the Commonwealth Transportation Board and updated as required by federal regulations.

APPENDIX F
PUBLIC COMMENTS ON FY 2015 UPWP



March 12, 2014

Mr. Mike Kimbrel, Project Manager
HRTPO
723 Woodlake Drive
Chesapeake, Virginia 23320

via mkimbrel@hrtpo.org

Dear Mr. Kimbrel:

The Safe Routes to School National Partnership is a network of hundreds of organizations with a mission to advance safe walking and bicycling to and from schools, and in daily life, to improve the health and well-being of America's children and to foster the creation of livable, sustainable communities. As a resident of the Hampton Roads region, I wanted to specifically provide comment on the HRTPO's draft Unified Planning Work Program (UPWP) for FY 2014.

I am pleased to see that strengthening multi-modal transportation planning and emphasizing efficient, user-focused investments are among the four priorities in the UPWP. There is a shift nationally in demand for alternative transportation with a decline in overall vehicle miles traveled (VMT) and an increase in transitⁱ and even non-motorized transportation. While the Hampton Roads region may not be on the same trajectory yet, the *September 2013 Visioning Survey Report* indicates that residents of the region favor transportation alternatives, and there is a need to have greater connections between the various transportation modes.

Recommendations

As HRTPO considers ways to improve transportation planning throughout the region, I have two recommendations at this time:

- 1) Include health as a component in project prioritization methodologies. Public health is increasingly used as a parameter in transportation planning throughout the country. As stated in a report we co-produced with the American Public Health Associationⁱⁱ, the connection between transportation and health is indisputable. I would be more than willing to work with HRTPO to provide models and best practices for how health has been factored into transportation planning elsewhere.
- 2) As HRTPO revises its methodology to allocate funds with the changes precipitated by HB2313, I think that it is time to adopt a Complete Streets policy for the region. While the Commonwealth Transportation Board (CTB) adopted the [Policy for Integrating Bicycle and Pedestrian Accommodations](#) in 2005, implementation at local levels throughout the Commonwealth have been spotty, at best, and we have found that regional and local policies tend to have better implementation standards. An [effective Complete Streets policy](#) will help to accomplish all of the priorities set forth in the draft UPWP. I am happy to provide examples of regional Complete Streets policy.

I am excited and encouraged by the vision and opportunities set forth by the UPWP and look forward to engaging with you more in the revision of the Long-Range Transportation Plan.

If you have any questions or would like further information on the ideas I have initiated here, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Stephanie Weber', with a stylized, flowing script.

Stephanie Weber
Regional Network Manager
Safe Routes to School National Partnership
Williamsburg, VA

ⁱ http://www.apta.com/mediacenter/pressreleases/2014/Pages/140310_Ridership.aspx

ⁱⁱ http://saferoutespartnership.org/sites/default/files/pdf/The_Final_Active_Primer.pdf

HRTPO Staff Comments Regarding Ms. Weber's Comments on Draft FY 2015 UPWP

HRTPO staff appreciates your comments submitted on the draft HRTPO FY 2015 Unified Planning Work Program (UPWP). In addition to being provided to the HRTPO Board and included in the appendix of the final version of the FY 2015 UPWP, your comments have been discussed by HRTPO staff and are being provided to the Long-Range Transportation Plan (LRTP) Subcommittee, which is the technical group most directly involved with the project prioritization methodologies.

Your first recommendation was to include health as a component in project prioritization methodologies. While the LRTP Subcommittee will consider this recommendation with respect to the HRTPO Project Prioritization Tool, it should be noted that there are already a number of initiatives in the HRTPO regional transportation planning process that address health. According to the Federal Highway Administration's (FHWA) **Health in Transportation** webpage (www.fhwa.dot.gov/planning/health_in_transportation/), the U.S. Department of Transportation (USDOT) "is committed to promoting better consideration of health outcomes in transportation." USDOT focuses on the following objectives:

- Promote safety
- Improve air quality
- Respect the natural environment through Context Sensitive Solutions
- Improve social equity by improving access to jobs, healthcare, and other community services
- Create additional opportunities for the positive effects of walking, biking, public transportation, and ride- and vehicle-sharing
- Conduct research on transportation's role in improving quality of life

The following table shows current HRTPO efforts, as well as efforts of our transportation planning partners (Virginia Department of Transportation (VDOT), public transportation agencies) as they relate to the objectives listed above:

FHWA Objectives	Current HRTPO Efforts
Promote Safety	<ul style="list-style-type: none">• Safety Studies• Prioritization Tool includes criteria to evaluate candidate projects for improved safety
Improve Air Quality	<ul style="list-style-type: none">• Air Quality Conformity process• Congestion Mitigation and Air Quality Improvement Program• The Transit category of the Prioritization Tool includes criterion to evaluate candidate projects for improved air quality

Respect the Natural Environment through Context Sensitive Solutions	<ul style="list-style-type: none"> • VDOT is committed to project and program development processes that provide flexibility, innovative design and Context Sensitive Solutions to transportation challenges. (VDOT Memorandum, August 23, 2006)
Improve Social Equity by Improving Access to Jobs, Healthcare, and Other Community Services	<ul style="list-style-type: none"> • Environmental Justice and Title VI Efforts • Prioritization Tool includes criteria to evaluate improved access to high density employment/major employment centers (transit)/institutions of higher education (transit)/tourist destinations/port/defense installations, new/increased access, increased travel time reliability, increased frequency of service (transit), access to transit, local, regional destinations (bike/ped), connections to existing bike/ped facilities
Create Additional Opportunities for the Positive Effects of Walking, Biking, Public Transportation, and Ride- and Vehicle-Sharing	<ul style="list-style-type: none"> • Active Transportation (Bicycle/Pedestrian) Scan • Development of Regional Bike/Ped Plan • Evaluation of Active Transportation projects for 2040 L RTP • Active Transportation (bike/ped) Prioritization category • TRAFFIX (Transportation Demand Management) • HOV lanes • Prioritization Tool includes criteria to evaluate multimodal component of candidate projects
Conduct Research on Transportation's Role in Improving the Quality of Life	<ul style="list-style-type: none"> • Improving Quality of Life is part of our Vision Statement for 2040 and one of our goals • Prioritization Tool includes criteria that evaluates improved commute times, improves safety, improves access/mobility, and improves access to opportunities.

Your second recommendation was to adopt a Complete Streets policy for the region. Although a regional Complete Streets policy has not been adopted, it should be noted that several HRTPO member localities have adopted or are working toward adopting Complete Streets policies. Some localities have already incorporated Complete Streets in their comprehensive plans (or bicycle and pedestrian master plans), whereas others have identified it as a goal. In addition, many Hampton Roads localities incorporate a multimodal transportation vision that includes bicycles and pedestrians. Examples include –

- James City County has provided for the design of Complete Streets in its 2009 Comprehensive Plan: <http://www.jamescitycountyva.gov/pdf/planning/2009CompPlan/transportation.pdf>
- The City of Norfolk supports the development of Complete Streets as a part of its 2013 General Plan: <http://www.norfolk.gov/index.aspx?nid=1376>

- The City of Portsmouth recommends Complete Streets design standards in the 2010 Master Transportation Plan:
<http://www.portsmouthva.gov/planning/destinationptown4.aspx>
- The City of Virginia Beach recommends Complete Street strategies as a part of its 2009 Comprehensive Plan:
<http://www.vbgov.com/government/departments/planning/2009CompPlanProcess/Pages/default.aspx>

In addition, the City has adopted Complete Streets goals as a part of its 2011 Bikeways and Trails Plan:

<http://www.vbgov.com/government/departments/parks-recreation/design-development-projects/pages/bikeways-trails-plan.aspx>

The HRTPO also incorporates bicycle and pedestrian planning into the LRTP. As a part of the 2040 LRTP, HRTPO staff will analyze and prioritize bicycle and pedestrian projects in the region.