



Local Government Council Office, 828 Main St., 12th Floor, Lynchburg, VA 24504

Thursday, March 16, 2023; 4:00 p.m.

Agenda

1. **Call to Order & Establishment of Quorum** *Frank Rogers, Chair*
Staff Report (*Attachment 1*)
2. **Approval of Minutes: December 15, 2022** *Frank Rogers, Chair*
(*Attachment 2*) To be provided under cover.
3. **Draft FFY 2024-2027 CVTIP** *Kelly Hitchcock, CVTPO*
(*Attachment 3*)
4. **Draft CVPDC Title VI Plan** *Kelly Hitchcock, CVTPO*
(*Attachment 4*)
5. **US DOT Safe Streets and Roads for All (SS4A) Program** *Kelly Hitchcock, CVTPO*
6. **FY2024 Urban Work Program** *Kelly Hitchcock, CVTPO*
7. **Approval consideration DRPT 5303 Program Application** *Frank Rogers, Chair*
(*Attachment 7*)
8. **CVTPO Travel Demand Update** *Kelly Hitchcock, CVTPO*
9. **Other Matters from the Board and/or Staff** *Frank Rogers, Chair*
 - a) VDOT and/or DRPT Updates
 - b) Other
10. **Adjournment** *Frank Rogers, Chair*
11. **Informational Items** *Frank Rogers, Chair*
 - a. CVTPO next meeting: Thursday, May 18, 2023 , 4:00 p.m.

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



Central Virginia Transportation Planning Organization (CVTPO)

March 16, 2022

Staff Report

1. Call to Order & Establishment of Quorum

Concurrence of Electronic Meeting Policy.

2. Approval of Minutes: December 15, 2022 (Attachment 2)

October 20th CVTPO meeting minutes provided for review and approval.

Recommendation: Approval of Minutes.

3. Draft FFY 2024 – 2027 CVTIP (Attachment 3)

The document before the CVTPO is an early draft version. This Draft version includes the VDOT-funded projects, the CVTPO Safety Performance Measures (with the CVTPO adopting VDOTs Statewide measure), the DRPT Public Transportation Performance Measures, and DRPT Transit Asset Management (TAM) targets. A summary of the FY2023 CVTPO Safety Performance Measures is provided as *Attachment 3a*.

Still to be added to the draft, GLTC projects, and any Airport projects.

Staff will continue to finalize the DRAFT FFY2024 – 2027 CVTIP for readiness to post for Public Comment, April 14 – May 15, 2023. Host Public Hearing and CVTPO adoption consideration at May 18, 2023 CVTPO meeting.

Recommendation: CVTPO approve staff continue development of the FFY2024-2027 CVTIP, to include TTC approval at the April 13, 2023 meeting, and approve moving to Public Comment in April in preparation for Public Hearing and CVTPO approval consideration May 18, 2023.

4. Draft CVPDC/CVTPO Title VI Plan (Attachment 4)

Title VI of the Civil Rights Act of 1964 protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. The CVTPO has in the past operated under a CVTPO, and the CVPDC has utilized this document. The CVTPO (then CVMPO) in February 21, 2018.

The *Draft CVPDC Title VI Implementation Plan*, presents the CVPDC as the lead agency and the CVPTO, as a CVPDC Committee, adopts the program actions and Title VI, meeting FHWA, FTA compliance. In addition to this adjustment, the overall document has been shortened to focus on the program intent – providing clear overview of programmatic actions to ensure Title VI compliance, to include Public Outreach, contracts, Limited English Proficiency (LEP), and complaint procedures.

The document presented is in Draft Form. The writing content represents the final draft. However, final editing, graphics, etc. will be enhanced before moving to 30-day Public Comment, April 14 – May 15, 2023. Final to be brought to the CVTPO, after TTC April 13 review, for Public Hearing and adoption consideration at the May 18, 2024 meeting.

Recommendation: CVTPO support staff continue final Draft document completion, to include TTC approval at the April 13, 2023 meeting, and approve moving to Public Comment in April in preparation for Public Hearing and CVTPO approval consideration May 18, 2023 meeting. Action includes CVTPO support of a combined CVPDC/CVTPO document that incorporates uniform language and action for assurance of Title VI compliance.

5. **US DOT Safe Streets and Roads for All (SS4A) Program**

The CVPDC applied in September for a \$ 280,000 US DOT Safe Streets and Roads for All (SS4A) Planning Grant, to be matched by \$70,000 of CVPDC funds, to execute a Comprehensive Safety Action Plan. The CVPDC was awarded a SS4A Planning grant, one of 473 SS4A Planning Grants awarded across the County and one of 18 awarded in Virginia.

Recommendation: Authorize CVPDC Executive Director and staff to move forward with necessary grant authorization actions with US DOT. Staff looks forward to updating the CVTPO, CVPDC localities details of the pending project with anticipated action in late spring.

6. **FY2024 Urban Work Program**

Staff, in coordination with member localities, is beginning preparation of the FY2024 Urban (PL) Work Program. Both VDOT and DRPT have provided the FY24 CVTPO budget allocations. Below is a table of the FY2024 Urban Funding, that includes the FY2024 VDOT allocation and, as a function of the unfilled staff position, the FY2022 rollover funding.

Agency/Program	Project Cost	Local Funds	State Funds	Federal Funds
FTA Section 5303	\$146,533.00	\$14,654.00	\$14,654.00	\$117,225.00
PL 2024 Allocation	\$308,939.28	\$30,893.93	\$30,893.93	\$247,151.42
PL 2022 Rollover	\$169,386.58	\$16,938.66	\$16,938.66	\$135,509.26
Total UPWP	\$624,858.86	\$62,486.59	\$62,486.59	\$499,885.68

Staff is coordinating with locality staff, VDOT, and area stakeholders in developing the Draft CVTPO Work Program. It is anticipated to have the final CVTPO FY2024 PL Work Program for CVTPO consideration at the May 18, 2023 meeting.

Recommendation: In coordination with locality staff, evaluate projects and communicate with CVTPO staff process for Work Program inclusion consideration. Be prepared to review the Draft Work Program and consider adoption at the May 18, 2023 CVTPO meeting.

7. **Approval consideration DRPT Section 5303 Program Application (Attachment 7)**

FTA Section 5303 is the funding program that the CVTPO, CVPDC staff execute programs that support our GLTC transit, multimodal programming. This is a standard CVTPO program. The yearly program application is due May 1, 2023, with funding to begin July 1, 2024.

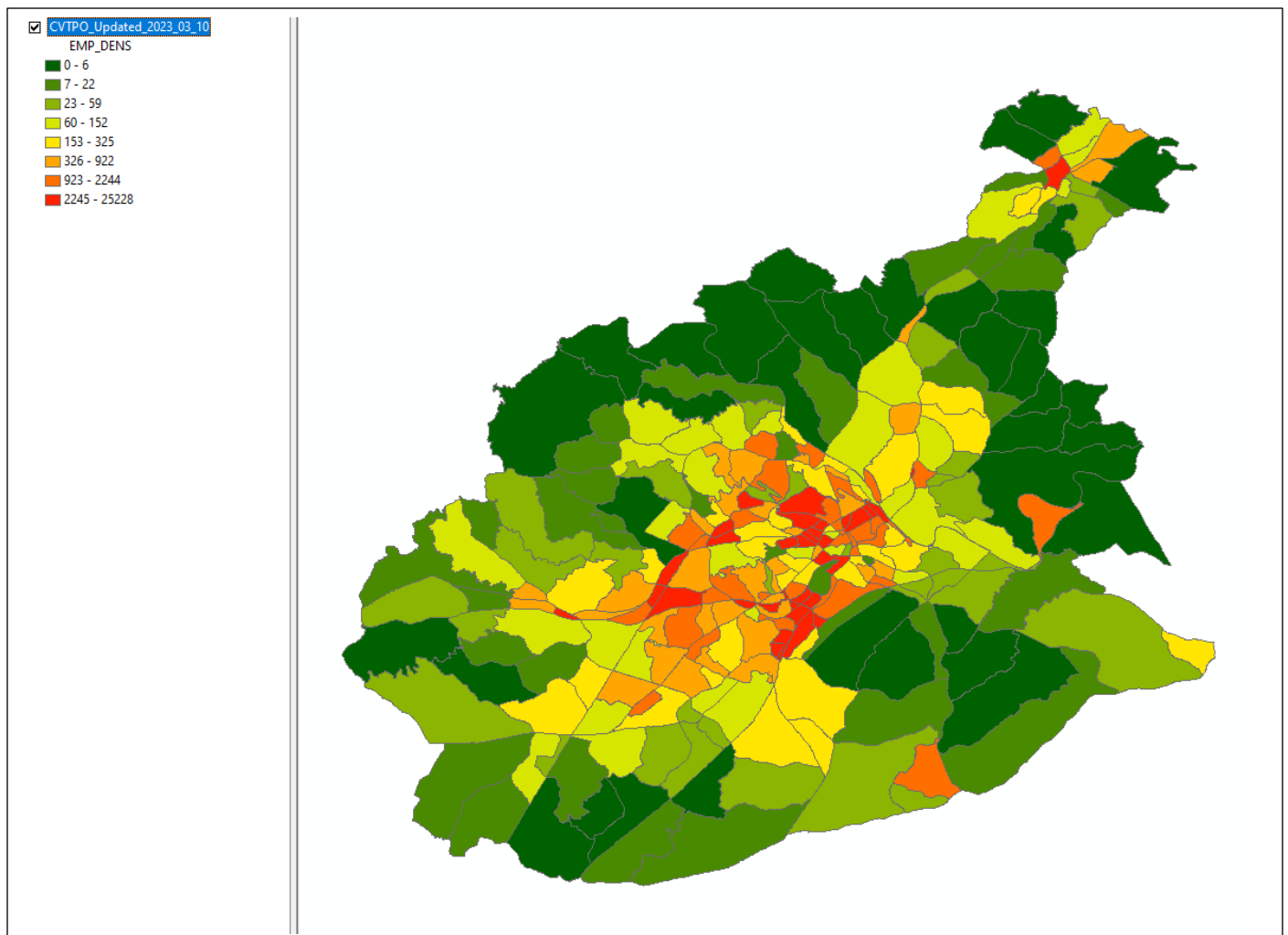
Recommendation: CVTPO approve Section 5303 Application and approve CVPDC staff in preparing and executing the 5303 application.

8. CVTPO Travel Demand Update

The CVTPO has begun the process of updating its Travel Demand Model as required by FHWA and VDOT every five years. The Travel Demand Model provides important travel data that is used in the CVTPO Long Range Transportation Plan (LRTP). VDOT Central Office, utilizing consultants Cambridge Systems, is leading the travel modeling effort. Cambridge Systems will begin the project in April, 2023.

In preparation for the model update, David Cook, VDOT-Lynchburg District, and CVPDC staff have been coordinating with local staff to update 2020 Census Data to reflect the project 2022 baseline. This effort has included updating statistical data (households, population, employment) data throughout the 275 Traffic Analysis Zones (TAZ) that make up the CVTPO area. The week of March 13th, David Cook and Kelly Hitchcock will meet with locality planning and economic development staff, to discuss growth zones, future land use, and development plans to develop a good estimate where population and employment will grow, with in each TAZ, at the 2050 projection year.

Figure: CVTPO Area 2022 Employment Density (David Cook, VDOT-Lynchburg District)



9. Other Matters from the Board and/or Staff

- a. VDOT and/or DRPT Updates
- b. Other

10. Adjourn

11. Informational Item

CVTPO next meeting: Thursday, May 18, 2023, 4:00 p.m.

A quorum will be required at this meeting for multiple document approval and adoption actions.



**Central Virginia Transportation Planning Organization
~ DRAFT MINUTES~**

December 15, 2022 4:00 pm

MEMBERS PRESENT (In-Person)

Frank Rogers, Vice-ChairCity of Lynchburg
 Jeremy BryantAmherst County
 Robert Hiss..... Bedford County
 Wynter BendaCity of Lynchburg
 Dwayne TuggleTown of Amherst
 Sara McGuffinTown of Amherst
 Josh Moore..... Greater Lynchburg Transit Company
 Chris Winstead.....VDOT Lynchburg District

MEMBERS PRESENT (Virtual)

Rick YoungbloodVDOT Lynchburg District

MEMBERS ABSENT

Drew WadeAmherst County
 John Sharp..... Bedford County
 Charlie WattsCampbell County

OTHERS PRESENT

David Cook VDOT-Lynchburg District
 Kelly HitchcockCVPDC/CVTPO

1. Call to Order & Establishment of Quorum

Frank Rogers, welcomed everyone to the meeting and established the Quorum.

2. Approval of the October 13, 2022 Minutes

Frank Rogers, CVTPO Vice-Chair, requested consideration of the October 13, 2022 CVTPO Meeting Minutes for approval.

MOTION: Sara McGuffin motioned for approval of the October 13, 2022 minutes, with the correction of Jeremy Bryant as the attendee. The motion was seconded by Josh Moore and with unanimous agreement. The motion passed.

3. Proposed TIP Amendment Consideration (Public Hearing)

Frank Rogers, at 4:10 p.m., opened the Public Hearing to consider amendment to the FY21-24 CVTIP. No public comments were received. Rogers closed the Public Hearing at 4:12 p.m.

Kelly Hitchcock provided a brief overview of the proposed amendment to the FY21-24 CVTIP as submitted by VDOT, to provide for additional funding for preventative bridge maintenance throughout the Lynchburg District and to provide adjustment and increase in funding for the

Greenview Drive to allow for capacity expansion. GLTC amendment request is to account for a series of administrative and rolling stock funding adjustments.

MOTION: Sara McGuffin motioned, seconded by Dwayne Tuggle, to approve the CVTIP amendment as presented. With unanimous approval, Rogers confirmed the motion approval.

4. Work Program Activity Reports

Hitchcock reminded the CVTPO that the Safe Streets and Roads for All (SS4A) application had been submitted and as such, it was determined to hold procurement for the Multimodal Plan to see, with awards anticipated in January, if the award was made and look for the opportunity to coordination in scope and procurement.

Staff focus will on the CVTPO Title VI Update and public outreach process, another Work Program activity. Hitchcock noted that Alec Brebner and she would be attending a VAMPO Title VI training December 16, 2023. The Draft Title VI Plan will be brought to the CVTPO for review and approval to move forward with public comment and move to adoption in spring.

Hitchcock noted that EPR, consultant, will also begin the PSI Intersection Safety study. Communication with the localities for suggestions of intersections for study consideration has begun. Hitchcock noted that part of the study activity will be to evaluate some of the 221 intersections, to provide a foundation for a more extensive 221 study in the future per Bedford's request.

5. Other Matters from the Board and/or Staff

a. Safe Streets and Roads for All (SS4A)

Staff noted no word on the submitted SS4A application, award announcements anticipated in January, 2023.

b. CVTPO Staff Update

Ada Hunsberger will now manage the CVPDC Commuter Assistance Program (CAP), RIDE Solutions. A few promising applicants, with one applicant scheduled for a visit to the area. However, all fell through with candidates taking other positions. Search continues.

c. VDOTO and/or DRPT Updates

David Cook noted that a STARS study for Wards Road, from Candler's Mountain to 460 interchange, has begun. Cook noted counters have already been installed at key intersections, including pedestrian activity review at Liberty. Cook noted this is the largest study, in terms of funding and scope, led by the District.

Chris Winstead noted that draft SMART SCALE funding scenarios should be available in February, with an assumed spring public comment process. CTB will consider approval in June.

d. Other

VDOT and DRPT Safety Performance Measures will be provided in early 2023 and provided for CVTPO consideration.

VTrans will be evaluating Midterm needs and priority locations starting in 2023. Area workshops, similar to those in 2019, are anticipated for spring.

Robert Hiss asked what the 501/Lakeside project timeline is. Wynter confirmed that T.Y. Lin under contract and that there was a need to get items in line. Confirmed the project is easily two years out.

6. **Adjournment**

Dwayne Tuggle motioned, seconded by Chris Winstead, to adjourn. With unanimous approval, Frank Rogers adjourned the meeting at 4:24 p.m.



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”).

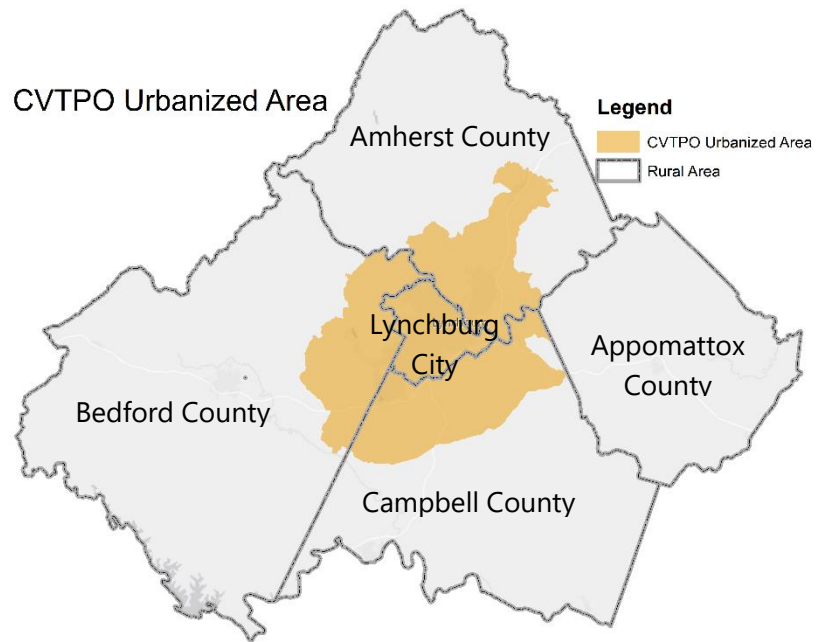
Purpose and Powers

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

1	UPC NO	58012	3	SCOPE	ENVIRONMENTALLY RELATED	4	OVERSIGHT	FO	5	ADMIN BY	VDOT	6
	SYSTEM	Primary		JURISDICTION	Amherst County							
	PROJECT	RTE 29 - WETLAND MITIGATION										
	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			\$0
	MPO Note											
7				9								10

Project Group Listings Chart

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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								

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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	119408	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
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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.

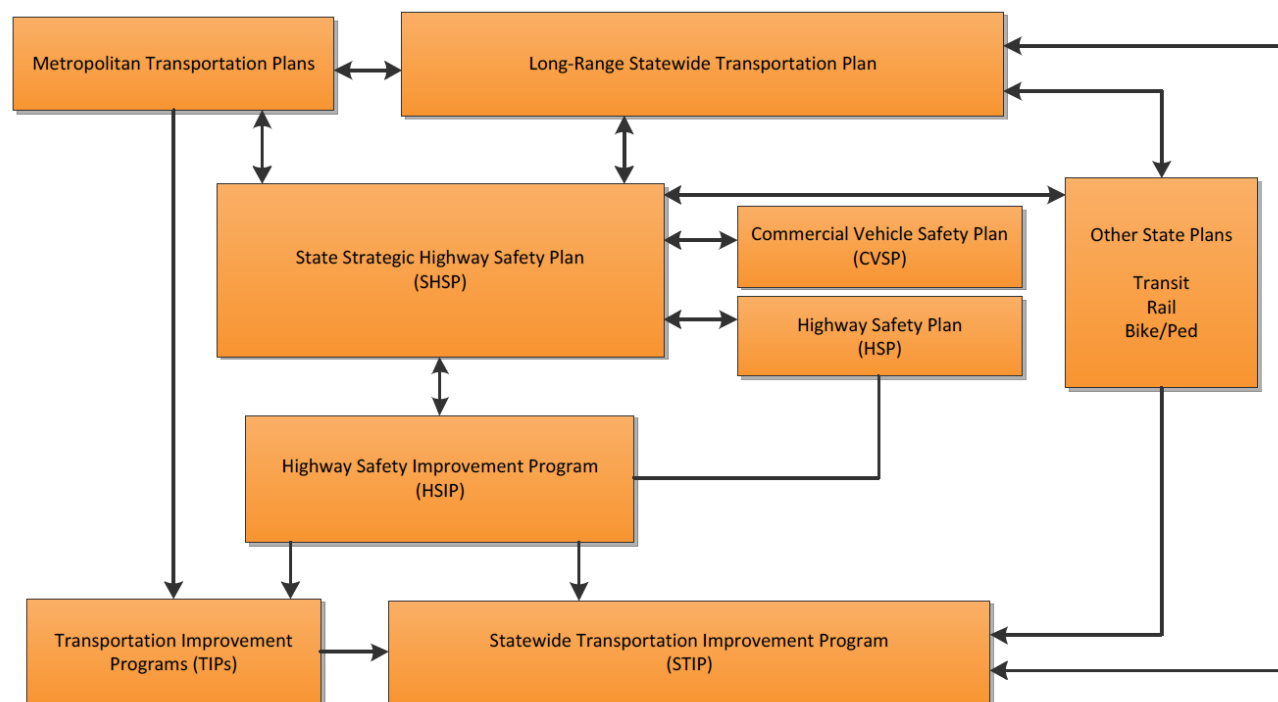
GP 4: Consider Operational Improvements and Demand Management First Maximize capacity of the transportation network through increased use of technology and operational improvements as well as managing demand for the system before investing in major capacity expansions.

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
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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.

Central Virginia Planning District Commission (CVPDC)

Title VI Implementation Plan

DRAFT March, 2023

Abstract

The Central Virginia Planning District Commission (CVPDC) Title VI Implementation Plan articulates the adopted measures which are undertaken to ensure compliance with the Title VI of the Civil Rights Act of 1964 which prohibits discrimination on the basis of race, color, or national origin. As an agency which receives federal financial assistance the CVPDC is subject to and must comply with Title VI. The CVPDC, to include all organizations and programs it staffs or funds, including the Central Virginia Transportation Planning Organization (CVTPO), will utilize the CVPDC Title VI Implementation Plan to guide program execution.

CVPDC Title VI Policy

As provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (Public Law 100.259), the CVPDC assures that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. Further, the CVPDC commits to taking every effort to ensure nondiscrimination in the execution of all programs and activities, regardless of funding origin. The CVPDC, in the event of distribution of federal funds to other agencies, shall include Title VI language, to include compliance procedures, in all written agreements.

Acknowledgments

The CVPDC acknowledges and thanks the assistance from the Thomas Jefferson Planning District Commission and the Virginia Association of Metropolitan Planning Organization. This document was prepared in cooperation with the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transit (VDRPT), Greater Lynchburg Transit Company (GLTC), and the Federal Transit Administration (FTA). The contents do not necessarily reflect the official views or policies of the VDOT, VDRPT, GLTC or FTA.

Table of Contents

Overview.....	1
1. Title VI Program	2
1.1 Communications and Public Participation.....	3
1.2 Planning and Programming	4
1.3 Consultant Contract.....	4
Disadvantaged Business Enterprise	4
1.4 Education and Training.....	5
2. Limited English Proficiency	5
2.1 Statement of Commitment	5
2.2 Implementation	6
Limited English Proficiency (LEP) Encounter	6
Routine LEP Implementation Activities	6
2.3 Monitoring and Updating	7
Four-Factor Analysis	7
3. Coordinators	8
4. Discrimination Complaints.....	9
4.1 Eligibility.....	9
4.2 Filing a Complaint	9
4.3 Complaint Processing	9
Appendix A: Title VI	10
Appendix B: Non-Discrimination Statement	11
Appendix C: Certificate of Assurance	12
Appendix D: Procedures for Conducting CVPDC Title VI Program Reviews	21
Appendix E: Procedures for Conducting Title VI Review of Sub-recipients.....	23
Appendix F: Discrimination Complaint Form.....	24
Appendix G: Resolutions of Adoptions.....	28

Overview

Title VI of the Civil Rights Act of 1964 prohibit discrimination on the basis of race, color, or national origin by agencies that receive federal financial assistance (see Appendix A: Title VI). The CVPDC, and all of its programs, as recipients of federal funding do not discriminate on the basis of race, color, or national origin (see Appendix B: Non-Discrimination Statement).

The CVPDC Title VI Implementation Plan articulates the adopted actions which will be enacted by CVPDC, to include all of its programs and projects, to ensure compliance with Title VI in four sections:

1. Title VI Programs;
2. Limited English Proficiency;
3. Coordinators; and
4. Discrimination Complaints.

The Title VI Implementation Plan outline the process by which the CVPDC will ensure nondiscrimination in program communication, public participation, planning and programming, consultant contracts, and education and training. Limited English Proficiency (LEP) describes that statement of commitment to LEP persons, implementation of LEP activities, and monitoring and update of LEP procedures. The relevant agency staff that will guide and oversee the program are the Title VI Manager and the ADA Coordinator. Discrimination Complaints (see Section 4) describes the complaint procedures.

The CVPDC Title VI Implementation Plan serves as the CVPDC policy insurance that Title VI of the Civil Rights Act of 1964 nondiscrimination will be enacted in all programs and projects staffed or funded by the CVPDC. The CVPDC is the contractual administrator of the Central Virginia Transportation Planning Organization (CVTPO), the Central Virginia Radio and Communications Board (CVRCB). This Plan applies to the following programs:

- Central Virginia Transportation Planning Organization (CVTPO)
- CVPDC Rural Transportation Program
- Chesapeake Bay Watershed Implementation Plan
- Hazard Mitigation Plan
- Central Virginia Radio and Communications Board (CVRCB)
- Virginia Housing Preservation Grant
- CVPDC Brownfields Program

Alec Brebner, Executive Director is responsible for oversight of the program areas listed above. Brebner will work with the Title VI Manager to ensure that all CVPDC programs and projects are Title VI compliant through staff training, Title VI policies for the agency, and program reviews. To ensure compliance, all agency staff will have access to Title VI relevant training and be made aware of the CVPDC Title VI Implementation Plan, its procedures and requirements.

The CVPDC, in executing local or regional plans, coordinates with area jurisdictions, agencies, and other local stakeholders. In doing so, plans that may directly impact minority or low-income communities may be executed. The following procedures for conducting reviews of areas impacted are as follows. The Executive Director or Title VI Manager will review the CVPDC programs and staff activities each Fiscal

Year by meeting with agency staff to identify projects that need a Four Factor Analysis employed. Each project manager will be instructed on how to complete the Four Factor Analysis and provided information of the Title VI evaluation tools. With analysis completion the Title VI Coordinator will utilize the following steps to ensure compliance and non-discrimination on the basis of race, color, and national origin.

Insert map example here

Limited English Proficiency (LEP) Four Factor Analysis

Factors to ensure meaningful access to programs and activities by LEP persons. The following outline the four factors that ensure fact-dependent and independent evaluation that balances response are employed to ensure Title VI nondiscrimination compliance.

The four factors are:

1. Number or proportion of LEP persons served or encountered in the eligible service population ("served or encountered" include persons who would be served or encountered if those persons received adequate education and outreach, to include sufficient language services). Utilization of data tools (e.g. Census) must be employed to evaluate this factor.
2. The frequency with which LEP persons come into contact with the program.
3. The nature and importance of the program, activity, or service provided by the program.
4. The resources available and costs to the recipient.

1. Title VI Program

The CVPDC staff and the decision-makers of its organizations and programs, to comply with Title VI Compliance, will not discriminate on the basis of race, color, or national origin.

CVPDC staff will evaluate and monitor compliance with nondiscrimination authorities in its:

- Communications and Public Participation;
- Planning and Programming;
- Consultant Contracts; and
- Education and Training.

To comply with Title VI, the CVPDC:

- Maintains current Title VI Assurances (Appendix C: Certificate of Assurance).
- Promptly corrects any identified deficiency.
- Conducts regular review of program areas and contactors (Appendix D).
- Reviews sub-recipients Title VI procedures on a regular basis (Appendix E).
- Documents and prepares reports of Title VI efforts on a regular basis.
- The CVPDC Executive Director designates a Title VI Manager (Section 3).

1.1 Communications and Public Participation

CVPDC endeavors to communicate with and provide opportunities for minority, low-income, and disabled person to participate. The Central Virginia Transportation Planning Organization (CVTPO), which is staffed by the CVPDC, maintains a *Public Participation Plan* that describes the process by which it consults with interested and affected individuals, organizations, agencies, and governmental entities and includes them in the decision-making process. The *CVTPO Public Participation Plan* and all other CVPDC public participation opportunities and organizations and programs its staffs comply with Title VI requirements.

To ensure Title VI compliance in communications and public participation, CVPDC staff will:

- Include contact information for people needing accommodations in notifications for public participation opportunities.
- Post the Title VI Policy on CVPDC program website(s).
- Include the following statement in public notices:

“CVPDC fully complies with Title VI of the Civil Rights Act of 1964 in all programs and activities. CVPDC provides reasonable accommodations for persons who require special assistance to participate in public involvement opportunities. For more information, or to obtain a Discrimination Compliant Form, contact (434) 845-3491 or www.cvpdc.org.”

- Provide reasonable accommodations for persons who require special assistance to participate in public involvement opportunities.
- Collect and monitor demographic data during public input opportunities, conducting additional target outreach if the data show a deficiency in public input from particular groups.
- Recruit diverse applicants, including minorities, low-income persons, and disabled, for public participation opportunities, to include serving on program and project committees.

Insert image here

1.2 Planning and Programming

To ensure compliance in planning and programming, CVPDC staff will:

- Prepare and update publicly available demographic profiles of the region using current and appropriate statistical information.
- Consider a high-level overview of benefits and burdens of CVPDC transportation project on minority and low-income populations, using maps and geographic demographic data to determine projects that could impact such populations. Lead agencies in individual projects are responsible for environmental justice analyses evaluations in executing programs and projects.
- Conduct an environmental justice analysis during the development of the Central Virginia Transportation Planning Organization Long Range Transportation Plan, and other required transportation planning documents.
- Evaluate programs to determine if there Title VI implications and interpret how agency or program directives impact Title VI program areas.
- Include, as relevant, environmental justice aspects of performance measures in transportation, and other programs as required, performance-based planning and programming.

1.3 Consultant Contract

CVPDC is responsible for selection, negotiation, and administration of its consultant contracts. CVPDC complies with all relevant federal and state laws in contract selection and evaluate and monitor consultant contracts for nondiscrimination compliance. CVPDC will:

- Ensure inclusion of nondiscrimination language in contracts and Request for Proposals.
- Ensure that all consultants verify their compliance with nondiscrimination authorities, procedures, and requirements.
- Assist any recipient or sub-recipient found to be not in nondiscrimination compliance to resolve deficiency status, to include writing remedial action plan.
- Review outreach activities to ensure small, disadvantaged, minority, women and disabled veteran businesses are not excluded to participate in opportunities to compete for consulting contracts.

The CVPDC, as a part of the Certifications and Assurances submitted to the Virginia Department of Rail and Public Transit (DRPT) with the Annual Grant Application and all Federal Transit Administration grants submitted to the DRPT, submits a Nondiscrimination Assurance which addresses compliance with Title VI, nondiscrimination in hiring (Equal Employment Opportunity) and contracting (Disadvantaged Business Enterprise), and nondiscrimination on the basis of disability. In signing and submitting this assurance, CVPDC confirms to DRPT the agency's commitment to nondiscrimination and compliance with federal and state requirements.

Disadvantaged Business Enterprise

Disadvantaged Business Enterprises (DBE) are for-profit small business concerns where socially and economically disadvantaged individuals own at least a 51% interest and control management and daily business operations. African Americans, Hispanics, Native Americans, Asian-Pacific and Subcontinent Asian Americans, and women are presumed to be socially and economically disadvantaged. Other individuals may qualify on a case-by-case basis. The U.S. Department of Transportation's DBE

regulations require state and local transportation agencies that receive federal financial assistance to establish goals for the participation of DBEs. The CVPDC supports DBE program objectives:

- To ensure nondiscrimination in the award and administration of Federal Highway Administration assisted contracts.
- To create a level playing field on which DBEs can compete fairly for Federal Highway Administration-assisted, and other federal agencies as required, contracts.
- To ensure the DBE Program is narrowly tailored in accordance with applicable law.
- To ensure that only firms that fully meet 49 CFR, Part 26 eligibility standards are permitted to participate as DBEs.
- To help remove barriers to the participation of DBEs in federally-assisted contracts, to include the Federal Highway Administration.
- To assist the development of firms that can compete successfully in the marketplace outside of the DBE Program.
- To provide appropriate flexibility to recipients of federal financial assistance in establishing and providing DBE participation opportunities.

1.4 Education and Training

To ensure nondiscrimination integration within the CVPDC programs, Title VI education and training will be integrated within the CVPDC staff education and training. The CVPDC Title VI Manager will:

- Distribute information to staff, board and committee manager, and other stakeholders on training programs regarding Title VI and related nondiscrimination authorities.
- Train staff in Title VI nondiscrimination and implementation annually and with new employee orientation.
- Track Title VI nondiscrimination training of staff and board and committee members.

2. Limited English Proficiency (LEP)

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English are Limited English Proficient (LEP). Language, understanding or using, for a LEP person, can present a barrier to accessing benefits and services, understanding and exercising important rights, complying with applicable responsibilities, or understanding other information provided by federally funded programs and activities. LEP persons may be entitled to language assistance at no cost to them with respect to a service, benefit, or encounter.

CVPDC provides LEP persons meaningful access to programs and activities by providing adequate and understandable information and executing reasonable steps to remove participation barriers.

2.1 Statement of Commitment

Meaningful access to LEP persons means ensuring the LEP persons can effectively communicate, and that comments and actions can be appropriately responded based on provided communication. CVPDC will take reasonable steps to ensure LEP persons have meaningful access to programs, activities, services, and information that are normally provided in English. Failure to ensure that LEP persons can

effectively participate in federally assisted programs and activities may violate the prohibiting of discrimination against national origin per Title VI of the Civil Rights Act of 1964.

2.2 Implementation

The following Implementation guidelines describe the process that should be taken when an LEP person is encountered or an LEP person request is made. Routine activities to maintain LEP program information and training is also included.

LEP Encounter

When CVPDC, or program consultants, encounter LEP persons or request for language assistance, the guidelines will be used to determine what assistance can be provided.

The language assistance services available to the CVPDC are:

- CyraCom: CVPDC has a Pay-As-You-Go account with Cyra-COM-On Demand Over-the-Phone Interpretation (www.cyracom.com) service. CyraCom maintains telephone assisted interpretation capability for over 100 languages, costs on a per minute rate, and additional service-for-free written translation services.
- Translation services available through CVPDC's CyraCom may be utilized. Access and cost information inquiries are directed to Kirsten Trautman, Executive Assistant, by phone at 434-845-3491 or kirsten.trautman@cvpdc.org.

The need for LEP services depends on the type of contract.

- In-person Contract: Use the Language Identification Flashcard, posted in the CVPDC entrance, to attempt to identify the language spoken. Enlist the assistance of staff and/or Cyra-COM service to obtain the LEP person's name and contact information.
- Telephone Contact: Enlist the assistance of staff and/or Cyra-Com service as needed.
- Written Contract or Documents: Engage translation service such as Cyra-Com.
- Requests for meeting translation: Use Cyra-Com service or employ another translation service.

Cost alone will not determine whether a request is granted. Language assistance services deemed appropriate will be made available at the expense of the CVPDC.

- Request for under \$100: Will be granted. For Spanish, a phone call that might last up to 30 minutes or a document that includes one-typed page in English, exemplifies this likely funding criterion.
- Requests for over \$100: Title VI Coordinator, and if needed the CVPDC Executive Director, review based on the Four-factor Analysis (see pages 2 and 8) and grant if deemed necessary.

Routine LEP Implementation Activities

The Title VI Manager will:

- Post written notices on the website and/or in a public area regarding the right to free language assistance for persons conducting business with the CVPDC in the most likely to be encountered languages (as determined by the Four-Factor Analysis).
- Ensure that public notices and publications include statements that CVPDC provides reasonable accommodations for persons who require special assistance to participate in public involvement opportunities.

- Maintain that language assistance resource list, updating with current resources.
- Ensure CVPDC staff and program consultants understand:
 - The right to free LEP person language assistance.
 - How to use the language assistance resources.
 - To include information in public notices and publications that CVPDC provides reasonable LEP accommodations.

2.3 Monitoring and Updating

CVPDC will monitor, review through the Four-factor Analysis process, and update as needed, its LEP policies and practices. Monitoring by the Title VI Coordinator will include:

- Review the CVPDC activities on a regular basis.
- Document requests for translation services and encounters with LEP persons and provide reports when requested.

Four-Factor Analysis

The Four-factor Analysis is used to assess the need for language assistance services:

1. Demography: Refers to the number and proportion of LEP persons served and language spoken in a project service area.
2. Frequency: Refers to the rate of contact with service or program.
3. Importance: Refers to the nature and importance of program/service to persons' lives.
4. Resources: Refers to available resources, including language assistance services.

The CVPDC staff will:

- Regularly review demographic data based on the Four-factor Analysis. If a language other than English represents the primary language for greater than five percent (> 5%) of the population, the LEP guidelines may need to be modified to accommodate communication needs.
- Collect and maintain demographic statistics on persons who are affected in their projects and studies.
- Solicit feedback from locality social services departments and community-based organizations serving LEP persons to evaluate how well its practices meet their needs.

Locality social services departments and community-based organizations serving LEP persons include:

- Lynchburg Community Action Group
- Locality Social Service Departments
- Virginia Department of Social Services

The feedback solicited from these departments and organization may include:

- Nature and importance of projects, studies, and activities to LEP persons and/or populations.
- The effectiveness of current language assistance measures in meeting the needs of LEP persons and/or populations.
- Changes in the frequency of contact with LEP language groups.
- Changes in the availability of resources, including technological advances or financial resources.

3. Coordinators

The following presents the CPVDC Title VI Implementation Plan staff structure for the execution of program actions to ensure enactment of initiatives to ensure nondiscrimination as stated in the Title VI of the Civil Rights Act of 1964.

The CVPDC Title VI Coordinator has access to the CVPDC Executive Director, the final arbitrator on all of the CVPDC program and contract activities.

Title VI Coordinator

Kelly Hitchcock, Deputy Director of Planning
Central Virginia Planning District Commission
828 Main Street, 12th Floor
Lynchburg, Virginia 24504
(434) 818 – 7604
kelly.hitchcock@cvpdc.org

Alexander W. Brebner, Executive Director
Central Virginia Planning District Commission
828 Main Street, 12th Floor
Lynchburg, Virginia 24504
(434) 845-3491
alec.brebner@cvpdc.org

4. Discrimination Complaints

Any person who believes the CVPDC, or its consultants, has unlawfully discriminated against them may file a complaint. The following complaint steps are presented to publicly present the procedures that the CVPDC staff will follow. Included are the actions that a person who believes there has been discrimination may use, to include the CVPDC Title VI Discrimination Complaint Form (Appendix F), to register a complaint and ensure response to said complaint.

4.1 Eligibility

Any person who believes they – or a specific class of persons – were subjected to discrimination on the basis of race, color, or national origin in the programs and activities of a Subrecipient that received federal financial assistance through the CVPDC program primary recipient may file a Title VI complaint.

4.2 Filing a Complaint

A discrimination complaint form is available in the Title VI Implementation Plan as Appendix F, or directly at <https://cvpdc.org/resources/TitleVIPlan>. A paper copy can be obtained at 828 Main Street, 12th Floor, Lynchburg, Virginia or requested by mail. Assistance in filing the Discrimination Complaint Form may be requested through a direct request to Kirsten Trautman at kirsten.trautman@cvpdc or at (434) 845-3491.

Per USDOT regulations, 49 CFR §21.11(b), a complaint must be filed not later than 180 days after the date of the last instance of alleged discrimination, unless the time for filing is extended by the processing agency.

4.3 Complaint Processing

Complaints, depending on the CVPDC program to which the complaint is directed, will be routed to the program corresponding State or Federal agency. All incidents will be tracked to ensure a direct Complainant response is determined.

All CVPDC and CVPTO transportation program complaints will be routed to the FHWA Headquarters Office of Civil Rights (OCR) for processing. OCR is responsible for all determinations regarding whether to accept, dismiss, or transfer Title VI complaints filed against State DOTs or subrecipients of Federal Financial assistance.

Complaints will be forwarded from the initial receiving agency through the Federal-aid highway oversight hierarchy until the complaint reaches OCR. For example, if a complaint is filed with the CVPDC, CVPDC will forward the complaint to the Virginia Department of Transportation, which should forward the complaint to Virginia's FHWA Division Office, which should forward the complaint to OCR.

When OCR decides on whether to accept, dismiss, or transfer the complaint, OCR will notify the Complainant, the FHWA Division Office, the Virginia Department of Transportation, and the CVPDC.

Appendix A: Title VI

The Civil Rights Act of 1964, which ended segregation in public places and banned employment discrimination on the basis of race, color, religion, sex or national origin. The eleven titles with the Civil Rights Act are:

- I. Voting Rights
- II. Public Administration
- III. Desegregation of Public Facilities
- IV. Desegregation of Public Education
- V. Commission on Civil Rights
- VI. Nondiscrimination of Federally Assisted Program and Activities**
- VII. Equal Employment Opportunity
- VIII. Registration and Voting Statistics
- IX. Intervention and Procedure after Removal in Civil Rights Cases
- X. Establishment of Community Relations Service
- XI. Miscellaneous

Title VI of the Civil Rights Act of 1964 addresses nondiscrimination in federally assisted programs and activities. The CVPDC Title VI Implementation Plan addresses the program actions to adhere to Title VI requirements, as required by any agency receiving Federal funding.

Title VI states “no person” shall be subject to discrimination because of race, color, or national origin. Title VI further declares it to be the policy of the United States that discrimination on the ground of race, color, or national origin shall not occur in connection with programs and activities receiving federal financial assistance and authorizes and directs the appropriate federal departments and agencies to take action to carry out this policy.” Subsequent nondiscrimination laws expanded the range and scope of Title VI coverage and applicability. Executive orders and federal agency orders and memos clarify implementation of nondiscrimination policy.

Appendix B: Non-Discrimination Statement

The Central Virginia Planning District Commission (CVPDC), to include all programs therein, give public notice of its policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 (PL 100.259), and all related statutes. The CVPDC is committed to ensuring that no person shall, on the grounds of race, color, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the CVPDC receives Federal financial assistance.

Any person who believes that he or she has, individually, or as a member of any specific class of person, been excluded from the participation in, been denied the benefits of, or been otherwise subjected to discrimination under any program or activity for which the CVPDC provides assistance, and believes the discrimination is based upon race, color, or national origin has the right to file a formal complaint.

The CVPDC Deputy Director of Planning is responsible for initiating and monitoring Title VI activities, preparing required reports, and other responsibilities as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21.

If a complaint addresses a particular service provider, the complaint should be logged with that provider.

For complainants who may be unable to file a written complaint, verbal information may be accepted by CVPDC at 434-818-7704 or in person,

To submit a formal complaint or to request additional information on Title VI obligations, contact Kelly Hitchcock, CVPDC Title VI Coordinator, 828 Main Street, 12th Floor, Lynchburg, VA 24504; phone 434-818-7604; email kelly.hitchcock@cvpdc.org.

Appendix C: Certificate of Assurance

The CVPDC Certificate of Assurance provides the confirmation of Title VI actions and procedures. The CVPDC Certificate of Assurance, which includes Appendices A through E, begins on the next page.

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**Central Virginia Planning District Commission
Title VI Nondiscrimination Assurance
(DOT Order No.1050.2A)**

The Central Virginia Planning District Commission, (herein referred to as the "Recipient"), HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through the *Federal Highway Administration (FHWA)*, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation – Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurance

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity," for which the Recipient receives Federal financial assistance from DOT, including the Federal Highway Administration.

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Nondiscrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its federally assisted Highway Program:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal-Aid Highway Program and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The Central Virginia Planning District Commission in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the **Central Virginia Planning District Commission** also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FHWA or the Virginia Department of Transportation (VDOT)** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by **FHWA or VDOT**. You must keep records, reports, and submit the material for review upon request to **FHWA or VDOT**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The **Central Virginia Planning District Commission** gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the **Federal-Aid Highway Program**. This ASSURANCE is binding on the **Commonwealth of Virginia**, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors, transferees, successors in interest, and any other participants in the **Federal-Aid Highway Program**.

Central Virginia Planning District Commission

by _____

Alexander W. Brebner, Executive Director

DATED _____

APPENDIX A
Contractor/ Consultant/Supplier Agreement: U.S. DOT 1050.2A -- Appendix A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, the Federal Highway Administration, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Nondiscrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Federal Highway Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the Federal Highway Administration, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX B
CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the ***Central Virginia Planning District Commission*** will accept title to the lands and maintain the project constructed thereon in accordance with the Virginia General Assembly, the Regulations for the Administration of the Federal-Aid Highway Program and the policies and procedures prescribed by the ***Federal Highway Administration*** of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the ***Central Virginia Planning District Commission*** all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto the ***Central Virginia Planning District Commission*** and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the ***Central Virginia Planning District Commission***, its successors and assigns.

The ***Central Virginia Planning District Commission*** in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the ***Central Virginia Planning District Commission*** will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended[, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX C
CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE
ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the ***Central Virginia Planning District Commission*** pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Nondiscrimination covenants, the ***Central Virginia Planning District Commission*** will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Nondiscrimination covenants, the ***Central Virginia Planning District Commission*** will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the ***Central Virginia Planning District Commission*** and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX D
CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE
ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by the ***Central Virginia Planning District Commission*** pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Nondiscrimination covenants, the ***Central Virginia Planning District Commission*** will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, the ***Central Virginia Planning District Commission*** will there upon revert to and vest in and become the absolute property of the ***Central Virginia Planning District Commission*** and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX E**Contractor/ Consultant/Supplier Agreements: U.S. DOT 1050.2A -- Appendix E**

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Nondiscrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*).

Appendix D: Procedures for Conducting CVPDC Title VI Program Review

Evaluation and procedural review are the foundation of the CVPDC Title VI Implementation Plan. Program review will be completed for all programs and projects receiving federal funds. Per Federal regulations which state:

All entities that receive federal financial assistance are required to create establish and maintain effective internal control over the Federal award that provides reasonable assurance that the entity is managing the award in compliance with Federal statutes, regulations, and the terms and conditions of the Federal award. 2 C.F.R. §200.303(a)

Entities may not directly or through contractual or other arrangements, utilize criteria or methods of administration which have the effect of subjecting individuals to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program as respects individuals of a particular race, color, or national origin. 49 C.F.R. §21.5(b); 28 C.F.R. §42.104(b)

The CVPDC directly or indirectly receives federal funding through the following programs:

- Central Virginia Transportation Planning Organization (CVTPO)
- Rural Transportation Program
- Transit Service Program
- RIDE Solutions
- Hazard Mitigation Plan
- Central Virginia Radio and Communications Board (CVRCB)
- Virginia Housing Preservation Grant
- CVPDC Brownfields Program
- Chesapeake Bay Watershed Implementation Program
- Region 2000 Services Authority

The CVPDC is committed to the assurance that all persons are provided equal opportunities to participate in CVPDC program activities regardless of race, color, ability or national origin. Title VI requires non-discrimination based on race, color or national origin and the Americans with Disabilities Act requires entities open to the public to reasonably accommodate people with disabilities.

The CVPDC program review procedure endeavors to ensure that all CVPDC programs and projects do not discriminate based on race, color, national origin or ability. The CVPDC staff will use the Title VI Implementation Plan, to include accompanying statements, interpretation services as needed, and regular program reviews to meet this non-discrimination and accommodation mission.

CVPDC programs operate on a July 1 to June 30 fiscal basis following a work program. The Executive Director will review the CVPDC, to include all partners, work plans at the beginning of each Fiscal Year by meeting each project manager to identify projects that need the *Four Factor Analysis*. During the annual program review, the Title VI Coordinator will review the Title VI Implementation Plan which includes:

- Instructions to ensure non-discrimination in communications and public participation;
- Instructions to ensure non-discrimination in planning and programming;
- Instructions to evaluate and monitor consultant contracts for compliance with nondiscrimination authorities and disadvantaged business enterprise goals; and

- Instructions for accommodating a person with limited English proficiency and limited English Proficient requests.

The Title VI Coordinator will help the program manager identify program areas or project that need a *Four Factor Analysis*, the program manager will be instructed on how to complete the *Four Factor Analysis* and give Title VI resources.

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Appendix E: Procedures for Conducting Title VI Reviews of Sub-recipients

Evaluation and procedural review are the foundation of the CVPDC Title VI Implementation Plan. Program review will be completed for all programs and projects receiving federal funds. Per Federal regulations which state:

All entities that receive federal financial assistance are required to create establish and maintain effective internal control over the Federal award that provides reasonable assurance that the entity is managing the award in compliance with Federal statutes, regulations, and the terms and conditions of the Federal award. 2 C.F.R. §200.303(a)

Entities may not directly or through contractual or other arrangements, utilize criteria or methods of administration which have the effect of subjecting individuals to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program as respects individuals of a particular race, color, or national origin. 49 C.F.R. §21.5(b); 28 C.F.R. §42.104(b)

The CVPDC directly or indirectly receives federal funding through the following programs:

- Central Virginia Transportation Planning Organization (CVTPO)
- Rural Transportation Program
- Transit Service Program
- RIDE Solutions
- Hazard Mitigation Plan
- Central Virginia Radio and Communications Board (CVRCB)
- Virginia Housing Preservation Grant
- CVPDC Brownfields Program
- Chesapeake Bay Watershed Implementation Program
- Region 2000 Services Authority

The CVPDC is committed to the assurance that all persons are provided equal opportunities to participate in CVPDC program activities regardless of race, color, ability or national origin. The CVPDC is responsible for the selection, negotiation, and administration of consultant contracts and grant sub-recipients. This review procedure endeavors to ensure that CVPDC program and project sub-recipients do not discriminate.

CVPDC staff, with guidance from the Title VI Coordinator, will evaluate and review consultant contracts and sub-recipient agreements for compliance with nondiscrimination authorities and will:

- Ensure inclusion of nondiscriminatory language in contacts and Request for Proposals (RFPs).
- Ensure that all consultants verify their compliance with nondiscrimination authorities, procedures, and requirements.
- If a recipient or sub-recipient is found not to be in compliance, will execute a plan in coordination with the recipient or sub-recipient to resolve the deficiency status. This includes setting a timeline and course of action to resolve the matter.
- Review outreach activities to ensure accommodation to meet the needs of all persons regardless of race, color, ability or national origin.

Appendix F: Discrimination Complaint Form

The CVPDC Discrimination Complaint Form, available in print form and online on the CVPDC website at: <https://cvpdc.org/resources/TitleVI>, and on the CVPTPO website at: <https://cvtrpo.org/title-vi.html>.

The CVPDC Discrimination Complaint Form can be submitted by email, by mail, or in person at 828 Main Street, Lynchburg, Virginia. The Title VI Coordinator can assist the person in filing a complaint. The CVPDC office can be reached Monday – Friday from 8:30 a.m. to 5:00 p.m. at (434) 845-3491, or by email at info@cvpdc.org.

The CVPDC Discrimination Complaint Form begins on the next page.



Title VI Discrimination Complaint Form

Please use this form if you have a complaint alleging discrimination under Title VI of the Civil Rights Act of 1964 against the Central Virginia Planning District Commission (CVPDC), Central Virginia Transportation Planning Organization (CVTPO), or any of its programs, projects or sub-contractors.

In order to process your Title VI complaint, please provide the following information. Assistance is available upon request at the CVPDC office, Monday – Friday, 8:30 a.m. to 5:00 p.m., or by calling (434) 845-3491, or by email at cvpdc@info.org.

Mail or deliver this completed form to:
Central Virginia Planning District Commission
C/O Title VI Coordinator
828 Main Street, 12th Floor
Lynchburg, VA 24503

This form may also be filled out electronically at: **to be added**

Section I:				
Name:				
Address:				
Telephone (Home):			Telephone (Work):	
Email Address:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	
Section II:				
Are you filing this complaint on your own behalf?			Yes*	No
*If you answered "yes" to this question, go to Section III.				
If not, please supply the name and relationship of the person for whom you are complaining:				
Please explain why you have filed for a third party:				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.			Yes	No

Section III:

I believe the discrimination I experienced was based on (check all that apply):

☐ Race

☐ Color

☐ National Origin

Date of Alleged Discrimination (Month, Day, Year): _____

Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.

Section IV

Have you previously filed a Title VI complaint with this agency?

Yes

No

Section V

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?

☐ Yes

☐ No

If yes, check all that apply:

☐ Federal Agency: _____

☐ Federal Court _____

☐ State Court _____

☐ State Agency _____

☐ Local Agency _____

Please provide information about a contact person at the agency/court where the complaint was filed.

Name:

Title:

Agency:

Address:

Telephone:

Section VI

Name of agency complaint is against:

Contact person:
Title:
Telephone number:

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below

Signature

Date

Please submit this form in person at the address below, or mail this form to:

Kelly Hitchcock, Title VI Coordinator
Central Virginia Planning District Commission
828 Main Street, 12th Floor Lynchburg, Virginia 24504
(434) 845 – 3491

Appendix G: Resolutions of Adoption

Pending CVPDC and CVTPO Resolutions of Adoption.

DRAFT



Central Virginia Transportation Planning Organization

**RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION
WITH THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
FOR GRANTS OF FEDERAL FUNDS UNDER
FEDERAL TRANSIT ADMINISTRATION SECTION 5303 PROGRAM
AND STATE MATCHING FUNDS**

WHEREAS, the contract for financial assistance will impose certain obligations upon this Body, including the provisions of the local funds to support project costs; and,

WHEREAS, a recipient of Federal Transit Administration Funding is required to provide certifications and assurances that all pertinent Federal statutes, regulations, executive orders and directives will be obeyed, and it is the intent of this Body to comply fully with all required certifications and assurances; and,

WHEREAS, it is the goal of this Body that minority business enterprises (disadvantaged business enterprise and women business enterprise) be utilized to the fullest extent possible in connection with this project, and that definitive procedures shall be established and administered to ensure that minority businesses shall have the maximum feasible opportunity to compete for contracts and purchase orders when procuring construction contracts, supplies, equipment contracts, or consultant and other services;

**NOW, THEREFORE, BE IT RESOLVED BY THE CENTRAL VIRGINIA
TRANSPORTATION PLANNING ORGANIZATION:**

1. That **Alexander W. Brebner, Secretary** is authorized to prepare and file an application on behalf of **Central Virginia Transportation Planning Organization** with the **Virginia Department of Rail and Public Transportation** for federal and state financial assistance under the Federal Transit Administration Section 5303 Program and State Aid Program.
2. That **Alexander W. Brebner, Secretary** is authorized to execute and file with such application all necessary certifications and assurances, or any other documents or information required by **Virginia Department of Rail and Public Transportation** in connection with the application or the project.
3. That **Alexander W. Brebner, Secretary** is authorized to set forth and execute Minority business enterprise (disadvantaged enterprise business and woman

enterprise) policies and procedures in connection with procurements under this project.

4. That **Alexander W. Brebner, Secretary** is authorized to execute a grant agreement on behalf of **Central Virginia Transportation Planning Organization** with the **Virginia Department of Rail and Public Transportation** to aid in the financing of the project.
5. That **Central Virginia Transportation Planning Organization** hereby certifies that the local share of the project costs identified in the application shall be made available to the project from resources available to this body.

The undersigned, **Alexander W. Brebner, Secretary**, certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the **Central Virginia Transportation Planning Organization** held on 16 March 2023.

ATTESTED BY:

Alexander W. Brebner, *Secretary*
Central Virginia Transportation
Planning Organization

Frank J. Rogers, *Chair*
Central Virginia Transportation
Planning Organization