



**U.S. Department
of Transportation**

Federal Transit Administration
Region III
1760 Market Street, Suite 500
Philadelphia, Pennsylvania 19103
215-656-7100
215-656-7260 (fax)

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

September 29, 2017

Secretary Aubrey L. Layne, Jr.
Secretary of Transportation
Patrick Henry Building
1111 East Broad Street
Richmond, Virginia 23219

Subject: FY2018-FY2021 Statewide Transportation Improvement Program

Dear Secretary Layne:

The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) have reviewed the Commonwealth of Virginia's FY2018-FY2021 Statewide Transportation Improvement Program (STIP) that includes highway and transit projects to be federally funded or approved by FTA and FHWA in Virginia. Based on this review, FTA and FHWA find that the FY2018-FY2021 STIP is based on a statewide transportation planning process that substantially meets the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, and 23 CFR 450 subparts A, B, and C. Accordingly, as requested in your letter dated July 10, 2017, FTA and FHWA jointly approve the STIP subject to the following corrective action being taken by the Commonwealth:

- Submission of a signed Title VI/Nondiscrimination Assurance to support the following self-certification statements: VDOT/Central Virginia MPO; VDOT/Charlottesville-Albemarle MPO; VDOT/Danville MPO; VDOT/Harrisonburg-Rockingham MPO; VDOT/New River Valley MPO; VDOT/Richmond Regional TPO; DOT/Roanoke Valley TPO; VDOT/Staunton-Augusta-Waynesboro MPO; VDOT/Tri-Cities MPO; VDOT/VDRPT/Hampton Roads TPO; and VDOT/Winchester-Frederick MPO; Bristol MPO, and Kingsport MPO.

The signed Title VI/Nondiscrimination Assurances should be submitted by December 31, 2017. Attached is a conditional planning finding supporting the STIP approval that contains additional details on the corrective action as well as recommendations to help strengthen the transportation planning and program development process.

We look forward to the continued cooperation of you and your staff in efforts to carry out the statewide and metropolitan planning processes in an effective manner.

Sincerely,

Terry Garcia Crews
Regional Administrator, Region III
Federal Transit Administration

for: Jessie Yung P.E.
Virginia Division Administrator
Federal Highway Administration

Attachment

cc: Mr. Charles A. Kilpatrick, P.E., Virginia Department of Transportation
Ms. Jennifer Mitchell, Virginia Department of Rail and Public Transportation

**FHWA Virginia Division/FTA Region III Review Documentation
in support of the
FHWA/FTA PLANNING FINDING
and approval of the
COMMONWEALTH OF VIRGINIA’S FY2018-FY2021
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

Introduction

In order to approve the Statewide Transportation Improvement Program (STIP), including Transportation Improvement Programs (TIPs) included directly or by reference in the STIP, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must make a finding that the STIP is based on a statewide transportation planning process that meets or substantially meets the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, and 23 CFR 450 subparts A, B, and C (see 23 CFR 450.220(b) and 23 USC 135(g)). In addition, in accordance with 23 CFR 450.330(a), FHWA and FTA must make a finding (referred to as a metropolitan planning finding) that each TIP is consistent with metropolitan transportation plan produced by the continuing and comprehensive transportation process carried on cooperatively by the metropolitan planning organization(s) (MPO), the State(s), and the public transit operator(s) in accordance with 23 USC 134 and 49 USC 5303.

This documentation supports the planning finding for the Commonwealth of Virginia’s Fiscal Year (FY) 2018-FY2021 STIP and the incorporated TIPs for the following metropolitan planning areas: Blacksburg-Christiansburg-Montgomery Area, Bristol (Virginia portion), Charlottesville-Albemarle, Danville, Fredericksburg Area, Hampton Roads, Harrisonburg-Rockingham, Kingsport (Virginia portion), Lynchburg, Richmond Area, Roanoke Valley Area, Staunton-Augusta-Waynesboro, Tri-Cities, Washington, D.C. (Virginia portion), and Winchester-Frederick.

The joint FHWA/FTA planning regulations establish that a planning finding and STIP action be made at least every four years. The last joint planning finding and STIP approval was made on September 30, 2014. Below is a summary table of the findings for the FY2018-FY2021 STIP.

FINDING	TOPIC	REFERENCE	DESCRIPTION	DUE DATE
Corrective Action	Self-Certifications	23 CFR 450.336 and 49 CFR 21.7	The State needs to submit a signed Title VI/Nondiscrimination Assurance to support the following self-certification statements: VDOT/Central Virginia MPO; VDOT/Charlottesville-Albemarle MPO;	12/31/2017

FINDING	TOPIC	REFERENCE	DESCRIPTION	DUE DATE
			VDOT/Danville MPO; VDOT/Harrisonburg-Rockingham MPO; VDOT/New River Valley MPO; VDOT/Richmond Regional TPO; VDOT/Roanoke Valley TPO; VDOT/Staunton-Augusta-Waynesboro MPO; VDOT/Tri-Cities MPO; VDOT/VDRPT/Hampton Roads TPO; VDOT/Winchester-Frederick MPO, Bristol MPO; and Kingsport MPO.	
Recommendation	Self-Certifications	23 CFR 450.336	The state should sign the self-certification statements for the Bristol and Kingsport metropolitan planning areas.	N/A
Recommendation	Public Participation Plan	23 CFR 450.316(a)	MPOs, as part of the next update of the Public Participation Plan (PPP), should review the language contained in their PPP to confirm that a clear timeframe is established for providing the public a reasonable opportunity to comment on proposed amendments to the TIP and MTP.	N/A
Recommendation	Metropolitan Transportation Plan	23 CFR 450.324	MPOs should review their metropolitan transportation plans to validate the following (for highway and transit): <ul style="list-style-type: none"> • a 20-year forecast of revenues; • the identification of sources of revenues; and 	N/A

FINDING	TOPIC	REFERENCE	DESCRIPTION	DUE DATE
			<ul style="list-style-type: none"> the identification of estimated costs for projects. 	
Recommendation	Title VI	49 CFR 21.7	In light of the fact that a signed Title VI/Nondiscrimination Assurance was not available to support most of the State/MPO self-certification statements, VDOT and VDRPT should ensure that all other subrecipients (i.e., those subrecipients that would not be covered by a signed Title VI/Nondiscrimination Assurance supporting a State/MPO self-certification statement) of federal-aid funds for transportation planning programs and activities have a signed Title VI/Nondiscrimination Assurance in place.	N/A
Recommendation	Title VI	VDOT Title VI Implementation Plan	As part of VDOT's Title VI/Nondiscrimination reviews of subrecipients, VDOT should ensure that Title VI Coordinators at MPOs and/or PDCs are knowledgeable about Title VI/Nondiscrimination requirements.	N/A
Recommendation	STIP Memorandum of Agreement	23 CFR 450.218(j)	VDOT and VDRPT should work with FHWA and FTA to update the STIP Procedures Memorandum of Agreement.	N/A

Background and Overview of the Process

In a letter dated July 10, 2017, the Virginia Secretary of Transportation submitted to FHWA and FTA the STIP as well as the Commonwealth's self-certification required by 23 CFR 450.220(a). FHWA and FTA have reviewed the documentation as well as the planning processes supporting it in order to issue the planning finding and approve the STIP. This finding and approval is also based on FHWA's and FTA's ongoing involvement in, and knowledge of, the statewide and metropolitan planning processes, the gathering and review of information through meetings, and discussions with the Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (VDRPT), MPOs and others that have been ongoing since the September 2014 planning finding and STIP approval.

Recommendations from Previous Planning Finding

As part of FHWA's and FTA's planning finding supporting the FY2015-FY2018 STIP approval, one recommendation was identified. The recommendation stated,

“23 CFR 450.216(f) states that the Governor shall provide interested parties with a reasonable opportunity to comment on the proposed STIP. Based on the STIP review, dates of public meetings discussing the draft STIP were not provided to FHWA and FTA. It is recommended that VDOT and VDRPT provide FHWA and FTA with the public notices showing these announcements. Furthermore the State's Public Involvement guide should mention when the draft STIP is available for comment and not just the SYIP.”

This recommendation has been addressed. Specifically, the FY2018-FY2021 STIP includes the public notice for 18 public meetings (nine held in the fall and nine held in the spring) to solicit comments on Virginia's Six-Year Improvement Program as well as the STIP (see Appendix I). Virginia's 2014 Public Participation in Virginia's Transportation Planning and Programming Process document indicates that the STIP is updated at least every three years, and that the draft STIP is posted on VDOT's website for public review and comment for a minimum of 30 days. Virginia's February 2017 Rural Transportation Cooperation Processes document also indicates that the draft STIP is made available for public review and comment.

State and MPO Self-Certifications

Self-certification statements by the State and the MPOs are important components of the STIP development process and are necessary to support the planning finding and the STIP approval. These statements certify that the statewide and metropolitan planning processes are being carried out in accordance with applicable requirements. The State and the MPOs have completed these self-certifications for most of the metropolitan planning areas, and FHWA and FTA have reviewed the certifications to support this planning finding.¹ Copies of the self-certification statements can be found in Appendix D of the STIP.

¹ The Bristol MPO self-certification and the Kingsport MPO self-certification did not include the State's signature, and the verbiage in the State/Tri-Cities MPO self-certification did not match the text of 23 CFR 450.336. The inconsistency between the State/Tri-Cities MPO self-certification and the federal regulations will be addressed in the pending certification review report.

Transportation Management Area Certification Reviews

Under 23 CFR 450.336(b), FHWA and FTA are required to jointly review each Transportation Management Area (TMA) every four years and certify whether the planning process in those areas meets the applicable provisions of federal law and 23 CFR subpart C. In conducting this review, FHWA and FTA review many elements of the planning process including metropolitan planning area boundaries, 3C planning agreements, Unified Planning Work Program development, TIP development, metropolitan transportation plan development, public outreach, air quality, and Title VI compliance. As part of the certification process, corrective actions may be issued to bring the planning process into compliance with federal requirements.

The following is a summary of recent TMA certification reviews in Virginia:

- **Hampton Roads**. The certification review was conducted in 2016. Three corrective actions were identified; however, all three corrective actions were addressed by the time the final report was issued.
- **Richmond**. The certification review was conducted in 2013, and the MPO was conditionally certified based on one corrective action related to the Public Participation Plan. The MPO was certified without condition in November 2016. It is noted that the most recent certification review was conducted in August 2017, a preliminary findings presentation has been delivered to the MPO, and the report is pending.
- **Tri-Cities**. The certification review was conducted in 2013, and the MPO was conditionally certified based on one corrective action related to the Public Participation Plan. The MPO was certified without condition in December 2015. It is noted that the most recent certification review was conducted in September 2017, and the report is pending.
- **Washington, D.C. (including Northern Virginia)**. The certification review was conducted in 2014, and the TMA was certified in June 2015. There were no corrective actions.
- **Roanoke** – The first certification review of this TMA was conducted in March 2016. There were no corrective actions.

Metropolitan Planning Findings

As stated above, FHWA and FTA are required to make a metropolitan planning finding in accordance with 23 CFR 450.330(a). FHWA and FTA have found that each TIP in Virginia is consistent with the metropolitan transportation plan produced by the continuing and comprehensive transportation process carried on cooperatively by the MPO, the State, and the public transit operator in accordance with 23 USC 134 and 49 USC 5303. As part of those findings, it was determined that most of the MPOs did not have a signed Title VI/Nondiscrimination Assurance. The lack of an assurance is a corrective action, as explained in the “Corrective Action” section below. FHWA and FTA also have a few recommendations that would strengthen the transportation planning and program development process. They are listed below under “Recommendations.”

Long-range Statewide Transportation Plan (including freight component)

VTRANS is the long-range, statewide multimodal policy plan that provides the overarching vision and goals for transportation in the Commonwealth of Virginia. It identifies transportation conditions and trends anticipated over the coming years and their influence on transportation. VTRANS provides a vision for Virginia’s future transportation system and defines goals,

objectives, and guiding principles to achieve the vision. It provides direction to state and regional transportation agencies on strategies and policies to be incorporated into their plans and programs.

VTRANS 2035 Update

The VTrans2035 Update is an update of the VTrans2035 plan and is the current version. The Update relies on much of the information provided in VTrans2035 and focuses on moving statewide multimodal planning towards a focus on performance. The Commonwealth Transportation Board (CTB) approved the VTrans 2035 Update in February 2013. Revisions were made in April 2013 to incorporate the transportation funding bill (House Bill 2313/Senate Bill 1355) as amended and approved.

VTrans2035 and the VTrans2035 Update identified seven goals for the Commonwealth:

- *Safety and Security* – to provide a safe and secure transportation system;
- *System Maintenance and Preservation* – to preserve and maintain the condition of the existing transportation system;
- *Mobility, Connectivity, and Accessibility* – to facilitate the easy movement of people and goods, improve interconnectivity of regions and activity centers, and provide access to different modes of transportation;
- *Environmental Stewardship* – to protect the environment and improve the quality of life for Virginians;
- *Economic Vitality* – to provide a transportation system that supports economic prosperity;
- *Coordination of Transportation and Land Use* – to promote livable communities and reduce transportation costs by facilitating the coordination of transportation and land use; and
- *Program Delivery* – to achieve excellence in the execution of programs and delivery of service.

VTRANS2040

The development of VTrans2040 was initiated in spring 2014 and has focused on the production of two companion statewide planning documents: the VTRANS2040 Vision, and the VTRANS2040 Multimodal Transportation Plan. The Commonwealth has adopted the vision, guiding principles, goals, and objectives as follows.

Vision

Virginia's multimodal transportation system will be Good for Business, Good for Communities, and Good to Go. Virginia will benefit from a sustainable, reliable transportation system that advances Virginia businesses, attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.

Guiding Principles

- Optimize Return on Investment
- Ensure Safety, Security, and Resiliency
- Efficiently Deliver Programs
- Consider Operational and Demand Management First
- Ensure Transparency and Accountability and Promote Performance Management
- Improve Coordination between Transportation and Land Use
- Ensure Efficient Intermodal Connections

Goals

- Economic Competitiveness and Prosperity
- Accessible and Connected Places
- Safety for All Users
- Proactive System Management
- Healthy and Sustainable Communities

Objectives

Economic Competitiveness and Prosperity: Invest in a transportation system that supports a robust, diverse, and competitive economy.

- Reduce the amount of travel that takes place in severe congestion
- Reduce the number and severity of freight bottlenecks
- Improve reliability on key corridors for all modes

The CTB adopted a needs assessment in December 2015 and directed the Office of Intermodal Planning and Investment to 1) prioritize the needs, and 2) develop recommendations to address 2025 prioritized needs. One hundred and seventy needs were identified and then consolidated into the following three tiers based on local input and a criticality assessment:

- Tier 1 – Highest rated Virginia Multimodal Transportation Plan need based on local input and criticality;
- Tier 2 – Medium rated Virginia Multimodal Transportation Plan need based on local input and criticality; and
- Tier 3 – Low rated Virginia Multimodal Transportation Plan need based on local input and criticality.

The CTB is expected to consider recommendations to address the identified needs in fall 2017.

Projects seeking funding for most state and federal funding categories are required to go through SMART SCALE, a statewide prioritization process which began in 2015. Projects submitted through the SMART SCALE process must be screened, scored, and selected for funding by the CTB to be included in the SYIP, which is the basis for the STIP. Importantly, the SMART SCALE prioritization process requires all candidate projects to meet a need identified in VTRANS 2040.

The STIP is consistent with the Long-range Statewide Transportation Plan.

Transportation Performance Management

Transportation Performance Management is defined as a strategic approach that uses system performance information to make investment and policy decisions to achieve national performance goals. In short, TPM:

- is systematically applied;
- provides key information to help decision makers understand the consequences of investment decisions across transportation assets or modes;
- improves communications between decision makers, stakeholders, and the traveling public; and
- ensures targets and measures are developed in cooperative partnerships and based on data and objective information.

Background

The Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012, included several provisions that collectively are transforming the Federal surface transportation program to be focused on the achievement of performance outcomes. The Fixing America's Surface Transportation (FAST) Act, signed in 2015, built on MAP-21. The performance outcome provisions are organized by six performance management elements as follows:

- National goals: Congressionally established goals or program purpose to focus the Federal-aid highway and transit programs into specific areas of performance;
- Measures: Established measures to assess performance/condition in carrying out performance-based Federal-aid highway and transit programs;
- Targets: Targets established by Federal funding recipients for the measures to document future performance expectations;
- Plans: Development of strategic and/or tactical plans by Federal funding recipients to identify strategies and investments that address performance needs;
- Reports: Development of reports by Federal funding recipients that document progress toward target achievement, including the effectiveness of Federal-aid highway and transit investments; and
- Accountability and Transparency: System performance reporting requirements for Federal funding recipients to use to achieve or make significant progress toward targets.

Targets

States were required to establish safety targets by August 31, 2017 and the Commonwealth of Virginia set the safety targets prior to the deadline. Within six months of that date, MPOs are required to either adopt the Commonwealth's safety targets or establish their own targets. The Commonwealth has done a commendable job in coordinating with the MPOs on the safety targets including:

- Hosting the National Highway Institute's Safety Planning Workshop in January 2017;
- Hosting the National Highway Institute's training entitled, "Steps to Effective Target Setting for Transportation Performance Management" in June 2017;
- Conducting a webinar for MPOs on safety performance measures and target setting in July 2017; and
- Presenting safety performance measures at the Virginia Association of Metropolitan Planning Organizations meeting in July 2017.

The Commonwealth will need to set the other targets according to a timeframe based on the effective date of the final rule for each measure. VDOT has begun hosting quarterly meetings with the MPOs to discuss the development of these other targets. The first meeting was held on September 26, 2017.

The Commonwealth included an appendix in the STIP that addresses TPM, even though STIP updates and amendments are currently not required to consider TPM.

Financial Constraint

FHWA and FTA review the STIP to determine if it is financially constrained and that funds are available to carry out the program based upon information provided by the Commonwealth of Virginia. The STIP is required to be financially constrained by year and funding category, and

must include sufficient financial information to demonstrate which projects are to be implemented using proposed revenue sources. Likewise, each project in the STIP, or identified phase thereof, must include an estimated cost along with the amount of federal funds proposed to be obligated in each program year.

To demonstrate financial constraint, the Commonwealth of Virginia developed Table B for transit projects and Table C for highway projects, which identify projected obligations versus planned obligations, using the FY2017-FY2022 Six-Year Financial Plan (which includes federal and state revenues) and Six-Year Improvement Plan (SYIP) (which allocates funds to specific projects). The STIP is financially constrained.

The Virginia STIP development process takes approximately 12 months whereby revenues and project estimates are derived from SYIP allocations. However, the timing of the annual SYIP does not coincide perfectly with the STIP development process, and thus the revenues used to develop the FY2018-2021 STIP, especially for the first year, often reflect older SYIP information. This slight discrepancy is corrected by VDOT (for highway projects) who works with the MPOs to adjust their TIPs retroactively to accurately reflect the current SYIP allocations and affected projects, and amends the STIP on a project specific basis by the end of the calendar year.

Air Quality- Transportation Conformity

The Clean Air Act requires that transportation plans, programs, and projects in nonattainment and maintenance areas that are funded or approved by FHWA or FTA be in conformity with the State Implementation Plans for air quality through the process described in the U.S. Environmental Protection Agency's (EPA) transportation conformity regulation. The only area within Virginia that is subject to the transportation conformity requirements is the northern Virginia portion of the Washington, D.C. metropolitan area, which is a nonattainment area for ozone. On February 27, 2017, FHWA and FTA issued a joint conformity finding for the 2016 Constrained Long Range Plan Amendment and the Fiscal Year 2017-2022 Transportation Improvement Program for the Washington, D.C. metropolitan area.

STIP Content

In accordance with 23 CFR 450.218(g), the STIP includes capital and non-capital surface transportation projects (or phases of projects) proposed for funding under 23 USC. Further, in accordance with 23 CFR 450.218(h), the STIP includes all regionally significant projects proposed to be funded by FHWA or FTA or requiring an action by FHWA or FTA. Likewise, the STIP includes all regionally significant projects to be funded by others.

In accordance with 23 CFR 450.218(i), the project-level information in the STIP includes sufficient descriptive information to identify the project, its scope, and phase. The project-level information also includes an estimated total cost, the amount of federal funds planned to be obligated by year as well as funding category, and the identification of the agencies responsible for carrying out the project.

The STIP includes projects administered by FHWA's Eastern Federal Lands Highway Division (EFLHD) (e.g., projects on public lands such as national parks, national forests, etc.). The

projects administered by the EFLHD have been incorporated directly into the STIP without change.

Public Involvement and Participation

In accordance with 23 CFR 450.210(a), States shall develop a documented public involvement process that provides opportunities for public review and comment at key decision points. Section 6 of the STIP describes the public involvement opportunities that informed the development of the STIP.

Corrective Action

Background

At two recent TMA Certification Reviews, the MPO did not have a signed Title VI/Nondiscrimination Assurance that is required by 49 CFR 21.7. Further discussions indicated that other MPOs also may not have a signed Title VI/Nondiscrimination Assurance. FHWA then requested that most MPOs provide the assurance, and they could not provide it.²

Finding

As part of the self-certification statements that were submitted to FHWA and FTA as part of the STIP, the State and each MPO certified that the metropolitan transportation planning process was being carried out in accordance with 49 CFR 21.³ The lack of a signed Title VI/Nondiscrimination Assurance for certain regions needs to be corrected in order to comply with the requirements of 49 CFR 21.7 and to support the self-certification statements that are required by 23 CFR 450.336. The corrective action is:

- The State needs to submit a signed Title VI/Nondiscrimination Assurance to support the following self-certification statements:
 - VDOT/Central Virginia MPO;
 - VDOT/Charlottesville-Albemarle MPO;
 - VDOT/Danville MPO;
 - VDOT/Harrisonburg-Rockingham MPO;
 - VDOT/New River Valley MPO;
 - VDOT/Richmond Regional TPO;
 - VDOT/Roanoke Valley TPO;
 - VDOT/Staunton-Augusta-Waynesboro MPO;
 - VDOT/Tri-Cities MPO;
 - VDOT/VDRPT/Hampton Roads TPO;
 - VDOT/Winchester-Frederick MPO;
 - Bristol MPO; and
 - Kingsport MPO.

The Title VI/Nondiscrimination Assurances should be submitted by December 31, 2017.

² FHWA and FTA issued corrective actions regarding the Title VI/Nondiscrimination Assurance as part of a previous TMA certification review of the National Capital Region TMA, and the Transportation Planning Board and the Fredericksburg Area MPO have the Title VI Nondiscrimination Assurance in place.

³ The Bristol MPO and Kingsport MPO self-certifications are an exception since they did not include a State signature. The State/Tri-Cities MPO self-certification references Title VI of the Civil Rights Act but does not reference 49 CFR 21.

Recommendations

As noted above, the metropolitan planning findings resulted in a few recommendations. Two should be addressed by the MPOs in cooperation with the State, and one should be addressed by the State. The recommendations are:

- MPOs, as part of the next update of the Public Participation Plan (PPP), should review the language contained in their PPP to confirm that a clear timeframe is established for providing the public a reasonable opportunity to comment on proposed amendments to the TIP and MTP; and
- MPOs should review their metropolitan transportation plans to validate the following (for highway and transit)
 - a 20-year forecast of revenues;
 - the identification of sources of revenues; and
 - the identification of estimated costs for projects.
- The State should sign the self-certification statements for the Bristol and Kingsport metropolitan planning areas.

FHWA and FTA have two additional recommendations:

- In light of the fact that a signed Title VI/Nondiscrimination Assurance was not available to support most of the State/MPO self-certification statements, VDOT and VDRPT should ensure that all other subrecipients (i.e., those subrecipients that would not be covered by a signed Title VI/Nondiscrimination Assurance supporting a State/MPO self-certification statement) of federal-aid funds for transportation planning programs and activities have a signed Title VI/Nondiscrimination Assurance in place.
- As part of VDOT's Title VI/Nondiscrimination reviews of subrecipients, VDOT should ensure that Title VI Coordinators at MPOs and/or PDCs are knowledgeable about Title VI/Nondiscrimination requirements.
- VDOT and VDRPT should work with FHWA and FTA to update the STIP Procedures Memorandum of Agreement.

Conclusion and Finding

Based upon our review documented above, FHWA and FTA conditionally determine that the Commonwealth of Virginia's FY2018-FY2021 STIP is based on a statewide transportation planning process that substantially meets the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, and 23 CFR 450 subparts A, B, and C. Once the above corrective action is addressed, FHWA and FTA will issue a planning finding without any conditions.