



Central Virginia Transportation Improvement Program Fiscal Years 2024-2027

Prepared by the Central Virginia Planning District Commission for the Central Virginia Transportation 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.

Table of Contents

| | |
|---|-----------|
| SECTION 1: Narrative..... | 4 |
| Introduction..... | 4 |
| What is the Central Virginia Transportation Planning Organization?..... | 4 |
| Purpose and Powers..... | 5 |
| Central Virginia TPO Urbanized Area..... | 6 |
| CVTPO Staff | 7 |
| The Central Virginia Planning District Commission..... | 7 |
| Regional Consensus..... | 8 |
| Project Chart Summary | 9 |
| Primary, Secondary, and Urban Category Project Chart | 9 |
| Project Group Listings Chart | 10 |
| Grouped Projects Chart Shown in Appendix A..... | 10 |
| Glossary of Terms Used in Project Charts | 11 |
| SECTION 2: Financial Plan | 13 |
| Introduction..... | 13 |
| Funding Sources..... | 14 |
| Financial Assumptions | 15 |
| Table 1: Highway Projects | 16 |
| SECTION 3: Highway Transportation Improvement Program..... | 16 |
| Interstate Projects | 16 |
| Primary Projects..... | 17 |
| Secondary Projects | 17 |
| Urban Projects..... | 18 |
| Project Groupings | 19 |
| SECTION 4: Public Transportation & Transportation Demand Management (TDM) Projects | 22 |
| Public Transportation Agency Safety Plan Targets | 22 |

| | |
|--|-----------|
| SECTION 5: Six-Year Airport Project Grant Fund | 22 |
| APPENDIX A: Projects by Grouping..... | 27 |
| Construction: Bridge Rehabilitation/Replacement/Reconstruction..... | 27 |
| Construction: Rail | 27 |
| Construction: Safety/ITS/Operational Improvements..... | 28 |
| Construction: Transportation Enhancement/Byway/Non-Traditional | 31 |
| Maintenance: Preventive Maintenance and System Preservation | 32 |
| Maintenance: Preventative Maintenance for Bridges | 32 |
| Maintenance: Traffic and Safety Operations..... | 33 |
| APPENDIX B: Statement of Certification and Resolution of Adoption..... | 34 |
| APPENDIX C: Performance Based Planning and Programming..... | 36 |
| Safety Performance Measures..... | 37 |
| Performance Targets | 37 |
| Connection to Other Performance Based Planning Documents..... | 38 |
| Funding for Safety Projects..... | 40 |
| How do Safety Projects get selected for Inclusion in the STIP? | 40 |
| Transit Asset Management..... | 41 |
| Pavement and Bridge Performance Measures..... | 41 |
| Performance Targets | 41 |
| Background/History..... | 42 |
| Connection to Other Performance Based Planning Documents..... | 42 |
| Funding for Pavement and Bridge Projects | 43 |
| How do Pavement and Bridge Projects get selected for Inclusion in the STIP? | 44 |
| Highway System Performance | 45 |
| Performance Targets | 45 |
| Connection to Other Performance Based Planning Documents..... | 45 |
| Funding for Highway System Performance Projects | 46 |
| How do Highway System Performance Projects Get Selected for Inclusion in the STIP? | 46 |

SECTION 1: Narrative

Introduction

The Central Virginia Transportation Improvement Program (CVTIP) is the Central Virginia Transportation Organization's (CVTPO) 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 Capital Improvement Plans and the Central Virginia Long Range Transportation Plan.

The CVTIP FY 2024-2027 begins on October 1, 2024 and is applicable until September 30, 2027. Section 3 is made up of the current projects, projects from the CVTIP FY 2018-2021 that have not yet been closed out, and new projects for which VDOT expects to receive funding. Section 4 includes 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.

Required by federal law, the Long-Range Transportation Plan (LRTP) is the document that directs transportation decisions over a minimum 20-year horizon. The CVTIP 2024-2027 represents the programmed implementation of selected recommendations from the CVTPO's most recently adopted Long-Range Transportation Plan. The projects listed in the CVTIP FY 2024-2027 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 FY 2024-2027, the CVTPO member jurisdictions and the state and federal transportation agencies hope to create a more effective transportation system to serve the Central Virginia urbanized area.

What is the Central Virginia Transportation Planning Organization?

The Central Virginia Transportation Planning Organization (CVTPO) is the forum for cooperative transportation decision-making among the City of Lynchburg and sections of Bedford County, Campbell County, and Amherst County along with state and federal transportation officials.

The CVTPO considers:

- Long-range regional projects and combines public input, technical data, and agency collaboration to develop forward-thinking solutions.
- Carrying out a continuing, cooperative and comprehensive transportation planning and programming process (3-C Process).
- Transportation planning activities of the various transportation-related agencies that have both a direct and indirect impact on the Long-Range Plan and Transportation Improvement Program.

Originally known as the Central Virginia Transportation Planning Council and subsequently as the Central Virginia Metropolitan Planning Organization, the TPO was established pursuant to a cooperative agreement executed on September 13, 1979 (as amended or updated), by the City of

Lynchburg and the Counties of Amherst, Bedford and Campbell, as authorized under Title 33.2, Subtitle IV, Chapter 32 of the Code of the Commonwealth of Virginia. On November 27, 1979, the organization was designated by the Governor of the Commonwealth of Virginia as the Metropolitan Planning Organization (MPO) for the Greater Lynchburg Area Transportation Study, also known as the Central Virginia TPO Urbanized Area (hereinafter also referred to as the “urbanized area” or “study area”).

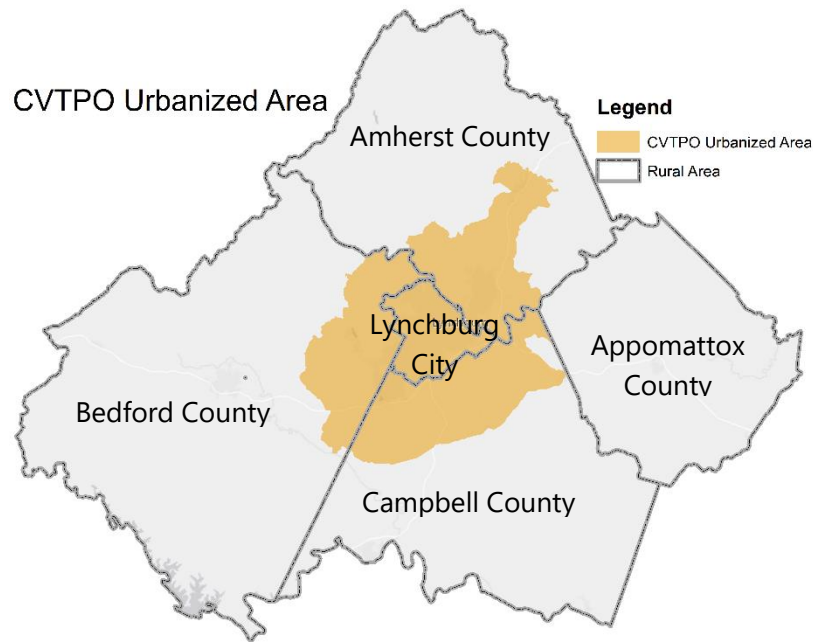
Purpose and Powers

The TPO is the policy decision-making body for the purpose of carrying out the continuing, cooperative, comprehensive (3-C) transportation planning and programming process as defined in the United States Code Title 23, Section 134 and Title 49 Section 1607; and in accordance with the constitution and statutes of the Commonwealth of Virginia, particularly Title 33, Chapter 32 of the Code of Virginia. In carrying out its responsibilities, the TPO:

- Establishes policy for the continuing, comprehensive and cooperative (3-C) transportation planning process
- Develops the long-range transportation plan (LRTP) for the study area known as the Central Virginia TPO Urbanized Area
- Reviews the LRTP for the study area on an annual basis
- Updates the LRTP no less frequently than every five years
- Recommends action by other appropriate agencies
- Coordinates and conducts transportation planning and conceptual design studies with local governments, transit providers, and state/federal agencies
- Revises the Central Virginia TPO Urbanized Area
- Develops, in coordination with local governments and the state/federal partners, socio-economic data for the regional traffic model
- Reviews systems and proposals required by federal and state agencies
- Develops and approves the annual planning and programming documents as described in the U.S. Department of Transportation regulations, as amended
- Performs other studies, reviews, evaluations, and tasks that may be required

Central Virginia TPO Urbanized Area

The CVTPO TIP must include all federally funded or regionally significant transportation projects that are located within the CVTPO Urbanized Area. The urbanized area must encompass the existing urbanized area as defined by the United States Census, as well as the adjacent areas anticipated to be included in the defined urbanized area boundaries in the next twenty years. For the CVTPO, this area includes all the City of Lynchburg, Town of Amherst, and portions of Amherst, Bedford, and Campbell Counties (see map below).



CVTPO Staff

The CVTPO is staffed by the Central Virginia Planning District Commission (PDC #11) which was formed in 1969 and covers the City of Lynchburg and the Counties of Amherst, Appomattox, Bedford, and Campbell.

The Central Virginia Planning District Commission

The Central Virginia Planning District Commission (CVPDC) is established under section 15.2-4200 of the Code of Virginia as one of 21 planning districts which serve the local governments of the Commonwealth. The CVPDC works to provide services for member localities and identify and develop opportunities for coordination among the region's local governments. Additionally, the CVPDC encourages and facilitates collaboration among local governments in addressing challenges and opportunities of greater-than-local significance. Areas where the CVPDC is active in the region include: Consolidated Services, Regional Initiatives, Community Development, and Transportation.

The purpose of planning district commissions, as set out in the Code of Virginia, Section 15.2-4207, is "...to encourage and facilitate local government cooperation and state-local cooperation in addressing, on a regional basis, problems of greater than local significance. The cooperation resulting from this chapter is intended to facilitate the recognition and analysis of regional opportunities and take account of regional influences in planning and implementing public policies and services.

The planning district commission shall also promote the orderly and efficient development of the physical, social and economic elements of the district by planning, and encouraging and assisting localities to plan for the future."

Virginia's PDCs provide a variety of technical and program services to member local governments. They include grant application assistance, management services for program implementation, land use planning services and mapping. The merging of mapping and information services has created the field of geographic information systems, where PDC's often lead the way. Transportation planning is another role for PDCs, who may deal with highway development, ridesharing, airport planning, and specialized transit.

For the Commonwealth, PDCs serve as an accessible network that gives quick and complete statewide coverage. Each serves as the Affiliate State Data Center for the region. In this role they provide important information to businesses as well as citizens. PDCs are the regional contact for the Commonwealth Intergovernmental Review Process and provide input for a host of agencies and commissions.

The program work of PDCs has been meeting the needs of local and state government for the last 50 years. Within their region they may serve to build regional approaches to issues like economic development, solid waste management and legislative priorities. In other states, organizations like PDCs are known as regional councils, regional commissions, and councils of government.

One important duty of the PDC's is to create a strategic plan for their region of service. This plan is created in cooperation with local governments, businesses, citizen organizations, and other interested parties. The plan is intended to help promote the orderly and efficient development of the PDC by stating goals and objectives, strategies to meet those goals, and mechanisms for measuring progress.

Regional Consensus

The production of the CVTIP 2024-2027 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 2024-2027 is approved by the CVTPO, 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 2024-2027, they may be amended or deleted as conditions warrant.

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

| | |
|---------------------|---|
| Town of Altavista* | Campbell County |
| Town of Brookneal* | City of Lynchburg |
| Amherst County | Greater Lynchburg Transit Company |
| Town of Amherst | Lynchburg Regional Airport |
| Appomattox County* | Liberty University** |
| Town of Appomattox* | Virginia Department of Transportation |
| Bedford County | Virginia Department of Rail & Public Transportation |
| Town of Bedford* | |

* Rural member

** Non-voting member

In keeping with the CVTPO's efforts to encourage public participation in the planning process, the CVTPO will hold a public comment period between April 10 and May 11, with a public hearing to be held on May 18, 2023, in order to receive input, suggestions and comments pertaining to the proposed CVTIP FY 2024-2027.

Project Chart Summary

Each project listing in the CVTIP FY 2024-2027 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 TPO 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

| | | | | | | |
|--------------|---|--------------|-------------------------|------|------------|-----------|
| UPC NO | 58012 | SCOPE | ENVIRONMENTALLY RELATED | | | |
| SYSTEM | Primary | JURISDICTION | Amherst County | | OVERSIGHT | FO |
| 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 | \$0 | |
| MPO Note | | | | | | |

Project Group Listings Chart

11

10

6

| | | | | | | | | |
|--------------|---------------------|---|-------------|-----------|-----------|-----------|------------|--------------|
| 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 | | | | | | | | |

7

8

9

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 Used in Project Charts

| OBJECT # | TERM | DEFINITION | | | |
|----------|---|--|--|----------------------|---|
| 1 | System | Indicates which system, program, or mode of transportation the project falls within: Interstate, Primary, Secondary, Urban, Rail, Transportation Alternatives, 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 & 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 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 | Project Cost | The summation of all shares to the project for all phases. | | | |
| 7 | MPO/TPO Note | This is a place where the TPO 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 |
| | | 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/TA | Transportation Enhancement/ Alternatives 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 | High Priority Funds | TDM | Transportation Demand Management |

| | | | | | |
|-----------|--------------------------------------|---|------------------------------|------------|-----------------------------|
| | | IM | Interstate Maintenance Funds | VTA | Virginia Transportation Act |
| 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 Funding Sources and Funding Ratios 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 indicates the group in which the project falls. For more information about the groups, please refer to the TIP Format section of this document. | | | |
| 12 | Estimate | The cost estimate reflects the current estimate for the listed phase of the project. | | | |

| AGENCY ABBREVIATIONS | | | |
|----------------------|---|--------------|---|
| CVTPO (TPO) | Central Virginia Transportation 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 Rail and Public Transportation |

| OTHER ABBREVIATIONS | | | |
|---------------------|---|------------|------------------------------------|
| CFR | Code of Federal Regulations | PE | Preliminary Engineering |
| CE | Categorical Exclusion | RTE | Route |
| CN | Construction | RW | Right of Way |
| FAST ACT | Fixing America's Surface Transportation Act | SOP | Standard Operating Procedure |
| FO, NFO | Federal Oversight, No Federal Oversight | TDM | Transportation Demand Management |
| FY | Funding Year / Fiscal Year | TIP | Transportation Improvement Program |
| HWY | Highway | TO | Total Project Cost |
| ITE | Intelligent Transportation System | TSM | Transportation System Management |
| MAP-21 | Moving Ahead for Progress in the 21st Century Act | | |

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 2024 begins on October 1, 2024.

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

The Code of Federal Regulations (23 CFR 450.324(h)) specifies the inclusion of a financial plan in the TIP that shows how the projects or project phases identified in the TIP can reasonably be expected to be implemented, with the available public and private revenues identified. TIP projects or project phases are required to be consistent with the LRTP 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 in this TIP. VDOT, DRPT, GLTC and the CVTPO 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 four-year period beginning Fiscal Year 2024.

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

- Project is complete and awaiting closeout
- Subsequent phases beyond 4 years
- Information only, funding being pursued
- 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 (fixed-guide, highway, bicycle, pedestrian, commuter lots, etc.)
- Public Transit Systems and Services (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.)

Funding Sources

The TIP funding summary tables summarize by year and by funding source the revenue amounts estimated and committed for fiscal year 2024 - 2024. The tables include expenditures and estimated revenues expected for each funding source and show that the program is financially constrained by year. The financial summary tables are based on total funds available, which include annual allocations of funds including any state and local matching dollars. These revenue sources are all reasonably expected to be made available and committed to the project phase during the programmed year of the TIP. The following provides a general overview of funding programs utilized in the development of the TIP. Note: not all funding sources below are applicable in all projects and geographic areas.

| HIGHWAY FUNDING PROGRAMS | |
|--|--|
| Bridge Rehabilitation and Replacements (BR/BROS) | Provides funding for bridge improvements both on and off the National Highway System (NHS) |
| Congestion Mitigation and Air Quality Improvement Program (CMAQ) | Provides flexible funding for congestion reduction and air quality improvement projects and programs; funding only available for areas not meeting federal air quality standards or maintenance areas |
| Demonstration Program (DEMO) | Provides specialized funding to demonstration, priority, pilot, or special interest projects |
| Highway Safety Improvement Program (HSIP) | Funds projects to reduce traffic fatalities and serious injuries on public roads; set aside for Railway Highway Crossings Program |
| National Highway Freight Program (NHFP) | Provides funding to improve the movement of freight on the National Highway Freight Network (NHFN) |
| National Highway System/National Highway Performance Program (NHS/NHPP) | Funds projects to construct new facilities on or improve the condition and performance of the National Highway System (NHS) |
| Regional Surface Transportation Program | Provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. Allocated directly to the regional MPO. |
| Surface Transportation Program/Surface Transportation Block Grant Program (STP/STBG) | Provides flexible funding for wide range of eligible projects and programs to address state and local transportation needs |
| Transportation Alternatives Program/Transportation Alternative Set-Aside (TAP/TA Set-Aside) | Provided for bicycle and pedestrian facilities through the Surface Transportation Block Grant. A set aside from each state's allocation of STBG funds must be used for Transportation Alternatives activities. |
| Urbanized Area Formula Grants (5307) | Provides funding to public transit systems in large urban areas for capital, planning, job access projects, and some operating expenses such as ADA paratransit and preventive maintenance |
| Fixed Guideway Capital Investment Grants (5309) | Discretionary program for funding major transit capital projects such as BRT, light rail, and streetcars |
| Enhanced Mobility of Seniors and Individuals with Disabilities (5310) | Program to assist local transit agencies, governments, and nonprofit groups in meeting needs of elderly and persons with disabilities |

| HIGHWAY FUNDING PROGRAMS | |
|--|--|
| Rural Area Formula Grants (5311) | Provides funding for capital, planning and operating assistance to support public transportation in small urban and rural areas under 50,000 in population |
| State of Good Repair Formula Program (5337) | Provide capital assistance for maintenance, replacement, and rehabilitation of existing fixed guideway (e.g., rail lines, bus lanes) facilities to maintain state of good repair |
| Bus and Bus Facilities Formula Program (5339a) | Provides funding to transit agencies and states to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities |
| Bus and Bus Facilities Discretionary Grants (5339b) | Discretionary component of the program to fund the same bus and bus facility improvements; includes Low or No Emissions Bus Program |

Financial Assumptions

The TIP financial plan is required to include only committed and/or reasonably available transportation funding sources. 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 cost estimates are from the VDOT Project Cost Estimating System. For projects not administered by the state, cost estimates are developed cooperatively through the CVTPO or responsible local governments and agencies. Maintenance and construction program financial planning assumptions used for the FY24 – FY27 TIP are consistent with assumptions and distribution methodology used for the adopted Transportation Plan.

Highway Projects

Highway Projects
FFY 2024 - 2027

| Fund Source | FFY 2024 | | FFY 2025 | | FFY 2026 | | FFY 2027 | | 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 | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$100,000 | \$859,000 | \$859,000 | \$959,000 | \$959,000 |
| HSIP | (\$244,561) | (\$244,561) | \$1,114,054 | \$1,114,054 | \$426,195 | \$426,195 | \$0 | \$0 | \$1,295,688 | \$1,295,688 |
| NHS/NHPP | \$8,910,553 | \$8,910,553 | \$19,419,181 | \$19,419,181 | \$0 | \$0 | \$0 | \$0 | \$26,329,734 | \$26,329,734 |
| STP/STBG | \$10,699,747 | \$10,699,747 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,699,747 | \$10,699,747 |
| Subtotal -- Federal | \$17,365,739 | \$17,365,739 | \$20,533,235 | \$20,533,235 | \$526,195 | \$526,195 | \$859,000 | \$859,000 | \$39,284,169 | \$39,284,169 |
| Other | | | | | | | | | | |
| State Match | \$1,950,048 | \$1,950,048 | \$4,978,579 | \$4,978,579 | \$47,355 | \$47,355 | \$0 | \$0 | \$6,975,982 | \$6,975,982 |
| Subtotal -- Other | \$1,950,048 | \$1,950,048 | \$4,978,579 | \$4,978,579 | \$47,355 | \$47,355 | \$0 | \$0 | \$6,975,982 | \$6,975,982 |
| Total | \$19,315,787 | \$19,315,787 | \$25,511,814 | \$25,511,814 | \$573,550 | \$573,550 | \$859,000 | \$859,000 | \$46,260,151 | \$46,260,151 |
| Federal - ACC (1) | | | | | | | | | | |
| HSIP | \$256,939 | \$256,939 | \$89,082 | \$89,082 | \$0 | \$0 | \$1,152,631 | \$1,152,631 | \$1,498,652 | \$1,498,652 |
| NHS/NHPP | \$0 | \$0 | \$2,676,745 | \$2,676,745 | \$7,996,494 | \$7,996,494 | \$5,831,803 | \$5,831,803 | \$16,505,042 | \$16,505,042 |
| STP/STBG | \$0 | \$0 | \$1,341,046 | \$1,341,046 | \$1,277,110 | \$1,277,110 | \$1,210,054 | \$1,210,054 | \$3,828,210 | \$3,828,210 |
| Subtotal -- Federal - ACC (1) | \$256,939 | \$256,939 | \$4,106,873 | \$4,106,873 | \$9,273,604 | \$9,273,604 | \$8,194,488 | \$8,194,488 | \$21,831,904 | \$21,831,904 |
| Statewide and/or Multiple MPO - Federal (3) | | | | | | | | | | |
| NHS/NHPP | \$1,031,697 | \$1,031,697 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,031,697 | \$1,031,697 |
| Subtotal -- Statewide and/or Multiple MPO - Federal (3) | \$1,031,697 | \$1,031,697 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,031,697 | \$1,031,697 |
| Maintenance - Federal (4) | | | | | | | | | | |
| BR | \$2,221,800 | \$2,221,800 | \$7,472,500 | \$7,472,500 | \$1,746,850 | \$1,746,850 | \$0 | \$0 | \$11,441,150 | \$11,441,150 |
| NHS/NHPP | \$818,182 | \$818,182 | \$818,182 | \$818,182 | \$4,179,582 | \$4,179,582 | \$818,182 | \$818,182 | \$6,634,128 | \$6,634,128 |
| STP/STBG | \$32,129,488 | \$32,129,488 | \$32,562,120 | \$32,562,120 | \$33,001,475 | \$33,001,475 | \$33,450,431 | \$33,450,431 | \$131,143,514 | \$131,143,514 |
| Subtotal -- Maintenance - Federal (4) | \$35,169,470 | \$35,169,470 | \$40,852,802 | \$40,852,802 | \$38,927,907 | \$38,927,907 | \$34,268,613 | \$34,268,613 | \$149,218,792 | \$149,218,792 |

SECTION 3: Highway Transportation Improvement Program

Interstate Projects

| | | | | | | |
|--------------|---|--------------|-------------|------|------------|-------------|
| UPC NO | 117220 | SCOPE | Safety | | | |
| SYSTEM | Interstate | JURISDICTION | Statewide | | OVERSIGHT | NFO |
| PROJECT | #ITTF21 I-81 OPERATIONAL IMPROVEMENTS - PROGRAM UPC | | | | ADMIN BY | VDOT |
| DESCRIPTION | FROM: Various TO: Various | | | | | |
| ROUTE/STREET | 0081 | | | | TOTAL COST | \$9,618,000 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| PE | Federal - NHS/NHPP | \$0 | \$118,206 | \$0 | \$0 | \$0 |
| PE AC | Federal - AC OTHER | \$0 | \$9,499,794 | \$0 | \$0 | \$0 |

| | | | | | | |
|--------------|---|--------------|-------------|------------|-------------|------|
| UPC NO | 115869 | SCOPE | Safety | | | |
| SYSTEM | Interstate | JURISDICTION | Statewide | OVERSIGHT | NFO | |
| PROJECT | #ITTF20 STATEWIDE TECHNOLOGY FOR OPERATIONS | | | ADMIN BY | VDOT | |
| DESCRIPTION | FROM: Various TO: Various | | | | | |
| ROUTE/STREET | 9999 | | | TOTAL COST | \$2,000,000 | |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| PE | Federal - NHS/NHPP | \$0 | \$913,491 | \$0 | \$0 | \$0 |
| PE AC | Federal - AC OTHER | \$0 | \$1,086,509 | \$0 | \$0 | \$0 |

Primary Projects

| | | | | | | |
|--------------|--|--------------|---------------------------------|------------|-----------|-----------|
| UPC NO | T26574 | SCOPE | Bridge Rehab w/o Added Capacity | | | |
| SYSTEM | Primary | JURISDICTION | Campbell County | OVERSIGHT | NFO | |
| PROJECT | #BF - LYNCHBURG YEAR 5 STRUCTURE RECOATING | | | ADMIN BY | VDOT | |
| DESCRIPTION | | | | | | |
| ROUTE/STREET | WARDS ROAD (0029) | | | TOTAL COST | \$959,000 | |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| PE | Federal - BR | \$0 | \$0 | \$0 | \$100,000 | \$0 |
| CN | Federal - BR | \$0 | \$0 | \$0 | \$0 | \$859,000 |

| | | | | | | |
|--------------|-------------------------------------|--------------|-------------------------|------|------------|-------------|
| UPC NO | 121775 | SCOPE | Safety | | | |
| SYSTEM | Primary | JURISDICTION | Lynchburg District-wide | | OVERSIGHT | NFO |
| PROJECT | #ITTF23 ATSPM OPERATIONS EVALUATION | | | | ADMIN BY | VDOT |
| DESCRIPTION | FROM: VARIOUS TO: VARIOUS | | | | | |
| ROUTE/STREET | VARIOUS (9999) | | | | TOTAL COST | \$1,200,000 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| PE AC | Federal - AC OTHER | \$0 | \$100,000 | \$0 | \$0 | \$0 |
| CN AC | Federal - AC OTHER | \$0 | \$1,100,000 | \$0 | \$0 | \$0 |

Secondary Projects

| | | | | | | |
|--------------|---|--------------|----------------|------------|-------------|-----------|
| UPC NO | 110390 | SCOPE | | | | |
| SYSTEM | Secondary | JURISDICTION | Amherst County | OVERSIGHT | NFO | |
| PROJECT | #HB2.FY17 RTE 682 - RECONSTRUCTION GARVEE DEBT SERVICE | | | ADMIN BY | VDOT | |
| DESCRIPTION | | | | | | |
| PROGRAM NOTE | Includes \$900,872 GARVEE Debt Service Interest Prev, \$233,335 FFY24 GARVEE Debt Service Interest, \$228,451 GARVEE Debt Service Interest FFY25, \$210,030 GARVEE Debt Service Interest FFY26, \$190,713 GARVEE Debt Service Interest FFY27, \$828,740 GARVEE Debt Service Interest FFY28-38. Total GARVEE Debt Service Interest \$2,592,141. Corresponding CN UPC 109550. | | | | | |
| ROUTE/STREET | 0682 | | | TOTAL COST | \$4,949,775 | |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| PE | Federal - AC CONVERSION | \$0 | \$0 | \$228,451 | \$210,030 | \$190,713 |
| | Federal - STP/STBG | \$0 | \$233,335 | \$0 | \$0 | \$0 |
| PE TOTAL | | \$0 | \$233,335 | \$228,451 | \$210,030 | \$190,713 |
| PE AC | Federal - AC | \$0 | \$1,457,934 | \$0 | \$0 | \$0 |

Urban Projects

| | | | | | | |
|--------------|---|--------------|-------------|-----------|------------|--------------|
| UPC NO | 110391 | SCOPE | | | | |
| SYSTEM | Urban | JURISDICTION | Lynchburg | OVERSIGHT | NFO | |
| PROJECT | #HB2.FY17 ODDFELL'S RD SEG B2 RECON GARVEE DEBT SERVICE | | | ADMIN BY | VDOT | |
| DESCRIPTION | | | | | | |
| PROGRAM NOTE | Includes \$3,427,366 GARVEE Debt Service Interest Prev, \$456,096 FFY24 GARVEE Debt Service Interest, \$412,848 GARVEE Debt Service Interest FFY25, \$367,407 GARVEE Debt Service Interest FFY26, \$319,663 GARVEE Debt Service Interest FFY27, \$797,027 GARVEE Debt Service Interest FFY28-33. Total GARVEE Debt Service Interest \$5,780,407. Corresponding CN UPC 109554. | | | | | |
| ROUTE/STREET | 9999 | | | | TOTAL COST | \$13,562,105 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| PE | Federal - AC CONVERSION | \$0 | \$0 | \$412,848 | \$367,407 | \$319,663 |
| | Federal - STP/STBG | \$0 | \$456,096 | \$0 | \$0 | \$0 |
| PE TOTAL | | \$0 | \$456,096 | \$412,848 | \$367,407 | \$319,663 |
| PE AC | Federal - AC | \$0 | \$1,896,945 | \$0 | \$0 | \$0 |

| | | | | | | |
|--------------|---|--------------|----------------------------------|-----------|------------|--------------|
| 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 funds obligated based on current allocations/estimate | | | | | |
| ROUTE/STREET | GREENVIEW DRIVE (6056) | | | | TOTAL COST | \$13,612,461 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| | | \$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 | \$8,565,629 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| PE | Federal - AC CONVERSION | \$0 | \$0 | \$699,747 | \$699,673 | \$699,678 |
| | Federal - STP/STBG | \$0 | \$699,720 | \$0 | \$0 | \$0 |
| PE TOTAL | | \$0 | \$699,720 | \$699,747 | \$699,673 | \$699,678 |
| PE AC | Federal - AC | \$0 | \$3,521,322 | \$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. Linked with UPC 106533 & 100023 | | | | | |
| ROUTE/STREET | RICHMOND HIGHWAY (6029) | | | | TOTAL COST | \$33,716,693 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| | | \$0 | \$0 | \$0 | \$0 | \$0 |

| | | | | | | |
|--------------|--|--------------|----------------------------------|--------------|------------|--------------|
| UPC NO | 113116 | SCOPE | Reconstruction w/ Added Capacity | | | |
| SYSTEM | Urban | JURISDICTION | Lynchburg | | OVERSIGHT | NFO |
| PROJECT | #SMART20 RTE 221/501 - INTERSECTION IMPROVEMENT (SPLIT PAIR) | | | | ADMIN BY | Locally |
| DESCRIPTION | FROM: BREEZEWOOD DRIVE TO: RTE 501 (DESMOND T. DOSS MEM. EXP.) () | | | | | |
| ROUTE/STREET | ROUTE 501 (LYNCHBURG EXPRESSWAY) (0221) | | | | TOTAL COST | \$47,282,472 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| RW | Federal - STP/STBG | \$0 | \$5,666,663 | \$0 | \$0 | \$0 |
| RW AC | Federal - AC OTHER | \$0 | \$4,765,337 | \$0 | \$0 | \$0 |
| CN AC | Federal - AC OTHER | \$0 | \$0 | \$32,244,450 | \$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 | Linked with UPC 105515 & 106533 | | | | | |
| ROUTE/STREET | VARIOUS (0460) | | | TOTAL COST | \$2,526,865 | |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| PE | Federal - STP/SU | \$0 | (\$38,178) | \$0 | \$0 | \$0 |
| RW | Federal - STP/STBG | \$0 | \$7,198 | \$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 | | | | | |
| PROGRAM NOTE | Linked with UPC 106533 & 100023 | | | | | |
| ROUTE/STREET | VARIOUS (6029) | | | TOTAL COST | | \$37,759,481 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| PE | Federal - AC CONVERSION | \$0 | \$0 | \$2,676,745 | \$2,676,594 | \$2,676,522 |
| | Federal - NHS/NHPP | \$0 | \$2,676,581 | \$0 | \$0 | \$0 |
| PE TOTAL | | \$0 | \$2,676,581 | \$2,676,745 | \$2,676,594 | \$2,676,522 |
| PE AC | Federal - AC | \$0 | \$16,173,336 | \$0 | \$0 | \$0 |

Project Groupings

| | | | | | | |
|--------------|---|-------------|-------------|--------------|---------------|-------------|
| GROUPING | Construction : Bridge Rehabilitation/Replacement/Reconstruction | | | | | |
| ROUTE/STREET | | | | TOTAL COST | \$111,342,892 | |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| RW | Federal - NHS/NHPP | \$1,058,493 | \$4,233,972 | \$0 | \$0 | \$0 |
| CN | Federal - AC CONVERSION | \$2,118,795 | \$0 | \$0 | \$5,319,900 | \$3,155,281 |
| | Federal - NHS/NHPP | \$4,452,362 | \$0 | \$17,809,447 | \$0 | \$0 |
| CN TOTAL | | \$6,571,157 | \$0 | \$17,809,447 | \$5,319,900 | \$3,155,281 |
| CN AC | Federal - AC OTHER | \$0 | \$0 | \$31,101,682 | \$0 | \$0 |

| | | | | | | |
|--------------|---------------------|-------|------|------|------------|-----------|
| GROUPING | Construction : Rail | | | | | |
| ROUTE/STREET | | | | | TOTAL COST | \$450,000 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| | | \$0 | \$0 | \$0 | \$0 | \$0 |

| | | | | | | |
|--------------|--|-------------|-------------|-------------|------------|---------------|
| GROUPING | Construction : Safety/ITS/Operational Improvements | | | | | |
| ROUTE/STREET | | | | | TOTAL COST | \$138,967,387 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| PE | Federal - HSIP | \$19,000 | \$171,000 | \$0 | \$0 | \$0 |
| PE AC | Federal - AC OTHER | \$0 | \$350,000 | \$0 | \$0 | \$0 |
| RW | Federal - AC CONVERSION | \$4,156 | \$0 | \$37,406 | \$0 | \$0 |
| | Federal - HSIP | \$11,018 | \$31,862 | \$67,500 | \$0 | \$0 |
| | Federal - NHS/NHPP | \$402,434 | \$0 | \$1,609,734 | \$0 | \$0 |
| | Federal - STP/STBG | \$53,240 | \$212,960 | \$0 | \$0 | \$0 |
| RW TOTAL | | \$470,848 | \$244,622 | \$1,714,640 | \$0 | \$0 |
| RW AC | Federal - AC OTHER | \$0 | \$41,563 | \$4,484,650 | \$0 | \$0 |
| CN | Federal - AC CONVERSION | \$162,361 | \$256,939 | \$51,676 | \$0 | \$1,152,631 |
| | Federal - HSIP | \$113,947 | (\$447,223) | \$1,046,554 | \$426,195 | \$0 |
| | Federal - STP/STBG | \$865,488 | \$3,461,953 | \$0 | \$0 | \$0 |
| CN TOTAL | | \$1,141,796 | \$3,271,669 | \$1,098,230 | \$426,195 | \$1,152,631 |
| CN AC | Federal - AC OTHER | \$0 | \$670,579 | \$1,113,945 | \$0 | \$0 |

| | | | | | | |
|--------------|--|-------|------|------|------------|-------------|
| GROUPING | Construction : Transportation Alternatives/Byway/Non-Traditional | | | | | |
| ROUTE/STREET | | | | | TOTAL COST | \$2,000,000 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| | | \$0 | \$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 | \$109,397,318 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| CN | Federal - STP/STBG | \$0 | \$26,725,567 | \$27,136,691 | \$27,554,174 | \$27,980,886 |

| | | | | | | |
|--------------|-------------------------|---|-------------|--------------|-------------|--------------|
| GROUPING | | Maintenance : Preventive Maintenance for Bridges | | | | |
| PROGRAM NOTE | | Funding identified to be obligated districtwide as projects are identified. | | | | |
| ROUTE/STREET | | | | | TOTAL COST | \$35,452,434 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| CN | Federal - AC CONVERSION | \$0 | \$281,400 | \$485,100 | \$1,746,850 | \$0 |
| | Federal - BR | \$0 | \$1,940,400 | \$6,987,400 | \$0 | \$0 |
| | Federal - NHS/NHPP | \$0 | \$818,182 | \$818,182 | \$4,179,582 | \$818,182 |
| | Federal - STP/STBG | \$0 | \$3,495,559 | \$3,509,232 | \$3,523,137 | \$3,537,278 |
| CN TOTAL | | \$0 | \$6,535,541 | \$11,799,914 | \$9,449,569 | \$4,355,460 |
| CN AC | Federal - AC OTHER | \$0 | \$485,100 | \$1,746,850 | \$1,080,000 | \$0 |

| | | | | | | |
|--------------|--------------------|---|-------------|-------------|-------------|-------------|
| GROUPING | | Maintenance : Traffic and Safety Operations | | | | |
| PROGRAM NOTE | | Funding identified to be obligated districtwide as projects are identified. | | | | |
| ROUTE/STREET | | | | | TOTAL COST | \$7,680,990 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| CN | Federal - STP/STBG | \$0 | \$1,908,362 | \$1,916,197 | \$1,924,164 | \$1,932,267 |

SECTION 4: Public Transportation & Transportation Demand Management (TDM) Projects

Public Transportation Performance Measures

The National Transit Asset Management System Final Rule (49 U.S.C 625) specifies four performance measures, which apply to four TAM asset categories: equipment, rolling stock, infrastructure, and facilities. Figure A describes each of these measures.

TAM Performance Measures by Asset Category

| Asset Category | Relevant Assets | Measure | Measure Type | Desired Direction |
|----------------|---|---|-------------------|---------------------|
| Equipment | Service support, maintenance, and other non-revenue vehicles | Percentage of vehicles that have met or exceeded their ULB | Age-based | Minimize percentage |
| Rolling Stock | Buses, vans, and sedans; light and heavy rail cars; commuter rail cars and locomotives; ferry boats | Percentage of revenue vehicles that have met or exceeded their ULB | Age-based | Minimize percentage |
| Infrastructure | Fixed guideway track | Percentage of track segments with performance (speed) restrictions, by mode | Performance-based | Minimize percentage |
| Facilities | Passenger stations, parking facilities, administration and maintenance facilities | Percentage of assets with condition rating lower than 3.0 on FTA TERM Scale | Condition-based | Minimize percentage |

FTA = Federal Transit Administration. TAM = Transit Asset Management. TERM = Transit Economic Requirements Model. ULB = Useful Life Benchmark.

Two definitions apply to these performance measures:

- **Useful Life Benchmark (ULB)**– “The expected lifecycle of a capital asset for a particular transit provider’ s operating environment, or the acceptable period of use in service for a particular transit provider’ s operating environment.” For example, FTA’ s default ULB of a bus is 14 years.

- **FTA Transit Economic Requirements Model (TERM) Scale**—A rating system used in FTA’ s TERM to describe asset conditions. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent).

The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires that all transit agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation create a TAM plan. Agencies are required to fulfill this requirement through an individual or group plan. The TAM rule provides two tiers of requirements for transit agencies based on size and operating characteristics:

- A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, Or has 101 vehicles or more in one non-fixed route mode.
- A Tier II agency is a subrecipient of FTA 5311 funds, or is an American Indian Tribe, or has 100 or fewer vehicles across all fixed route modes, or has 100 vehicles or less in 1 non-fixed route mode.

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group Plan. The Central Virginia Transportation Planning Organization programs federal transportation funds for Greater Lynchburg Transit Company (GLTC). GLTC is a Tier II agency participating in the DRPT-sponsored group TAM Plan. The MPO has integrated the goals, measures, and targets described in the [Federal Fiscal Year 2022-2025 Virginia Group Tier II Transit Asset Management Plan](#) into the MPO’ s planning and programming process. Performance targets for the Tier II Group TAM Plan are included in the table below.

TAM Targets for rolling stock and facilities: Percentage of Revenue Vehicles that have met or exceeded their ULB by Asset Type.

| Asset Category - Performance Measure | Asset Class | FFY2022 |
|---|---------------------------------------|----------------|
| Revenue Vehicles | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | AB - Articulated Bus | 5% |
| | BU - Bus | 15% |
| | CU - Cutaway | 10% |
| | MV-Minivan | 20% |
| | BR - Over-the-Road Bus | 15% |
| | VN - Van | 20% |
| | | |
| Equipment | | |
| Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB) | Non-Revenue/Service Automobile | 30% |
| | Trucks and other Rubber Tire Vehicles | 30% |
| | | |
| Facilities | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale | Administrative Facilities | 10% |
| | Maintenance Facility | 10% |
| | Passenger Facilities | 15% |
| | Parking Facilities | 10% |

Transit Project Listings (TBD)

SECTION 5: Six-Year Airport Project Grant Fund (TBD)

APPENDIX A: Projects by Grouping

Construction: Bridge Rehabilitation/Replacement/Reconstruction

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) | | \$17,858,150 |
| | | | RTE 29 NBL - BRIDGE & APPR. OVER NS RR FED. ID. NO. (04144) | | |
| | | | FROM: 0.006 MILE NORTH OF RTE 679 TO: 0.513 MILES NORTH OF RTE 679 (0.5070 MI) | | |
| Primary | 120771 | Lynchburg District-wide | VARIOUS (9999) | | \$3,807,440 |
| | | | #BF - LYNCHBURG YEAR 1 STRUCTURE RECOATING #1 | | |
| | | | FROM: VARIOUS TO: VARIOUS | | |
| Urban | 119384 | Lynchburg | CANDLERS MOUNTAIN RD (0501) | | \$64,657,203 |
| | | | #SMART22 #SGR21VB RTE 501 - BRDG & INTERCHANGE IMPROVEMENTS | | |
| | | | FROM: MURRAY PLACE TO: US 501 NB RAMP (0.5400 MI) | | |
| Urban | 104599 | Lynchburg | RICHMOND HIGHWAY (0029) | | \$18,000,994 |
| | | | RTE 29 SBL & NBL - BR & APPR OVER NSRR FED ID 20579 & 20580 | | |
| | | | FROM: 0.320 MILES WEST OF NS RAILROAD TO: 0.300 MILES EAST OF NS RAILROAD (0.6200 MI) | | |
| Urban | 111279 | Lynchburg | RICHMOND HIGHWAY (0029) | | \$7,019,105 |
| | | | #SGR18VB - RT 29 SBL - BRIDGE & APPR OVER NSRR (Fed 20579) | | |
| | | | FROM: 0.118 MILES WEST OF NS RAILROAD TO: 0.096 MILES EAST OF NS RAILROAD (0.2140 MI) | | |
| Construction : Bridge Rehabilitation/Replacement/Reconstruction Total | | | | | \$111,342,892 |

Construction: Rail

Construction : Rail

| | System | UPC | Jurisdiction / Name / Description | Street(Route) | Estimate |
|---------------------------|--------|-------------------------|---|---------------|-----------|
| Miscellaneous | T23508 | Lynchburg District-wide | 0000 | | \$0 |
| | | | CN RAIL | | |
| Urban | 115031 | Lynchburg | CHAPEL LANE (9999) | | \$450,000 |
| | | | RAIL20 CHAPEL LANE - INSTALL FLASHING LIGHTS & GATES | | |
| | | | FROM: OLD FOREST RD TO: 0.220 MILE NORTH OF OLD FOREST ROAD (0.2200 MI) | | |
| Construction : Rail Total | | | | | \$450,000 |

Construction: Safety/ITS/Operational Improvements

Construction : Safety/ITS/Operational Improvements

| | System | UPC | Jurisdiction / Name / Description | Street(Route) | Estimate |
|------------|--------|-----------|--|---------------|-------------|
| Interstate | 117790 | Statewide | 0081 | | \$382,000 |
| | | | #ITTF21 STUDY OF ADVANCED TECHNOLOGIES -I-81 | | |
| | | | FROM: various TO: various | | |
| Interstate | 118193 | Statewide | 0095 | | \$5,744,292 |
| | | | #I95CIP CRO SSP FY23-26 | | |
| | | | FROM: I95 Various TO: I-95 Various | | |
| Interstate | 110551 | Statewide | 9999 | | \$307,192 |
| | | | TRAFFIC VIDEO EXPANSION (PSAP) - STATEWIDE | | |
| | | | FROM: Various TO: Various | | |
| Interstate | 110912 | Statewide | 9999 | | \$813,019 |
| | | | Statewide Truck Parking Management System - Phase 1 | | |
| | | | FROM: Various TO: Various | | |
| Interstate | 111613 | Statewide | 9999 | | \$1,807,000 |
| | | | STATEWIDE TRUCK PARKING MANAGEMENT SYSTEM - PHASE 2 | | |
| | | | FROM: Various TO: Various | | |
| Interstate | 115854 | Statewide | 9999 | | \$0 |
| | | | #ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD | | |
| | | | FROM: n/a TO: n/a | | |
| Interstate | 115856 | Statewide | 9999 | | \$1,950,000 |
| | | | #ITTF20 PARKING DEMAND MANAGEMENT SYSTEM | | |
| | | | FROM: Various TO: Various | | |
| Interstate | 119197 | Statewide | 9999 | | \$1,500,000 |
| | | | #ITTF22 OSPREY FIBER CONNECTIONS - STATEWIDE | | |
| | | | FROM: Various TO: Various | | |
| Interstate | 119198 | Statewide | 9999 | | \$25,040 |
| | | | #ITTF22 HIGH SPEED COMMUNICATIONS FOR SIGNALS (PHASE II) | | |
| | | | FROM: Various TO: Various | | |
| Interstate | 119199 | Statewide | 9999 | | \$500,000 |
| | | | #ITTF22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE | | |
| | | | FROM: Various TO: Various | | |
| Interstate | 119332 | Statewide | 9999 | | \$300,000 |
| | | | #ITTF22 DATA-DRIVEN MGMT PROGRAM FOR PAVEMENT MARKING | | |
| | | | FROM: Various TO: Various | | |
| Interstate | 119379 | Statewide | 9999 | | \$0 |
| | | | #ITTF22 CONNECTED WORK ZONES PROGRAM STATEWIDE | | |
| | | | FROM: Various TO: Various | | |

| | | | | |
|------------|--------|--|------|-------------|
| Interstate | 119401 | Statewide | 9999 | \$250,000 |
| | | #ITTF22 PROJECT EVALUATIONS STATEWIDE | | |
| | | FROM: Various TO: Various | | |
| Interstate | 119402 | Statewide | 9999 | \$1,030,000 |
| | | #ITTF22 INCIDENT RESPONSE OPTIMIZATION -STATEWIDE | | |
| | | FROM: Various TO: Various | | |
| Interstate | 119404 | Statewide | 9999 | \$1,000,000 |
| | | #ITTF22 GUIDE LIGHTS FOR SPEED MANAGEMENT STATEWIDE | | |
| | | FROM: various TO: various | | |
| Interstate | 119406 | Statewide | 9999 | \$0 |
| | | #ITTF22 AUTOMATED SPEED ENFORCEMENT PILOT STATEWIDE | | |
| | | FROM: Various TO: Various | | |
| Interstate | 121564 | Statewide | 9999 | \$350,000 |
| | | #ITTF23 LEVERAGING CONNECTED CAR DATA FOR IMPROVED SAFETY | | |
| | | FROM: Various TO: Various | | |
| Interstate | 121653 | Statewide | 9999 | \$3,000,000 |
| | | #ITTF23 - COOPERATIVE FREEWAY MANAGEMENT STUDY- NOVA/FRED | | |
| | | FROM: Various TO: Various | | |
| Interstate | 121654 | Statewide | 9999 | \$1,000,000 |
| | | #ITTF23 OPERATIONALIZE TRAFFIC OPERATIONS SUPPORT CENTER | | |
| | | FROM: Various TO: Various | | |
| Interstate | 121655 | Statewide | 9999 | \$500,000 |
| | | #ITTF23 IMPLEMENT AI-BASED INTEGRATED SECURITY PREDICTION | | |
| | | FROM: Various TO: Various | | |
| Interstate | 121666 | Statewide | 9999 | \$500,000 |
| | | #ITTF23 ITTF PROJECT EVALUATIONS | | |
| | | FROM: Various TO: Various | | |
| Interstate | 121667 | Statewide | 9999 | \$3,575,000 |
| | | #ITTF23 RM3P DEP Data Services | | |
| | | FROM: Various TO: Various | | |
| Interstate | 121668 | Statewide | 9999 | \$1,000,000 |
| | | #ITTF23 REAL-TIME INFORMATION DISSEMINATION FOR CMVs | | |
| | | FROM: Various TO: Various | | |
| Interstate | 121670 | Statewide | 9999 | \$500,000 |
| | | #ITTF23 ADVANCED ROAD WEATHER INFORMATION SYSTEMS STUDY | | |
| | | FROM: VARIOUS TO: VARIOUS | | |
| Interstate | 121712 | Statewide | 9999 | \$650,000 |
| | | NETWORK OPERATIONS CENTER IMPLEMENTATION | | |
| | | FROM: Various TO: Various | | |
| Interstate | 121776 | Statewide | 9999 | \$1,000,000 |
| | | HARD SHOULDER RUNNING FEASIBILITY STUDY-Technology component | | |
| | | FROM: Various TO: Various | | |
| Interstate | 121822 | Statewide | 9999 | \$5,000,000 |
| | | #ITTF23 STATEWIDE FIBER NETWORK ENHANCEMENTS | | |
| | | FROM: Various TO: Various | | |

| | | | | |
|---------------|--------|---|---|--------------|
| Interstate | 122048 | Statewide | VARIOUS (9999) | \$500,000 |
| | | #ITTF23 - RM3P EVALUATION | | |
| | | FROM: various TO: various | | |
| Miscellaneous | T19022 | Lynchburg District-wide | 0000 | \$0 |
| | | CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS | | |
| Miscellaneous | 109817 | Lynchburg District-wide | VARIOUS (9999) | \$526,700 |
| | | SAFETY PRESCOPING - LYNCHBURG | | |
| | | FROM: VARIOUS TO: VARIOUS | | |
| Miscellaneous | 119408 | Lynchburg District-wide | 9999 | \$555,000 |
| | | #ITTF22 HIGH-WATER MONITORING SYSTEM - LYNCHBURG | | |
| | | FROM: Various TO: Various | | |
| Miscellaneous | 121643 | Statewide | 9999 | \$1,000,000 |
| | | #ITTF23 SMART INTERSECTIONS DEPLOYMENT SUPPORT | | |
| | | FROM: Various TO: Various | | |
| Primary | 119160 | Campbell County | WARDS RD (0029) | \$17,030,881 |
| | | #SMART22 PHASE I RTE 29 - ACCESS MANAGEMENT | | |
| | | FROM: 0.08 MILE SOUTH OF RTE 738 (ENGLISH TAVERN RD) TO: RTE 1433 (RANGOON STREET) (1.4200 MI) | | |
| Primary | 119162 | Campbell County | WARDS RD (0029) | \$8,544,527 |
| | | #SMART22 PHASE II RTE 29 - ACCESS MANAGEMENT | | |
| | | FROM: 0.08 MILE SOUTH OF RTE 685 (CALOHAN RD) TO: 0.08 MILE SOUTH OF RTE 738 (ENGLISH TAVERN RD) (2.4100 MI) | | |
| Primary | 119168 | Amherst County | RICHMOND HWY (0060) | \$2,236,523 |
| | | #SMART22 RTE 60 - RECONSTRUCT MEDIAN/TURN LANES AT RTE 29 IN | | |
| | | FROM: RTE T-1102 (WASHINGTON STREET) TO: 0.24 MILE SOUTH OF RTE T-1102 (WASHINGTON STREET) (0.2400 MI) | | |
| Primary | 107063 | Bedford County | FOREST ROAD (0221) | \$2,550,000 |
| | | Rt. 221 Bedford Co. - Pedestrian Safety Improvements | | |
| | | FROM: 0.013 Mi. W. Int. Rte.663 and Rte. 221 TO: 0.013 Mi. W. Int. Rte.221 and Rte.1425 (0.6560 MI) | | |
| Primary | 108914 | Bedford County | FOREST ROAD (0221) | \$6,106,144 |
| | | #HB2.FY17 Route 221 Congestion and Safety Improvements | | |
| | | FROM: Graves Mill Road TO: Gristmill Drive (0.4000 MI) | | |
| Primary | 119460 | Bedford County | ROUTE 460 - LYNCHBURG-SALEM TURNPIKE (0460) | \$6,034,137 |
| | | #SMART22 - Blackwater Rd (668) at Rte 460 Intersection | | |
| | | FROM: Route 460 TO: Blackwater Road | | |
| Primary | 118254 | Campbell County | 0460 | \$250,000 |
| | | ITTF SIGNAL COMMUNICATIONS - LYNCHBURG DISTRICT | | |
| | | FROM: VARIOUS TO: VARIOUS | | |
| Primary | 109555 | Lynchburg | TIMBERLAKE ROAD (0460) | \$4,733,297 |
| | | #HB2.FY17 BUS 460 - RECONSTRUCT INTERSECTION AT RTE 622 | | |
| | | FROM: 0.087 MILE WEST OF RTE 622 TO: 0.104 MILE EAST OF RTE 622 (0.1910 MI) | | |
| Primary | 109586 | Amherst County | SOUTH AMHERST HIGHWAY (7029) | \$2,045,071 |
| | | BUS 29 - CONSTRUCT SIDEWALK (MADISON HEIGHTS) | | |
| | | FROM: 0.011 MILE SOUTH OF RTE 1054 (LAKEVIEW DR) TO: 0.010 MILE NORTH OF RTE 682 (WOODYS LAKE RD) (1.4210 MI) | | |
| Primary | 119588 | Lynchburg District-wide | VARIOUS (9999) | \$851,550 |
| | | HSIP20 - DISTRICTWIDE - UNSIGNALIZED INTERSECTIONS | | |
| | | FROM: VARIOUS TO: VARIOUS | | |

| | | | | |
|--|--------|---|--------------------------|---------------|
| Primary | 119872 | Lynchburg District-wide | VARIOUS (9999) | \$400,000 |
| | | HSIP20 - DISTRICTWIDE - PEDESTRIAN CROSSINGS | | |
| | | FROM: VARIOUS TO: VARIOUS | | |
| Primary | 120764 | Lynchburg District-wide | VARIOUS (9999) | \$114,836 |
| | | PROGRAM UPC (HSIP FUNDS) - CENTERLINE RUMBLES | | |
| | | FROM: VARIOUS TO: VARIOUS | | |
| Primary | 120798 | Lynchburg District-wide | VARIOUS (9999) | \$1,508,772 |
| | | PROGRAM UPC (HSIP FUNDS) - EDGE RUMBLES PRIMARIES | | |
| | | FROM: VARIOUS TO: VARIOUS | | |
| Secondary | 109550 | Amherst County | WOODY'S LAKE ROAD (0682) | \$7,855,088 |
| | | #HB2.FY17 RTE 682 - RECONSTRUCTION | | |
| | | FROM: RTE. BUS 29 TO: 0.794 MILE EAST OF RTE BUS 29 (0.7940 MI) | | |
| Secondary | 5542 | Campbell County | LYNBROOK ROAD (0622) | \$12,284,003 |
| | | #SMART18 #SGR18VB - RT 622 - RECONSTRUCTION | | |
| | | FROM: 0.004 MILE EAST OF ROUTE 683 TO: 1.231 MILE EAST OF ROUTE 683 (1.2270 MI) | | |
| Secondary | 114091 | Campbell County | VARIOUS (1520) | \$833,550 |
| | | HSIP19 RTE 1520 & 9070 - CONSTRUCT SIDEWALK | | |
| | | FROM: VARIOUS TO: VARIOUS | | |
| Urban | 114064 | Lynchburg | GRAVES MILL ROAD (6009) | \$520,203 |
| | | GRAVES MILL ROAD - INSTALL ADAPTIVE SIGNAL CONTROLS | | |
| | | FROM: RTE 6073 (MC CONVILLE RD) TO: WCL LYNCHBURG (1.4900 MI) | | |
| Urban | 114062 | Lynchburg | KEMPER STREET (0501) | \$673,543 |
| | | HSIP16 - BUS 501 - CONSTRUCT SIDEWALK (KEMPER STREET) | | |
| | | FROM: 0.086 MILE SOUTH OF BUS 29 TO: 0.346 MILE SOUTH OF BUS 29 (0.2550 MI) | | |
| Urban | 114063 | Lynchburg | NATIONWIDE DRIVE (9999) | \$698,652 |
| | | HSIP21 - NATIONWIDE DRIVE - PEDESTRIAN IMPROVEMENTS | | |
| | | FROM: RTE 6073 (MC CONVILLE RD) TO: CENTRA HEALTH PROPERTY (0.2700 MI) | | |
| Urban | 109554 | Lynchburg | ODDFELLOWS ROAD (9999) | \$16,023,177 |
| | | #HB2.FY17 ODDFELLOWS ROAD SEGMENT B2 - RECONSTRUCTION | | |
| | | FROM: 0.10 WEST OF ROUTE 128 (MAYFLOWER DR.) TO: BUS. 29 (LYNCHBURG EXPRESSWAY) (0.4070 MI) | | |
| Urban | 114065 | Lynchburg | OLD FOREST ROAD (6044) | \$1,307,182 |
| | | HSIP21 - UR 6044 - PEDESTRIAN IMPROVEMENTS (OLD FOREST RD) | | |
| | | FROM: KINGS DRIVE TO: RR BRIDGE (0.5700 MI) | | |
| Urban | 119163 | Lynchburg | WARDS FERRY ROAD (6070) | \$11,301,008 |
| | | #SMART22 RTE6070(WARDS FERRY RD)-CONSTRUCT ROUNDABOUT RTE368 | | |
| | | FROM: 0.17 MILE WEST OF RTE 368 (CVCC CAMPUS DR) TO: 0.05 MILE EAST OF RTE 368 (CVCC CAMPUS DR) (0.2200 MI) | | |
| Construction : Safety/ITS/Operational Improvements Total | | | | \$138,967,387 |

Construction: Transportation Enhancement/Byway/Non-Traditional

Construction : Transportation Alternatives/Byway/Non-Traditional

| | System | UPC | Jurisdiction / Name / Description | Street(Route) | Estimate |
|--|--------|-----------|---|---------------|-------------|
| Enhancement | 111723 | Lynchburg | BLACK WATER CREEK TRAIL (EN17) | | \$2,000,000 |
| | | | LANGHORNE ROAD TRAIL EXTENSION | | |
| | | | FROM: ED PAGE PARKING LOT TO: LINKHORNE MIDDLE SCHOOL (0.5000 MI) | | |
| Construction : Transportation Alternatives/Byway/Non-Traditional Total | | | | | \$2,000,000 |

Maintenance: Preventive Maintenance and System Preservation

Maintenance : Preventive Maintenance and System Preservation

| | System | UPC | Jurisdiction / Name / Description | Street(Route) | Estimate |
|--|--------|-------------------------|---|---------------|---------------|
| Miscellaneous | T14716 | Lynchburg District-wide | 0000 | | \$109,397,318 |
| | | | STIP-MN Lynchburg: Preventive MN and System Preservation | | |
| Urban | 121061 | Lynchburg | CAMPBELL AVE (0501) | | |
| | | | #SGR23LP RTE 501 (ID 8680) RESURFACING (CAMPBELL AVE) | | |
| | | | FROM: 0.02 MILE SOUTH OF WOODROW ST TO: RAMP TO SOUTH RICHMOND HWY (0.2200 MI) | | |
| Urban | 121062 | Lynchburg | LYNCHBURG EXPY (0029) | | |
| | | | #SGR23LP BUS 29 NBL (ID 8682) RESURFACING (LYNCHBURG EXPY) | | |
| | | | FROM: 0.01 MILE NORTH OF GRACE ST TO: JAMES RIVER BRIDGE (0.4960 MI) | | |
| Urban | 118969 | Lynchburg | RTE 29 LYNCHBURG EXPY (0029) | | \$0 |
| | | | #SGR22LP BUS 29 NBL - (ID7774) RESURFACING (LYNCHBURG EXPY) | | |
| | | | FROM: 0.020 MILE SOUTH OF CAMPBELL AVE TO: 0.120 MILE NORTH OF GRACE ST (1.0000 MI) | | |
| Maintenance : Preventive Maintenance and System Preservation Total | | | | | \$109,397,318 |

Maintenance: Preventative Maintenance for Bridges

Maintenance : Preventive Maintenance for Bridges

| | System | UPC | Jurisdiction / Name / Description | Street(Route) | Estimate |
|--|--------|-------------------------|---|---------------|--------------|
| Miscellaneous | T14715 | Lynchburg District-wide | 0000 | | \$35,452,434 |
| | | | STIP-MN Lynchburg: Preventive MN for Bridges | | |
| Primary | T26573 | Campbell County | RTE. 29 SBL & RTE. 460 WBL BYPASS (0029) | | |
| | | | #BF - LYNCHBURG YEAR 5 RESTORATIVE BRIDGE MN RIGID OVERLAYS | | |
| Primary | T26571 | Campbell County | RTE. 29 NBL & RTE. 460 EBL BYPASS (0029) | | |
| | | | #BF - LYNCHBURG YEAR 4 RESTORATIVE BRIDGE MN RIGID OVERLAYS | | |
| Primary | T26559 | Lynchburg | CANDLERS MNT ROAD (0128) | | |
| | | | #BF - LYNCHBURG YEAR 3 RESTORATIVE BRIDGE MN (RIGID OVERLAY) | | |
| | | | FROM: 0.035 MILES WEST OF NS RAILWAY TO: 0.035 MILES EAST OF NS RAILWAY (0.0700 MI) | | |
| Primary | 122452 | Lynchburg District-wide | VARIOUS (9999) | | |
| | | | #BF - LYNCHBURG YEAR 2 STRUCTURE RECOATING | | |
| | | | FROM: VARIOUS TO: VARIOUS | | |
| Secondary | 101043 | Amherst County | SEMINOLE DRIVE (0681) | | \$0 |
| | | | #SGR17VB - RT 681 - BRIDGE REHAB OVER WILLIAMS RUN Fed 01524 | | |
| | | | FROM: 0.69 MILE EAST OF RTE 29 TO: 0.71 MILE EAST OF RTE 29 | | |
| Secondary | 117017 | Bedford County | ELKTON FARM ROAD (0666) | | \$0 |
| | | | #SGR21VB - RTE 666 OVER ELK CREEK (STR. 2781) - TOTAL REHAB | | |
| | | | FROM: 1.8 Mi. E. Int. Rte. 622 TO: 1.60M. W. Int. Rte. 221 (0.3000 MI) | | |
| Maintenance : Preventive Maintenance for Bridges Total | | | | | \$35,452,434 |

Maintenance: Traffic and Safety Operations

Maintenance : Traffic and Safety Operations

| | System | UPC | Jurisdiction / Name / Description | Street(Route) | Estimate |
|---|--------|-------------------------|---|---------------|-------------|
| Miscellaneous | T14714 | Lynchburg District-wide | 0000 | | \$7,680,990 |
| | | | STIP-MN Lynchburg: Traffic and Safety Operations | | |
| Primary | 121823 | Lynchburg District-wide | VARIOUS (9999) | | |
| | | | HSIP DISTRICTWIDE CURVE DELINEATION INSTALL TASK #1 | | |
| | | | FROM: VARIOUS TO: VARIOUS | | |
| Maintenance : Traffic and Safety Operations Total | | | | | \$7,680,990 |

| | |
|----------------------------|----------------------|
| Lynchburg MPO Total | \$405,291,021 |
|----------------------------|----------------------|

APPENDIX B: Statement of Certification and Resolution of Adoption

(Statement of Certification to be added)

(Resolution of Adoption to be added)

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 Transportation 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.

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/>.

Safety Performance Measures

Performance Targets

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established safety performance objectives as published in [Virginia's 2022-2026 "Arrive Alive" Strategic Highway Safety Plan \(SHSP\)](#) and annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. [Virginia's 2022-2026 "Arrive Alive" Strategic Highway Safety Plan \(SHSP\)](#) and annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. The SHSP performance measure objectives are indicated in Table 1 below.

Table 1: 2024 SHSP Safety Performance Objectives

| Measure | 4-Year Target |
|---|----------------------|
| Percentage of Pavement in Good Condition (Interstate) | 45% |
| Percentage of Pavement in Poor Condition (Interstate) | 3% |
| Percentage of Pavement in Good Condition (Non-Interstate NHS) | 25% |
| Percentage of Pavement in Poor Condition (Non-Interstate NHS) | 5% |
| Percentage of Person-Miles Traveled that are Reliable (Interstate) | 85% |
| Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS) | 88% |
| Truck Travel Time Reliability Index | 1.64 |

For safety performance measures 1, 2, and 3, annual targets are developed collaboratively by the Department of Motor Vehicles (DMV) Highway Safety Office (HSO) and VDOT HSIP staff.¹ The DMV

¹ It is a federal requirement that safety performance measures 1, 2, and 3 are identical targets for NHTSA's Highway Safety Grants Program and FHWA's Highway Safety Improvement Program. This requirement allows States to align their safety performance targets and work collaboratively to achieve them.

HSO includes these measures in their Highway Safety Plan submitted to the National Highway Traffic Safety Administration (NHTSA) every June.

The Commonwealth Transportation Board approves all five annual targets and VDOT includes these in the HSIP Annual Report submitted to FHWA every August. Within 180 days of VDOT's annual report submission to FHWA, MPOs must indicate their support of the state targets or submit their unique regional targets for one or more of the safety measures.

Connection to Other Performance Based Planning Documents

The federally required SHSP, a five-year multi-agency comprehensive plan focused on reducing fatalities and serious injuries on all public roads, serves as the coordinating document for other plans and programs that involve traffic safety. This coordination involves the long-range statewide transportation plan (LRSTP), the metropolitan transportation plans (MTP), and three plans that implement parts of the SHSP – the Highway Safety Plan (HSP), the HSIP, and the Commercial Vehicle Safety Plan (CVSP). This integration is important for improving overall safety coordination amongst various partners and leads to more comprehensive transportation safety planning. MTPs are similar to the LRSTP however a MTP covers a specific metropolitan planning area. MTPs include goals and objectives for their respective areas/regions and identify strategies for advancing long-term transportation investments in a specific region. The HSP is an annual plan to address highway user behaviors that will improve safety through education and enforcement campaigns. The HSP and associated NHTSA grants are administered through the Highway Safety Office at the DMV. Furthermore, each year Virginia State Police (VSP) submits a Commercial Vehicles Safety Plan (CVSP) to Federal Motor Carrier Safety Administration as a requirement of obtaining related enforcement grants.

[VTransVTrans](#), the state's long-range multimodal plan, provides the overarching vision and goals for transportation in the Commonwealth. The long-range plan provides a vision for Virginia's future transportation system and defines goals, objectives, and guiding principles to achieve the vision. It also provides direction to state and regional transportation agencies on strategies and policies to be incorporated into their plans and programs.

VTrans details several guiding principles, listed below:

GP 1: Optimize Return on Investments Implement the right solution at the right price, striving to meet current needs while advancing long-term prosperity and livability.

GP 2: Ensure Safety, Security, and Resiliency Provide a transportation system that is safe for all users, responds immediately to short-term shocks such as weather events or security emergencies, and adapts effectively to long-term stressors such as sea level rise.

GP 3: Efficiently Deliver Programs Deliver high-quality projects and programs in a cost-effective and timely manner.

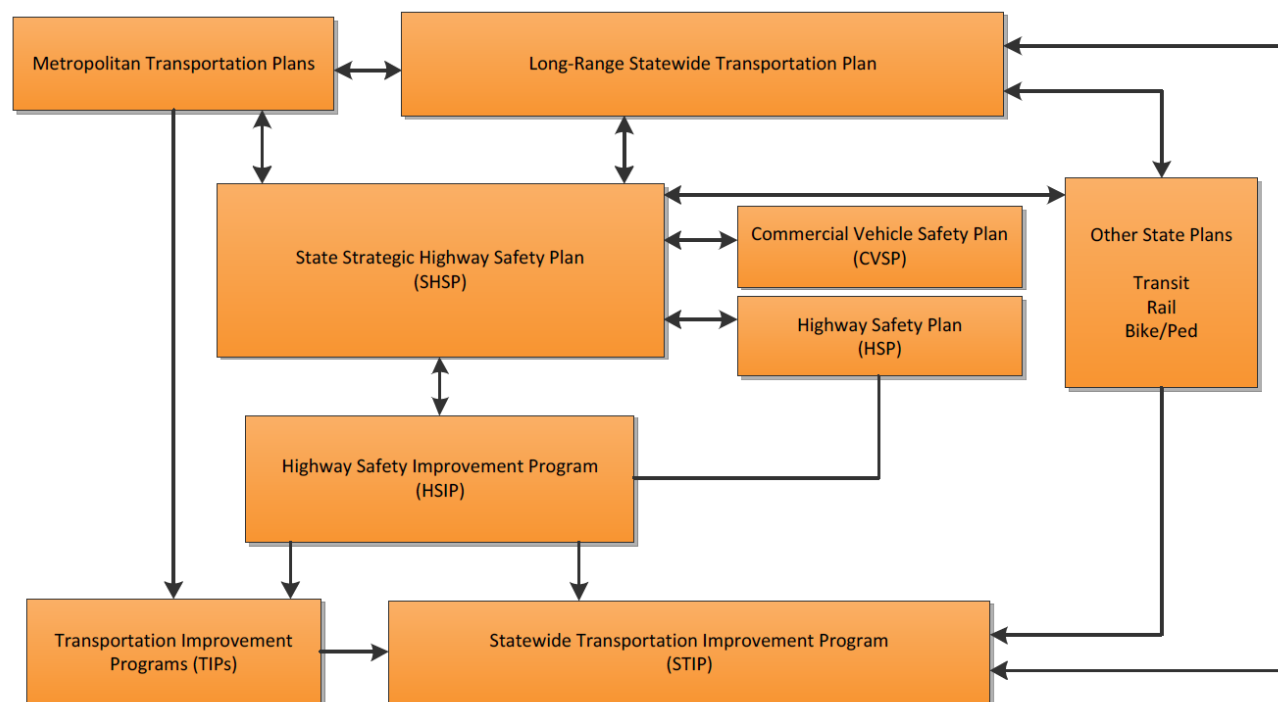
GP 4: Consider Operational Improvements and Demand Management First Maximize capacity of the transportation network through increased use of technology and operational improvements as well as managing demand for the system before investing in major capacity expansions.

GP 5: Ensure Transparency and Accountability, and Promote Performance Management Work openly with partners and engage stakeholders in project development and implementation. Establish performance targets that consider the needs of all communities, measure progress towards targets. Adjust programs and policies as necessary to achieve the established targets.

GP6: Improve Coordination Between Transportation and Land Use Encourage local governments to plan and manage transportation-efficient land development by providing incentives, technical support, and collaborative initiatives.

GP 7: Ensure Efficient Intermodal Connections Provide seamless connections between modes of transportation to harness synergies.

The relationship between the various plans and programs is shown here:



Projects in the STIP are directly linked to the safety objectives outlined in the SHSP through the strategies and actions that are priorities in Virginia.

Funding for Safety Projects

Safety targeted improvements are implemented through HSIP projects. Each year Virginia is allocated ~\$55 Million for HSIP and \$5 Million for Railway Grade Crossing improvements. Virginia is also subject to a Penalty Transfer provision, Section 154 “Open Container” , such that 2.5% of NHPP funds are reserved for either NHTSA Alcohol-Impaired Driving or HSIP projects. The State determines what proportion goes to each program. Of the HSIP funds, about 10 percent is set aside for non-motorized safety projects and 20 percent of the remainder for improvements on locally-maintained roadways.

How do Safety Projects get selected for Inclusion in the STIP?

The HSIP project planning and delivery follows these steps:

Each year highway segment and intersection locations that have the highest potential for safety improvement are identified based on the previous five years of traffic crash and volume data. These above average crash locations are provided to the VDOT Districts to determine appropriate locations and countermeasures for HSIP funding. The potential for vehicle-train crashes at each at-grade railroad crossing is also distributed.

HSIP project proposals are submitted through the SMART Portal for the appropriate safety program.

VDOT and locality submitted HSIP proposals are reviewed and prioritized based on the number of targeted crashes and the benefit to cost ratio or the potential risk reduction for non-motorized and rail highway grade crossing improvements.

In recent years, programmed priority HSIP projects have shifted from being higher cost spot intersection and segment improvements to lower cost systemic improvements that target specific crash types and/or roadway characteristics that are factors in crashes across the network.

Examples of systemic improvements include traffic signal devices and timing at intersections and curve signing, higher friction surfaces and rumble strips on segments.

Safety improvements are also included within projects funded with non-HSIP funds. The SMART SCALE scoring and prioritization process for inclusion of projects in the SYIP, considers safety benefits from improvements addressing travel of all modes. Many of the large SMART SCALE projects, upon completion, will have distinct impacts on safety performance in the Commonwealth. In addition, projects funded through other state and federal sources in the SYIP, such as the Transportation Alternatives Program, including Safe Routes to School grants, Revenue Sharing, and even some CMAQ and maintenance projects, will also have crash reduction benefits that contribute to improved safety performance.

Thus, the funding to meet Virginia’s safety objectives and targets is allocated to projects in the CTB approved SYIP, and is consistent with VTrans. Since the SYIP is the foundation for the STIP, the program of projects in the STIP demonstrates support to achieve Virginia’s safety performance objectives and targets and is consistent with Virginia’s SHSP and the HSIP.

Transit Asset Management

The two most recent federal transportation laws, MAP-21 and FAST Act, establish performance measure requirements to ensure states and Transportation 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 requirement for transit agencies focuses on one area: transit asset management (TAM). The measures look specifically at the percentage of revenue vehicles that have exceeded their Useful Life Benchmark (ULB), the percentage of non-revenue and service vehicles that have exceeded their ULB, and percentage of facilities with a condition below 3.0 on the Federal Transit Administrator's TERM Scale. All transit agencies receiving grants from the FTA are required to complete a TAM plan. The FTA has established two tiers of agencies based on size parameters.

A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode.

A Tier II agency is a subrecipient of FTA 5311 funds, OR is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route mode.

The Department of Rail and Public Transportation (DRPT) has opted to sponsor a group TAM plan for Tier II providers. Tier I providers are not eligible for group plans.

For further details, refer to the plan of the Greater Lynchburg Transit Company.

For Tier II providers under the DRPT Group Plan, any Transportation Improvement Program (TIP) document or Metropolitan Transportation Plan (MTP) adopted after October 1, 2018 will be in compliance with the TAM Plans developed by DRPT and adopted by the Tier II transit providers within the MPO as well as the regional performance measures adopted by the MPO as a whole. The performance measurements and the targets can be found in the *DRPT Group Transit Asset Management Plan*.

The Central Virginia Transportation Planning Organization's planning process will integrate, either directly or by reference, the goals, objectives, performance measures, and targets described in the applicable Tier I and Tier II group plan.

Pavement and Bridge Performance Measures

Performance Targets

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established pavement and bridge condition performance targets. Each year, the Commonwealth submits a letter to FHWA to satisfy the federal requirement that State DOTs submit a Baseline Performance Period Report to FHWA by October 1st of the first year in a performance period. Performance measures for pavement condition are required for the National Highway System (NHS), while bridge condition requirements

relate to structures identified as part of the National Bridge Inventory on the NHS. The pavement condition measures and established performance targets for the 2024 performance are indicated in the table below.

Pavement Condition Measures and Performance Targets

| | |
|---|-------|
| Percentage of Deck Area of Bridges in Good Condition (NBI on NHS) | 25.1% |
| Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS) | 3.6% |

Background/History

Virginia's history of monitoring asset conditions and utilizing performance information to determine investment strategies based on available funding levels spans over 10 years for pavements and bridges.

VDOT maintains a comprehensive inventory of all pavement and bridges on the state-maintained network. This inventory, which includes location, maintenance responsibility, ownership, and current condition or inspection information, serves as the foundation for life cycle planning, performance forecasting, maintenance and rehabilitation needs estimation, as well as prioritization of work to maximize asset life given available funding. Condition information is also important for communicating with external stakeholders, including the general public.

VDOT's commitment to responsible Transportation Asset Management (TAM) practice is demonstrated through VDOT's annual condition data collection programs and its establishment and publication of network level pavement and bridge performance goals. VDOT's current condition measures and performance goals have been in place for many years and are fully integrated into VDOT's budgeting process and investment strategies.

The federal pavement and bridge performance measures apply to a limited portion of the network for which VDOT is responsible (less than 15% of all lane miles and 18% of the bridge inventory).

Connection to Other Performance Based Planning Documents

VTrans, the Commonwealth's long range multimodal plan, specifically details goals and objectives related to performance management of pavement and bridges.

In particular, "Goal D"—Proactive System Management: Maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure, and its corresponding objectives are most relevant. Those objectives are:

- 1) Improve the condition of all bridges based on deck area
- 2) Increase the lane miles of pavement in good or fair condition
- 3) Increase percent of transit vehicles and facilities in good or fair condition

Other VTrans related goals can be found at vtrans.org/.

Virginia's federally required Transportation Asset Management Plan (TAMP) presents pavement and bridge inventory and conditions, along with the Commonwealth's performance objectives, measures, and associated risks as they relate to the federal requirements. Asset funding, investment strategies, forecasts, goals, and gaps are also included. The TAMP is specific to the NHS and provides the Commonwealth's Transportation Asset Management (TAM) processes and methodology to meet federal requirements. Pavement and bridge projects included in the STIP are consistent with Virginia's reported TAM processes and methodology.

The program of projects in the STIP are directly linked to the pavement and bridge objectives outlined in VTrans and the TAM through the strategies and actions that are priorities in Virginia.

Funding for Pavement and Bridge Projects

There are two key funding sources for pavement and bridge projects, the Highway Maintenance and Operations Fund (HMOF) and State of Good Repair (SGR) program funds. The pavement and bridge funding is used for differing projects from routine maintenance to reconstructive work. Funds are allocated to pavement and bridge projects based on an annual needs assessment process supported by a data-driven prioritization and selection process. The prioritization process is the same for the various funding sources; however, the [State of Good Repair](#) program funds are designated for deteriorated pavements and structurally deficient bridges.

The SGR program requires funds be distributed proportionality between VDOT and localities, based on assessed needs. More details, including the requirements for pavements and bridges, and the SGR prioritization process methodology, can be found at: [State of Good Repair](#) and [Local Assistance Funding Programs](#). More details, including the requirements for pavements and bridges, and the SGR prioritization process methodology, can be found at: [State of Good Repair](#) and [Local Assistance Funding Programs](#).

VDOT has developed a robust asset management program, placing maintenance of the transportation network at the forefront of VDOT's investment decisions. This commitment to responsible asset management practice is demonstrated through VDOT's annual collection of condition data on pavements and bridges along with its establishment and publication of network-level pavement and bridge performance targets. For more than a decade, VDOT has monitored pavement and bridge conditions using performance information (measures and targets) to determine investment strategies based on available funding levels.

In the annual needs assessment process, VDOT assesses 100% of the pavement network on Virginia's Interstate and Primary systems and approximately 20% of the Secondary system. In 2016, VDOT assessed 100% of the Secondary pavement network to create a condition baseline. The pavement condition data is compiled, analyzed and reviewed to report the optimized needs at a roadway system and district level. VDOT's pavement program selects resurfacing projects, in relation to needs, and optimizes the timing of projects through a data-driven pavement management system.

For bridges, VDOT follows national standards in performing safety inspections and determining general condition of the structures. Condition assessments are performed by certified safety inspection personnel. The inspection program requires a qualified inspector to complete a "hands-

on” review of the structure or bridge during each inspection. By federal regulation, VDOT is required to conduct detailed inspections of NBI structures at intervals not to exceed 24 months. VDOT uses BrM software to store bridge condition and inventory data for each structure and to program, schedule, and track bridge and structure inspections. The data collected during inspections allows VDOT to use a proactive approach to maintenance.

Preventive maintenance and timely intervention repairs are performed to avoid and slow deterioration that leads to greater rehabilitation or replacement cost. Virginia’s bridge maintenance program is large and complex, so in order to direct its efforts more easily, performance targets have been developed.

VDOT uses a prioritization process when determining funding for the pavement and bridge programs and prioritizes work ranging from preventative maintenance to replacement. The prioritization processes take into account similar factors such as condition, cost effectiveness, maintenance history, and traffic volumes. While the systematic prioritization processes are a guide to assist in funding projects, districts direct the work performed as the local experts.

How do Pavement and Bridge Projects get selected for Inclusion in the STIP?

As noted above, the funding to meet Virginia’s pavement and bridge objectives and targets is allocated to projects in the CTB-approved SYIP and is consistent with VTrans. Each spring, the public is invited to comment on projects included in the draft SYIP prior to CTB approval. Since the SYIP is the foundation for the STIP, the program of projects in the STIP demonstrates support to achieve Virginia’s pavement and bridge performance objectives and targets and is consistent with Virginia’s TAMP.

Highway System Performance

Performance Targets

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established performance targets for three reliability performance measures to assess the Highway System Performance. All three measures are included in Virginia's Baseline Performance Period Report for 2018-2021 which was submitted to FHWA in October 2018. This report satisfies the federal requirement that State DOTs submit a Baseline Performance Period Report to FHWA by October 1st of the first year in a performance period and establishes baseline performance as of December 31, 2017.

Performance of the NHS is measured by the level of travel time reliability. The travel time reliability performance measures and performance targets for FY 2024 performance are indicated in Table 1 below.

National Highway System Travel Time Reliability Performance Measures and Targets

| | |
|---|------------|
| Percentage of Person-Miles Traveled that are Reliable (Interstate) | 85% |
| Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS) | 88% |

The assessment for freight reliability is based on the truck travel time reliability index. The truck travel time reliability performance measure and performance targets for FY 2024 performance period are indicated in Table 2 below.

Freight Reliability Performance Measure and Targets

| | |
|--|-------------|
| Truck Travel Time Reliability Index | 1.64 |
|--|-------------|

The Commonwealth Transportation Board (CTB) approves the performance measures and targets developed for Virginia's surface transportation network. Such targets, including those for Highway System Performance, are linked to the goals and objectives in Virginia's long-range transportation plan, or VTrans.

Connection to Other Performance Based Planning Documents

VTrans, the state's long-range multimodal plan, provides the overarching vision and goals for transportation in the Commonwealth. The long-range plan provides a vision for Virginia's future transportation system and defines goals, objectives, and guiding principles to achieve the vision. It also provides direction to state and regional transportation agencies on strategies and policies to be incorporated into their plans and programs. The most recent approved long range multimodal plan is VTrans.

VTrans identifies the most critical transportation needs in Virginia to ensure the overarching transportation goals in the long-range plan are achieved. The screening process was informed by a data-driven approach that considers highway system performance measures and targets in addition to other performance indicators.

Performance management, as it relates to the reliability of the NHS and freight, is included in the VTrans, Guiding Principles as noted below:

- Guiding Principle 4: Consider Operational Improvements and Demand Management First
Maximize capacity of the transportation network through increased use of technology and operational improvements as well as managing demand for the system before investing in major capacity expansions.

Additionally, the Virginia Freight Element (VFE), a component of VTrans, discusses freight system trends, needs, and issues. The VFE also includes freight policies, strategies, and performance measures that guide Virginia's freight-related investment decisions.

Projects included in the STIP are directly linked to the Highway System Performance objectives outlined in VTrans and associated needs analysis, and the VFE through the strategies and actions that are priorities in Virginia.

Funding for Highway System Performance Projects

SMART SCALE, Virginia's data-driven prioritization process for funding transportation projects, considers the potential of a project to improve reliability. In order to be considered for SMART SCALE, a project must first meet a need identified in VTrans, thus strengthening the connection between the planning and programming processes. Congestion mitigation, safety, accessibility, economic development, environment, and land use are the factors used to score SMART SCALE projects. Freight considerations are included in the economic development factor.

The FAST Act established a National Highway Freight Program, including a freight-specific funding program to highlight the focus on freight transportation needs. Projects eligible for National Highway Freight Program (NHFP) funding must contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and be included in the VFE. VDOT uses NHFP funding to construct freight beneficial projects identified through the SMART SCALE process.

SMART SCALE screening and scoring results, along with public feedback and CTB guidance, are used to develop the SYIP.

Other projects selected for funding are subject to program specific prioritization processes approved by the CTB. All funding (federal, state, and other sources) for transportation projects are allocated to projects in the CTB approved SYIP.

How do Highway System Performance Projects Get Selected for Inclusion in the STIP?

As noted above, the funding for all transportation projects, including funding for projects to meet Virginia's NHS system performance and freight movement targets is allocated to projects in the CTB approved SYIP, and is consistent with VTrans and the VFE. Since the SYIP is the foundation of the STIP, the program of projects in the STIP demonstrates support to achieve Virginia's NHS and Freight Reliability performance objectives and targets.