



Region 2000 Local Government Council Offices, 828 Main Street, 12th Floor, Lynchburg, VA 24504

July 27, 2017 at 4:00 p.m.

Agenda

- 1. Call to Order.....Turner Perrow, *Chair*
- 2. Approval of Minutes: April 20, 2017
(Attachment #2a and 2b).....Turner Perrow, *Chair*
- 3. Opportunity for Public Comment..... Turner Perrow, *Chair*
- 4. Election of Officers..... Turner Perrow, *Chair*
- 5. Adoption of Resolution of Support for the Lynchburg Regional Connectivity Study
(Attachment #5a and 5b).....Scott Smith, *Transportation Planning Director*
- 6. Presentation and discussion on SMART SCALE projects, measures, and proposed changes for
next application cycle.....Chad Tucker, *VDOT Central Office*;
Chris Winstead, *VDOT Lynchburg District*
- 7. Matters from the Members..... Turner Perrow, *Chair*
- 8. Adjournment.....Turner Perrow, *Chair*
- 9. Informational Items

The next scheduled meeting of the CVMPO will be at 4:00 p.m. on Thursday, October 19, 2017 (location to be determined). A dinner following the CVMPO and Local Government Council meetings will feature a speaker from the Virginia Transportation Research Council.

The CVMPO ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights in regards to this project or need special assistance for persons with disabilities or limited English proficiency, please contact the CVMPO. Sign language or non-English language interpreters will be provided if needed and requested in advance of this meeting. Please contact the CVMPO at 434-845-3491 to request an interpreter.



Central Virginia Metropolitan Planning Organization (CVMPO)

July 27, 2017

Staff Report

1. **Call to Order**
2. **Approval of Minutes: April 20, 2017 Meeting**
(See Attachment 2a and 2b)

The minutes of the April 20, 2017 meeting of the CVMPO are attached for your review and approval.

Follow-up: The amended FY 18-21 TIP was duly advertised following the April 20, 2017 CVMPO meeting and comment was received during the public comment period that ended on May 24, 2017. The current FY 18-21 TIP is attached (#2b) for your reference.

Recommendation: Staff recommends approval.

3. **Opportunity for Public Comment**
4. **Election of Officers**

The CVMPO Bylaws require that a Chair and Vice Chair be elected annually from the voting membership of the CVMPO. Officers may be re-elected.

Typically, elections are held in April and the new officers' terms of office begin in July. Due to an administrative oversight, elections were not held in April, so they should be held at the July meeting. FY 17-18 officers will take office immediately upon election.

Recommendation: Staff recommends participation in the election process.

5. **Adoption of Resolution of Support for the Lynchburg Regional Connectivity Study**
(See Attachment 5a, 5b)

At the April 20, 2017 meeting, CVMPO members expressed interest in adopting a resolution of support for the recently-completed Lynchburg Regional Connectivity Study.

The resolution may be found as Attachment 4a.

The Connectivity Study Executive Summary may be found as Attachment 4b. The 129-page complete study may be downloaded from http://www.vtrans.org/resources/LynchburgConnectivity_FinalReport_3_2_17.pdf

Recommendation: Staff recommends adoption.

6. Presentation and discussion on SMART SCALE projects, measures, and proposed changes for next application cycle

Chad Tucker of VDOT’s Central Office, Chris Winstead of VDOT’s Lynchburg District, and others will lead a discussion on the SMART SCALE program, lessons learned during the first two rounds, and possible changes for the third round.

This discussion will help build an understanding of the program amongst CVMPO members and will allow CVMPO membership to share opinions and recommendations with VDOT staff.

Locality staff (primarily members of the Transportation Technical Committee) are also invited to attend and participate.

Recommendation: Participate in discussion.

For reference, the following projects within the MPO and Region 2000 were approved for funding in the first and second SMART SCALE funding rounds:

First Round

Town of Altavista	Main Street & Lynch Mill Road Turn Lane	\$2,370,161	Region 2000
Amherst County	Reconstruct Woody’s Lake Road	\$7,855,088	CVMPO
Appomattox County	Route 460/609 Turn Lanes	\$1,182,981	Region 2000
Appomattox County	Route 460/630 Turn Lanes	\$721,625	Region 2000
Campbell County	Route 501/607-655 Widen Shoulder	\$2,271,487	Region 2000
Campbell County	Route 501/633 Turn Lanes	\$2,543,998	Region 2000
Campbell County	Waterlick Road Improvements	\$3,233,297	CVMPO
Bedford County	Route 221/Graves Mill Road Improvements	\$8,137,995	CVMPO
Lynchburg City	Downtown Circulator Bus	\$479,348	CVMPO
Lynchburg City	Odd Fellows Road Phase 2	\$19,581,800	CVMPO

Second Round

Amherst County	Route 29/151 Improvements	\$195,489	Region 2000
Appomattox County	Old Courthouse Road Improvements	\$11,546,256	Region 2000
Campbell County	Lynbrook Road Improvements	\$11,029,052	CVMPO
Bedford County	Waterlick Road/811 Turn Lane	\$321,404	CVMPO

7. Matters from the Members

8. Adjournment

9. Informational Items

The CVMPO will be meeting at 4:00 p.m. on the following dates, unless otherwise noted or notified.

- October 19, 2017
- January 18, 2018
- April 19, 2018



Central Virginia Metropolitan Planning Organization

Kirkley Hotel, Lynchburg, Virginia

~DRAFT MINUTES~

April 20, 2017, 4:00 pm

MEMBERS PRESENT

Brian Booth.....Greater Lynchburg Transit Company
 Jack Hobbs.....Town of Amherst
 William Mays, *Vice Chair*.....County of Amherst
 Turner Perrow, *Chair*.....City of Lynchburg
 Dean Rodgers..... County of Amherst
 Bonnie Svrcek.....City of Lynchburg
 Dwayne Tuggle.....Town of Amherst
 Rick Youngblood (in place of Chris Winstead).....VDOT Lynchburg District

MEMBERS ABSENT

Lee Beaumont.....Liberty University
 Carl Boggess.....County of Bedford
 Frank Rogers.....County of Campbell
 Michael RousseauCounty of Campbell
 John Sharp.....County of Bedford

OTHERS PRESENT

Nick Britton Virginia Department of Rail and Public Transportation
 Gary Christie.....Local Government Council/CVMPO
 Susan CookLocal Government Council/CVMPO
 Scott Smith.....Local Government Council/CVMPO

1. Call to Order

Turner Perrow, Chair, called the meeting to order at 4:00 pm.

2. Approval of Minutes – January 19, 2017 Meeting

Upon a motion by Will Mays to approve the minutes of the January 19, 2017 meeting, seconded by Rick Youngblood, this motion carried by unanimous vote.

3. Opportunity for Public Comment – There were none.

4. Public Hearing, Consideration, and Approval of Proposed FY 2018-2021 Central Virginia Transportation Improvement Program (CVTIP)

Scott Smith gave an overview of the CVTIP prior to opening the public hearing. He explained that although this is the new tip, nothing really changes in the documents except dollar amount and projects. Rick Youngblood also explained that the TIP is the required document in order to secure federal funding for projects.

Scott explained that an incorrect version of the TIP was posted on the website during the public comment period. The version of the TIP that was advertised does not list two projects for the Central Virginia Alliance for Community Living. While *dollar amounts* can be changed administratively, *projects* cannot be added to the TIP without going through a public input process. In addition, updated funding amounts have been received from DRPT for most of the items in Section 4 of the TIP. Therefore, Section 4 needs to be replaced.

Scott explained that with the proposed TIP adoption an amendment would need to be made, contingent upon no adverse public comment happening in a new 30-day public comment period. If there is no adverse public comment during that period, the resolution will go into effect. If public comment is received, a hearing will be scheduled. This solution was proposed by staff at DRPT.

Turner Perrow opened the public hearing at 4:08 p.m. There being no comments, the public hearing closed at 4:09 p.m.

The motion was made by Jack Hobbs to adopt the CVTIP as it was publicly advertised and discussed. There was a second to the motion by Rick Youngblood, and it was unanimously approved.

Scott Smith presented two documents to the MPO. One was the replacement for Section 4 of the CVTIP, and the other was the resolution approving the amended CVTIP. Two new projects for the Central Virginia Alliance for Community Living are also under consideration.

Dean Rodgers made the motion to adopt the resolution as edited. The motion was seconded by Bonnie Svrcek and unanimously approved.

5. Consideration and Approval of Proposed Amendments to the FY 2015-2018 Central Virginia Transportation Improvement Program (CVTIP)

Scott Smith explained that VDOT has requested changes in dollar amounts in the Traffic Safety and Operations, and the Preventative Maintenance and System Preservation line items.

The motion was made by Will Mays, and seconded by Rick Youngblood, to approve the proposed amendments to the FYT 2015-1018 CVTIP. The motion carried unanimously.

6. Consideration and Approval of the Central Virginia Metropolitan Planning Organization's Unified Planning Work Program (UPWP) for Fiscal Year 2018

Scott Smith reviewed highlights of the work program:

- Alternative transportation initiative
- Measuring bicycle and pedestrian data program
- Consultant support - Graves Mill Road Corridor Study (serving both the City of Lynchburg and the County of Bedford)
- Will be working with GLTC and other stakeholders to look into the possibility of an inter-city bus service between Lynchburg and Charlottesville.

The total budget for FY 2018 is \$360,416.00. These funds are from the state and federal government, and the Local Government Council

- \$45,000.00 is banked towards the next Long-Range Plan update.
- \$54,000 is allocated for consultant support. This year these funds will be used for the Graves Mill Road Corridor Study.
- Remaining funds goes toward staff support and overhead.

Dean Rodgers asked about the status of a collection of mapped bicycle routes that was never done. Scott thought that it had been done, and said he would find out where it is.

Rick Youngblood made the motion to approve the Unified Planning Work Program, and the motion was seconded by Bonnie Svrcek. The motion was unanimously approved.

7. Presentation on Funding Mechanisms for Transportation Projects in Virginia

Scott Smith presented information on how transportation projects are funded in Virginia. He listed several broad categories of funding:

- Smart Scale – all state money, with two different parts
 - 1) District Grant Programs
 - 2) Statewide High Priority Projects
- HISP – Highway Safety Improvement Program – 90% federal money, usually used on corridors with high crash rates.
- Transportation Alternatives Program – 80% federally funded, for bicycle and pedestrian safety facilities

- Revenue Sharing Program – VDOT will split project cost equally with localities

8. Report on Town of Amherst Walkability & Main Street Traffic-Calming Study

The current fiscal year consultant project was doing work for the Town of Amherst to develop a plan to make the town more walkable, and to look at strengths and weaknesses in the town. A link to the document on this study was provided in the meeting packet.

9. Report on Lynchburg Regional Connectivity Study

Scott explained that the executive summary of this study is made up of “one-pagers” that describe all of the areas of focus. They were distributed at the LRTAG (Lynchburg Regional Transportation Advisory Group) meeting. A resolution will be presented at the next MPO in support of the study.

10. Matters from Members

- 1) Scott Smith welcomed Brian Booth, newly-hired General Manager of GLTC.
- 2) Turner Perrow announced the next meeting date on July 27, 2017.

11. There being no further business, the meeting was adjourned at 5:00 p.m.

CENTRAL VIRGINIA METROPOLITAN PLANNING ORGANIZATION



**CENTRAL VIRGINIA
TRANSPORTATION IMPROVEMENT
PROGRAM FISCAL YEARS 2018-2021**

Prepared by the Region 2000 Local Governmental Council for the Central Virginia Metropolitan Planning Organization with cooperative assistance from the Virginia Department of Transportation, the Virginia Department of Rail & Public Transportation, the Lynchburg Regional Airport, the Greater Lynchburg Transit Company, the City of Lynchburg, the Counties of Amherst, Bedford and Campbell, and the Town of Amherst through their participation on the Transportation Technical Committee.

This document was funded in part by the Federal Highway Administration, the Federal Transit Administration, the Virginia Department of Transportation and the Virginia Department of Rail and Public Transportation.

Adopted: April 20, 2017

**CENTRAL VIRGINIA
TRANSPORTATION IMPROVEMENT
PROGRAM FISCAL YEARS 2018 - 2021
(CVTIP FY 2018 - 2021)**

Contents

SECTION 1: NARRATIVE	1-1
INTRODUCTION	1-1
REGIONAL CONSENSUS.....	1-1
CVTIP FY2018 - 2021 FORMAT	1-2
PROJECT CHART SUMMARY	1-7
GLOSSARY OF TERMS	1-9
SECTION 2: FINANCIAL PLAN	2-1
INTRODUCTION	2-1
METROPOLITAN PROJECT SELECTION OVERVIEW	2-2
FUNDING SOURCES AND RATIOS	2-5
HIGHWAY FUNDING PROGRAMS	2-6
TRANSIT FUNDING PROGRAMS.....	2-8
FINANCIAL ASSUMPTIONS	2-8
SECTION 3: CENTRAL VIRGINIA TRANSPORTATION IMPROVEMENT PROGRAM.....	3-0
Primary Projects.....	3-1
Secondary Projects.....	3-1
Urban Projects.....	3-2
Miscellaneous Projects.....	3-3
Project Groupings	3-4
SECTION 4: TRANSPORTATION IMPROVEMENT PROGRAM FOR PUBLIC TRANSPORTATION & TRANSPORTATION DEMAND MANAGEMENT (TDM) PROJECTS	4-1
SECTION 5: 6-YEAR AIRPORT PROJECTS GRANT FUND	5-1
APPENDIX A: PROJECTS BY GROUPING	
APPENDIX B: RESOLUTION OF ADOPTION AND STATEMENT OF CERTIFICATION	
APPENDIX C: PERFORMANCE BASED PLANNING AND PROGRAMMING	

SECTION 1: NARRATIVE

INTRODUCTION

The Central Virginia Transportation Improvement Program (CVTIP) is the Central Virginia Metropolitan Organization's (CVMPO) mechanism for allocating its limited transportation resources among the various needs of the area. It is a four-year program that addresses the immediate funding needs for transportation systems management (TSM) and operations. It also addresses the immediate funding needs for the transportation projects drawn from the Virginia Department of Transportation's Six-Year Improvement Program, public transit agencies, Lynchburg Regional Airport's Capitol Improvement Plans and the Central Virginia Long Range Transportation Plan Year 2040.

The fiscal year for the CVTIP FY2018-2021 begins on October 1, 2017 and is applicable until September 30, 2021. Section 3 is made up of the projects that are currently listed in the draft Central Virginia Transportation Improvement Program Fiscal Years (CVTIP FY2018-2021) and the projects from the CVTIP FY 2015-2018 that have not yet been closed out, and new projects for which VDOT expects to receive funding. Section 4 contains public transit agencies that will receive federal obligations in the coming four year period. Section 5 gives an overview of airport facilities that are receiving federal obligations in the coming four year period.

The Long Range Transportation Plan, required by federal law, is the document that directs transportation decisions over a minimum 20 year horizon. The CVTIP 2018-2021 represents the programmed implementation of selected recommendations from the CVMPO's most recently adopted Long Range Transportation Plan. The projects listed in the CVTIP FY2018-2021 encompass bridge rehabilitation and replacement, roadway widening, computerized signal systems, roadway construction, intersection improvements and public transit capital and operating expenditures, and airport expenditures. Through the projects listed in the CVTIP FY2018-2021, the CVMPO member jurisdictions and the State and Federal transportation agencies hope to create a more effective transportation system to serve the Central Virginia MPO area.

REGIONAL CONSENSUS

The production of the CVTIP 2018-2021 is the culmination of the transportation planning process and represents a consensus among state, regional, and local officials as to projects selected for implementation. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

After the CVTIP 2018-2021 is approved by the CVMPO; it is submitted to the Virginia Department of Transportation (VDOT) for inclusion in the Statewide Transportation Improvement Program (STIP), which is then submitted to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for approval. The inclusion of projects from the Long Range Transportation Plan into the TIP is based on the priority listing developed in that plan (which is revised as conditions warrant) and modified by financial constraints. Once projects are listed in the CVTIP 2018-2021, they may be amended or deleted as conditions warrant.

The agencies involved in the development this program, through their participation on the Central Virginia Metropolitan Planning Organization and its Transportation Technical committee are:

- The Virginia Department of Transportation
- The Virginia Department of Rail & Public Transportation
- Lynchburg Regional Airport
- Greater Lynchburg Transit Company
- Central Virginia Alliance for Community Living, Inc.
- City of Lynchburg
- Amherst County
- Bedford County
- Campbell County
- The Town of Amherst

In keeping with the CVMPO's efforts to encourage public participation in the planning process, the CVMPO held a public hearing on April 20, 2017 at 4:00 p.m. to receive input, suggestions and comments pertaining to the CVTIP FY2018-2021.

CVTIP FY2018 - 2021 FORMAT

The Central Virginia Transportation Improvement Program (CVTIP) FY2018-FY2021 has been reformatted from the CVTIP FY2015-FY2018. New projects and adjusted funding allocations are also included in the CVTIP FY2018-2021. Please see below for changes by section:

Section 1: This section gives a narrative of the document including methodology used and a glossary of terms. No changes have occurred in this section from CVTIP FY2015-2018.

Section 2: This section summarizes the financial plan that is used to fund transportation projects within the CVTIP 2018-2021. This section will be updated to reflect funding allocations for the FY2018-2021 time frame.

Section 3: This section identifies “federally funded” and “regionally significant non federally funded” projects. Primary Projects—projects within the Primary road system—are identified in the Part 1 of this section.

- Primary: *(There are 3 new projects in this section):* two-to-six-lane roads that connect cities and towns with each other and with interstates.
- Secondary *(Not Applicable in the CVTIP FY2018-2021, one project (UPC #110390 Reconstruction of Garvee Debt Service) has been removed :* local connector or county roads. These generally are numbered 600 and above; and
- Urban: *(There are two new projects listed in this section for FY2018-2021):* roads that are located in cities, rather than Counties.

- The Primary Projects in the CVTIP FY 2018-2021 consist of UPC #11813 (Construction of Madison Heights Bypass, NEW), UPC #11912 (Construction of Madison Heights Bypass, NEW), UPC #108914 (Route 221 Improvements, NEW), and UPC #64773 (Route 29/460 Access Management)
- The Urban Projects in the CVTIP FY2018-2021 consist of UPC #106320 (Widen Greenview Dr. from 2 to 4 lane, NEW), UPC #106537 (Debt Service for Widening Greenview Dr. Project), UPC #105515 (Design/Build component for Odd Fellows Rd. Interchange/Extension, NEW), UPC #100023 (Odd Fellow Rd./Greenview Dr. Design/Build Development), and UPC #106533 (Debt Service for Odd Fellows Rd. Interchange/Extension, moved over from Primary Projects Section).

Part 2 of Section 3 identifies funding levels according to project groupings.

1. Bridge Rehabilitation/Replacement/Reconstruction: This group includes bridge construction projects such as bridge or drainage structure rehabilitation, reconstruction, or replacement when said work is on or adjacent to the same alignment.
2. Rail: This group includes projects for rail / highway grade crossing improvements, regardless of funding source. Examples include improvements to warning devices or crossing surfaces and construction of grade separation to replace existing at-grade railroad crossings at the same location.
3. Safety/ITS/Operational Improvements: This group would include safety improvement projects such as:
 - i. Those qualifying for HES/HISP finding, shoulder improvements, increasing sight distance, traffic control devices, guardrails, median barriers;
 - ii. Pavement resurfacing/rehabilitation or pavement marking;
 - iii. Fencing or lighting improvements;
 - iv. Intersection channelization / signalization / reconfiguration projects;
 - v. Traffic calming,
 - vi. Improvements to crossovers or clear zones;
 - vii. Addition/extension of turn lanes,
 - viii. Extensions of acceleration/deceleration lanes, drainage improvements, etc.
 - ix. This group would also include reconstruction or minor widening on or adjacent to same alignment (no increase in capacity), improvements to and modernization of rest areas, toll facilities, and weigh stations;
 - x. Intelligent Transportation System (ITS) activities; or traffic operations improvement projects; etc.
4. Transportation Enhancement/Byway/Non-Traditional Transportation Projects: This group includes projects with scopes of work eligible for funding under the transportation enhancement program national scenic byway programs, regardless of finding source. Examples include:
 - i. Construction of interpretive pull-offs and overlooks;
 - ii. Rehabilitation / restoration / reconstruction of historic buildings;
 - iii. Tourist welcome centers;

- iv. Transportation museums;
 - v. Pedestrian / bicycle facilities; and
 - vi. Wildflower plantings.
5. Preventive Maintenance and System Preservation: This group includes the following examples of eligible work:
 - i. Area wide programs for cleaning of drainage facilities, corrosion protection activities, and highway sign face cleaning;
 - ii. Any corrective restorative, resurfacing, or rehabilitative / reconstruction of highway pavement which extends the service life of the pavement; and
 - iii. Retrofitting of dowel bars; and Shoulder pulling and wedging for pavement edge drop-off mitigation.
 6. Preventive Maintenance for Bridges: This group includes the eligible bridge activities outlined in the March 9, 2012 memorandum.
 7. Traffic and Safety Operations: This group includes signs, traffic signals, pavement markings and markers, guardrail, replacement/preventative maintenance of roadway lighting, maintenance/replacement/upgrade of traffic calming devices, etc.

The project groupings and associated CVTIP FY18-21 funding totals are as follows:

1. Construction: Bridge Rehabilitation/Replacement/Reconstruction
 - o \$35.5 Million Total (*Down from \$42 Million from CVTIP FY15-18 TIP*)
2. Construction: Safety/ITS/Operational Improvements
 - o \$86 Million Total (*Up from \$74 Million from CVTIP FY15-18 TIP*)
3. Construction: Rail
 - o \$1.1 Million (*Up from \$0 funding from CVTIP FY15-18 TIP*)
4. Construction: Transportation Enhancement/Byway/Non-Traditional
 - o \$6 Million Total (*Up from \$4.2 Million from CVTIP FY15-18 TIP*)

The following groupings had *districtwide* obligations in the CVTIP FY15-18, and remain that way in the CVTIP FY18-21.

5. Maintenance: Preventive Maintenance and System Preservation
6. Maintenance: Preventive Maintenance for Bridges
7. Maintenance: Traffic and Safety Operations

Changes to descriptions and funding amounts can be seen in a workbook available from CVMPO staff.

Section 4: This section identifies funding allocations for public transportation and transportation demand management projects. Operating Assistance, preventative maintenance, replacement of rolling stock, and passenger shelters for the Greater Lynchburg Transit Company and the Central Virginia Area Alliance for Community Living, Inc. are examples of items and entities funded in this section. *Changes to descriptions and funding amounts can be seen in a workbook available from CVMPO staff.*

Section 5: This section identifies funding allocations for Airports and their associated projects. A financing plan with a summary of appropriations is included in this section. This section has been updated to reflect new funding amounts through FY2021. *Changes to descriptions and funding amounts can be seen in a workbook available from CVMPO staff.*

Appendix A: This appendix lists projects that have a categorical exclusion. A categorical exclusion is granted to projects that:

- Do not induce significant impacts to planned growth or land use for the area;
- Do not require the relocation of significant numbers of people;
- Do not have a significant impact on any natural, cultural, recreational, historic or other resource;
- Do not involve significant air, noise, or water quality impacts;
- Do not have significant impacts on travel patterns;
- Do not otherwise, either individually or cumulatively, have any significant environmental impacts.

Changes to descriptions and funding amounts can be seen in a workbook available from CVMPO staff.

Appendix B: Contains Resolution of Adoption and Statement of Certification.

The information on the project charts include only that which is required to be listed by Federal law. The individual project listing on the VDOT Six Year Improvement Program website (<http://syip.virginia.gov/Pages/allProjects.aspx>) still shows all of the information that has been taken out of the CVTIP FY2015-2018 project chart.

Previously when any of the phase years or money allocated for a project changed, a new listing had to be sent to the Metropolitan Planning Organization (MPO), and the MPO had to give approval, in the form of an administrative adjustment, before the state could act upon the change.

By not listing the phase schedule, the MPOs do not have to make those administrative adjustments whenever a date is changed, accelerating the project development cycle. The information is still listed in the Six Year Improvement Program website, which can be viewed at <http://syip.virginia.gov/Pages/allProjects.aspx>.

For an explanation of the items listed in the project charts, please refer to the next section entitled Project Chart Summary.

PROJECT CHART SUMMARY

Each project listing in the CVTIP FY2018-2021 has an information chart. The information for the projects listed in the Primary, Secondary and Urban categories appears in the chart format shown below. Project group listing charts and the associated project detail from Appendix A is shown on the following page. These project listings are provided to the MPO by the Virginia Department of Transportation. Definitions for the numbered terms appear in the corresponding Glossary of Terms table.

Primary, Secondary and Urban Category Project Chart

1	2	3	4	5	6
UPC NO	58012	SCOPE	ENVIRONMENTALLY RELATED		
SYSTEM	Primary	JURISDICTION	Amherst County	OVERSIGHT	FC
PROJECT	RTE 29 - WETLAND MITIGATION			ADMIN BY	VDOT
DESCRIPTION	FROM: 0.562 KILOMETER NORTH ROUTE 130 CONNECTOR TO: 0.112 KILOMETER SOUTH ROUTE 661 (8.7000 KM)				
ROUTE/STREET	0029	TOTAL COST			\$320,219
FUND SOURCE	MATCH	FY09	FY10	FY11	FY12
		\$0	\$0	\$0	\$0
MPO Note	7	8	9	10	

Project Group Listings Chart

GROUPING		Construction : Bridge Rehabilitation/Replacement/Reconstruction				
ROUTE/STREET					TOTAL COST	\$25,312,308
	FUND SOURCE	MATCH	FY09	FY10	FY11	FY12
PE	MG/EB AC CONVERSION	\$10,002	\$0	\$0	\$0	\$40,006
	STP AC CONVERSION	\$60,100	\$0	\$0	\$91,920	\$148,481
PE TOTAL		\$70,102	\$0	\$0	\$91,920	\$188,487
PE AC		\$47,122	\$0	\$188,487	\$0	\$0
RW	BR AC CONVERSION	\$18,450	\$73,800	\$0	\$0	\$0
	STP	\$29,076	\$0	\$116,302	\$0	\$0
	STP AC CONVERSION	\$36,520	\$20,714	\$125,364	\$0	\$0
RW TOTAL		\$84,045	\$94,514	\$241,666	\$0	\$0
CN	BR	\$36,475	\$145,901	\$0	\$0	\$0
	EB	\$21,428	\$85,710	\$0	\$0	\$0
	MG/EB AC CONVERSION	\$51,737	\$0	\$64,322	\$63,071	\$79,554
	STP AC CONVERSION	\$359,584	\$0	\$385,712	\$521,181	\$531,444
CN TOTAL		\$469,224	\$231,611	\$450,034	\$584,252	\$610,998
CN AC		\$0	\$1,220,197	\$0	\$0	\$0
MPO Note						

Grouped Projects Chart shown in Appendix A

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	1028	Amherst	UNION HILL ROAD (0659)	\$4,213,907
RTE 659 - RECONSTRUCTION AND BRIDGE OVER RUTLEDGE CREEK				
FROM: ROUTE T-606 TO: 0.090 KM WEST NORFOLK SOUTHERN RAILWAY (1.6200 KM)				

GLOSSARY OF TERMS

Object	Term	Definition			
1	System	Indicates which system, program, or mode of transportation the project falls within: Interstate, Primary, Secondary, Urban, Rail, Transportation Enhancements, or Miscellaneous			
2	UPC No (Universal Project Code)	Number assigned to each project at its conception and remains with the project until completion			
3	Scope	This is a brief statement regarding the nature of the project.			
4	Federal Oversight Indicator (FO and NFO)	FO: Indicates Federal Oversight in the project construction contracting and management NFO: Indicates No Federal Oversight in the construction contracting and management issues and does not affect the standard environmental review process for transportation projects. All federally funded transportation projects must include the required environmental documents regardless of whether or not there is federal oversight in the construction contracting and management phase of a project.			
5	Admin By	The agency that is administrating the project or a phase of the project.			
6	Total Cost	The summation of all shares to the project for all phases.			
7	MPO Note	This is a place where the MPO can insert further explanation for a project			
8	Fund Source	The FHWA program which is the primary source of the funding for the project. FHWA funding sources are described below:			
		AC	Advance Construction Funds	M	Urban Funds
		AC Conversion	Breakdown of the allocated amount of the advance construction (AC)	MG/EB	Minimum Guarantee & Equity Bonus Funds
		BR	Bridge Replacement Funds	NHS	National Highway System Funds

GLOSSARY OF TERMS

Object	Term	Definition			
		BR-OS	Bridge off System Funds for Secondary Road Projects	PPTA	Public Private Transportation Act of 1995
		CM	Congestion Mitigation and Air Quality Funds	RRP	Railway-Highway Crossing Funds
		EB	Equity Bonds	RSTP	Regional Surface Transportation Program
		EN	Transportation Enhancement Funds	S	State Construction Funds Only
		HES	Hazard Elimination Funds	STP	Surface Transportation Program Funds
		HSIP	Highway Safety Improvement Program Funds	STP/RR	Surface Transportation Program and Railroad Funds
		HMO	Highway Maintenance & Operating Funds	STP-Statewide	Surface Transportation Program Funds
		HPD	TEA-21 High Priority Funds	TDM	Transportation Demand Management
		IM	Interstate Maintenance Funds	VTA	Virginia Transportation Act of 2000
9	Match	Most federal fund sources require a match of some sort; most often 80-20 i.e. the federal government reimburses 80% of the total cost. For a full chart of match requirements, please refer to the <i>Funding Sources and Funding Ratios</i> section of this document.			
10	Current and Future Obligation	The budget for the indicated phase of work provided by the indicated funding source			
11	Grouping	This tells the group in which the project falls. For more information about the groups, please refer to the <i>TIP Format</i> section of this document.			
12	Estimate	The cost estimate reflects the current estimate for the listed phase of the project.			

Agencies			
CVMPO (MPO)	Central Virginia Metropolitan Planning Organization	GLTC	Greater Lynchburg Transit Company
FAA	Federal Aviation Administration	MPO	Metropolitan Planning Organization
FHWA	Federal Highway Administration	VDOT	Virginia Department of Transportation
FTA	Federal Transit Administration	VDRPT	Virginia Department of Rails and Public Transportation

Other Abbreviations			
CFR	Code of Federal Regulations	RTE	Route
CE	Categorical Exclusion	RW	Right-of-Way
CN	Construction	MAP-21	Moving Ahead for Progress in the 21st Century Act
FO, NFO	Federal Oversight, No Federal Oversight	SOPS	Standard Operating Procedures
FY	Funding Year	TEA-21	Transportation Equity Act for the 21st Century; Passed June 9, 1998
HWY	Highway	TDM	Transportation Demand Management
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991	TIP	Transportation Improvement Program
ITS	Intelligent Transportation System	TO	Total Project Cost
PE	Preliminary Engineering	TSM	Transportation System Management
PRC		UPC	Universal Project Code

Some important points to remember when interpreting the data in the project listing charts:

- The TIP deals with fiscal years, not calendar years. As such, the project listing charts summarize planned expenditures for October 1 to September 30. Fiscal year 2018 begins on October 1, 2017.
- Expenditures for known programs that did not have specific projects identified at the time this document was developed are not shown, however, they will be amended into the program when the projects are identified.

SECTION 2: FINANCIAL PLAN

INTRODUCTION

FAST Act - "Fixing America's Surface Transportation" Act continues the requirements for MPOs to have TIP documents. TIP projects or project phases are required to be consistent with the long range plan and must be fully funded in the TIP. To the extent that funding is available or shall be reasonably available, priority projects or project phases have been cooperatively selected for inclusion. VDOT, VDRPT, Greater Lynchburg Transit Company, Lynchburg Regional Airport, Central Virginia Alliance for Community Living, and the Central Virginia MPO have cooperatively developed financial forecasts for the TIP based on the latest official planning assumptions and estimates of revenue(s) and cost(s). The financial information is given by funding category for the projects listed and expected to be implemented during the 4-year period beginning Fiscal Year 2018.

Some projects listed in the TIP may show \$0 for planned obligations. There are several reasons this may occur and include:

- Project is complete; awaiting closeout
- Subsequent phases beyond 4 years
- Information only, funding being pursued or the project is privately funded
- Project to be funded from [category] group funding

In addition to construction projects, financial projections have also been made to show revenues for maintaining and operating the region's highway and transit systems during the same 4-year period. Funded TIP actions typically include, but are not limited to:

- Transportation studies
- Ground transportation system improvement projects
- Public transit systems and services, including the components of coordinated human service mobility plans
- System maintenance (monitoring, repair and/or replacement of system facilities and support sites; snow removal; mowing; painting; rest area or weigh station sites; etc)
- System operations (ITS-TSM applications; traffic operations such as signalization, signal coordination, ramp meters, or message signs; roadside assistance; incident management; for the urbanized TMAs, their Congestion Management Process activities; VDOT traffic management centers; bridge-tunnel management; toll road or congestion pricing management; etc)

METROPOLITAN PROJECT SELECTION OVERVIEW

In metropolitan planning areas, transportation projects selected for federal funding in the TIP must be consistent with the approved Constrained Long-Range Plan (CLRP) for the Central Virginia Metropolitan Planning Organization. In addition, the State Transportation Improvement Program (STIP) submitted by the Commonwealth to FTA and FHWA must be consistent with all the metropolitan TIPs.

Interstate Maintenance, Bridge, National Highway System, Statewide STP, Safety, Enhancement, and FTA Section 5310 (elderly and disabled paratransit capital projects)

Within this regulatory framework of metropolitan cooperation, the Commonwealth Transportation Board (CTB) has lead responsibility for selecting and programming federally funded Interstate Maintenance, Bridge, National Highway System, Statewide (non-metropolitan) STP, Safety, Enhancement, and certain FTA Section 5310 projects. Local governments have lead responsibility for selecting projects within the urban and secondary roadway systems. The CTB adopts the Six-Year Program on an annual basis. The Six-Year Program (SYP) includes the Six-Year Improvement Program (SYIP) and the Secondary Six-Year Program (SSYP). These programs are developed by evaluation of existing and future needs based upon statewide and regional plans and projections, priorities for implementation of the transportation plan, and public comment on transportation priorities. Projects listed in the Six-Year Program are updated to reflect the latest revenue estimates, project costs, changes in priorities, and federal and state laws. Criteria used in selecting proposed projects and in developing project priorities include:

- Conformance to the MPO adopted transportation plan and study area local governments/agencies plans and programs;
- FAST Act planning factors;
- Provision of funding for previously programmed projects in need of additional funds;
- Comments received as part of the MPO Public Involvement Process;

Virginia Department of Transportation Financial Planning Division Constrained Long-Range Plan (CLRP) CLRP FY 2014 – 2045

(Based on FY 2017 – 2022 Six-Year Financial Plan (SYFP) and Six-Year Improvement Program (SYIP)).

The 2014-2045 CLRP is based on the FY2017-2022 SYFP and SYIP. The out years are based on the trends in the current plans and as detailed below.

State Revenue

- The average state revenue growth for FY2017-2022 is 5%.
- For years 2020 and beyond, growth rates have been determined for each revenue source with recent consultation with the Department of Taxation and average 2.1%.

Federal Revenue

- Based on the current federal program. Does not consider potential reduction due to lack of funding or potential increased program.
- There is no growth estimated for federal revenues. The status of the funding provided by the federal Highway Trust Fund (HTF) is not set beyond federal fiscal year 2017 and current funding levels are unsustainable without funding assistance. In recent years, Congress has avoided shortfalls by transferring funds from the general fund of the Treasury to the HTF. Lawmakers may choose to continue to make additional transfers or address the revenue dedicated to the Highway Trust Fund. This uncertainty does not allow for projecting a growing source of funding.

Allocation to Districts and to MPOs

- Other Administrative Programs includes the following:
 - 699 – Administrative and Support Services
 - 514 – Environmental Monitoring and Evaluation
 - 60315 – Construction Management
 - 602 – Ground Transportation Planning and Research
- Maintenance allocations include Highway System Maintenance and Operations for VDOT-maintained roads and Financial Assistance for City and County Road Maintenance. These funds are divided amongst the districts based on the district's six year average share.
- Once districts amounts for Maintenance are obtained, population percentages are applied to determine MPO amounts.
- Construction allocations are distributed according to the SYFP for FY2017-2022 after that funds are allocated thusly:
 - Bridge needs of the districts were provided by Structure & Bridge Division
 - Interstate needs of the districts provided by Transportation and Mobility Planning Division
 - Interstate and Primary needs with the allocation distribution from the end of the six-year improvement program were used to determine the distribution of the federal discretionary funding to the MPOs through the life of the CLRP. No determination is applied as to what highway system to which the funds should be allocated.
- VDOT specific programs were held as statewide amounts and not distributed to the MPOs
- Construction Formula Allocations – represents the total distribution to the highway systems
 - Primary – The estimated amounts to the urbanized areas of these program funds are developed utilizing the share of the urbanized area's population of the respective construction districts where these areas reside.
 - Secondary – Secondary system construction allocations are, as per the code of Virginia, developed to the county level. These county amounts include construction, unpaved road funds and telecommunication fees. The estimated amounts of these funds to the urbanized areas are based on the urbanized area's share of the respective county population that lies within the specific area.

- Urban – The Urban system construction allocations are, as per the code of Virginia, allocated to the municipalities based on populations. The estimated amounts to the urbanized areas are the allocations to the cities and towns that are within the respective urbanized area boundaries.

Comparison to previous Constrained Long Range Plan (CLRP)

The comparison provided below represents the same fiscal year spans that were in the previous CLRP that are also in the current CLRP. These are fiscal years 2017-2045. This comparison does not include funds that are not directly tied to an MPO for this analysis. The total CLRP does contain funds that are not affiliated with an MPO and extends to fiscal year 2045.

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

FUNDING SOURCES AND RATIOS

The projects described in the TIP for Fiscal Years 2018-2021 are listed by system or grouping. Listed below in *Table 1: Funding Sources and Funding Ratios* the various categories through which the projects in this TIP are funded and their match requirement. The state and local jurisdictions supply the matching funds for applicable projects.

FUNDING SOURCES AND FUNDING RATIOS				
Agency	Eligibility Category Source	Ratio of Matching Funds		
		Federal	State/Local	
Virginia Department of Transportation (VDOT)	(S) State Funded		100%	
Federal Highway Administration (FHWA)	(BR) Federal– Aid Bridge Replacement	80%	20%	
	(CM) Congestion Mitigation	100%	0%	
		90%	10%	
		80%	20%	
	(HES) Hazard Elimination Funds	90%	10%	
	(I) Interstate Completion Funds	90%	10%	
	(IM) Interstate Maintenance Funds	90%	10%	
	(IR) Interstate 4-R Funds	90%	10%	
		90%	10%	
	(NH) National Highway System Funds	80%	20%	
		90%	10%	
(RRS) Rail Highway Grade Separation Funds	90%	10%		
(RS) Rural Secondary Funds	75%	25%		
(S) State Funded	0%	100%		
(STP) Surface Transportation Funds	80%	20%		
Federal Transit Administration (FTA)	(Sec.16) Capital Assistance for Elderly and Disabled	80%	20%	
	(Sec. 3) Transit Capital Funds	80%	20%	
	(Sec. 9) Transit Capital and/or Operating Funds	Capital 1	80%	20%
		Operation 2	50%	50%
Federal Aviation Administration (FAA)	(AIP) Airport Improvement Program Funds			
	Terminal Development	90%	10%	
	All Other Projects	90%	10%	
Virginia Department of Aviation (VDA)	State/Local Funding	90%	10%	
	Most Projects	80%	20%	
	Terminal Development		State 100% (Public Areas) Local 100% (Leased Areas)	

* Depends on type of work being done.

1. State capital contribution varies depending upon the number of projects submitted statewide. State maximum share is 19%.

2. State provides assistance for administrative cost up to 50% of local share. For fuel, tires, and maintenance cost, the state provides up to 95% of local share.

The CVTIP 2018-2021 funding summary tables, *Table 2: Federal Funding Categories Statewide for Fiscal Years 2018-2021* and *Table 3: Supplemental Central Virginia MPO Highway Improvement Revenues FY 2018-2021*, summarize, by year and by funding source, the revenue amounts estimated and committed for fiscal year 2018-2021. These tables include expenditures and estimated revenues expected from each funding source and show that the program is financially constrained by year.

The information in the funding summary tables is based on the *total funds available*, which consists of annual allocations of funds including any State and Local matching dollars. There is a reasonable expectation that these revenue sources will all become available and committed to the project phase during the programmed year of the CVTIP FY2018-2021. The following provides a general overview of funding programs utilized in the development of the CVTIP FY2018-2021.

HIGHWAY FUNDING PROGRAMS

- *Bridge Rehabilitation and Replacement / Bridge Off-System Funds Program (BR/BROS)* program provides funding for bridge improvements. Eligibility for funding is based on a rating of bridge condition by VDOT as a candidate for upgrading.
- *Congestion Mitigation and Air Quality (CMAQ)* funds are used for projects that reduce criteria air pollutants regulated from transportation-related sources. Eligible projects include transit improvements, traffic flow improvements, ride sharing programs, pedestrian and bicycle improvements, vehicle inspection and maintenance programs, travel demand management etc. [Not applicable]
- *DEMO* The federal transportation acts include demonstration, priority, pilot, or special interest projects in various Federal-aid highway and appropriations acts. These projects are generically referred to as "demonstration" or "demo" projects, because Congress initiated this practice of providing special funding for these projects to demonstrate some new or innovative construction, financing, or other techniques on specific projects.
- *The Equity Bonus (EB/MG)* formerly known as Minimum Guarantee, *the equity bonus* ensures that each State receives a specific share of the aggregate funding for major highway programs, with every State guaranteed at least a specified percentage of that State's share of contributions to the Highway Account of the Highway Trust Fund. Major highway programs include Interstate Maintenance, National Highway System, Bridge, Surface Transportation Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement, Metropolitan Planning, Appalachian Development Highway System, Recreational Trails, Safe Routes to School, Rail-Highway Grade Crossing, Coordinated Border Infrastructure programs, and Equity Bonus itself, along with High Priority Projects.
- *The Interstate Maintenance (IM)* program provides funding for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the National System of Interstate and Defense Highways. Funding for this program is subject to the overall Federal-aid

obligation limitation. The Commonwealth Transportation Board (CTB) administers these programs.

- *The National Highway System Program (NHS)* provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors. Projects can be funded only if they are on the National Highway System, which is established by Congress.
- *Non-Federal* Any funding that does not come from federal sources is grouped into the non-federal funding category.
- *Regional Surface Transportation Program (RSTP)* provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. Projects include road widening, rehabilitation, transit capital, research, environmental enhancements, intelligent transportation systems, planning, and others. [Not applicable]
- *Safe Routes to School Program (SRTS)* is a competitive grant program to enable and encourage children to safely walk and bicycle to school. Funds can be used for infrastructure improvements and educational programs.
- “Fixing America's Surface Transportation Act” (FAST) is the federal transportation bill that provides federal transportation funding to each state. FAST funding category refers to funding earmarks that Congress included in the legislation for specific projects. This funding can only be used for the project(s) for which it is earmarked.
- *The Surface Transportation Program (STP)* provides flexible funding that can be utilized on any project located on a roadway that is classified higher than a minor collector. Projects eligible for funding under this program include construction, reconstruction, and rehabilitation, and bridge projects on any public road. Local STP funds are designated as L-STP.
- *The Transportation Enhancements Program (TE)* funds have been made available for bicycle and pedestrian facilities through the Surface Transportation Program of MAP 21. A 10% set aside from each state's allocation of STP funds must be used for Transportation Enhancement activities. Projects are available for funding on a statewide competition basis for enhancement grants. The Enhancement program includes a set aside for the Roadscapes Program, which provides funding for local jurisdictions to apply for landscaping projects on state and federally maintained rights-of-way.

TRANSIT FUNDING PROGRAMS

- *Section 5307* Federal Transit Administration formula grants for transit capital and operating assistance in urbanized areas.
- *Section 3037* Federal Transit Administration funds for Job Access and Reverse Commute grants to provide low-income individuals job access transportation.
- *Section 5309* Federal Transit Administration discretionary grant funding for capital assistance for major bus related construction or equipment projects.
- *Section 5310* Federal Transit Administration funds for private and non-profit organizations providing mass transportation services for the elderly and disabled.
- *Non-Federal* Any funding that does not come from federal sources is grouped into the non-federal funding category.

FINANCIAL ASSUMPTIONS

The CVTIP FY2018-2021 financial plan is federally required to include only committed and/or reasonably available transportation funding sources. In air quality non attainment or maintenance areas, projects in the first two years are limited to those for which funds are available or committed. The estimates on funding sources and costs are based on reasonable financial principles and recent information. The financial estimates for both revenues and costs are given in year of expenditure dollars, and reflect growth and inflation factors.

VDOT costs estimates are from the VDOT Project Cost Estimating System. For projects not administered by the state, cost estimates are developed cooperatively through the MPO or responsible local government. Maintenance and construction program financial planning assumptions used for the CVTIP FY 2018-2021 are consistent with assumptions and distribution methodology used for the Central Virginia Long Range Transportation Plan 2040. Financial assumptions include:

- 1) Maintenance allocations will increase 4% annually.
- 2) Federal revenue annual growth is forecasted at the rate of increase in taxable gallons of gas as estimated by the Virginia Department of Taxation, which is 2.05%.
- 3) After the HB3202 bond issuance period has ended, it is assumed that there will be \$300 million of new bond revenue, with its associated debt, each year beyond 2017 that will be distributed in the same manner as was the previous bond proceeds.
- 4) It is assumed that future federal reauthorizations will follow the current funding scheme and base levels.

FUNDING SOURCES – ESTIMATES AND COMMITMENTS

FEDERAL FUNDING CATEGORIES STATEWIDE FOR FINANCIAL YEARS 2018-2021

TABLE C : Lynchburg MPO
FEDERAL FUNDING CATEGORIES
FISCAL CONSTRAINT BY YEAR

Highway Projects
FFY 2018 - 2021

Fund Source	FFY 2018		FFY 2019		FFY 2020		FFY 2021		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
Federal										
BR/BROS	\$0	\$0	\$1,146,977	\$1,146,977	\$3,164,859	\$3,164,859	\$0	\$0	\$4,311,836	\$4,311,836
NHS/NHPP	\$3,596,240	\$3,596,240	\$849,318	\$849,318	\$3,809,949	\$3,809,949	\$1,653,029	\$1,653,029	\$9,908,536	\$9,908,536
STP/STBG	\$745,967	\$745,967	\$55,000	\$55,000	\$863,539	\$863,539	\$0	\$0	\$1,664,506	\$1,664,506
Subtotal – Federal	\$4,342,207	\$4,342,207	\$2,051,295	\$2,051,295	\$7,838,347	\$7,838,347	\$1,653,029	\$1,653,029	\$15,884,878	\$15,884,878
Other										
State Match	(\$320,274)	(\$320,274)	\$507,685	\$507,685	\$1,839,652	\$1,839,652	\$413,257	\$413,257	\$2,440,320	\$2,440,320
Subtotal – Other	(\$320,274)	(\$320,274)	\$507,685	\$507,685	\$1,839,652	\$1,839,652	\$413,257	\$413,257	\$2,440,320	\$2,440,320
Total	\$4,021,933	\$4,021,933	\$2,558,980	\$2,558,980	\$9,677,999	\$9,677,999	\$2,066,286	\$2,066,286	\$18,325,198	\$18,325,198
Federal - ACC (1)										
HSIP	\$61,103	\$61,103	\$0	\$0	\$0	\$0	\$0	\$0	\$61,103	\$61,103
BR	\$0	\$0	\$0	\$0	\$2,554,645	\$2,554,645	\$0	\$0	\$2,554,645	\$2,554,645
NHS/NHPP	\$3,765,813	\$3,765,813	\$3,404,820	\$3,404,820	\$3,404,510	\$3,404,510	\$3,404,357	\$3,404,357	\$13,979,500	\$13,979,500
STP/STBG	\$0	\$0	\$733,030	\$733,030	\$732,965	\$732,965	\$732,889	\$732,889	\$2,198,884	\$2,198,884
Subtotal – Federal - ACC (1)	\$3,826,916	\$3,826,916	\$4,137,850	\$4,137,850	\$6,692,120	\$6,692,120	\$4,137,246	\$4,137,246	\$18,794,132	\$18,794,132
Statewide - Federal (4)										
CMAQ (2)	\$2,812,590	\$2,812,590	\$480,000	\$480,000	\$800,000	\$800,000	\$2,203,410	\$2,203,410	\$6,296,000	\$6,296,000
NHFP	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Subtotal – Statewide - Federal (4)	\$4,812,590	\$4,812,590	\$480,000	\$480,000	\$800,000	\$800,000	\$2,203,410	\$2,203,410	\$8,296,000	\$8,296,000
Maintenance - Federal (5)										
BR/BROS	\$213,428	\$213,428	\$153,190	\$153,190	\$194,023	\$194,023	\$194,803	\$194,803	\$755,444	\$755,444
STP/STBG	\$6,085,880	\$6,085,880	\$4,368,185	\$4,368,185	\$5,532,539	\$5,532,539	\$5,554,784	\$5,554,784	\$21,541,388	\$21,541,388
Subtotal – Maintenance - Federal (5)	\$6,299,308	\$6,299,308	\$4,521,375	\$4,521,375	\$5,726,562	\$5,726,562	\$5,749,587	\$5,749,587	\$22,296,832	\$22,296,832

**SECTION 3: CENTRAL VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM**

Lynchburg MPO

Primary Projects

UPC NO	11813		SCOPE	New Construction Roadway		
SYSTEM	Primary	JURISDICTION	Amherst County		OVERSIGHT	FO
PROJECT	RTE 29 - LYNCHBURG-MADISON HEIGHTS BYPASS - 4 LANES NEW LOC				ADMIN BY	VDOT
DESCRIPTION	FROM: 0.469 MILE NORTH NCL LYNCHBURG TO: 0.349 MILE NORTH ROUTE 130 CONNECTOR (4.6970 MI)					
PROGRAM NOTE	All funding based on current allocations/estimate.					
ROUTE/STREET	0029				TOTAL COST	\$59,460,808
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
		\$0	\$0	\$0	\$0	\$0

UPC NO	11912		SCOPE	New Construction Roadway		
SYSTEM	Primary	JURISDICTION	Amherst County		OVERSIGHT	FO
PROJECT	RTE 29 - LYNCHBURG/MADISON HEIGHTS BYPASS - 4 LANES NEW LOC				ADMIN BY	VDOT
DESCRIPTION	FROM: 0.562 KILOMETER NORTH ROUTE 130 CONNECTOR TO: 0.112 KILOMETER SOUTH ROUTE 661 (8.7000 KM)					
PROGRAM NOTE	All funding based on current allocations/estimate.					
ROUTE/STREET	0029				TOTAL COST	\$51,991,699
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
RW	Federal - STP/STBG	(\$563,961)	(\$2,255,844)	\$0	\$0	\$0

UPC NO	108914		SCOPE	Reconstruction w/o Added Capacity		
SYSTEM	Primary	JURISDICTION	Bedford County		OVERSIGHT	NFO
PROJECT	#HB2.FY17 Route 221 Congestion and Safety Improvements				ADMIN BY	VDOT
DESCRIPTION	FROM: Graves Mill Road TO: Gristmill Drive (0.4000 MI)					
ROUTE/STREET	FOREST ROAD (0221)				TOTAL COST	\$8,137,995
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
PE AC	Federal - AC	\$0	\$0	\$766,029	\$0	\$0
RW AC	Federal - AC	\$0	\$0	\$0	\$688,153	\$0
CN AC	Federal - AC	\$0	\$0	\$0	\$2,477,409	\$4,206,404

UPC NO	64773		SCOPE	Safety		
SYSTEM	Primary	JURISDICTION	Lynchburg		OVERSIGHT	NFO
PROJECT	RTE 29/460 - ACCESS MANAGEMENT				ADMIN BY	VDOT
DESCRIPTION	FROM: 0.163 MILE EAST INT. RTE 501 TO: 1.475 MILE EAST INT. RTE 501 (1.3110 MI)					
ROUTE/STREET	RICHMOND HIGHWAY (0460)				TOTAL COST	\$20,711,567
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal - NHS/NHPP	\$0	\$3,697,986	\$0	\$0	\$0
	Federal - STP/STBG		\$2,800,000	\$0	\$0	\$0
CN TOTAL		\$0	\$6,497,986	\$0	\$0	\$0
CN AC	Federal - AC	\$0	\$2,437,210	\$0	\$0	\$0

Lynchburg MPO

Urban Projects

UPC NO	106320	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	NFO	
PROJECT	UR-6056 - D/B WIDEN FROM 2 TO 4 LANES (GREENVIEW DRIVE)			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.010 MI NORTH OF SC 1541 (HERMITAGE RD) TO: 0.215 MI SOUTH OF UR-6066 (LEESVILLE RD) (0.6200 MI)					
PROGRAM NOTE	All funding obligated based on current allocations/estimate					
ROUTE/STREET	GREENVIEW DRIVE (6056)			TOTAL COST	\$13,718,754	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
		\$0	\$0	\$0	\$0	\$0

UPC NO	106537	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	NFO	
PROJECT	UR-6056 - D/B WIDEN FR 2-4 LNS (GREENVIEW DR) DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION	FROM: SC-1541 (HERMITAGE RD) TO: 0.220Mi. S. UR-6066 (LEESVILLE RD) (0.4500 MI)					
ROUTE/STREET	GREENVIEW DRIVE (6056)			TOTAL COST	\$10,234,122	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
PE	Federal - AC CONVERSION	\$0	\$0	\$733,030	\$732,965	\$732,889
PE AC	Federal - AC	\$0	\$9,559,674	\$0	\$0	\$0
CN	Federal - STP/STBG	\$0	(\$288,189)	\$0	\$0	\$0

UPC NO	105515	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	FO	
PROJECT	RTE 29/460 - D/B INTERCHANGE & EXTENSION (ODD FELLOWS ROAD)			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.48 MI. W. OF ODD FELLOWS ROAD TO: 0.54 MI. E. OF ODD FELLOWS ROAD (1.0220 MI)					
PROGRAM NOTE	All funding obligated based on current allocations/estimate					
ROUTE/STREET	RICHMOND HIGHWAY (6029)			TOTAL COST	\$40,982,810	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
RW AC	Federal - AC	\$0	\$3,186,098	\$0	\$0	\$0
CN AC	Federal - AC	\$0	\$35,035,839	\$0	\$0	\$0

UPC NO	100023	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	NFO	
PROJECT	LYNCHBURG - ODD FELLOWS/GREENVIEW - D/B DEVELOPMENT			ADMIN BY	VDOT	
DESCRIPTION	FROM: VARIOUS TO: VARIOUS					
PROGRAM NOTE	All funding obligated based on current allocations/estimate					
ROUTE/STREET	VARIOUS (0460)			TOTAL COST	\$2,528,599	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
		\$0	\$0	\$0	\$0	\$0

UPC NO	106533	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	FO	
PROJECT	RTE 29/460 - INTCHG & EXT (ODD FELLOWS RD) DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION	FROM: VARIOUS TO: Various					
ROUTE/STREET	VARIOUS (6029)			TOTAL COST	\$51,222,142	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal - AC CONVERSION	\$0	\$3,404,750	\$3,404,820	\$3,404,510	\$3,404,357

Lynchburg MPO

Project Groupings

GROUPING		Construction : Bridge Rehabilitation/Replacement/Reconstruction					
ROUTE/STREET						TOTAL COST	\$35,551,961
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
PE	Federal - BR	(\$2,500)	\$0	(\$10,000)	\$0	\$0	
RW	Federal - AC CONVERSION	\$638,661	\$0	\$0	\$2,554,645	\$0	
	Federal - BR	\$289,244	\$0	\$1,156,977	\$0	\$0	
	Federal - NHS/NHPP	\$212,330	\$0	\$849,318	\$0	\$0	
RW TOTAL		\$1,140,235	\$0	\$2,006,295	\$2,554,645	\$0	
RW AC	Federal - AC	\$638,661	\$0	\$2,554,645	\$0	\$0	
CN	Federal - BR	\$791,215	\$0	\$0	\$3,164,859	\$0	
	Federal - NHS/NHPP	\$668,912	\$0	\$0	\$2,675,646	\$0	
CN TOTAL		\$1,460,126	\$0	\$0	\$5,840,505	\$0	
CN AC	Federal - AC	\$2,791,834	\$0	\$0	\$11,167,335	\$0	

GROUPING		Construction : Rail					
ROUTE/STREET						TOTAL COST	\$1,118,919
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
			\$0	\$0	\$0	\$0	

GROUPING		Construction : Safety/ITS/Operational Improvements					
ROUTE/STREET						TOTAL COST	\$86,322,962
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
PE	Federal - AC CONVERSION	\$90,266	\$361,063	\$0	\$0	\$0	
RW	Federal - HSIP	\$6,111	\$0	\$55,000	\$0	\$0	
	Federal - NHS/NHPP	\$283,576	\$0	\$0	\$1,134,303	\$0	
RW TOTAL		\$289,687	\$0	\$55,000	\$1,134,303	\$0	
CN	Federal - AC CONVERSION	\$6,789	\$61,103	\$0	\$0	\$0	
	Federal - HSIP	\$150,393	\$490,000	\$0	\$863,539	\$0	
	Federal - NHS/NHPP	\$387,821	(\$101,746)	\$0	\$0	\$1,653,029	
CN TOTAL		\$545,003	\$449,357	\$0	\$863,539	\$1,653,029	
CN AC	Federal - AC	\$5,355,716	\$14,410,269	\$7,012,596	\$0	\$0	

GROUPING		Construction : Transportation Enhancement/Byway/Non-Traditional					
ROUTE/STREET						TOTAL COST	\$6,042,996
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
			\$0	\$0	\$0	\$0	

GROUPING		Maintenance : Preventive Maintenance and System Preservation					
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET						TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
CN	Federal - STP/STBG	\$0	\$2,816,175	\$2,021,330	\$2,560,122	\$2,570,416	

GROUPING	Maintenance : Preventive Maintenance for Bridges						
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.						
ROUTE/STREET						TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
CN	Federal - BR	\$0	\$213,428	\$153,190	\$194,023	\$194,803	
	Federal - STP/STBG	\$0	\$2,054,928	\$1,474,940	\$1,868,090	\$1,875,601	
CN TOTAL		\$0	\$2,268,356	\$1,628,130	\$2,062,113	\$2,070,404	

GROUPING	Maintenance : Traffic and Safety Operations						
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.						
ROUTE/STREET						TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
CN	Federal - STP/STBG	\$0	\$1,214,777	\$871,915	\$1,104,327	\$1,108,767	

**SECTION 4: TRANSPORTATION IMPROVEMENT
PROGRAM FOR PUBLIC TRANSPORTATION &
TRANSPORTATION DEMAND MANAGEMENT
(TDM) PROJECTS**

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT COSTS (in \$1,000)**

FY2018 - 2021

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
CENTRAL VIRGINIA METROPOLITAN PLANNING ORGANIZATION							
STIP ID:	GLTC001	Title: Operating Assistance			Recipient: Greater Lynchburg Transit Company		
FTA 5307	2,049	2,197	2,049	2,049	2,049	FTA 5307	8,344
State	2,015	1,678	2,015	2,015	2,015	State	7,723
Local	3,052	4,264	3,052	3,052	3,052	Local	13,420
Revenues	1,188	975	1,188	1,188	1,188	Revenues	4,539
Year Total:	8,304	9,114	8,304	8,304	8,304	Total Funds:	34,026
Description:							
STIP ID:	GLTC002	Title: Preventive Maintenance			Recipient: Greater Lynchburg Transit Company		
Flexible STP	-					Flexible STP	-
State	-					State	-
Local	-					Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
STIP ID:	GLTC006	Title: Replacement Rolling Stock			Recipient: Greater Lynchburg Transit Company		
FTA 5339						FTA 5339	-
Flexible STP			4,000	11,464	2,924	Flexible STP	18,388
State			800	2,293	585	State	3,678
Local			200	573	146	Local	919
Year Total:	-	-	5,000	14,330	3,655	Total Funds:	22,985
Description:							
STIP ID:	GLTC010	Title: Expansion Rolling Stock			Recipient: Greater Lynchburg Transit Company		
Flexible STP		-	1,019			Flexible STP	1,019
State		-	204			State	204
Local		-	51			Local	51
Year Total:	-	-	1,274	-	-	Total Funds:	1,274
Description:							
STIP ID:	GLTC012	Title: Spare Parts, ACM Items			Recipient: Greater Lynchburg Transit Company		
Flexible STP		300	300	120	120	Flexible STP	840
State		60	60	24	24	State	168
Local		15	15	6	6	Local	42
Year Total:	-	375	375	150	150	Total Funds:	1,050
Description:							
STIP ID:	GLTC013	Title: Bus Engineering & Design of Admin B			Recipient: Greater Lynchburg Transit Company		
Flexible STP						Flexible STP	-
State						State	-
Local						Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
STIP ID:	GLTC014	Title: Bus Real Estate Acquisition			Recipient: Greater Lynchburg Transit Company		
Flexible STP						Flexible STP	-
State						State	-
Local						Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
STIP ID:	GLTC018	Title: Purchase Passenger Shelters			Recipient: Greater Lynchburg Transit Company		
Flexible STP				200		Flexible STP	200
State				40		State	40
Local				10		Local	10
Year Total:	-	-	-	250	-	Total Funds:	250
Description:							
STIP ID:	GLTC019	Title: Shop Equipment			Recipient: Greater Lynchburg Transit Company		
Flexible STP		88	120	60		Flexible STP	268
State		17	24	12		State	53
Local		5	6	3		Local	14
Year Total:	-	110	150	75	-	Total Funds:	335
Description:							

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT COSTS (in \$1,000)**

FY2018 - 2021

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
CENTRAL VIRGINIA METROPOLITAN PLANNING ORGANIZATION							
STIP ID:	GLTC020	Title: ADP Hardware			Recipient: Greater Lynchburg Transit Company		
Flexible STP		-		60		Flexible STP	60
State		-		12		State	12
Local		-		3		Local	3
Year Total:	-	-	-	75	-	Total Funds:	75
Description:							
STIP ID:	GLTC021	Title: Purchase Support Vehicles			Recipient: Greater Lynchburg Transit Company		
Flexible STP		38			68	Flexible STP	106
State		7			14	State	21
Local		2			3	Local	5
Year Total:	-	47	-	-	85	Total Funds:	132
Description:							
STIP ID:	GLTC024	Title: Bike Racks, ITS, Misc Equipment			Recipient: Greater Lynchburg Transit Company		
Flexible STP						Flexible STP	-
State						State	-
Local						Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
STIP ID:	GLTC026	Title: Bus Construction Admin/Maint			Recipient: Greater Lynchburg Transit Company		
FTA 5339						FTA 5339	-
Flexible STP						Flexible STP	-
State		-				State	-
Local		-				Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
STIP ID:	GLTC027	Title: Radios			Recipient: Greater Lynchburg Transit Company		
Flexible STP						Flexible STP	-
State		-				State	-
Local		-				Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
STIP ID:	GLTC028	Title: Rehabilitate/Rebuild Buses			Recipient: Greater Lynchburg Transit Company		
Flexible STP					280	Flexible STP	280
State		-			53	State	53
Local		-			17	Local	17
Year Total:	-	-	-	-	350	Total Funds:	350
Description:							
STIP ID:	GLTC029	Title: ADP Software			Recipient: Greater Lynchburg Transit Company		
Flexible STP			120		60	Flexible STP	180
State		-	24		12	State	36
Local		-	6		3	Local	9
Year Total:	-	-	150	-	75	Total Funds:	225
Description:							
STIP ID:	GLTC030	Title: Fare Collection Equipment			Recipient: Greater Lynchburg Transit Company		
Flexible STP						Flexible STP	-
State		-				State	-
Local		-				Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
STIP ID:	GLTC031	Title: Purchase Surveillance/Security			Recipient: Greater Lynchburg Transit Company		
Flexible STP		6				Flexible STP	6
FTA 5307						FTA 5307	-
State		-	1			State	1
Local		-	1			Local	1
Year Total:	-	8	-	-	-	Total Funds:	8
Description:							

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT COSTS (in \$1,000)**

FY2018 - 2021

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
CENTRAL VIRGINIA METROPOLITAN PLANNING ORGANIZATION							
STIP ID:	GLTC032	Title: Purchase Route Signage			Recipient: Greater Lynchburg Transit Company		
Flexible STP						Flexible STP	-
State	-					State	-
Local	-					Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
STIP ID:	CAAA001	Title: Paratransit Vehicles			Recipient: Central Va Alliance for Community Living (CVACL)		
FTA 5310		76	76	76	76	FTA 5310	304
State	-	-	-	-	-	State	-
Local	-	19	19	19	19	Local	76
Year Total:	-	95	95	95	95	Total Funds:	380
Description:							
STIP ID:	CAAA003	Title: New Freedom			Recipient: Central Va Alliance for Community Living (CVACL)		
FTA 5310		44	44	44	44	FTA 5310	176
State		35	35	35	35	State	140
Local		9	9	9	9	Local	36
Revenues		1	1	1	1	Revenues	4
Year Total:	-	89	89	89	89	Total Funds:	356
Description:							
STIP ID:	HHI005	Title: Paratransit Vans			Recipient: Heart Havens, Inc.		
FTA 5310						FTA 5310	-
State						State	-
Local	-					Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
STIP ID:	CVCS001	Title: Paratransit Vehicles			Recipient: Horizon Behavioral Health		
FTA 5310						FTA 5310	-
State	-					State	-
Local	-					Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
STIP ID:	PHS0001	Title: Paratransit Vehicles			Recipient: Presbyterian Home & Family Services		
FTA 5310						FTA 5310	-
State						State	-
Local	-					Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
Greater Lynchburg Transit Company	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
FTA 5307	2,049	2,197	2,049	2,049	2,049	FTA 5307	8,344
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	-	-	-	-	FTA 5310	-
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	432	5,559	11,904	3,452	Flexible STP	21,347
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	2,015	1,763	3,127	4,396	2,703	State	11,989
Local	3,052	4,287	3,330	3,647	3,227	Local	14,491
Revenues	1,188	975	1,188	1,188	1,188	Revenues	4,539
Totals	8,304	9,654	15,253	23,184	12,619		60,710

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT COSTS (in \$1,000)

FY2018 - 2021

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
CENTRAL VIRGINIA METROPOLITAN PLANNING ORGANIZATION							
CVACL	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
FTA 5307	-	-	-	-	-	FTA 5307	-
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	120	120	120	120	FTA 5310	480
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	-	-	-	-	Flexible STP	-
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	-	35	35	35	35	State	140
Local	-	28	28	28	28	Local	112
Revenues	-	1	1	1	1	Revenues	4
<i>Totals</i>	-	184	184	184	184		736
Central VA MPO							
Central VA MPO	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
FTA 5307	2,049	2,197	2,049	2,049	2,049	FTA 5307	8,344
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	120	120	120	120	FTA 5310	480
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	432	5,559	11,904	3,452	Flexible STP	21,347
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	2,015	1,798	3,162	4,431	2,738	State	12,129
Local	3,052	4,315	3,358	3,675	3,255	Local	14,603
Revenues	1,188	976	1,189	1,189	1,189	Revenues	4,543
<i>Totals</i>	8,304	9,838	15,437	23,368	12,803		61,446

**SECTION 5: 6-YEAR AIRPORT PROJECTS
GRANT FUND**



FY 2017 – 2021 CAPITAL IMPROVEMENT PROGRAM AIRPORT – NEW/ACTIVE

AIRPORT CAPITAL PROJECTS FUND – SUMMARY OF APPROPRIATIONS - This summary demonstrates project appropriations for each Fiscal Year along with the expected sources of funding.

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
RESOURCES					
Federal Aviation Administration	\$1,080,000	\$1,620,000	\$3,780,000	\$1,890,000	\$4,050,000
Virginia Department of Aviation	680,000	580,000	420,000	210,000	450,000
Local (Airport) Pay-As-You-Go	140,000	100,000	0	0	0
TOTAL ESTIMATED RESOURCES	\$1,900,000	\$2,300,000	\$4,200,000	\$2,100,000	\$4,500,000
PROPOSED PROJECTS					
Airfield Lighting Rehabilitation (LED)	\$1,200,000	\$0	\$0	\$0	\$0
North General Aviation Development Area	700,000	0	0	0	0
Mid-Field General Aviation Development Area	0	1,800,000	0	0	0
Terminal Refurbishment (Baggage Systems/Lighting/Counters)	0	500,000	0	0	0
Runway 4-22 Rehabilitation	0	0	4,200,000	0	0
Taxiway "B" Rehabilitation	0	0	0	2,100,000	0
Runway 4-22 Parallel Taxiway	0	0	0	0	4,500,000
TOTAL PROPOSED PROJECTS	\$1,900,000	\$2,300,000	\$4,200,000	\$2,100,000	\$4,500,000

APPENDIX A:
PROJECTS BY GROUPING

Appendix A

Projects by Grouping

Lynchburg MPO

Construction : Bridge Rehabilitation/Replacement/Reconstruction

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T19026	Lynchburg District-wide	0000		\$0
			BRIDGE REHABILITATION/REPLACEMENT		
Primary	104600	Campbell County	WARDS ROAD (0029)		\$14,657,342
			RTE 29 NBL - BRIDGE & APPR. OVER NS RR FED. ID. NO. (04144)		
			FROM: 0.500 MILE NORTH OF RTE 683 TO: 1.002 MILES NORTH OF RTE 683 (0.5020 MI)		
Secondary	101043	Amherst County	SEMINOLE DRIVE (0681)		\$2,182,965
			#SGR RTE 681 - REPLACE BRIDGE OVER WILLIAMS RUN (FED ID 0152)		
			FROM: 0.600 MILE EAST OF RTE 29 TO: 0.800 MILE EAST OF RTE 29 (0.2000 MI)		
Secondary	97711	Bedford County	0621		\$3,542,180
			RTE. 621 OVER IVY CREEK (STR. ID 02707) - BRIDGE REPLACEMENT		
			FROM: 0.40 Rte 1240 TO: .025 Rte 884 (0.2500 MI)		
Secondary	51916	Bedford County	GOODE ROAD (0668)		\$5,058,036
			#SGR Rt 668 Over NSRR(STR 02785) Replace Brg & Improve Appr		
			FROM: 0.33 mi North of Rt. 702 (Prophet Rd) TO: 0.37 mi South of Rt. 840 (Pilgrim Rd) (0.1990 MI)		
Urban	104599	Lynchburg	RICHMOND HIGHWAY (0029)		\$10,111,438
			RTE 29 SBL & NBL - BR & APPR OVER NSRR FED ID 20579 & 20580		
			FROM: 0.10 MILE NORTH OF RTE 501 TO: 1.50 MILE NORTH OF RTE 501 (1.4000 MI)		
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total					\$35,551,961

Construction : Rail

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	105610	Campbell County	GOODMAN CROSSING RD. (0626)		\$442,977
			Rt.626-Upgrade Flashing Lights&Gates,CWT Pred,Unidirect&Appr		
			FROM: 88 ft E of Rt. 713 TO: at NSRR Crossing #713912F		
Urban	105609	Lynchburg	VARIOUS - 7TH / ADAMS ST AND CONCORD TRNPK. (9999)		\$675,942
			CITYWIDE - FLASHING LIGHTS, GATES, & CWT PREDICTORS		
			FROM: Various TO: At CSXRR Crossings #224559H and 224551D		
Construction : Rail Total					\$1,118,919

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	107802	Statewide	9999		\$500,000
			Incident Management Emergency Evacuation and Detour Plans		
			FROM: Various TO: Various		
Miscellaneous	T19022	Lynchburg District-wide	0000		\$0
			CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		
Miscellaneous	106553	Lynchburg District-wide	0000		\$745,961
			Committed Safety Projects-Lynchburg		
			FROM: various TO: various		

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	93174	Statewide	0000		\$1,104,740
			SafetyAnalyst Project		
			FROM: various TO: various		
Miscellaneous	105481	Statewide	0000		\$1,400,000
			Impement iPeMS (Iteris Performance Measrement System)		
			FROM: various TO: various		
Miscellaneous	81355	Lynchburg District-wide	VARIOUS (9999)		\$1,226,866
			DISTRICTWIDE - HSIP ROADWAY SAFETY ASSESSMENT		
			FROM: VARIOUS TO: VARIOUS		
Primary	71760	Campbell County	VILLAGE HIGHWAY (0024)		\$405,328
			RTE 24 - INSTALL CROSSWALK AT ROUTE 615 & EXTEND SIDEWALK		
			FROM: ROUTE 615 TO: ROUTE 9488 (RUSTBURG HIGH SCHOOL) (0.2000 MI)		
Primary	109577	Amherst County	RICHMOND HIGHWAY (0060)		\$685,323
			RTE 60 - CONSTRUCT SIDEWALK		
			FROM: BUS 29 (SOUTH MAIN ST) TO: RTE 1102 / 1112 (WASHINGTON ST / WHITEHEAD ST) (0.3200 MI)		
Primary	109555	Lynchburg	TIMBERLAKE ROAD (0460)		\$3,233,297
			#HB2.FY17 BUS 460 - RECONSTRUCT INTERSECTION AT RTE 622		
			FROM: 0.080 MILE WEST OF RTE 622 TO: 0.080 MILE EAST OF RTE 622 (0.1600 MI)		
Primary	107015	Amherst County	SOUTH AMHERST HIGHWAY (7029)		\$3,700,000
			BUS 29 - SHOULDER WIDENING/RUMBLE STRIPS - AMHERST COUNTY		
			FROM: 0.03 MILE NORTH RTE 646 TO: 0.16 MILE NORTH RTE 661 (5.8200 MI)		
Primary	109586	Amherst County	SOUTH AMHERST HIGHWAY (7029)		\$1,001,039
			BUS 29 - CONSTRUCT SIDEWALK (MADISON HEIGHTS)		
			FROM: RTE 1054 (LAKEVIEW RD) TO: RTE 682 (WOODYS LAKE RD) (1.4000 MI)		
Primary	104743	Lynchburg District-wide	VARIOUS (9999)		\$1,000,000
			DISTRICTWIDE - SIGNAL UPGRADES		
			FROM: VARIOUS TO: VARIOUS		
Primary	107018	Lynchburg District-wide	VARIOUS (9999)		\$913,732
			LYNCHBURG DISTRICTWIDE CURVE COUNTERMEASURES (SIGNS)		
			FROM: VARIOUS TO: VARIOUS		
Primary	107090	Lynchburg District-wide	VARIOUS (9999)		\$184,033
			DISTRICTWIDE - BUCKLE-UP SIGNING SAFETY IMPROVEMENT		
			FROM: VARIOUS TO: VARIOUS		
Primary	108054	Lynchburg District-wide	VARIOUS (9999)		\$436,488
			DISTRICTWIDE - ADA COMPLIANCE CURB RAMP IMPROVEMENTS		
			FROM: VARIOUS TO: VARIOUS		
Primary	109559	Lynchburg District-wide	VARIOUS (9999)		\$2,245,261
			#SGR PM3X17 AMHERST - NELSON COUNTY PLANT MIX (SGR)		
			FROM: VARIOUS TO: VARIOUS		
Primary	103538	Bedford County	PM2L		\$1,987,294
			F14 Plant Mix Bedford County - Primaries PM2L-009-F14		
			(8.0300 MI)		
Secondary	109550	Amherst County	WOODY'S LAKE ROAD (0682)		\$7,855,088
			#HB2.FY17 RTE 682 - RECONSTRUCTION		
			FROM: BUS 29 TO: 0.900 MILE EAST OF BUS 29 (0.9000 MI)		

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	5542	Campbell County	LYNBROOK ROAD (0622)		\$9,526,743
			RTE 622 - RECONSTRUCTION		
			FROM: 0.004 MILE EAST OF ROUTE 683 TO: 1.231 MILE EAST OF ROUTE 683 (1.2270 MI)		
Urban	86544	Lynchburg	MEMORIAL AVENUE (0163)		\$2,278,916
			INTERSECTION IMPROVEMENT - LAKESIDE/PARK/MEMORIAL		
			FROM: 0.02 MILE SOUTH OF PARK AVE. TO: 0.02 MILE NORTH OF PARK AVE.		
Urban	8759	Lynchburg	MIDTOWN CONN. (U000)		\$26,703,185
			MIDTOWN CONNECTOR - NEW 2-LANE, W/ FLUSH MED., C&G,S/W.		
			FROM: INT. RTE. 29 BUS. TO: INT. MEMORIAL AVE. (1.0200 MI)		
Urban	109554	Lynchburg	ODDFELLOWS ROAD (9999)		\$17,702,165
			#HB2.FY17 ODDFELLOWS ROAD SEGMENT B2 - RECONSTRUCTION		
			FROM: 0.100 MILE WEST OF RTE 128 (MAYFLOWER DR) TO: BUS 29 (LYNCHBURG EXPRESSWAY) (0.4100 MI)		
Urban	109702	Lynchburg	RIVERMONT AVENUE (0501)		\$510,000
			ADAPTIVE SIGNAL CONTROL - RIVERMONT AVENUE		
			FROM: UR 6012 TO: UR 6020 (1.0200 MI)		
Urban	102829	Lynchburg	VARIOUS (9999)		\$189,734
			SAFE ROUTES TO SCHOOL - DEARINGTON ELEMENTARY SCHOOL		
			FROM: VARIOUS TO: VARIOUS		
Urban	102830	Lynchburg	VARIOUS (0000)		\$191,198
			SAFE ROUTES TO SCHOOL - TC MILLER ELEMENTARY SCHOOL		
			FROM: VARIOUS TO: VARIOUS		
Urban	102831	Lynchburg	VARIOUS (9999)		\$151,867
			SAFE ROUTES TO SCHOOL - PERRYMONT ELEMENTARY SCHOOL		
			FROM: VARIOUS TO: VARIOUS		
Urban	105246	Lynchburg	VARIOUS (9999)		\$444,704
			CITY OF LYNCHBURG - SRTS - LINKHORNE/BASS ES - BIKE/PED IMP		
			FROM: VARIOUS TO: VARIOUS		
Construction : Safety/ITS/Operational Improvements Total					\$86,322,962

Construction : Transportation Enhancement/Byway/Non-Traditional

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	104101	Amherst County	NA (9999)		\$572,282
			AMHERST DEPOT PARKING & EXTERIOR RESTORATION PHASE 2		
			FROM: NA TO: NA		
Enhancement	106869	Amherst County	9999		\$425,675
			PHASE III - AMHERST DEPOT INTERIOR RESTORATION		
Enhancement	81757	Lynchburg	NA (EN06)		\$1,265,759
			CITY OF LYNCHBURG - RIVERSIDE PARK MASTER PLAN		
			FROM: NA TO: NA		
Enhancement	106057	Lynchburg	JEFFERSON RIDGE PARKWAY (EN14)		\$409,274
			LYNCHPIN INDUSTRIAL PARK SIDEWALK		
			FROM: 0.226 MILE NORTH OF RTE 221 TO: DEAD END (0.8610 MI)		

Construction : Transportation Enhancement/Byway/Non-Traditional

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	17595	Amherst	NA (EN97)		\$1,083,930
			TOWN OF AMHERST - DEPOT RELOCATION & RENOVATION		
			FROM: NA TO: NA		
Miscellaneous	T19016	Lynchburg District-wide	0000		\$0
			CN: TRANSPORTATION ENHANCEMENT/BYWAY/OTHER NON-TRADITIONAL		
Miscellaneous	72657	Amherst County	RIVERWALK TRAIL (SBVA)		\$2,286,076
			RIVER WALK TRAIL EXTENSION - AMHERST COUNTY GREENWAY		
			FROM: Intersection of Route 1005 and park entrance TO: 6000' downstream (1.1360 MI)		
Construction : Transportation Enhancement/Byway/Non-Traditional Total					\$6,042,996

Maintenance : Preventive Maintenance and System Preservation

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14716	Lynchburg District-wide	0000		\$0
			STIP-MN Lynchburg: Preventive MN and System Preservation		
Maintenance : Preventive Maintenance and System Preservation Total					\$0

Maintenance : Preventive Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14715	Lynchburg District-wide	0000		\$0
			STIP-MN Lynchburg: Preventive MN for Bridges		
Maintenance : Preventive Maintenance for Bridges Total					\$0

Maintenance : Traffic and Safety Operations

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14714	Lynchburg District-wide	0000		\$0
			STIP-MN Lynchburg: Traffic and Safety Operations		
Maintenance : Traffic and Safety Operations Total					\$0

Lynchburg MPO Total **\$129,036,838**

APPENDIX B:

Resolution of Adoption and Statement of Certification



**CENTRAL VIRGINIA
METROPOLITAN
PLANNING
ORGANIZATION**

**STATEMENT OF CERTIFICATION
LYNCHBURG URBANIZED AREA**

The Central Virginia Metropolitan Planning Organization (MPO) and the Virginia Department of Transportation (VDOT) hereby certify that the transportation planning process conducted within the Central Virginia Metropolitan Study Area by its agents and/or representatives, and funded under the latest Unified Planning Work Program (UPWP), is addressing the major issues facing the area and is being carried out in conformance with all applicable requirements of:

- 1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303, 5304, 23 CFR part 530, and 23 CFR part 450.218;
- 2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101 (b) of MAP-21, 23 U.S.C. and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 6) The provisions of the Americans with Disabilities of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 7) In States containing 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;
- 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.

ATTEST

By:

Gary F. Christie

By:

Gary F. Christie, Secretary

Date:

CENTRAL VIRGINIA
METROPOLITAN PLANNING
ORGANIZATION

Stanley McDonald

5.15.14

ATTEST

By:

Kimball Payne

By:

VIRGINIA DEPARTMENT OF
TRANSPORTATION

R. J. [Signature]

Date:

5.15.14

APPENDIX C:

Performance Based Planning and Programming

The two most recent federal transportation laws, MAP-21 and FAST Act establish performance measure requirements to ensure States and metropolitan planning organizations (MPOs) are investing transportation funds in projects that collectively will contribute towards the achievement of national goals. The USDOT recently published new rules for States and MPOs to collect data and establish performance targets that will support performance and outcome based investment decisions.

The new federal performance measurement requirements focus on three main areas – safety, asset management (maintenance), and system performance. Safety measures are associated with highway fatalities and injuries as well as transit fatalities; injuries; and incidents such as derailments, collisions, and fires. Asset management measures are associated with the condition of roads and bridges while system measures are associated with congestion and reliability.

Final Rule publication dates and performance target implementation dates are included in Table 1 below:

Table: Performance Management Regulations Final Rule Publication Dates and Performance Target Implementation Dates

Final Rules	Publication Date	Deadline for States to Set Performance Targets	Deadline for MPOs to Set Performance Targets
Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures (Safety PM)	March 2016	August 31, 2017	February 27, 2018
Assessing Pavement Condition for the National Highway Performance Program	January 2017	To Be Determined	To Be Determined
Assessing Bridge Condition for the National Highway Performance Program	January 2017	To Be Determined	To Be Determined
Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program	January 2017	To Be Determined	To Be Determined

From the 23 CFR 450, Subpart B:

Prior to May 27, 2018, a State may adopt a long-range statewide transportation plan that has been developed using the SAFETEA-LU requirements or the provisions and requirements of this part.

On or after May 27, 2018, FHWA/FTA may only approve a STIP update or amendment that a State has developed according to the provisions and requirements of this part, regardless of when the State developed the STIP.

On or after May 27, 2018, a State may make an administrative modification to a STIP that conforms to either the SAFETEA-LU requirements or to the provisions and requirements of this part.

Two years from the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, or 49 U.S.C. 5329, FHWA/FTA will only approve an updated or amended STIP that is based on a statewide transportation planning process that meets the performance-based planning requirements in this part and in such a rule.

On October 1, 2016 Virginia submitted to the U.S. Secretary of Transportation the required Initial State Performance Report. This report describes performance management efforts currently underway in Virginia and highlights the State's commitment to investing limited transportation funds in the best manner possible. Virginia is currently reviewing the Final Rules associated with the performance measure requirements; along with available data sources to determine the best manner in which to establish the required performance targets.

VDOT will work with DRPT, TPB, MPOs, PDCs, and other agencies to discuss the methodology, assumptions, and possible targets. Comments from all stakeholders will be considered when determining the performance measures, data sets, methodology, and targets. Statewide performance targets will be set first, in accordance with federally established compliance dates, followed by MPO establishment of performance targets.

In future years the STIP will describe, to the maximum extent possible, the anticipated effect of the STIP toward achieving the performance targets in the following program areas: National Highway Performance Program (NHPP), Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Freight Movement, along with reference to associated state plans, (i.e. State Asset Management Plan, Strategic Highway Safety Plan (SHSP), State Freight Plan, etc.)

Additional information on performance management and performance measures may be found on FHWA's Transportation Performance Management site located here: <https://www.fhwa.dot.gov/tpm/>.



RESOLUTION OF SUPPORT FOR THE LYNCHBURG REGIONAL CONNECTIVITY STUDY

WHEREAS, Transportation systems and digital networks enable the flow of people, goods, and information that today's companies require to compete. Regions grow from the inside out when businesses and their workers become more productive, allowing them to provide for the region's residents and export products and services to other parts of the world. Regions also grow by out-competing other places and attracting skilled workers, successful businesses, and private investment. Under both circumstances, regional connectivity is critical for success; and

WHEREAS, the Commonwealth Transportation Board, the Virginia Office of Intermodal Planning and Investment, the Lynchburg District of the Virginia Department of Transportation, and the Central Virginia Metropolitan Planning Organization commissioned the Lynchburg Regional Connectivity Study; and

WHEREAS, this study, the first of its type in the Commonwealth, addresses the goal of strengthening the Lynchburg regional economy through connectivity by diagnosing the current role of connectivity in supporting the economy, and subsequently identifying and assessing opportunities for connectivity improvement; and

WHEREAS, the findings and recommendations of the study have been incorporated into the region's Comprehensive Economic Development Strategy and will help inform future updates of the Central Virginia Long-Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED THAT the Central Virginia Metropolitan Planning Organization expresses its support for the Lynchburg Regional Connectivity Study and will enthusiastically use and promote it as a tool for strengthening the region's economy.

Upon motion by Member _____ duly seconded by Member _____, adopted this 27th day of July, 2017.

ATTESTED BY:

CERTIFIED BY:

Gary F. Christie, Secretary
Central Virginia Metropolitan
Planning Organization

Edgar J. T. Perrow, Jr. , Chair
Central Virginia Metropolitan
Planning Organization



Lynchburg Regional Connectivity Study EXECUTIVE SUMMARY

Prepared for:

Virginia Department of Transportation – Lynchburg
District & Virginia Office of Intermodal Planning and
Investment



Prepared by:

Economic Development Research Group, Inc.
Michael Baker International and
Renaissance Planning

March 2, 2017

EXECUTIVE SUMMARY

APPROACH

Transportation systems and digital networks enable the flow of people, goods, and information that today's companies require to compete. Regions grow from the inside out when businesses and their workers become more productive, allowing them to provide for the region's residents and export products and services to other parts of the world. Regions also grow by out-competing other places and attracting skilled workers, successful businesses, and private investment. Under both circumstances, regional connectivity is critical for success.

This study addresses the goal of strengthening the Lynchburg regional economy through connectivity. It first diagnoses the current role of connectivity in supporting the economy, and subsequently identifies and assesses opportunities for connectivity improvement. For the purposes of the study, the region is defined as the Lynchburg Metropolitan Statistical Area, including Amherst County, Appomattox County, Bedford County, Campbell County, Town of Bedford, and the City of Lynchburg as the urban hub.

Partners in this study include the Commonwealth Transportation Board (CTB), the Office of Intermodal Planning and Investment (OIPI), the Lynchburg District Office of Virginia Department of Transportation (VDOT), and the Region 2000 Local Government Council/Central Virginia Metropolitan Planning Organization's (CVMPO). Shannon Valentine, CTB Member (Lynchburg District), proposed the idea for the study; Rick Youngblood, Lynchburg District Planning Manager for VDOT, served as the project manager; and Bob White of Region 2000, served as the liaison with the Local Government Council and its parallel comprehensive economic development strategy (CEDS) effort.

This regional study, the first of its kind in Virginia, unfolded in two major phases:

Phase I – Baseline Assessment: This first phase of the study was a fact-finding mission aimed at answering key questions about the region's businesses; their reliance on transportation, workforce, and information infrastructure; and the connectivity issues affecting their competitiveness. Answers to these questions came from a combination of interviews with regional stakeholders and industry stakeholders; analysis of transportation, economic, and demographic data; and a comparative assessment of the Lynchburg region's performance relative to similarly sized peer regions.

Phase II – Strategies for Improvement: Following identification of connectivity challenges, assets, and opportunities in the region, the study turned to consideration of potential improvements. This final report outlines specific strategies that address labor market access and intra-regional connectivity, connectivity between Lynchburg and markets elsewhere, and digital connectivity. These strategies draw from a combination of national best practices, existing regional efforts that can be enhanced, and particularly instructive examples from peer comparison regions. Strategies were evaluated according to their ability to generate economic gains. The Lynchburg Regional Transportation Advocacy Group (LRTAG) provided invaluable input on these strategies and their appropriateness, attractiveness, and feasibility in the region.

The study has benefited from and contributed to a set of mutually supportive regional and statewide planning efforts. It builds on findings of the 2025 Virginia Multimodal Transportation Plan Needs Assessment completed as part of VTrans2040, the Commonwealth’s long-range multimodal transportation plan. In particular, the connectivity study responds to a new statewide focus on the linkages between regional economies and transportation. Its detailed regional findings have in turn supported further refinement of needs and priorities within VTrans 2040. The study was also developed in parallel with the Comprehensive Economic Development Strategy (CEDS) for the region. The two processes benefited from each other through sharing of data, interim findings, and the mutual identification of opportunities. The study additionally builds on CVMPO’s Long Range Transportation Plan (LRTP), adopted in October 2015. Through these coordinated efforts, each of these studies will provide more value to the Lynchburg region than if each had been developed in isolation.

FINDINGS

While this study has produced a wide array of data and information on the Lynchburg region’s current and potential future connectivity, as detailed in the body of this report, there are a few important high-level themes that emerged:

FOUNDATION: *The Lynchburg region benefits from quality infrastructure and prior investments that provide a platform upon which to build towards stronger multimodal connectivity.* The region’s road network provides reliable connections within the region and to external markets. Lynchburg Regional Airport, despite limitations in the number of connections offered, has maintained and even enhanced service while other regional airports in Virginia contracted as a result of airline consolidation and consolidation of service towards larger airports and larger planes. Similarly, the rail network is an asset for both passenger and freight accessibility and could be leveraged to a greater extent. Looking forward, there are a variety of economic and demographic factors indicating that the region would benefit from investing in additional multimodal connectivity. The region, which experienced slower growth than other similarly sized metropolitan areas in the U.S. in the period from 1998-2013,¹ is undergoing restructuring associated with shifts in its traditional economic base of manufacturing, and has struggled with young adult population growth and educational attainment, particularly in STEM fields. Table 1 summarizes the challenges, assets, and opportunities identified in this study. Lynchburg’s ability to attract and retain talent will be key to the region’s future prosperity. Recent population and business gains within the City of Lynchburg show positive signs in this direction.² This study outlines ways in which the region can work to address important connectivity factors that influence how desirable an area is to skilled workers, including multimodal transportation options and digital connectivity, as well as quality of place.

SYNERGY and ADDED VALUE: *This study recognizes that maximum economic gains can only be achieved through synergistic, multimodal efforts that cross strategy areas.* Working from real needs identified in this and prior VTrans2040 efforts, this study highlights opportunities for a balanced and synergistic set of

¹ See the full report for more detail.

² As of 2015, the City of Lynchburg was the third fastest-growing city in Virginia. See: <http://blog.opportunitylynchburg.com/insights/city-of-lynchburgs-office-of-economic-development-releases-fy-2016-annual-report>

strategies, across modes. The study outlines a set of 28 actions, organized within eight strategy areas and three themes, as shown in Table 2. The strategies and actions are structured to protect and further leverage existing assets, including low-cost/high-impact marketing efforts, all while working to enhance areas with identified deficiencies. In addition, this study recognizes the important and significant ongoing investments in connectivity in the region³ while identifying “value-added” recommendations. The recommendations build on the research being done at the state level, leverage existing regional resources, and create opportunities for new concerted action as a region.

COMMUNICATION AND COMMON THREADS: A final theme emerging from the study is that of communication and collaboration based on shared objectives. Connectivity is inherently multi-dimensional. Many different actors, across both the public and private sectors, influence the quality of transportation and digital connectivity in the region, as well as the degree to which those connections are then translated into inclusive economic growth. This study shares common threads with other major efforts including the region’s CEDS, GO VIRGINIA (The Virginia Initiative for Growth and Opportunity), and BREC (the Blue Ridge Economic Coalition). Moreover, the ability to accurately and fully communicate about existing unique assets of the region—a key focus of the study—depends on knowledge-sharing across a broad spectrum of stakeholders. ***The Lynchburg region’s success in implementing the findings of this study will depend on its continued commitment to communication and collaboration.***

Table 1 Connectivity Challenges, Assets, and Opportunities in the Lynchburg Region

Connectivity Area	Identified Challenges, Assets, and Opportunities
LABOR MARKET AND INTRA-REGIONAL CONNECTIVITY	<ul style="list-style-type: none"> 🔴 Limited labor market size 🔴 Skills gap, particularly in trades & STEM 🔴 Anticipated retirements and struggles to recruit young professionals 🟢 Comparatively short/uncongested commutes 🟢🔴 Downtown Lynchburg as an emerging but still limited regional urban core 🔴 Limitations in transit accessibility and service 🟢 Strong higher education presence
INTER-REGIONAL CONNECTIVITY	<ul style="list-style-type: none"> 🟢 Amtrak service, particularly to Washington, DC 🔴🟢 Air service connectivity 🔴 Lack of an interstate and both real and perceived remoteness 🟢 Convergence of freight rail lines with no major capacity constraints
DIGITAL CONNECTIVITY	<ul style="list-style-type: none"> 🔴 Limited broadband in rural areas 🟢 Fiber-optic connections in the urban core

Key: 🔴 Constraint; 🟢 Asset or Opportunity.

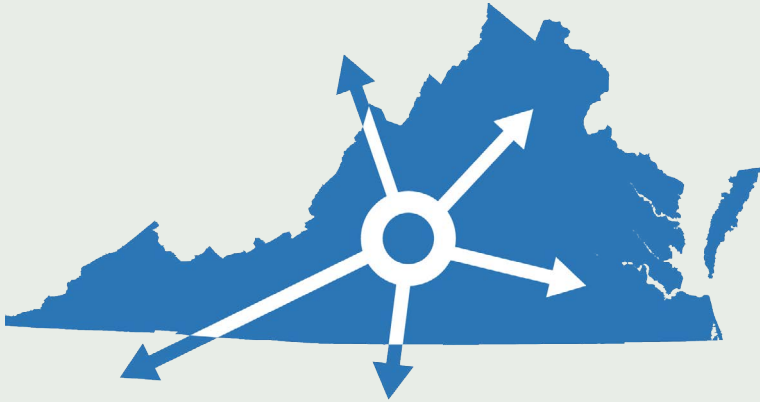
³ Virginia’s Six-Year Improvement Program for Fiscal Years 2017-2022 shows the Lynchburg District receiving \$358 million over the next six years, including investment in Virginia SMART SCALE projects, state of good repair, local projects funded through revenue sharing with the state, and safety improvements, among others.

Table 2 Strategies and Actions

STRATEGY	ACTION
THEME: LABOR MARKET & INTRA-REGIONAL CONNECTIVITY	
1. Placemaking	A. Pursue Complete/Better Streets
	B. Implement Regional Priority Bike Corridors
	C. Improve Wayfinding
	D. Coordinate Higher Education/Urban Core Multimodal Connectivity
	E. Consider Bike Sharing Program
	F. Explore Parking Strategies
2. Local Bottlenecks	G. Pursue <u>Intra</u> -Regional Bottleneck Relief
3. Transit & TDM	H. Enhance Business Community Outreach
	I. Consider Commuter Rewards Program
	J. Support Unified Transit Pass Program
	K. Promote Statewide Rural Vanpooling Efforts
	L. Encourage Transit and Vanpool Pass/Fare and Biking Incentives
THEME: INTER-REGIONAL CONNECTIVITY	
4. Intercity Passenger Rail	M. Coordinate Marketing of Amtrak Services
	N. Advocate for Enhanced Rail Reliability and Connectivity
	O. Support DRPT’s reporting of Amtrak’s on time performance
	P. Engage with DRPT to offer guidance to Statewide Rail Plan
5. Air Service Development	Q. Coordinate Regional Narrative on Lynchburg Airport
	R. Advocate for Service to Dulles (Governor's Budget), Startup Incentives
	S. Coordinate Data-Sharing of Air Market Data
	T. Develop Leading Economic Indicators
6. Access on Key Highway Corridors	U. Invest in <u>Inter</u> -Regional Key Corridor Improvements
	V. Work with Adjacent Communities on Key Corridors
	W. Support Commonwealth’s “Protecting Virginia’s Arterial Investments” Program
7. Cargo-Oriented Development	X. Build Awareness of Virginia Rail Industrial Access Program
	Y. Focus on Sites Adjacent to Existing Rail Infrastructure and Customers
	Z. Continue Communication with Class I Railroads
THEME: BROADBAND CONNECTIVITY	
8. Broadband Development	AA. Market the Fiber Network in Economic Development Efforts
	BB. Expand Broadband to Rural Areas

LYNCHBURG REGIONAL CONNECTIVITY STUDY

A PILOT STUDY TYING CONNECTIVITY DECISIONS TO ECONOMIC OPPORTUNITY



This document summarizes the strategies and actions recommended in the Study. There are eight strategy areas organized into three broad themes as listed below. Individual actions are also recommended under each strategy area.

1. LABOR MARKET AND INTRA-REGIONAL CONNECTIVITY

- Placemaking
- Local Bottlenecks
- Transit and Transportation Demand Management

2. INTER-REGIONAL CONNECTIVITY

- Intercity Passenger Rail
- Air Service Development
- Access on Key Highway Corridors
- Cargo-Oriented Development

3. DIGITAL CONNECTIVITY

- Broadband Coverage

Transportation systems and digital networks enable the flow of people, goods, and information that today's companies require in order to compete. Regions grow from the inside out when businesses and their workers become more productive, allowing them to provide for the region's residents, and export products and services to other parts of the world. Regions also grow by out-competing other places and attracting skilled workers, successful businesses, and private investment. Under both circumstances, regional connectivity is critical for success.

This connectivity study was undertaken to strengthen the Lynchburg regional economy by first diagnosing the current role of connectivity in supporting the economy, and subsequently identifying and assessing opportunities for improvement





RECOMMENDATIONS

RECOMMENDED STRATEGIES:

- Continue and enhance efforts to build an urban environment that is livable and appeals to younger workers and entrepreneurs.
- Focus efforts on developing a community that is connected by quality pedestrian and bicycle infrastructure, with a strong sense of place.
- Work to strengthen downtown Lynchburg as an asset for the entire region by addressing issues such as wayfinding and intra- regional connectivity between centers of activities (higher education, health and the arts).
- Support placemaking enhancements in other local activity centers in the region to appeal to younger workers and entrepreneurs.
- Continue to build a region that has a strong sense of place within key activity centers, with quality pedestrian and bicycle infrastructure and with an urban core that serves as a region-wide asset

RECOMMENDED ACTIONS:

1. Pursue implementation of Complete/Better Streets projects as outlined in the [Lynchburg Comprehensive Plan](#) and the [Central Virginia Long Range Transportation Plan](#).
2. Implement [Regional Bike Corridors](#) - Continue to work towards implementation of the CVMPO Priority Accommodation Corridors as identified in the Region 2000 Bicycle Plan.
3. Improve [wayfinding](#) (on-line information and signage) to key activity centers in the region.
4. Coordinate improved [multimodal connectivity](#) between institutions of higher education and downtown Lynchburg.
5. Consider a [bikesharing program](#) that connects with transit and passenger rail that could be used to reduce the need for parking and short auto trips by students, residents, visitors, and workers.
6. Explore [parking strategies](#).

POTENTIAL ECONOMIC GAINS

Placemaking strategies have real economic implications for regional competitiveness. In particular, research shows that:

- Vibrant urban areas both attract and retain well-educated workers
- Educational attainment is the strongest predictor of regional employment growth
- Walkability and transit accessibility can increase property values and foot traffic for street-level businesses

What is Placemaking?

Simply put, Placemaking is about enhancing our urban centers so that they become the focus of new life and economic activity. Placemaking makes sound economic sense.

What is Wayfinding?

Wayfinding means enhancing on-line information and signage to make our region more welcoming to visitors and more accessible to residents.

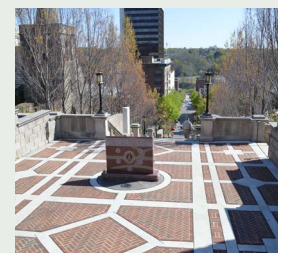
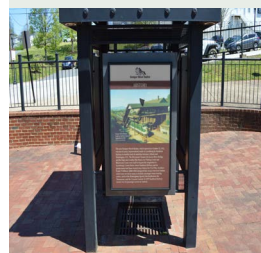
ACTIONS UNDERWAY

A number of programs and initiatives throughout the region are building stronger and more vibrant centers by improving connectivity, quality of life, and a “sense of place” including:

1. Lynchburg “[Better Streets](#)” Program
2. Lynchburg [Downtown Circulator](#)
3. [Amherst Walkability Study](#)
4. [Riverwalk Trail Extension](#)
5. [Amherst County Greenway](#)
6. Regional sidewalk projects
7. Wayfinding projects being conducted by Region 2000

POTENTIAL LEADERS

- Lynchburg Office of Economic Development
- Local Government Council





Theme

Labor Market & Intra-Regional Connectivity

STRATEGY AREA

LOCAL BOTTLENECKS

RECOMMENDATIONS

RECOMMENDED STRATEGIES:

- Focus on maintaining and enhancing the reliability of the network in the region.
- Invest strategically to preserve performance on the region’s road network, continuing to support quality intra-regional travel.
- Target intra-regional transportation bottlenecks and work to ensure patterns of growth do not erode the current quality of commuting in the region.

RECOMMENDED ACTIONS:

Pursue funding of significant improvements that would relieve bottlenecks on corridors serving commuter flows and regional activity centers, such as:

1. Route 622, Lynbrook Road (submitted for 2017 Smart Scale funding)
2. Candler Mountain Road (US 501) Improvement (LRTP #91, rank 6)
3. South Amherst Hwy (BUS 29)/ Rt 163 Interchange (LRTP #31, rank 12)
4. Lakeside Drive (221) Improvement (LRTP #88, rank 14)
5. Candler Mountain Road (Rt 670) Improvement (LRTP #94, rank 25)

The five potential improvements listed above were modeled in the region’s travel demand model, generating estimates of transportation system performance improvements in 2040 (table below).

Reduction / Savings in 2040	Passenger Cars	Trucks (Freight)
Savings in Gross Vehicle-Miles Traveled	77,811	48,615
Savings in Gross Vehicle-Hours Traveled	51,744	11,775
Savings in Passenger Miles	93,374	-
Savings in Freight US Ton Miles	-	302,580

POTENTIAL ECONOMIC GAINS

The five proposed improvements listed under “Recommended Actions” to the left were modeled for their economic impacts using the TREDIS economic model. Cumulative long term impacts out to the year 2050 could reach approximately \$140 million in additional business sales and \$77 million in value added.

The Value of Relieving Bottlenecks

Cumulative long term impacts out to the year 2050 (from the improvements listed under Recommended Actions) could reach approximately \$140 million in additional business sales and \$77 million in value added to businesses.

ACTIONS UNDERWAY

Virginia’s Six-Year Improvement Program for Fiscal Years 2017-2022 shows the Lynchburg District receiving significant funding over the next six years, including investment in Virginia SMART SCALE projects, State of Good Repair, local projects funded through revenue sharing with the state, and safety improvements, among others. Some of that investment is going into plans and studies underway that will yield a series of strategic recommendations to reduce bottlenecks in the region, including a corridor study of Candler Mountain Road addressing safety and congestion issues and a planning study underway for the Route 29 south segment in Campbell County. In addition, some of the top projects from the region’s Long Range Transportation Plan are listed below:

Long Range Transportation Plan Proposed Projects:

1. Rt. 221 (Forest Rd.) Improvements
2. Rt. 460, Timberlake Rd. at Waterlick Rd (Rt 622)
3. Lynchburg Expressway from S. of Rt 221 to Northwest Expressway (Rt 501) - New 4-lane road (One way pairs)
4. Route 29 from Amherst St. to S. Coolwell Rd Traffic Operations/Signal Coordination
5. Rt. 29 Wards Road Access Management

POTENTIAL LEADERS

- Central Virginia MPO
- VDOT
- Lynchburg Region Transportation Advocacy Group





Theme

Labor Market & Intra-Regional Connectivity

STRATEGY AREA

TRANSIT & TRANSPORTATION DEMAND MANAGEMENT (TDM)

RECOMMENDATIONS

RECOMMENDED STRATEGIES:

- Build support and demand for transit and alternative transportation options by encouraging collaborative communication and problem-solving between major employers, regional commuters, and transit operators.
- Continue to build on the RIDE Solutions platform, increasing awareness of alternative transportation options and programs.
- Seek creative solutions that will make transit and other alternative transportation options (ridesharing, biking, walking) attractive and feasible.

RECOMMENDED ACTIONS:

1. Enhance outreach to the business community through partnerships between RIDE Solutions, the Region 2000 Workforce Development Board, and the Lynchburg Regional Business Alliance (LRBA).
2. Consider implementation of an activity-based commuter rewards program which provides incentives for walking, biking, telecommuting, ridesharing, and use of transit.
3. Support a Unified Transit Pass Program by working with the Greater Lynchburg Transit Company (GLTC) and major regional employers and educational institutions.
4. Promote Statewide Vanpooling Efforts - Vanpool!VA. Investigate opportunities for the region to benefit from DRPT's emphasis on expanding vanpooling in rural and small urban areas across the state.
5. Encourage and incentivize employers to provide transit and vanpool pass/fare and biking benefits to employees in accordance with IRS eligibility rules

POTENTIAL ECONOMIC GAINS

- Corporations are following the Millennial workforce into places served by transit—e.g., ADP in Norfolk, and Stone Brewing in Richmond.
- Transit facilitates efficient clustering, and strengthens knowledge-based industries (including start-ups/venture capital which tend to cluster in urban areas)
- Transit is key to workforce accessibility, including service sectors that are major employers (e.g. health care)

Growing Transit

GLTC is updating its overall Transit Development Plan in 2017 and will be considering service enhancements and expansions throughout the region.

ACTIONS UNDERWAY

1. Lynchburg Central Business District Circulator (2016 Smart Scale Funded Project), providing service to destinations around downtown Lynchburg
2. [RIDE Solutions](#) serving commuters throughout the region
3. The launch of GLTC's 2017 Transit Development Plan

POTENTIAL LEADERS

- Greater Lynchburg Transit Company





RECOMMENDATIONS

RECOMMENDED STRATEGIES:

- Enhance Lynchburg’s role as a passenger rail hub for the region.
- Continue to build off the demonstrated success with Amtrak services to and from Lynchburg through marketing, planning, and advocacy efforts.

Amtrak service is an asset that could be more effectively leveraged to support tourism, local business travelers, and aid in recruitment of young professionals that prioritize access to major urban centers when considering potential relocation.

The Lynchburg-to-Northeast Corridor route offset \$6.9 million in costs with \$10.1 million in revenue, turning a profit of roughly \$3.3 million in 2011. In 2012, the Lynchburg service carried 172,106 passengers, up from 149,306 in fiscal year 2011.

RECOMMENDED ACTIONS:

1. Coordinate marketing of Amtrak services, particularly for travel to and from northeast markets.
2. Advocate for reliability and additional rail capacity. Participate in efforts to improve on-time performance of trains and long-term planning to increase rail capacity at major stations.
3. Support DRPT’s reporting of Amtrak’s on time performance through more visible, graphically-oriented website.
4. Engage with DRPT to offer guidance to Statewide Rail Plan for future station planning and rail capacity.

POTENTIAL ECONOMIC GAINS

The economic logic for focusing on rail access includes:

- Rail is valuable to regional tourism.
- Amtrak offers convenient, reliable connections to business travelers and access to northeast markets.
- This access enhances the image of the region for young talent and entrepreneurs interested in proximity to major urban centers.

Rail Value

In the first quarter of 2016, Lynchburg trains had the best on-time performance of all Virginia-funded trains.

In April 2016, monthly ridership in Lynchburg was 15,211 passengers, the second-highest ridership out of the four state-funded routes which includes Richmond, Norfolk and Newport News.

ACTIONS UNDERWAY

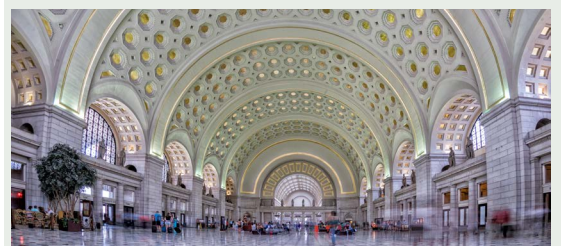
Lynchburg’s Amtrak service is one of the region’s greatest connectivity assets, providing twice daily service to Washington, DC and the Northeast Corridor, via the Northeast Regional and the Crescent. In addition, service expansions in the works include:

ACTIONS UNDERWAY:

1. Additional service to Roanoke added in 2017
2. Active negotiations with Amtrak and Norfolk Southern regarding additional rail serve anchored in Lynchburg
3. New Statewide Rail Plan
4. A study of potential Charlotte-to-Lynchburg rail connection as considered in the North Carolina Department of Rail Plan

POTENTIAL LEADERS

- CTB District Representative
- Lynchburg Deputy City Manager





RECOMMENDATIONS

RECOMMENDED STRATEGY:

- Consolidate regional support for the air service development activities managed by the Lynchburg Regional Airport (LYH). In particular, focus on maintaining and improving current service levels; enhancing service through equipment upgrades; expanding capacity and service reliability and expanding commercial air service; and targeting major carrier hubs and potential tourism niche markets.

This strategy mirrors the approach set forth in the Lynchburg Regional Airport's Air Service Development Strategic Plan. The airport is currently served by one airline, American, and provides six daily arrivals and departures to/from a single connecting hub airport in Charlotte, North Carolina.

RECOMMENDED ACTIONS:

1. Coordinate a regional narrative on the value of LYH relative to other alternatives.
2. Advocate for service to Dulles in coordination with the \$50 million Governor's program to reduce the cost of enplanements (boardings) at Dulles.
3. Coordinate data-sharing with colleges and universities. Work with higher education institutions in the region to understand growth trends that could support additional air service. Explore the potential of aviation programs at Liberty University to leverage potential economic benefits to the airport.
4. Develop leading economic indicators. Strengthen channels of communication with the economic development community so that "leading indicators" can be communicated to airlines.

POTENTIAL ECONOMIC GAINS

- The [2011 Virginia Airport System Economic Impact Study](#) found that the average impact in 2010 per enplanement was \$1,166 in business sales (from on-airport activity and visitors spending effects). Commercial enplanements were 93,617 in the same year.
- Total economic activity associated with on-airport activities and visitor spending at LYH was \$109.19 M in 2010. The same activity can be associated with 911 jobs and \$30 million in payroll.
- Lynchburg Regional Airport supports jobs in the economy by enabling the arrival of visitors and supporting their expenditures on lodging, entertainment, ground transportation, and various consumer goods.

\$109 million

- Total economic activity associated with on-airport activities and visitor spending at LYH in 2010

ACTIONS UNDERWAY

1. Growth in enplanements - as of calendar year 2014, Lynchburg Regional supported 78,876 passenger enplanements, a 1.4 percent increase over the previous year.
2. Growth in revenue - a recently published study by the Virginia Department of Aviation (DOAV) found that Lynchburg maintained a relatively constant level of capacity while other regional airports contracted, has achieved gains in aircraft size, revenue per seat, and load factors from 2004 to 2014, and outperforms peers on revenue per seat and average load factor.
3. Growth in service - this trend continues with the recent reintroduction of regional jet service to the airport.

POTENTIAL LEADERS

- Lynchburg Regional Airport Manager
- Lynchburg Regional Business Alliance/ Air Service Development Committee





RECOMMENDATIONS

RECOMMENDED STRATEGY:

- Focus on maintaining and improving good access to the interstate system and on key corridors that connect the Lynchburg region to national and international markets.

The Lynchburg economy relies on the Virginia highway system to access material inputs and move goods to market, including infrastructure located both inside and outside the Lynchburg region. An examination by EDRG of the highway corridors used by goods originating in or destined for the Lynchburg region (excluding through-flows) highlighted a set of corridors that are particularly important to the Lynchburg economy, namely: US 29 for north-south connections, US 460 which provides access east towards the Port of Virginia and west to I-81, and US 501 which provides westward connectivity to I-81 and I-64.

RECOMMENDED ACTIONS:

1. Invest in key inter-regional corridors to protect and improve access to external markets, the Interstate system, and important intermodal and port facilities.

The following are representative Inter-regional roadway improvements identified from existing planning efforts:

 - 501/221 One-Way Pair Project - Intersection improvement, with one-way split pairs on US 501 on either side of 221.
 - Wards Road Access Management - Access management and operational improvements on US 29.
 - Lynchburg Expressway/ Candler's Mount Road - Improves interchange; connects key inter-regional corridors with high truck volumes.
 - US 501 Improvement from Old Forest Rd to Rt 620 - addresses future constraints on a key connector corridor.
2. Work with partners in surrounding regions to advance improvements on key corridors that affect Lynchburg's connectivity to outside markets.
3. Support the Commonwealth's "Protecting Virginia's Arterial Investments" study. The Study will focus on key arterial corridors in the Lynchburg and Salem Districts, and will include 29 and 460.

POTENTIAL ECONOMIC GAINS

The four projects described below under "Recommended Actions" form an inter-regional project bundle that was modeled using the TREDIS model to understand their potential economic impacts.

Cumulative long-term impacts out to the year 2050 could reach approximately \$154 million in additional business sales and \$83 million in value added.

Potential Value of Improving Inter-Regional Connectivity

Cumulative long-term impacts out to the year 2050 (from the improvements listed under Recommended Actions) could reach approximately **\$154 million** in additional business sales and **\$83 million** in value added to businesses.

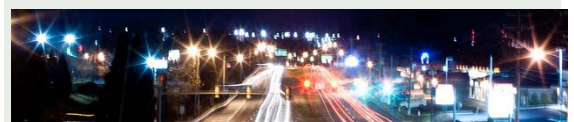
ACTIONS UNDERWAY

Virginia's Six-Year Improvement Program for Fiscal Years 2017-2022, along with projects in progress shows the significant funding for the Lynchburg District as summarized below:

Lynchburg VDOT District - Projects in Progress (\$ millions)	
High Priority Projects	22.7
District Grant Program	69.4
State of Good Repair	80.0
Revenue Sharing	28.1
Highway Safety Improvement Program	31.3
Current Six Year projects	128.6
TOTAL	358.1

POTENTIAL LEADERS

- Central Virginia MPO
- VDOT





RECOMMENDATIONS

RECOMMENDED STRATEGY:

- Enhance local readiness to respond to freight rail-oriented development opportunities.

The Lynchburg region is served by two Class I railroads with no major capacity constraints. While freight rail service in the region is limited to carload rather than containerized traffic, and the region is too close to existing intermodal container terminals to be a candidate for a new one, there nevertheless may be ways for the region to capitalize on its significant freight rail infrastructure.

Specific actions can be taken to align public sector actions with anticipated private sector interest.

RECOMMENDED ACTIONS:

1. Build awareness of the Virginia Rail Industrial Access program within the regional economic development community as a tool for supporting new cargo oriented development.
2. Focus industrial development efforts on sites adjacent to existing rail infrastructure and rail customers.
3. Continue open lines of communication with the Class I railroads and the region through the Commonwealth Transportation Board's standing Rail Subcommittee.

POTENTIAL ECONOMIC GAINS

- Economic gains from cargo-oriented development can be realized by partnering with the private sector.
- Existing rail-reliant industries provide a picture of future potential: traditional heavy manufacturing including plastics and rubber products, paper, textiles, fabricated metal, and chemical manufacturing.
- Clustering of freight and logistics activities provides numerous benefits: lowering transportation costs by enabling vehicles to be filled more quickly and efficiently; enabling more efficient resource use and management of fluctuating demand through sharing of equipment and warehouse space; supporting productivity gains from knowledge spillovers/specialized labor pools; and enticing better service from railroads with more concentrated demand.

Freight in the State
 Goods movement supports over \$350 billion of Virginia's Gross State Product (28% of the total statewide economy)
 - Virginia Multimodal Freight Plan

ACTIONS UNDERWAY

1. Improvements to the Norfolk Southern overpass at Wards Road and Candler's Mountain Road intersection.
2. Recent upgrades to a number of Class I railroads that crisscross the region, including the double-stacked Norfolk Southern Heartland and Crescent intermodal corridors.
3. Ongoing coordination on potential rail industrial development sites with regional economic development entities.

POTENTIAL LEADERS

- CTB District Representative
- Lynchburg Regional Business Alliance





RECOMMENDATIONS

RECOMMENDED STRATEGIES:

- Pursue a minimum target speed of 25 mbps download/3 mbps upload for broadband coverage throughout the region, as recommended by the Federal Communications Commission.
- Capitalize on existing fiber-optic assets by building them into economic development strategy and site selection.

The majority of the City of Lynchburg and portions of the outlying counties have relatively high download speeds. In an increasingly networked economy, broadband connectivity is important to the business community, contributing to increased productivity, competitiveness, and efficiency. The following recommendations can strengthen regional broadband connectivity in the future:

RECOMMENDED ACTIONS:

1. Market the strong existing fiber optic network as an asset to companies considering relocation or entrepreneurs starting new businesses.
2. Expand broadband improvements in rural areas including seeking both funding and partnerships. For example, explore the development of a Regional Broadband Authority under the Virginia Wireless Service Authority Act.

POTENTIAL ECONOMIC GAINS

- Broadband access integrates under-served and rural communities into wider social and economic networks, especially knowledge and technology industries.
- Better broadband access helps to unite a region through more equal access to business opportunity in rural areas.
- Good broadband attracts a global workforce. Combined with good air and rail service, it supports entrepreneurship and startups drawn to the region's other workforce and quality of life assets.

Broadband Strength

Access to broadband provides communities with the foundation necessary for economic growth and a sustainable quality of life... It is critical that all Virginia communities have equal and affordable access to broadband telecommunications
- wiredvirginia.org

ACTIONS UNDERWAY

1. Recommendations/Vision from Region 2000 and Lynchburg Regional Technology Council 2015 Broadband Study that included a focus on access and expansion in an efficient, strategic way. Note: One way to do so is through expanding the use of fiber optic cable, a broadband technology that transmits data many times faster than DSL (transmitted via telephone lines) and cable modems (coaxial TV cables).
2. Marketing of the existing fiber optic network, owned by Lumos Networks. Customers include the City of Lynchburg and Liberty University and fiber optic bandwidth is mentioned on the [Opportunity Lynchburg](http://OpportunityLynchburg) website.

POTENTIAL LEADERS

- Lynchburg Regional Business Alliance
- Region 2000 Technology Council

