



Local Government Council Office, 828 Main St., 12<sup>th</sup> Floor, Lynchburg, VA 24504  
**Thursday, May 18, 2023; 4:00 p.m.**

### Agenda

1. **Call to Order & Establishment of Quorum** ..... *Frank Rogers, Chair*  
Staff Report (*Attachment 1*)
2. **Approval of Minutes: March 16, 2023**..... *Frank Rogers, Chair*  
(*Attachment 2*)
3. **Proposed FY2021-2024 TIP Amendment (Public Hearing)** ..... *Frank Rogers, Chair*  
(*Attachment 3a*) (*Attachment 3b*)
4. **FY2024-2027 TIP (Public Hearing)** ..... *Frank Rogers, Chair*  
(*Attachment 4a*) (*Attachment 4b*)
5. **CVTPO Public Participation Plan (Public Hearing)**..... *Frank Rogers, Chair*  
(*Attachment 5a*) (*Attachment 5b*)
6. **FY2024 Unified Planning Work Program** ..... *Kelly Hitchcock, CVTPO*  
(*Attachment 6a*) (*Attachment 6b*)
7. **CVTPO FY23 UPWP Project Update**..... *Kelly Hitchcock, CVTPO*
  - a. CVPDC Title VI Plan
  - b. Safe Streets and Roads for All (SS4A) VDOT Safety Data Assistance
  - c. CVTPO Travel Demand Update
  - d. Intersection Safety Study
  - e. On-Call Consultant Procurement
8. **Matters from the Board and/or Staff** ..... *Frank Rogers, Chair*
9. **Board 2023-2024 Elections**..... *Frank Rogers, Chair*
10. **Adjournment**..... *Frank Rogers, Chair*
11. **Informational Items**..... *Kelly Hitchcock, CVTPO*
  - a. CVTPO next meeting: Thursday, June 15, 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 participation 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)

May 16, 2023 Meeting

### Staff Report

**1. Call to Order & Establishment of Quorum**

If needed, concurrence of Electronic Meeting Policy

**2. Approval of Minutes: March 16, 2023 (Attachment 2)**

March 16, 2023 CVTPO meeting minutes provided for review and approval consideration.

Recommendation: Approval of Minutes.

**3. Item a) Public Hearing on Proposed Amendments to the Central VA Transportation Improvement Program (CVTIP) FY2021-2024 (Attachment 3a)**

Proposed amendments to the FY21-24 CVTIP has been available for public comment for thirty days (4/15 – 5/16) and duly advertised in the News & Advance, and on the CVTPO website. This hearing is an opportunity for the public to speak for or against the amendments.

Action: Call for Public Hearing to receive public comment.

**Item b) Consideration for the CVTPO Resolution Amending the FY21-24 CVTIP (Attachment 3b)**

VDOT has requested CVTIP amendment consideration to accommodate for increased funding availability towards district wide maintenance funding and GLTC for funding adjustments in rolling stock needs and adjustment in administrative programming and funding cycles. The proposed amendments have been available for public comment and the Transportation Technical Committee (TTC) recommended approval at their 5/11/23 meeting. A resolution (Attachment 3b) is provided for CVTPO consideration.

Recommendation: Staff recommends CVTIP 2021 – 2024 Amendment Resolution adoption.

**4. Item a) Public Hearing on the FY2024 – 2027 Central VA Transportation Improvement Program (CVTIP) (Attachment 4a)**

The FY2024 – 2027 Central Virginia Transportation Improvement Program (CVTIP) is presented for CVTPO adoption consideration. The TIP is the mechanism for allocating transportation resources and establishes federal and state funding eligibility. It is a the four-year program that addresses the immediate funding needs for transportation system management (TSM) and operations.

The TIP also addresses immediate funding needs for the transportation projects drawn from the VDOT's Six-Year Improvement Program (SYIP), public transit agencies, social service transportation services, Lynchburg Regional Airport's Capital Improvement Plans, and the Central Virginia Long Range Transportation Plan 2045. Finally, the TIP articulates targeted transportation program performance measures.

Action: Call for Public Hearing to receive public comment.

**Item b) FY 2024 – 2027 Central VA Transportation Improvement Program (CVTIP)  
Adoption consideration (Attachment 4a)**

The Draft FY24-27 CVTIP has Proposed amendments to the FY21-24 CVTIP has been available for public comment for thirty days (4/15 – 5/16) and duly advertised in the News & Advance, and on the CVTPO website. This hearing is an opportunity for the public to speak for or against the CVTPO adoption of the recognized transportation programs and projects recommended for project funding.

Recommendation: Staff recommends FY 2024-2027 CVTIP Resolution adoption.

**5. Item a) Public Hearing on the CVTPO Public Participation Plan**

Federal regulation requires that designated Metropolitan Planning Organizations establish and utilize a documented plan by which public stakeholders and interested parties are provided reasonable opportunities to be engaged, involved and provide comment to transportation planning programs and projects that take place in the urbanized area. The Central VA Public Participation Plan (PPP) outlines the proactive procedures that will be employed by CVTPO staff and its consultants to support effective participation, communication, and consultation with all interested parties to ensure compliance with all federal, state, and local regulations. The CVTPO is required to review and update the plan every three years.

Action: Call for Public Hearing to receive public comment.

**Item b) Consideration for CVTPO Public Participation Plan adoption**

The *CVTPO Public Participation Plan* has been updated to more clearly articulates the CVTPO public engagement goals, moving from nine to three, and now presents the specific strategies that will be employed to meet the engagement and outreach goals. Finally, the PPP presents evaluation process and metrics that will be used to measure success and guide adjustments if needed.

The *CVTPO Public Participation Plan* has been on the CVTPO website, advertised, and been available for a 30-day comment period from 4/15 – 5/16. Additionally, the Transportation Technical Committee (TTC) at its May 11, 2023 recommended adoption by the CVTPO.

Recommendation: Staff recommends CVTPO adoption of the CVTPO Public Participation Plan.

**6. FY2024 Urban Work Program (Attachment 6)**

The proposed CVTPO FY24 Unified Planning Work Program (UPWP) is provided for approval consideration. The UPWP serves as the guiding document for primary project and program activity and includes staff and consultant activity guidance.

Finally, the UPWP presents federal (FHWA and FTA), state (VDOT and DRPT) program partners and local program funding.

The proposed FY2024 UPWP activities were developed in consultation with locality, VDOT, DRPT, and GLTC program partners. Projects of note include, via VDOT program funding, a Route 221 Corridor Study, between Perrowville and Graves Mill roads, funding for staff execution of all Public Participation Plan (PPP) new evaluation and outreach federal procedures, staff oversight of the pending Safe Streets and Roads for All (SS4A) Safety Action Plan project. Also included in the FY24 budget, as a function of pending projects and the opportunity to bank funding for future project implementation, including those identified through the SS4A Safety Action Plan project, is direct rollover of \$34,058 to FY2025.

The DRPT (FTA 5303) program will be continuation of the multimodal study effort (pg. 15) and assist with ridership origin and destination analysis utilizing Streetlight data software (pg. 15) and execution of the Mobile Fare Ridership Impact Survey to assist in gaining understanding and impact of the pending use of mobile fare technology (pg. 16).

The Transportation Technical Committee (TTC) were instrumental in the UPWP development and reviewed at their 5/11/223 meeting and recommended CVTPO adoption of the FY24 UPWP as presented.

Recommendation: Staff recommends FY24 Unified Planning Work Program (UPWP) be adopted by the CVTPO as presented.

**7. CVTPO FY23 UPWP Project Update**

a. CVPDC Title VI Plan

As presented to the CVTPO at the March meeting, the CVTPO will utilize the CVPDC Title VI Plan as the document to meet federal Title VI regulations. As the CVPDC will now be the lead agency for the new Title VI Plan, it is the CVPDC that needs to adopt the plan first. The Draft CVPDC Title VI Plan is, with the exception of images and formatting, similar to the draft presented to the TPO in March. The Plan has been available for public comment (4/15 – 5/16) and a Public Hearing will be held at the 5/18/2023 CVPDC meeting, after which will be considered for adoption. The CVPDC Title VI Plan will be brought to the CVTPO for adoption consideration at the June 15, 2023 meeting.

b. Safe Streets and Roads for All (SS4A) – VDOT Safety Data Assistance

VDOT Central Office, Traffic Operations Division, will be assisting in the evaluation and development of safety data evaluation in preparation for the U.S. DOT awarded Safe Streets and Roads for All (SS4A) Planning Grant to develop the Comprehensive Safety Action Plan. This assistance provides this important data development and analysis do be executed in advance of the SS4A contract and expands the impact/availability of the grant award (\$280,000) to be available. Kimley-Horn is the VDOT on-call consultant that will be leading the safety data effort which will get under way in the coming month.

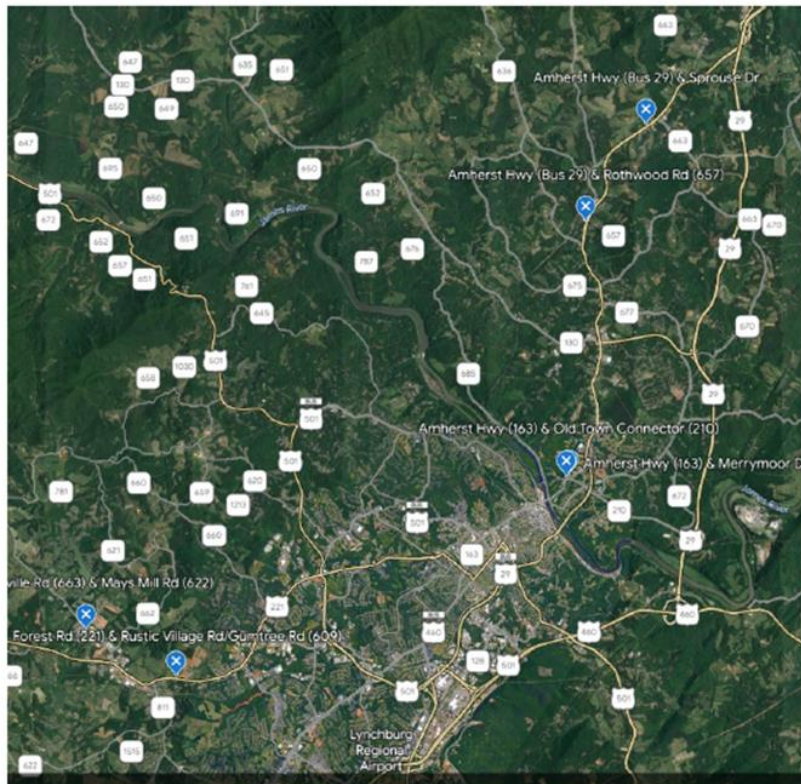
c. CVTPO Travel Demand Update

VDOT and Cambridge Systematics have started the population, employment, growth and land use data evaluation process. Ground-truthing of the data and some anticipated Transportation Analysis Zone (TAZ) boundary adjustments are anticipated. A summary of the TAZ population findings and potential boundary adjustments – all of which influence the transportation modeling effort that will take place over the summer/early fall – will be brought to the CVTPO for review and methodology approval in June (June 15, 2023 meeting).

d. Intersection Safety Study

Six intersections are included in this consultant-led safety study; 4 in Amherst, 2 in Bedford.

- Forest Rd (221) & Rustic Village Rd/Gumtree Rd (609)
- Perrowville Rd (663) & Mays Mill Rd (622)
- Amherst Hwy (Bus 29) & Sprouse Dr
- Amherst Hwy (Bus 29) & Rothwood Rd (657)
- Amherst Hwy (163) & Old Town Connector (210)
- Amherst Hwy (163) & Merrymore Dr (1059)



e. On-Call Consultant Procurement

CVTPO staff are participating in a CVMPO Procurement training course on May 19<sup>th</sup>. Are preparing to execute consultant on-call procurement. This includes transportation program, with the current on-call consultants final year expiring at the end of this year; all can/will be extended for current projects. Staff will keep the CVTPO informed as we move through the procurement process.

**8. Adjourn**

**9. 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
March 16, 2023, 4:00 p.m. Meeting
CVPDC Office, 828 Main St., 12th Floor Lynchburg, VA

~ DRAFT MINUTES~

MEMBERS PRESENT (In-Person)

Table listing members present in-person with their affiliations: Frank Rogers (Campbell County), Jeremy Bryant (Amherst County), Robert Hiss (Bedford County), Wynter Benda (City of Lynchburg), Dwayne Tuggle (Town of Amherst), Sara McGuffin (Town of Amherst), Josh Moore (Greater Lynchburg Transit Company), Chris Winstead (VDOT Lynchburg District), John Sharp (Bedford County), Drew Wade (Amherst County), Kenny Craig (Liberty University), Marty Misjuns (City of Lynchburg).

MEMBERS ABSENT

Table listing members absent: Charlie Watts (Campbell County), Sara McGuffin (Town of Amherst).

OTHERS PRESENT

Table listing others present: David Cook (VDOT-Lynchburg District), Rick Youngblood (virtual) (VDOT-Lynchburg District), Alec Brebner (CVPDC/CVTPO), Kirsten Trautman (CVPDC), Kelly Hitchcock (CVPDC/CVTPO).

1. Call to Order

Frank Rogers called the meeting to order, welcomed everyone and confirmed a quorum.

2. Approval of Minutes: December 15, 2022

It was noted that a correction showing Frank Rogers was from Campbell County was needed.

MOTION: Wynter Benda, motioned with the correction of Frank Rogers representing Campbell County, that the December 15, 2022 minutes be approved. Dwayne Tuggle seconded the motion. With unanimous approval, the motion carried.

3. Draft FFY 2024- 2027 CVTIP

Kelly Hitchcock explained that the Transportation Improvement Program is updated every four years and includes all of the Federal and State funded VDOT and DRPT projects within the project area. Hitchcock noted that inclusion in the TIP signifies agreement on the prioritization of the project and establishes funding eligibility.

Hitchcock noted that the Draft provided included the VDOT and DRPT projects but did not include the GLTC project in this draft version. She did note that the draft did include both VDOT and DRPT performance measures. Finally, Hitchcock noted with CVTPO approval the completed document will move to a 30-day public comment period, set to begin April 14<sup>th</sup>. The final Draft will be taken to the TTC and then back to the CVTPO at the May 18<sup>th</sup> meeting for a Public Hearing and CVTPO adoption consideration.

Frank Rogers confirmed consensus for staff to move forward with the FY2024-2027 CVTIP through the public comment period.

#### **4. Draft CVPDC Title VI Plan**

Hitchcock noted that a Title VI Plan is required for any agency receiving federal funding. The CVTPO has an approved Title VI Plan (2018), however adjustments in the document are required to account for Environmental Justice accountability. In the past the CVPDC has not had a unique Title VI Plan, but rather operated under the CVTPO. However, the CVPDC with a range of federal funding programs needs a Title VI Plan.

Key changes in the Draft Title VI Plan include showing the CVPDC as the lead agency and being overall shorter document, not including demographic tables. Rather, the document outlines the programmatic actions which staff will employ to ensure Title VI compliance.

Hitchcock noted with CVTPO approval of the draft, staff can move forward with the 30-day comment period. Proving for a Public Hearing and TPO adoption consideration May 18<sup>th</sup>.

Robert Hiss recommended consensus of CVTPO for the Title VI Plan be written as the CVPDC the lead agency and that staff advance the 30-day comment period. Rogers confirmed consensus and approval for staff to move forward in advancing the public comment period.

#### **5. US DOT Safe Streets and Roads for all Program**

Hitchcock reminded the TPO that a Safe Streets and Roads for All (SS4A) application was submitted and that the CVPDC was awarded a \$280,000 grant with a \$70,000 match, to create a Comprehensive Safety Action Plan, which with completion and locality adoption provides foundation to access federal Infrastructure Bill funding.

The Draft agreement with U.S. DOT was provided to Alec Brebner, Executive Director, March 14, 2023. The TTC, similar to the LRTP, will serve committee to oversee the Scope Development and consultant procurement process. Final award consideration to the policy board. Staff seeking CVTPO support and authorization for the Executive Director to execute project contract agreements with U.S. DOT.

MOTION: Robert Hiss motioned that CVPDC staff be provided authority to entire into the Safe Streets and Roads for All project contract with U.S. DOT. The motion was seconded by Josh Moore and with unanimous approval, confirmed passed by Frank Rogers.

#### **6. FY2024 Urban Work Program**

Hitchcock referenced the funding allocation budget provided in the staff report, noting a larger budget, given staff resources, than in past years. Hitchcock noted that she is in communication with locality staff is reviewing potential FY24 projects. The final FY24 Urban Work Program

(UPWP) will be brought back to the CVTPO at the May 18<sup>th</sup> meeting for approval consideration. Hitchcock noted that locality planners and the TTC will vet the work program prior to the May meeting.

**7. Approval consideration DRPT 5303 Program Application**

Hitchcock provided a review of the yearly DRPT 5303 Program Application. Kelly noted CVTPO authorization for the FTA/DRPT application, which is done yearly, to provide transit/multimodal planning services. The application is due May 1<sup>st</sup>.

MOTION: Wynter Benda motioned approval of the CVTPO Resolution to submit the CVPDC FTA 5303 application. Dwayne Tuggle seconded the motion and with unanimous approval the motion passed.

**8. CVTPO Travel Demand Update**

Hitchcock provided a brief update and overview of the Travel Demand Model update that is being executed by VDOT Central Office and their consultants, Cambridge Systematics. Hitchcock noted the Travel Demand Model update is required every five years by FHWA and VDOT and provides the data foundation for the next CVTPO Long-Range Transportation Plan update. Kelly noted that she and David Cook had met with each locality's planning staff and economic development staff to update the 2020 Census Data to reflect the 2022 data baseline year, thus reflecting adjustments in population, employment and land use changes. There are 275 Traffic Analysis Zones that make up the CVTPO area which will go into the transportation modeling effort. Hitchcock confirmed that the TTC will be informed through the data development process and that information will be presented to the TPO as well through the process.

Jeremy Bryant asked if the modeling that will be presented, and the information on it can be used during the Smart Scale process. Kelly noted the data will be provided and can assist in projecting where they are having safety challenges or current projects in the Long-Range Transportation Plan. It was noted, the effort does take place as a requirement to Long Range Transportation Plan.

**9. Other Matters from Board and/or Staff**

**a. VDOT and/or DRPT Updates**

Chris Winstead noted that David Cook will be moving into a different position and no longer be in the local area. He mentioned that April 17<sup>th</sup> appears to be the date of Lynchburg District CTB meeting. The Secretary of Transportation and his staff will be at this public hearing; however, they have not confirmed where the public hearing will be at this time. Winstead will be certain to provide the confirmed dates and encouraged participation.

**b. Other**

Frank reminded everyone that Smart Scale information is available and that their next meeting would be on May 18<sup>th</sup>, 2023, at 4:00 p.m.

**10. Adjournment**

MOTION: Wynter Benda motioned, seconded by Dwayne Tuggle, to adjourn. With unanimous approval, Frank Rogers adjourned the meeting at 4:21 p.m.



**Narrative of Changes to the 2021-2024 Transportation Improvement Program  
(Pending Public Comment and CVTPO Approval 5/18/2023)**

The following Amendments to the FY 21-24 Central Virginia Transportation Improvement Program (CVTIP) are proposed. These program funding changes have been reviewed and supported by agency staff.

The Virginia Department of Transportation (VDOT) has proposed the following project amendments to reflect increased funding within the Maintenance Grouping for Preventative Maintenance for Bridges, Preventative Maintenance and System Preservation, and Traffic and Safety Operations to be distributed throughout the Lynchburg MPO planning area as projects arise.

The Amendment (denoted in \$1,000s) are located within the following portions of the CVTIP.

- Preventative Maintenance for Bridges, Preventative Maintenance and System Preservation, and Traffic and Safety Operations are all located within the "Project Grouping" portion of Section 3.
- GLTC012 Spare Parts and GLTC021 Purchase Support Vehicles is located within Section 4: Public Transportation & Transportation Demand Management (TDM) Projects.

GROUPING		Maintenance : Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$33,886,983
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP		\$0	\$0	\$0	\$818,182
	Federal - STP/STBG		\$0	\$2,690,090	\$17,875,680	\$8,744,627
CN TOTAL			\$0	\$2,690,090	\$17,875,680	\$9,562,809
MPO Note		TIP AMD - add an addit'l \$3,495,559 (STP/STBG) & 818,182 (NHPP) FFY23				

GROUPING		Maintenance : Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$115,623,641
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - STP/STBG		\$0	\$12,169,660	\$44,223,818	\$42,759,240
MPO Note		TIP AMD - add an addit'l \$26,725,567 (STP/STBG) FFY23				

GROUPING	Maintenance : Traffic and Safety Operations					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET				TOTAL COST	\$10,783,020	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - STP/STBG	\$0	\$1,053,269	\$4,233,533	\$3,282,865	\$2,213,353
MPO Note	TIP AMD - add an additl \$1,908,362 (STP/STBG) FFY23					

The Virginia Department of Rail and Public Transit (DRPT), on behalf of the Greater Lynchburg Transit Company (GLTC) will execute the following Amendments to the CVTIP to account for new project funding anticipated for Spare Parts and for necessary funding technical correction and adjustment in vehicle purchase timing.

STIP ID:	GLTC012	Title: Spare Parts			Recipient: Greater Lynchburg Transit Co.		
		FY 2021	FY 2022	FY 2023	FY 2024	Total 2021-2024	
FTA 5339		120	-	61	-	FTA 5339	181
State		168	-	149	-	State	317
Local		12	-	9	-	Local	21
<b>Year Total:</b>		<b>300</b>	-	<b>219</b>	-	<b>Total Funds:</b>	<b>519</b>
Description:	Amendment #1: New project added, not in MPOs draft TIP but added to final TIP after STIP submitted to FTA. Approved by FTA 11/6/2020. Adjustment #8: Move FY21 funding \$240K from Flexible STP to FTA 5339 (\$120K) and to State (\$120K). Approved by TPO 3/29/2021. Remove FY23 funding \$390K (Flexible STP \$312K, State 62K, local 16K) & FY24 funding \$180K (Flexible STP \$144K, State \$29K, local \$7K) erroneously reported by DRPT. Approved by DRPT 4/12/2021. April 2023 Amendment #2: Replace some of FY23 funding \$219K (FTA 5339 \$61K, State \$149K, Local \$9K).						

STIP ID:	GLTC021	Title: Purchase Support Vehicles			Recipient: Greater Lynchburg Transit Co.		
		FY 2021	FY 2022	FY 2023	FY 2024	Total 2021-2024	
FTA 5339		-	-	26	144	FTA 5339	170
State		-	-	64	29	State	93
Local		-	-	4	7	Local	11
<b>Year Total:</b>		-	-	<b>94</b>	<b>180</b>	<b>Total Funds:</b>	<b>274</b>
Description:	Technical Correction - GLTC did not include STIP ID in draft TIP; new IDs identified in final TIP. Adjustment #8: Move Flexible STP to FTA 5339: FY23 (\$312K) & FY24 (\$144K). Approved by TPO 3/29/2021. Approved by DRPT 4/12/2021. Adjustment #24: Decrease FY23 total funding \$240K (FTA 5339 \$192K, State \$38K, local \$10K). Approved as an amendment by TPO 5/19/2022. Approved by DRPT 6/15/2022. April 2023 Replace some of FY23 funding \$94K (FTA 5339 \$26K, State \$64K, Local \$4K).						



**RESOLUTION TO AMEND THE CENTRAL VIRGINIA  
TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2021-2024**

**WHEREAS**, the *Transportation Improvement Program* is required to be submitted to the Virginia Department of Transportation for inclusion in the State Transportation Improvement Program (STIP); and

**WHEREAS**, inclusion of transportation projects in the *Transportation Improvement Program* is a condition of federal participation in the funding of projects and programs; and

**WHEREAS**, the *Transportation Improvement Program* has been prepared to initiate review by the Central Virginia Transportation Planning Organization (CVTPO) of proposed transportation improvements for fiscal years 2021 – 2024; and

**WHEREAS**, public input has been sought pursuant to the Federal requirements and the CVTPO Public Participation Plan and the Transportation Technical Committee (TTC) has reviewed and recommended the CVTPO approve for inclusion in the State Transportation Improvement Program; and

**WHEREAS**, this resolution is being adopted upon the condition that no adverse public comments were received during a duly advertised public comment period ending on May 16, 2023.

**NOW, THEREFORE, BE IT RESOLVED THAT** that the Central Virginia Transportation Planning Organization does hereby approve the Central Virginia Transportation Improvement Program Fiscal Years 2021-2024, as amended, and described in the attached *Narrative of Changes to the CVTIP FY21-24*.

Upon motion by Member \_\_\_\_\_, duly seconded by Member \_\_\_\_\_, adopted this 18<sup>th</sup> day of May, 2023.

ATTESTED BY:

\_\_\_\_\_  
Alexander W. Brebner, Secretary  
Central Virginia Transportation  
Planning Organization

CERTIFIED BY:

\_\_\_\_\_  
Frank Rodgers, Chair  
Central Virginia Transportation  
Planning Organization



# CVTPO

Central Virginia Transportation  
Planning Organization

## Central Virginia Transportation Improvement Program Fiscal Years 2024-2027

DRAFT

Document Available for Public Comment April 14 – May 14, 2023

Public Hearing: 4:00 p.m. May 18, 2024

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.**

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# 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”).

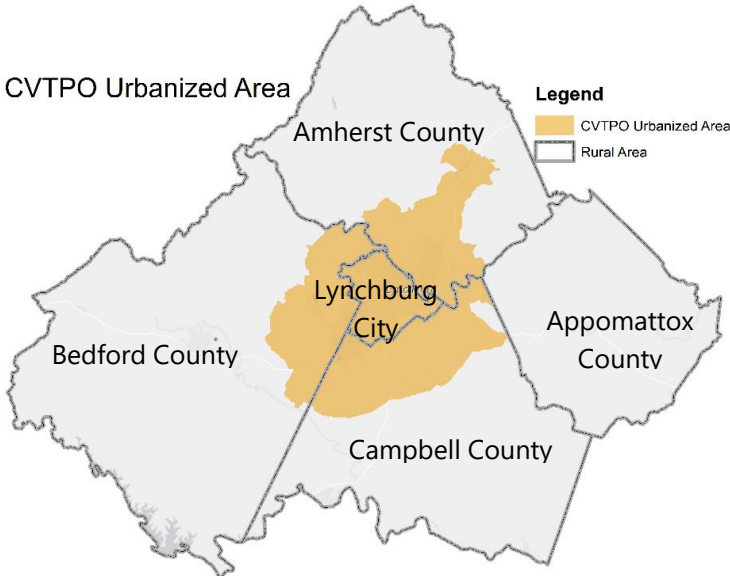
### Purpose and Powers

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 of the 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 of the City of Lynchburg and Town of Amherst, and portions of Amherst, Bedford and Campbell Counties.





## 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
Town of Bedford*	Transportation

\* 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 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

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



Project Group Listings Chart

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

Grouped Projects Chart Shown in Appendix A

1	2	Jurisdiction / Name / Description	Street(Route)	12
System	UPC	Amherst	UNION HILL ROAD (0659)	Estimate
Secondary	1028	RTE 659 - RECONSTRUCTION AND BRIDGE OVER RUTLEDGE CREEK		\$4,213,907
		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	<b>System</b>	Indicates which system, program, or mode of transportation the project falls within: Interstate, Primary, Secondary, Urban, Rail, Transportation Alternatives, or Miscellaneous																																												
2	<b>UPC No.</b>	Universal Project Code. Number assigned to each project at its conception and remains with the project until completion.																																												
3	<b>Scope</b>	This is a brief statement regarding the nature of the project																																												
4	<b>Federal Oversight Indicator (FO &amp; NFO)</b>	<b>FO:</b> Indicates Federal Oversight in the project construction contracting and management. <b>NFO:</b> 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	<b>Admin By</b>	The agency that is administrating the project or a phase of the project.																																												
6	<b>Project Cost</b>	The summation of all shares to the project for all phases.																																												
7	<b>MPO/TPO Note</b>	This is a place where the TPO can insert further explanation for a project.																																												
8	<b>Fund Source</b>	The FHWA program which is the primary source of the funding for the project. FHWA funding sources are described below:																																												
		<table border="1"> <tbody> <tr> <td><b>AC</b></td> <td>Advance Construction Funds</td> <td><b>M</b></td> <td>Urban Funds</td> </tr> <tr> <td><b>AC Conversion</b></td> <td>Breakdown of the allocated amount of the advance construction (AC)</td> <td><b>MG/EB</b></td> <td>Minimum Guarantee &amp; Equity Bonus Funds</td> </tr> <tr> <td><b>BR</b></td> <td>Bridge Replacement Funds</td> <td><b>NHS</b></td> <td>National Highway System Funds</td> </tr> <tr> <td><b>BR-OS</b></td> <td>Bridge off -system Funds for Secondary Road Projects</td> <td><b>PPTA</b></td> <td>Public Private Transportation Act of 1995</td> </tr> <tr> <td><b>CM</b></td> <td>Congestion Mitigation and Air Quality Funds</td> <td><b>RRP</b></td> <td>Railway-Highway Crossing Funds</td> </tr> <tr> <td><b>EB</b></td> <td>Equity Bonds</td> <td><b>RSTP</b></td> <td>Regional Surface Transportation Program</td> </tr> <tr> <td><b>EN/TA</b></td> <td>Transportation Enhancement/ Alternatives Funds</td> <td><b>S</b></td> <td>State Construction Funds Only</td> </tr> <tr> <td><b>HES</b></td> <td>Hazard Elimination Funds</td> <td><b>STP</b></td> <td>Surface Transportation Program Funds</td> </tr> <tr> <td><b>HSIP</b></td> <td>Highway Safety Improvement Program Funds</td> <td><b>STP/RR</b></td> <td>Surface Transportation Program and Railroad Funds</td> </tr> <tr> <td><b>HMO</b></td> <td>Highway Maintenance &amp; Operating Funds</td> <td><b>STP Statewide</b></td> <td>Surface Transportation Program Funds</td> </tr> <tr> <td><b>HPD</b></td> <td>High Priority Funds</td> <td><b>TDM</b></td> <td>Transportation Demand Management</td> </tr> </tbody> </table>	<b>AC</b>	Advance Construction Funds	<b>M</b>	Urban Funds	<b>AC Conversion</b>	Breakdown of the allocated amount of the advance construction (AC)	<b>MG/EB</b>	Minimum Guarantee & Equity Bonus Funds	<b>BR</b>	Bridge Replacement Funds	<b>NHS</b>	National Highway System Funds	<b>BR-OS</b>	Bridge off -system Funds for Secondary Road Projects	<b>PPTA</b>	Public Private Transportation Act of 1995	<b>CM</b>	Congestion Mitigation and Air Quality Funds	<b>RRP</b>	Railway-Highway Crossing Funds	<b>EB</b>	Equity Bonds	<b>RSTP</b>	Regional Surface Transportation Program	<b>EN/TA</b>	Transportation Enhancement/ Alternatives Funds	<b>S</b>	State Construction Funds Only	<b>HES</b>	Hazard Elimination Funds	<b>STP</b>	Surface Transportation Program Funds	<b>HSIP</b>	Highway Safety Improvement Program Funds	<b>STP/RR</b>	Surface Transportation Program and Railroad Funds	<b>HMO</b>	Highway Maintenance & Operating Funds	<b>STP Statewide</b>	Surface Transportation Program Funds	<b>HPD</b>	High Priority Funds	<b>TDM</b>	Transportation Demand Management
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		<b>IM</b>	Interstate Maintenance Funds	<b>VTA</b>	Virginia Transportation Act
<b>9</b>	<b>Match</b>	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.			
<b>10</b>	<b>Current and Future Obligation</b>	The budget for the indicated phase of work provided by the indicated funding source.			
<b>11</b>	<b>Grouping</b>	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.			
<b>12</b>	<b>Estimate</b>	The cost estimate reflects the current estimate for the listed phase of the project.			

<b>AGENCY ABBREVIATIONS</b>			
<b>CVTPO (TPO)</b>	Central Virginia Transportation Planning Organization	<b>GLTC</b>	Greater Lynchburg Transit Company
<b>FAA</b>	Federal Aviation Administration	<b>MPO</b>	Metropolitan Planning Organization
<b>FHWA</b>	Federal Highway Administration	<b>VDOT</b>	Virginia Department of Transportation
<b>FTA</b>	Federal Transit Administration	<b>VDRPT</b>	Virginia Department of Rail and Public Transportation

<b>OTHER ABBREVIATIONS</b>			
<b>CFR</b>	Code of Federal Regulations	<b>PE</b>	Preliminary Engineering
<b>CE</b>	Categorical Exclusion	<b>RTE</b>	Route
<b>CN</b>	Construction	<b>RW</b>	Right of Way
<b>FAST ACT</b>	Fixing America's Surface Transportation Act	<b>SOP</b>	Standard Operating Procedure
<b>FO, NFO</b>	Federal Oversight, No Federal Oversight	<b>TDM</b>	Transportation Demand Management
<b>FY</b>	Funding Year / Fiscal Year	<b>TIP</b>	Transportation Improvement Program
<b>HWY</b>	Highway	<b>TO</b>	Total Project Cost
<b>ITE</b>	Intelligent Transportation System	<b>TSM</b>	Transportation System Management
<b>MAP-21</b>	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; and
- 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.); and
- 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.

<b>HIGHWAY FUNDING PROGRAMS</b>	
<b>Bridge Rehabilitation and Replacements (BR/BROS)</b>	Provides funding for bridge improvements both on and off the National Highway System (NHS)
<b>Congestion Mitigation and Air Quality Improvement Program (CMAQ)</b>	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
<b>Demonstration Program (DEMO)</b>	Provides specialized funding to demonstration, priority, pilot, or special interest projects
<b>Highway Safety Improvement Program (HSIP)</b>	Funds projects to reduce traffic fatalities and serious injuries on public roads; set aside for Railway Highway Crossings Program
<b>National Highway Freight Program (NHFP)</b>	Provides funding to improve the movement of freight on the National Highway Freight Network (NHFN)
<b>National Highway System/National Highway Performance Program (NHS/NHPP)</b>	Funds projects to construct new facilities on or improve the condition and performance of the National Highway System (NHS)
<b>Regional Surface Transportation Program</b>	Provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. Allocated directly to the regional MPO.
<b>Surface Transportation Program/Surface Transportation Block Grant Program (STP/STBG)</b>	Provides flexible funding for wide range of eligible projects and programs to address state and local transportation needs
<b>Transportation Alternatives Program/Transportation Alternative Set-Aside (TAP/TA Set-Aside)</b>	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.
<b>Urbanized Area Formula Grants (5307)</b>	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
<b>Fixed Guideway Capital Investment Grants (5309)</b>	Discretionary program for funding major transit capital projects such as BRT, light rail, and streetcars
<b>Enhanced Mobility of Seniors and Individuals with Disabilities (5310)</b>	Program to assist local transit agencies, governments, and nonprofit groups in meeting needs of elderly and persons with disabilities
<b>Rural Area Formula Grants (5311)</b>	Provides funding for capital, planning and operating assistance to support public transportation in small urban and rural areas under 50,000 in population
<b>State of Good Repair Formula Program (5337)</b>	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



HIGHWAY FUNDING PROGRAMS	
<b>Bus and Bus Facilities Formula Program (5339a)</b>	Provides funding to transit agencies and states to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities
<b>Bus and Bus Facilities Discretionary Grants (5339b)</b>	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
<b>Federal</b>										
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	\$1,295,888	\$1,295,888
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	\$10,899,747	\$10,899,747	\$0	\$0	\$0	\$0	\$0	\$0	\$10,899,747	\$10,899,747
<b>Subtotal -- Federal</b>	<b>\$17,365,739</b>	<b>\$17,365,739</b>	<b>\$20,533,235</b>	<b>\$20,533,235</b>	<b>\$526,195</b>	<b>\$526,195</b>	<b>\$859,000</b>	<b>\$859,000</b>	<b>\$39,284,169</b>	<b>\$39,284,169</b>
<b>Other</b>										
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
<b>Subtotal -- Other</b>	<b>\$1,950,048</b>	<b>\$1,950,048</b>	<b>\$4,978,579</b>	<b>\$4,978,579</b>	<b>\$47,355</b>	<b>\$47,355</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,975,982</b>	<b>\$6,975,982</b>
<b>Total</b>	<b>\$19,315,787</b>	<b>\$19,315,787</b>	<b>\$25,511,814</b>	<b>\$25,511,814</b>	<b>\$573,550</b>	<b>\$573,550</b>	<b>\$859,000</b>	<b>\$859,000</b>	<b>\$46,260,151</b>	<b>\$46,260,151</b>
<b>Federal - ACC (1)</b>										
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
<b>Subtotal -- Federal - ACC (1)</b>	<b>\$256,939</b>	<b>\$256,939</b>	<b>\$4,106,873</b>	<b>\$4,106,873</b>	<b>\$9,273,604</b>	<b>\$9,273,604</b>	<b>\$8,194,488</b>	<b>\$8,194,488</b>	<b>\$21,831,904</b>	<b>\$21,831,904</b>
<b>Statewide and/or Multiple MPO - Federal (3)</b>										
NHS/NHPP	\$1,031,697	\$1,031,697	\$0	\$0	\$0	\$0	\$0	\$0	\$1,031,697	\$1,031,697
<b>Subtotal -- Statewide and/or Multiple MPO - Federal (3)</b>	<b>\$1,031,697</b>	<b>\$1,031,697</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,031,697</b>	<b>\$1,031,697</b>
<b>Maintenance - Federal (4)</b>										
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	\$32,662,120	\$32,662,120	\$33,001,475	\$33,001,475	\$33,450,431	\$33,450,431	\$131,143,514	\$131,143,514
<b>Subtotal -- Maintenance - Federal (4)</b>	<b>\$35,169,470</b>	<b>\$35,169,470</b>	<b>\$40,852,802</b>	<b>\$40,852,802</b>	<b>\$38,927,907</b>	<b>\$38,927,907</b>	<b>\$34,268,613</b>	<b>\$34,268,613</b>	<b>\$149,218,792</b>	<b>\$149,218,792</b>

# 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	\$118,208	\$0	\$0	\$0
PE AC	Federal - AC OTHER	\$0	\$9,499,794	\$0	\$0	\$0

UPC NO	115889	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			
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-8056 - 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-8066 (LEESVILLE RD) (0.4500 MI)					
ROUTE/STREET	GREENVIEW DRIVE (8056)			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 (8029)			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 (8029)			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	\$31,662	\$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	\$27,980,888

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 not met or exceeded their ULB by Asset Type**

Asset Category - Performance Measure	Asset Class	FFY2022
<b>Revenue Vehicles</b>		
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%
<b>Equipment</b>		
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%
<b>Facilities</b>		
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 Projects

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
<b>CENTRAL VIRGINIA TRANSPORTATION PLANNING ORGANIZATION</b>							
STIP ID:	<b>GLTC001</b>	Title: Trolley Replacement			Recipient: Greater Lynchburg Transit Co.		
FTA 5339	-	-	\$520,000	-	-	FTA 5339	\$520,000
State	-	-	\$65,000	-	-	State	\$520,000
Local	-	-	\$65,000	-	-	Local	\$65,000
<b>Year Total:</b>	-	-	<b>\$650,000</b>	-	-	<b>Total Funds:</b>	<b>\$650,000</b>
Description:	Replacement: Revenue Vehicle – Large, heavy-duty transit 35’-40’ bus: 12 years/500,000 miles						
STIP ID:	<b>GLTC002</b>	Title: ADA Accessible Minivans (Microtransit)			Recipient: Greater Lynchburg Transit Co.		
FTA 5339			\$180,000			FTA 5339	\$180,000
State			\$22,500			State	\$22,500
Local			\$22,500			Local	\$22,500
<b>Year Total:</b>			<b>\$225,000</b>			<b>Total Funds:</b>	<b>\$225,000</b>
Description:	Expansion: Revenue Vehicle – Small, Light-duty Minivan with ramp; 4 years/100,000 miles						
STIP ID:	<b>GLTC003</b>	Shelter Replacement			Recipient: Greater Lynchburg Transit Co.		
FTA 5339		-	\$50,400	-	-	FTA 5339	\$50,400
State		-	\$6,300	-	-	State	\$6,300
Local		-	\$6,300	-	-	Local	\$6,300
<b>Year Total:</b>		-	<b>\$63,000</b>	-	-	<b>Total Funds:</b>	<b>\$63,000</b>
Description:	Replacement: Transit Infrastructure – Passenger Shelters and Amenities						
STIP ID:	<b>GLTC004</b>	Title: Support Vehicle Replacements			Recipient: Greater Lynchburg Transit Co.		
FTA 5307			\$40,000			FTA 5307	\$40,000
State			\$5,000			State	\$5,000
Local			\$5,000			Local	\$5,000
<b>Year Total:</b>			<b>\$50,000</b>			<b>Total Funds:</b>	<b>\$50,000</b>
Description:	Replacement: Support Vehicle – Van, Sedan, Station Wagon, SUV, Pickup Truck, etc. 4 years/100,000 miles						

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
STIP ID:	<b>GLTC0005</b>	Title: IT Hardware			Recipient: Greater Lynchburg Transit Co.		
FTA 5307			\$40,000			FTA 5307	\$40,000
State			\$5,000			State	\$5,000
Local			\$5,000			Local	\$5,000
<b>Year Total:</b>			<b>\$50,000</b>			<b>Total Funds:</b>	<b>\$50,000</b>
Description:	Replacement: IT – ADP Hardware - Admin						
STIP ID:	<b>GLTC0006</b>	Title: IT Software Replacement			Recipient: Greater Lynchburg Transit Co.		
FTA 5307			\$24,800			FTA 5307	\$24,800
State			\$3,100			State	\$3,100
Local			\$3,100			Local	\$3,100
<b>Year Total:</b>			<b>\$31,000</b>			<b>Total Funds:</b>	<b>\$31,000</b>
Description:	Replacement: IT- Software Replacement						

STIP ID:	GLTC0007	Title: HVAC Hardware/Software Updates			Recipient: Greater Lynchburg Transit Co.		
FTA 5307			\$40,000			FTA 5307	\$40,000
State			\$10,000			State	\$10,000
Local			\$10,000			Local	\$10,000
<b>Year Total:</b>			<b>\$50,000</b>			<b>Total Funds:</b>	<b>\$50,000</b>
Description:	Replacement: Property & Facilities - Facility Equipment - Mechanical Equipment						
STIP ID:	GLTC0008	Title: Kemper Street Bus Bay Expansion Eng.			Recipient: Greater Lynchburg Transit Co.		
FTA 5339			\$18,000			FTA 5339	\$18,000
State			\$2,000			State	\$2,000
Local			\$2,000			Local	\$2,000
<b>Year Total:</b>			<b>\$20,000</b>			<b>Total Funds:</b>	<b>\$20,000</b>
Description:	Expansion: Property & Facilities - Engineering & Design of Customer Facility						
STIP ID:	GLTC0009	Title: 3 Replacement 35' Buses			Recipient: Greater Lynchburg Transit Co.		
FTA 5339				\$178,400		FTA 5339	\$178,400
State				\$22,300		State	\$22,300
Local				\$22,300		Local	\$22,300
<b>Year Total:</b>				<b>\$223,000</b>		<b>Total Funds:</b>	<b>\$223,000</b>
Description:	Replacement: Revenue Vehicle - Large, heavy-duty transit 35'-40' bus: 12 years/500,000 miles						

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
STIP ID:	GLTC0010	Title: 3 Replacement 35' Buses			Recipient: Greater Lynchburg Transit Co.		
FTA 5339				\$2,000,000		FTA 5339	\$2,000,000
State				\$250,000		State	\$250,000
Local				\$250,000		Local	\$250,000
<b>Year Total:</b>				<b>2,500,000</b>		<b>Total Funds:</b>	<b>2,500,000</b>
Description:	Replacement: Revenue Vehicle - Large, heavy-duty transit 35'-40' bus: 12 years/500,000 miles						
STIP ID:	GLTC0011	Title: Support Vehicle Replacements			Recipient: Greater Lynchburg Transit Co.		
FTA 5339				\$108,840.00		FTA 5339	\$108,840.00
State				\$13,605		State	\$13,605
Local				\$13,605		Local	\$13,605
<b>Year Total:</b>				<b>\$136,050</b>		<b>Total Funds:</b>	<b>\$136,050</b>
Description:	Replacement: Support Vehicle - Van, Sedan, Station Wagon, SUV, Pickup Truck, etc. 4 years/100,000 miles						

STIP ID:	GLTC0012	Title: Radio System Equipment Replacement			Recipient: Greater Lynchburg Transit Co.		
FTA 5307				\$496,000		FTA 5307	\$496,000
State				\$62,000		State	\$62,000
Local				\$62,000		Local	\$62,000
<b>Year Total:</b>				<b>\$620,000</b>		<b>Total Funds:</b>	<b>\$620,000</b>
Description:	Replacement: Vehicle Support Equipment - Radios						
STIP ID:	GLTC0013	Title: Replacement and Upgrade of Security System - (Cameras, Gates, Access Control) O & M Facility			Recipient: Greater Lynchburg Transit Co.		
FTA 5307				\$120,000		FTA 5307	\$120,000
State				\$15,000		State	\$15,000
Local				\$15,000		Local	\$15,000
<b>Year Total:</b>				<b>\$150,000</b>		<b>Total Funds:</b>	<b>\$150,000</b>
Description:	Replacement: Property & Facilities - Surveillance / Security Equipment - Facility						
STIP ID:	GLTC0014	Title: 3 Replacement BOC's			Recipient: Greater Lynchburg Transit Co.		
FTA 5307				\$288,000		FTA 5307	\$288,000
State				\$36,000		State	\$36,000
Local				\$36,000		Local	\$36,000
<b>Year Total:</b>				<b>\$360,000</b>		<b>Total Funds:</b>	<b>\$360,000</b>
Description:	Replacement: Revenue Vehicle - Small, Light-duty Van with lift; 4 years/100,000 miles						

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
STIP ID:	GLTC0015	Title: Replacement of Maintenance Truck			Recipient: Greater Lynchburg Transit Co.		
FTA 5307				\$60,000		FTA 5307	\$60,000
State				\$7,500		State	\$7,500
Local				\$7,500		Local	\$7,500
<b>Year Total:</b>				<b>\$75,000</b>		<b>Total Funds:</b>	<b>\$75,000</b>
Description:	Replacement: Support Vehicle - Tow or Dump Truck, Wrecker, Cleaning Vehicle, Fork Lift, etc: 10 years/100,000 miles						
STIP ID:	GLTC0016	Title: IT Software Replacements			Recipient: Greater Lynchburg Transit Co.		
FTA 5339					\$48,000	FTA 5339	\$48,000
State					\$6,000	State	\$6,000
Local					\$6,000	Local	\$6,000
<b>Year Total:</b>					<b>\$60,000</b>	<b>Total Funds:</b>	<b>\$60,000</b>
Description:	Replacement: IT - ADP Hardware - Operations						
STIP ID:	GLTC0017	Title: IT Software Replacements			Recipient: Greater Lynchburg Transit Co.		
FTA 5339					\$48,000	FTA 5339	\$48,000
State					\$6,000	State	\$6,000
Local					\$6,000	Local	\$6,000
<b>Year Total:</b>					<b>\$60,000</b>	<b>Total Funds:</b>	<b>\$60,000</b>
Description:	Replacement: IT - ADP Hardware - Operations						
STIP ID:	GLTC0018	Title: 4 Replacement BOC's			Recipient: Greater Lynchburg Transit Co.		
FTA 5339					\$384,000	FTA 5339	\$384,000
State					\$48,000	State	\$48,000
Local					\$48,000	Local	\$48,000
<b>Year Total:</b>					<b>\$480,000</b>	<b>Total Funds:</b>	<b>\$480,000</b>
Description:	Replacement: Revenue Vehicle - Small, Light-duty Van with lift; 4 years/100,000 miles						
STIP ID:	GLTC0019	Title: Support Vehicle Replacements			Recipient: Greater Lynchburg Transit Co.		
FTA 5339					\$115,800	FTA 5339	\$115,800
State					\$14,475	State	\$14,475
Local					\$14,475	Local	\$14,475
<b>Year Total:</b>					<b>\$144,750</b>	<b>Total Funds:</b>	<b>\$144,750</b>
Description:	Replacement: Support Vehicle - Van, Sedan, Station Wagon, SUV, Pickup Truck, etc. 4 years/100,000 miles						

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
STIP ID:	GLTC0020	Title: Replacement of Stop Signage			Recipient: Greater Lynchburg Transit Co.		
FTA 5339					\$84,000	FTA 5339	\$84,000
State					\$10,500	State	\$10,500
Local					\$10,500	Local	\$10,500
<b>Year Total:</b>					<b>\$105,000</b>	<b>Total Funds:</b>	<b>\$105,000</b>
Description:	Replacement: Transit Infrastructure - Route Signage (Bus Stop Signs)						
STIP ID:	GLTC0021	Title: Addition of Solar Lighting and elnk Displays			Recipient: Greater Lynchburg Transit Co.		
FTA 5307					\$80,960	FTA 5307	\$80,960
State					\$10,120	State	\$10,120
Local					\$10,120	Local	\$10,120
<b>Year Total:</b>					<b>\$101,200</b>	<b>Total Funds:</b>	<b>\$101,200</b>
Description:	Expansion: Transit Infrastructure - Other Signage						
STIP ID:	GLTC0022	Title: Property & Facilities - Construction of Customer Facility			Recipient: Greater Lynchburg Transit Co.		
FTA 5339					\$460,000	FTA 5339	\$460,000
State					\$57,500	State	\$57,500
Local					\$57,500	Local	\$57,500
<b>Year Total:</b>					<b>\$575,000</b>	<b>Total Funds:</b>	<b>\$575,000</b>
Description:	Expansion: Kemper Street Bus Bay Expansion Construction						
STIP ID:	GLTC0023	Title: Forklift Replacement			Recipient: Greater Lynchburg Transit Co.		
FTA 5307					\$52,000	FTA 5307	\$52,000
State					\$6,500	State	\$6,500
Local					\$6,500	Local	\$6,500
<b>Year Total:</b>					<b>\$65,000</b>	<b>Total Funds:</b>	<b>\$65,000</b>
Description:	Replacement: Support Vehicle - Tow or Dump Truck, Wrecker, Cleaning Vehicle, Fork Lift, etc: 10 years/100,000 miles						
STIP ID:	GLTC0024	Title: Replacement of Maintenance Truck			Recipient: Greater Lynchburg Transit Co.		
FTA 5339					\$60,000	FTA 5339	\$60,000
State					\$7,500	State	\$7,500
Local					\$7,500	Local	\$7,500
<b>Year Total:</b>					<b>\$75,000</b>	<b>Total Funds:</b>	<b>\$75,000</b>
Description:	Replacement: Support Vehicle - Tow or Dump Truck, Wrecker, Cleaning Vehicle, Fork Lift, etc: 10 years/100,000 miles						

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
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STIP ID:	CVACL1	Title: Paratransit Vehicles				Recipient: Central VA Alliance for Community Living		
FTA 5310		108	108	108	108	FTA 5310	432	
State		-	-	-	-	State	-	
Local		27	27	27	27	Local	108	
<b>Year Total:</b>		<b>135</b>	<b>135</b>	<b>135</b>	<b>135</b>	<b>Total Funds:</b>	<b>540</b>	
Description:	Replacement: Support Vehicle - Tow or Dump Truck, Wrecker, Cleaning Vehicle, Fork Lift, etc: 10 years/100,000 miles							
STIP ID:	CVACL02	Title: Operating Assistance				Recipient: Central VA Alliance for Community Living		
FTA 5310		46	46	46	46	FTA 5339	148	
State		37	37	37	37	State	148	
Local		9	9	9	9	Local	36	
<b>Year Total:</b>		<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>Total Funds:</b>	<b>332</b>	
Description:	Replacement: Support Vehicle - Tow or Dump Truck, Wrecker, Cleaning Vehicle, Fork Lift, etc: 10 years/100,000 miles							

# SECTION 5: Six-Year Airport Project Grant Fund

## AIRPORT PROJECTS GRANT FUND Summary of Appropriations

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
<b>RESOURCES</b>					
Federal Aviation Administration		\$1,350,000	\$2,250,000	\$1,350,000	\$2,700,000
Virginia Department of Aviation	1,200,000	150,000	250,000	150,000	300,000
Airport Pay-As-You-Go	300,000				
<b>TOTAL ESTIMATED RESOURCES</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$2,500,000</b>	<b>\$1,500,000</b>	<b>\$3,000,000</b>
<b>PROPOSED PROJECTS</b>					
Terminal Baggage System Upgrade	1,000,000				
Terminal HVAC System Upgrade	500,000				
Runway 4-22 MALSF		1,500,000			
Taxiway "B" Rehabilitation			2,500,000		
GA Terminal Apron / Taxiway "G" Rehabilitation				1,500,000	
North GA Development Area, Phase III					3,000,000
<b>TOTAL PROPOSED PROJECTS</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$2,500,000</b>	<b>\$1,500,000</b>	<b>\$3,000,000</b>

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# 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 FY23-28		
			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: Varioyus		
Interstate	119199	Statewide	9999		\$500,000
			#ITTF22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE		
			FROM: Various TO: Various		
Interstate	119332	Statewide	9999		\$300,000
			#ITTF22 DATA-DRIVEN MGMT PROGRAM FOR PAVEMENT MARKING		
			FROM: Various TO: Various		
Interstate	119379	Statewide	9999		\$0
			#ITTF22 CONNECTED WORK ZONES PROGRAM STATEWIDE		
			FROM: Various TO: Various		

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

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

Primary	119672	Lynchburg District-wide	VARIOUS (9999)	\$400,000
		HSIP20 - DISTRICTWIDE - PEDESTRIAN CROSSINGS		
		FROM: VARIOUS TO: VARIOUS		
Primary	120764	Lynchburg District-wide	VARIOUS (9999)	\$114,838
		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 (MCCONVILLE RD) TO: WCL LYNCHBURG (1.4900 MI)		
Urban	114062	Lynchburg	KEMPER STREET (0501)	\$673,543
		HSIP16 - BUS 501 - CONSTRUCT SIDEWALK (KEMPER STREET)		
		FROM: 0.088 MILE SOUTH OF BUS 29 TO: 0.348 MILE SOUTH OF BUS 29 (0.2550 MI)		
Urban	114063	Lynchburg	NATIONWIDE DRIVE (9999)	\$698,652
		HSIP21 - NATIONWIDE DRIVE - PEDESTRIAN IMPROVEMENTS		
		FROM: RTE 6073 (MCCONVILLE 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) #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)	\$0
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) #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	\$0
Secondary	117017	Bedford County	ELKTON FARM ROAD (0666) #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)	\$0
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 STIP-MN Lynchburg: Traffic and Safety Operations	0000	\$7,680,990
Primary	121823	Lynchburg District-wide HSIP DISTRICTWIDE CURVE DELINEATION INSTALL TASK #1 FROM: VARIOUS TO: VARIOUS	VARIOUS (9999)	
Maintenance : Traffic and Safety Operations Total				\$7,680,990
<b>Lynchburg MPO Total</b>				<b>\$405,291,021</b>

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# APPENDIX B: Statement of Certification and Resolution of Adoption



Central Virginia Transportation Planning Organization

## METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT

In accordance with 23 CFR 450.336, the Virginia Department of Transportation and the Central Virginia Transportation Planning Organization for the Lynchburg urbanized area hereby certify that the transportation planning process is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450 Subpart C (Metropolitan Planning);
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
- (3) Title VI of Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 49 CFR part 21;
- (4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST ACT (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement);
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

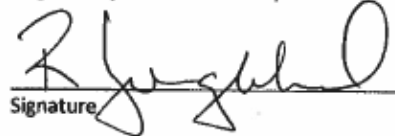
Central Virginia MPO

  
Signature

Secretary, CVTPO  
Title

March 20, 2023  
Date

Virginia Department of Transportation

  
Signature

District Planning Manager, VDOT-Lynchburg District  
Title

March 20, 2023  
Date





Central Virginia Transportation Planning Organization

**RESOLUTION OF THE CENTRAL VIRGINIA TRANSPORTATION  
PLANNING ORGANIZATION TO ADOPT THE  
CENTRAL VIRGINIA TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2024 - 2027**

**WHEREAS**, the Transportation Improvement Program is required to be submitted to the Virginia Department of Transportation and the Virginia Department of Rail and Public Transportation for Inclusion in the State Transportation Improvement Program; and

**WHEREAS**, inclusion of transportation projects in the Transportation Improvement Program is a condition of federal participation in the funding of that project; and

**WHEREAS**, the Transportation Improvement Program has been prepared to initiate review by the Central Virginia Transportation Planning Organization of proposed transportation improvements for fiscal years 2024 – 2027; and

**WHEREAS**, the Transportation Technical Committee has reviewed this document and has recommended that the Central Virginia Transportation Planning Organization forward the Transportation Improvement Program to the Virginia Department of Transportation for inclusion in the State Transportation Improvement Program; and

**WHEREAS**, the Central Virginia Transportation Planning Organization executed a 30-day public comment period and held a Public Hearing ensuring the opportunity for comment.

**NOW, THEREFORE BE IT RESOLVED THAT**, the Central Virginia Transportation Planning Organization, in regular session, does hereby adopt the Central Virginia Transportation Improvement Program Fiscal Years 2024 – 2027.

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 \_\_\_ May 2023.

**ATTESTED BY:**

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

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



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## 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. The SHSP performance measure objectives are indicated in the Table below.

**Table: 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.<sup>1</sup> The DMV 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.

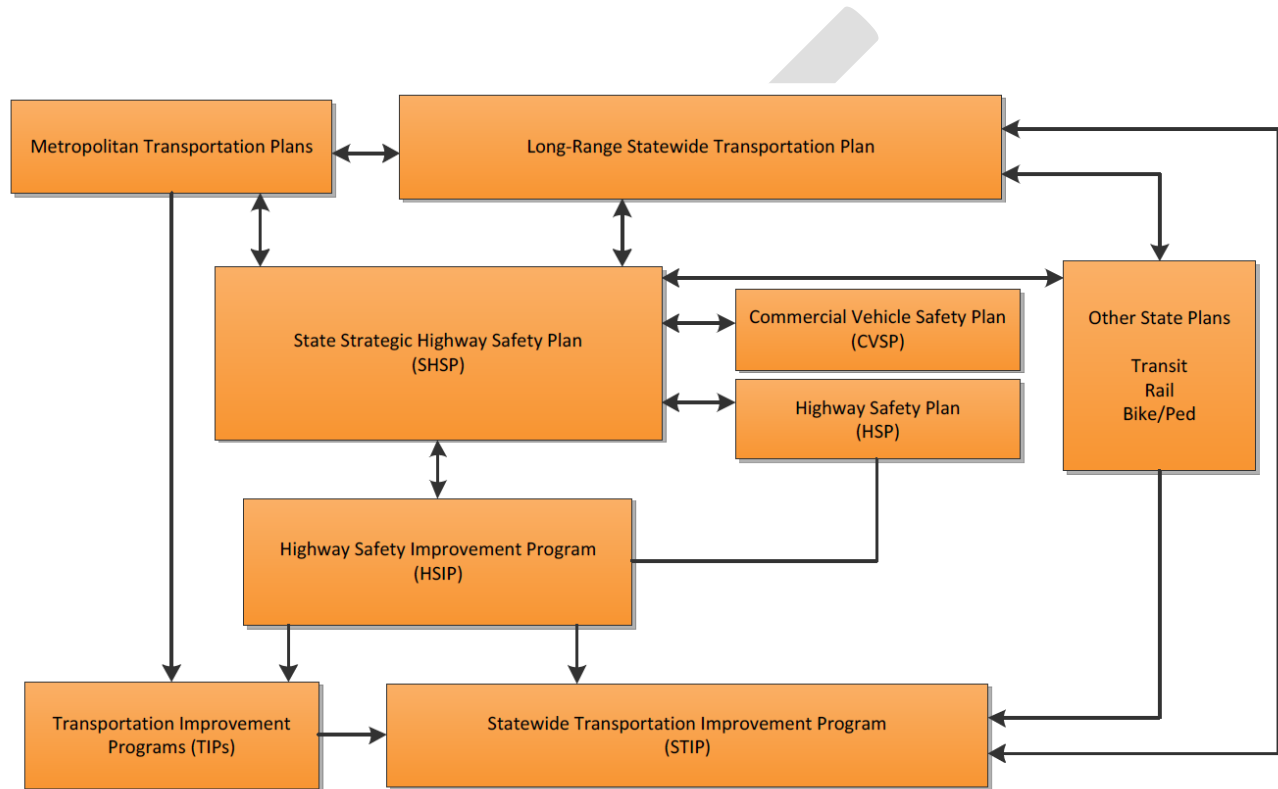
[VTrans](#), the state's long-range multimodal plan, provides the overarching vision and goals for transportation in the Commonwealth. The long-range plan provides a vision for Virginia's future transportation system and defines goals, objectives, and guiding principles to achieve the vision. It also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

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 1<sup>st</sup> 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](http://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](#).

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 1<sup>st</sup> 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

<b>Percentage of Person-Miles Traveled that are Reliable (Interstate)</b>	<b>85%</b>
<b>Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)</b>	<b>88%</b>

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

<b>Truck Travel Time Reliability Index</b>	<b>1.64</b>
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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.



**RESOLUTION OF THE CENTRAL VIRGINIA TRANSPORTATION PLANNING ORGANIZATION TO ADOPT THE CENTRAL VIRGINIA TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2024 - 2027**

**WHEREAS**, the *Transportation Improvement Program* is required to be submitted to the Virginia Department of Transportation for inclusion in the State Transportation Improvement Program (STIP); and

**WHEREAS**, inclusion of transportation projects in the *Transportation Improvement Program* is a condition of federal participation in the funding of projects and programs; and

**WHEREAS**, the *Transportation Improvement Program* has been prepared to initiate review by the Central Virginia Transportation Planning Organization (CVTPO) of proposed transportation improvements for fiscal years 2024 – 2027; and

**WHEREAS**, public input has been sought pursuant to the Federal requirements and the CVTPO Public Participation Plan and the Transportation Technical Committee (TTC) has reviewed and recommended the CVTPO approve for inclusion in the State Transportation Improvement Program; and

**WHEREAS**, the thirty-day public comment period that ended on May 16, 2023 and the May 18, 2023 Public Hearing were executed and no adverse public comments were received.

**NOW, THEREFORE, BE IT RESOLVED THAT** that the Central Virginia Transportation Planning Organization does hereby duly adopt the Central Virginia Transportation Improvement Program Fiscal Years 2024-2027.

Upon motion by Member \_\_\_\_\_, duly seconded by Member \_\_\_\_\_, adopted this 18<sup>th</sup> day of May, 2023.

ATTESTED BY:

CERTIFIED BY:

\_\_\_\_\_  
Alexander W. Brebner, Secretary  
Central Virginia Transportation  
Planning Organization

\_\_\_\_\_  
Frank Rodgers, Chair  
Central Virginia Transportation  
Planning Organization





# CVTPO Public Participation Plan

Draft April 2023



*Acknowledgments and Disclaimer*

This document was prepared by the CVPDC staff in cooperation with the United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), and the Virginia Department of Transportation (VDOT), as funded in the FY2022-2023 Unified Planning Work Program. The CVPDC acknowledges review of and assistance from the Richmond Regional Transportation Planning Organization and Roanoke Valley Transportation Planning Organization. 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.

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## Introduction

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The Central Virginia Transportation Planning Organization (CVTPO) is an organization charged with coordinating transportation planning and project evaluation for the urbanized area in and around Lynchburg Virginia. The CVTPO area encompasses the City of Lynchburg, as well as the urbanized, or densely populated sections, of Bedford, Campbell and Amherst counties, an area with a combined population of approximately 261,593 (2020 U.S. Census).

The CVTPO, through comprehensive public input and technical data analysis, collaborates to develop long-range, regional transportation programs and projects. Included within the federally-mandated actions of the CVTPO, every five years the CVTPO develops a Long Range Transportation Plan (LRTP), a comprehensive assessment of the region's future transportation needs and goals and guides transportation – to include facilities for roads, rail, freight, pedestrian, bikes and transit – public facility investment. The CVTPO is also responsible for creating and maintaining the Transportation Improvement Program (TIP), a list of publicly funded transportation projects, and developing the (Learn more at [cvtpo.org/about](http://cvtpo.org/about)).

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## Purpose

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Federal regulation requires that designated Metropolitan Planning Organizations (MPOs) establish and utilize a documented participation plan by which public stakeholders and interested parties are provided reasonable opportunities to be engaged, involved, and provide comment to transportation planning programs and projects that take place in the urbanized area.

The CVTPO Public Participation Plan (PPP) outlines the proactive public involvement process for transportation planning efforts of the CVTPO, as contained in the Code of Federal Regulations 23 §450.316, to support effective participation, communication, and consultation with all interested parties are provided in the transportation planning efforts and products of the CVTPO. The process includes, but is not limited to:

- Adherence to state and federal regulations regarding public notices and public hearings;
- Complete access to information barring legal or fiduciary restraints;
- Input to key decisions;
- Development of a demographic profile in the MPO study area; and
- Development and deployment of innovative public involvement strategies.

This plan also outlines standard procedures for the development, adoption, and amendment of major planning documents including, the Long Range Transportation Plan (LRTP), the Unified Planning and Work Program (UPWP), and the Transportation Improvement Program (TIP).

Additionally, the CVTPO Public Participation Plan (PPP) specifies the following:

- CVTPO plans and programs will include a public participation component.



- The CVTPO will endeavor to coordinate with local, state, and federal public involvement processes and initiatives whenever possible to enhance public involvement, promote the democratic process and reduce redundancies and costs through economics of scope and scale.
- A public comment period will be provided prior to the adoption of a public involvement process and/or any significant amendment to the process. See Public Engagement Procedures for timing and length details.
- The PPP will be reviewed every three years and revised or amended as needed, in consultation with the public, and with the review of all CVTPO committees.

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## Policy Statement

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It is the policy of the CVTPO to facilitate public information, access and involvement under a collaborative planning process through which the interests of all parties, including public and private stakeholders, are duly considered. To the extent permissible by law and budget constraints, the policy and technical processes will be made inclusive of and accessible to the forementioned stakeholders.

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## CVTPO Public Engagement Goals and Strategies

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The following express the CVTPO public engagement goals, and supporting program actions, which support the CVTPO policy statement to “facilitate public information, access and involvement”. Included within each goal are the indicators that will be measured and the metrics which will be used to evaluate the strategy effectiveness in meeting the public participation goals.

**Goal 1: Initiative practices that make it easier for the public, regardless of race, color, age, gender, national origin, English speaking proficiency, income, or mobility capabilities, to engage and participate in CVTPO transportation planning programs and projects.**

Strategies:

- Hold meetings at accessible times and locations.
- Choose meeting locations whereby persons with limited mobility, disabled, and those traveling by transit, bicycle, or walking may have access.
- Utilize maps, images, and other visual aids to present projects and programs such that they are understandable.

- As appropriated, utilize targeted project demographic data (e.g., Limited English Proficiency or income status) to develop outreach notices and advertisements in formats and in publications most likely to support information access.
- Coordinate with focus groups, agencies, and organizations that serve low income, minority, elderly, and limited English proficiency groups to advance program communication and participation.
- As appropriate, offer childcare services at workshops or public meetings to allow caregivers to be involved.
- Make access to interpretation and translation services clear and simple to request.

Evaluation:

Measured Elements	Strategy Effectiveness
Meeting attendance	Increased attendance in number and stakeholder diversity representation
Number of public comments received or participation in interactive initiatives (e.g. surveys)	Increase in project comments or survey participation
Website visits	Increase in website use analytics
Subscribers to CVPDC newsletter	Increase in subscriber mailing list
Translation or interpretation service request	Increase in translation or interpretation services

**Goal 2: Provide information that supports public involvement in transportation planning, need identification, and project prioritization.**

Strategies:

- Develop and maintain an informative and engaging website that provides easy and understandable access to program and project documents.
- Establish relationships with and consistently share program and project content with local media outlets to include but not limited to the following:
  - Local radio
  - Local and regional newspapers
  - Local and regional magazines

- Utilize jurisdiction, organization, and agency partners to share program and project information via their websites, social media postings and newsletters.
- Utilize, and as necessary expand options, information technology and social media to promote meetings, workshops, hearings, and project information.
- Create visually appealing and not overly technical documents that articulate key program and/or project components and clearly presents how the public can participate and provide comments.
- Offer a range of participation venues to include but not limited to:
  - Table set up at local community events, festivals, or general pop-up locations that correspond to project area(s).
  - Attending local government, organization, business, or agency meetings or events.

Evaluation:

Measured Elements	Strategy Effectiveness
CVTPO website engagement	Increase in website use analytics
Number of media (radio, newspaper, journals) program and project stories	Increase in print media, broadcast stories and direct media interaction
Social media engagement	Increase in access and story click analytics
Number of local meeting and events participation request and number of events attended	Increase in the event attendance request by area stakeholders and increase in number of events and meetings attended
Creation of clear and understandable program and project documents and informational products	Increase in the number of persons that attend project meetings and an increase in the number of questions and engagement from the public

**Goal 3: Provide opportunities, obtain, and incorporate public comments, reactions, and perceptions received, as appropriate, during the planning process and, share such comments with local, state and federal program partners.**

Strategies:

- Incorporate in all planning and project initiatives clear direction on how the public has the right to and process by which they can provide comment.

- Provide opportunities for the public to comment in writing or in person on all programs and projects being advanced by the CVTPO.
- Provide a range of means that staff may respond to comments to include multiple but not limited to:
  - Email
  - Mail in postcards
  - Voice mail
  - Handwritten comments
- Incorporate the process and location by which public comments received can be viewed and will be maintained.

Evaluation:

Measured Elements	Strategy Effectiveness
Number of public comments received	Increase in the number of comments received
Number of staff documented responses to comments, questions, or concerns	Increase in print media, broadcast stories and direct media interaction

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## Public Engagement Procedures

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The section of the CVTPO Public Participation Plan documents the procedures, or general operating practices, employed by the CVTPO, its committees, and staff to support public access and participation into the transportation planning programs and projects participated in by the CVTPO.

### MPO Policy Board and Committee Meetings

- CVTPO Policy Board, Transportation Technical Committee, and other MPO project committees, meeting will provide the format for public interaction.
- CVTPO Policy Board and Transportation Technical Committee meetings will be open to the public and will be held in locations accessible to persons with handicaps and served by public transit. In those circumstances where electronic meetings are authorized and held, the meeting access information will be posted on the CVTPO website at the time that the agenda is posted.
- CVTPO Policy Board and Transportation Technical Committee meeting information will be distributed electronically.

- Effort will be made to public hearings, meetings, or workshops to be scheduled at times that are convenient to most of the public. Meetings and workshops will include information to obtain information and participation to those that are not able to physically attend.
- When requested, sign language or non-English language interpreters will be made available at Public Hearings, meetings and workshops. Request for these services is to be made no later than 14 days prior to the meeting. For those projects that, as documented in the CVTPO Title VI Implementation Plan, have a known population of Limited English Proficiency (LEP) exceeds 5% of the population, translated documents will be developed and made available.

### **Public Notice and Comment Documentation of Major Document Adoption**

- The CVTPO Policy Board will hold a minimum of two (2) public hearings and a 30-day comment period prior to the adoption of the Long Range Transportation Plan (LRTP). The first hearing will be advertised at least fourteen (14) days and no more than twenty-one (21) days in advance of the meeting date. The second meeting notice shall be published seven (7) days prior to the proposed meeting date. Each meeting will be posted on the CVTPO website.
- The CVTPO Policy Board will hold at least one (1) public hearing and a 30-day comment period prior to the adoption of the Transportation Improvement Program (TIP).
- The CVTPO Policy Board will hold at least one (1) public hearing and at least a 2-week comment period prior to the adoption of:
  - the Unified Planning and Work Program; and
  - any planning documents developed by the CVTPO required approval.
- Notice of CVTPO transportation planning document adoption will be made by, but not limited to, the following actions:
  - Publishing of a legal notice in the *News & Advance* at least seven (7) days prior to a public hearing;
  - Emailing notice to CVTPO stakeholder mailing list and the media two weeks prior to the public hearing;
  - Posting information to the CVPDC office and posting on the CVTPO and CVPDC websites;
  - When timing corresponds to its publication, providing information in the CVPDC newsletter; and
  - Provide information, to include written or electronic notices, to low-income or minority areas.
- Documentation of all public comments received, and where developed staff, consultant, or Policy Board responses are provided, will be maintained, documented, and included in the LRTP and TIP, and, as required, other CVTPO planning documents.

### **Public Communication and Outreach Process**

- The CVTPO will develop outreach strategies that support participation by all persons, including underserved, low-income, minority, those with limited English-speaking skills, and disabled

persons, are able to participate in and provide comment to transportation planning (see Goals and Strategies).

- The *CVPDC Title VI Implementation Plan*, will be followed to evaluate, through GIS-based data analysis, those locations within the MPO area that may need targeted outreach or communication formats (e.g. interpretation or translated documents) that support access, comfort, and communication with these areas and/or populations.

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## Appendix A: How to Get Involved

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The following provides the locations and opportunities by which the public can stay informed of and become involved in CVTPO transportation planning initiatives.

### Online Access

- CVTPO Website: <https://www.cvtpo.org/>
- Facebook: <https://www.facebook.com/centralvapdc/>

### Visit the Central Virginia Planning District Commission (CVPDC) Office

The CVTPO is an organization of and staffed by the CVPDC.

- 828 Main Street, 12<sup>th</sup> Floor  
Lynchburg, VA 24504
- Normal business hours are Monday – Friday, 8:30 a.m. to 5:00 p.m.
- The CVPDC office is located with the Bank of the James Building. Parking is available along Main Street or in the 4<sup>th</sup> floor Parking Deck, the area with orange columns, accessed directly from Main Street.

### Call the Office

- (434) 834 – 3491

### Send an Email

- [communications@cvpdc.org](mailto:communications@cvpdc.org)  
Please include in the subject line as to the program or topic of interest

### Attend in a Program Event

- Visit the CVPTO website to learn about specific urban area transportation projects. Throughout the year specific meetings and public engagement opportunities will be presented.
- Register to receive the CVPDC Newsletter.
- Attend a CVTPO Policy or Transportation Technical Committee (TTC) meeting.
  - The CVTPO Policy Board meets at least five (5) times per year on the 3<sup>rd</sup> Thursday of the month, beginning at 4:00 p.m. Visit <https://www.cvtpo.org/> for meeting details.
  - The TTC meets on the 2<sup>nd</sup> Thursday of the month at 10:30 a.m. Go to <https://www.cvtpo.org/central-virginia-transportation-planning-organization-cvtpo-agendas-and-minutes/cvtpo-agendas-minutes-fy21.html> for upcoming meeting details.

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## Appendix B: CVTPO Policy Board and Committees

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The following summarizes the CVTPO Policy Board and its current designated program committee, the Transportation Technical Committee (TTC).

The CVTPO may establish advisory committees for specific studies or program projects where expanded participation is warranted. These advisory committees may provide functions to or be guided by the CVTPO Policy Board or the Transportation Technical Advisory Committee.

All localities within the CVTPO shall be represented on the CVTPO and the TTC. The meetings schedules for each of these bodies are available on the CVTPO website, <https://www.cvtpo.org/>.

### **Central Virginia Transportation Planning Organization (CVTPO)**

The CVTPO is the decision-making body for the purpose of executing “continuing, cooperative, and comprehensive” transportation planning and programming, per United States Code Title 23, Section 134 and Title 49 Section 1607, and in accordance with the Code of Virginia.

In carrying out these transportation planning or programming functions the CVTPO Policy Board agrees that they will:

- Develop, and update at a minimum every five (5) years, a Long Range Transportation Plan (LRTP) for the federally designated urbanized area.
- Develop at least every five (5) years, in coordination with area governments, Virginia Department of Transportation (VDOT), establish socio-economic and development data to guide the regional traffic model.
- Develop and approve the annual Transportation Improvement Program (TIP), and as necessary and requested by funding partners and receipts of public funding, amend or adjust as required.
- Develop and approve the Unified Planning Work Program, UPWP, the summary of yearly planning and programming activities to be undertaken by staff and reflects the program funding from local, state (VDOT and DRPT), and federal partners.
- Develop the Public Participation Plan, reviewed at least every three (3) years, that outlines the actions and process to ensure public access to information and the opportunity to provide comment to transportation programming.
- Develop or establish a Title VI process such that there is compliance with Title VI of the Civil Rights Act of 1964 that prohibits discrimination to persons on the basis of race, color, or national origin. See the Draft CVPDC Title VI Implementation Plan at [www.cvpdc.org](http://www.cvpdc.org).

### CVTPO Member Representation

Voting Members: Two City of Lynchburg Representatives, Two Amherst, Bedford, and Campbell County Representatives, Two Town of Amherst Representatives, VDOT-



Lynchburg District Representative, Greater Lynchburg Transit Company (GLTC)  
Representative,

Non-Voting members: Central Virginia Planning District Commission Representative, DRPT  
Representative, Liberty University Representative

### **CVTPO - Transportation Technical Committee (TTC)**

The TTC serves as the technical expertise representatives from the TPO member localities, VDOT, DRPT, GLTC, and other organization representatives. The TTC provides guidance, plan and program review and recommendation, and overall action guidance on behalf of the CVTPO.

The TTC shall utilize its knowledge of local initiatives, concerns, knowledge of land use, Comprehensive Plans, and local transportation needs and issues to guide evaluation, oversight, and consideration of transportation planning and programming recommendations to the CVTPO. Thus, the TTC serves as the an essential operating arm of the CVTPO.

Key roles of the TTC include:

- Assist in evaluation of and determination of data to be utilized within the execution of transportation studies and inclusion in regional transportation plans;
- Guide CVTPO staff and local, state, and federal partners in the review, comment and recommendations associated with the LRTP, TIP, Public Participation Plan, and Unified Planning Work Programs. Guidance and program oversight of special transportation projects is also a key function of the TTC.

### TTC Member Representation

The TTC is comprised of staff-level local and state agencies with technical knowledge of multi-modal transportation matters and may include representation from each of the following jurisdictions, agencies, and organizations. In addition, and as warranted, the TTC may include representatives from interest groups and local citizens.

- Planning and engineering divisions of the City of Lynchburg;
- Community Development division of the counties of Amherst, Appomattox, Bedford and Campbell;
- Planning or Administration staff from Altavista, Amherst, Appomattox, Bedford and Brookneal towns;
- Up to one citizen with technical knowledge from each of the member jurisdictions;
- Virginia Department of Transportation (VDOT) Lynchburg and Salem District staff representation;
- Virginia Department of Rail and Public Transit (DRPT) representative;
- Greater Lynchburg Transit Company (GLTC) representative;
- Lynchburg Regional Airport representative; and
- Liberty University representative.

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## Appendix C: Resolution of Adoption

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The Central Virginia Transportation Planning Organization (CVTPO) will consider adoption of the *Public Participation Plan* after a 30-day comment period and public hearing.



**RESOLUTION OF ADOPTION**  
**CENTRAL VIRGINIA TRANSPORTATION PLANNING ORGANIZATION**  
**PUBLIC PARTICIPATION PLAN**

**WHEREAS**, the Central Virginia Transportation Planning Organization is an organization charged with coordinating transportation planning and project evaluation in the urbanized area of the Central Virginia Planning District Commission region; and

**WHEREAS**, the Central Virginia Transportation Planning Organization collaborates to develop long-range, regional transportation programs and projects, including the Long Range Transportation Plan (LRTP), and the Transportation Improvement Program; and

**WHEREAS**, the Central Virginia Transportation Planning Organization executes its transportation programs and projects through coordination and consultation with public stakeholders; and

**WHEREAS**, federal regulation requires designated Metropolitan Planning Organizations establish and document procedures by which public stakeholders and interested parties are provided reasonable opportunities to be engaged and provide comment in transportation planning; and

**WHEREAS**, the *Central Virginia Transportation Planning Organization Public Participation Plan* presents the procedures to support public participation, communication and consultation in planning efforts and programs of the CVTPO.

**NOW, THEREFORE, BE IT RESOLVED THAT** that the Central Virginia Transportation Planning Organization does hereby duly adopt the *Central Virginia Transportation Planning Organization Public Participation Plan*.

Upon motion by Member \_\_\_\_\_, duly seconded by Member \_\_\_\_\_, adopted this 18<sup>th</sup> day of May, 2023.

ATTESTED BY:

\_\_\_\_\_  
Alexander W. Brebner, Secretary  
Central Virginia Transportation  
Planning Organization

CERTIFIED BY:

\_\_\_\_\_  
Frank Rodgers, Chair  
Central Virginia Transportation  
Planning Organization

**DRAFT**

# UNIFIED PLANNING WORK PROGRAM (UPWP)

Fiscal Year (FY) 2023-2024



## **CENTRAL VIRGINIA TRANSPORTATION PLANNING ORGANIZATION (CVTPO)**

828 Main Street, 12<sup>th</sup> Floor  
Lynchburg, VA 24504  
434-845-3491  
[www.cvtpo.org](http://www.cvtpo.org)

Transportation Technical Committee (TTC) Recommendation: May 11, 2023

CVTPO Policy Board Adoption Consideration: May 18, 2023

**The Central Virginia Transportation Planning Organization (CVTPO) serves as the federally mandated Metropolitan Planning Organization (MPO) for the Central Virginia Urbanized Area.** Funding provided by the Federal Highway Administration (FHWA) the Federal Transit Administration (FTA), the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT) and Central Virginia Transportation Planning Organization (CVTPO) Local Funds. 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 special assistance for persons with disabilities or limited English proficiency, please contact the CVTPO.

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Location of Future CVTPO Resolution of UPWP FY 2024 Adoption



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:**



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



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

# SECTION I

## FHWA, VDOT, CVTPO FUNDED ACTIVITIES

### 1.00 ADMINISTRATION

#### 1.01 General Administration & Operations

**Description:** CVTPO staff will execute program activities that ensure proper management and operation of the continuing, comprehensive, and coordinated (3-C) planning process in the implementation of the Fiscal Year (FY) 2023-2024 Unified Planning Work Program (UPWP). Task includes the execution of all required administrative functions, including accounting, personnel, contract, and office administration; and to support the activities of the Central Virginia Transportation Planning Organization (CVTPO) through preparation of agendas, attendance, and scheduling meetings, reports, minutes, and other duties, as needed, for the CVTPO board and subcommittees.

Additionally, this activity provides for staff training that supports the transportation program planning services, such as attendance at American Planning Association (APA) and Virginia Chapter of the American Planning Association (APA VA) conferences, geographic information system (GIS) conferences, bicycle and pedestrian seminars, and other opportunities as identified. Also included is funding for membership in the Virginia Association of Metropolitan Planning Organizations (VAMPO).

**Products:** Efficient office operation, accurate financial information, preparation of quarterly reports and billings, direct and indirect supporting roles to the CVTPO, and an informed and knowledgeable staff and program. A year end work summary report.

**Budget:** \$45,000

**Completion Date:** June 30, 2024

#### 1.02 Work Program Administration

**Description:** To meet the requirements of 23 CFR Part 420 and 23 CFR Part 450, the CVTPO, in cooperation with the Virginia Department of Transportation (VDOT), the

Virginia Department of Rail and Public Transportation (DRPT), membership localities, and public stakeholders, is responsible for the development of a UPWP. This UPWP describes regional transportation planning activities which will, or anticipated to, utilize federal funding within the CVTPO planning area. The UPWP also identifies state and local matching dollars for these Federal planning programs.

**Products:** UPWP for FY 2024 and amendments to the FY 2023 UPWP.

**Budget:** \$10,000

**Completion Date:** June 30, 2024

## **2.0 LONG RANGE TRANSPORTATION PLANNING**

### **2.01 Long Range Transportation Plan Updates**

**Description:** Activities associated with the update to Central Virginia Long Range Transportation Plan (LRTP) as well as its review and explanation. This program task allows for banking of funds to support the five-year LRTP update.

Further, this task allows for the response to FAST Act requirements, SMART SCALE and its prioritization efforts, and, as approved, any other Federal or State identified transportation planning programs.

**Products:**

- Staff support to the update, FAST Act compliance, and SMART SCALE
- prioritization efforts
- Plan amendments, as necessary
- Maintain the LRTP dashboard
- Fund banking for LRTP update

\$5,000 staff; \$15,000 for Virtual LRTP Dashboard; \$50,000 carryover to FY 19-20.

Completion Date: ongoing through June 30, 2025

### **LRTP FUNDING PLAN**

Due to the cost and scope of the LRTP, the CVTPO traditionally “banks,” or transfers a certain amount of funds from each fiscal year towards the next plan update to reduce fiscal strain on the TPO’s budget during plan update years. This process is described below:

	<b>FISCAL YEAR</b>	<b>CONTRIBUTION</b>	<b>TOTAL BANKED</b>	<b>ACTIVITY</b>
YEAR 1/5	20-21	\$115,000*	\$50,000 for LRTP 2050	2045 Plan
YEAR 2	21-22	\$50,000	\$100,000	
YEAR 3	22-23	\$50,000	\$150,000	
YEAR 4	23-24	\$50,000	\$200,000	
YEAR 5	24-25	\$50,000	\$250,000	2050 Plan process begin July 2024
YEAR 1/5	25-26	\$100,000**	\$250,000 for LRTP 2050 \$50,000 for LRTP 2055	2050 Plan completion by October 2025
YEAR 2	27-28	\$50,000	\$100,000	
YEAR 3	28-29	\$50,000	\$150,000	
YEAR 4	29-30	\$50,000	\$200,000	2055 Plan process begin July 2029
YEAR 1/5	30-31	\$100,000***	\$250,000 for LRTP 2055 \$50,000 for LRTP 2060	2055 Plan completion by October 2030

\*65,000 in FY 20-21 budgeted to complete LRTP 2045; \$50,000 banked toward LRTP 2050

\*\*50,000 in FY 25-26 budgeted to complete LRTP 2050; \$50,000 banked toward LRTP 2055

\*\*\*\$50,000 in FY 30-31 budgeted to complete LRTP 2055; \$50,000 banked toward LRTP 2060

**Note:** Dollar amounts are subject to change due to inflation, scope changes, etc. The above chart serves to guide the fund banking to complete the LRTP update every five years. There are two ways in which PL funds can be carried over into a future fiscal year: 1) **“Passive” carryovers** skip a year (for example, unexpended or “banked” funds from FY 23-24 will automatically [passively] skip FY 24-25 and will reappear in the TPO’s funding mix in FY 25-26); 2) **“Direct” carryovers** transfer

directly into the next fiscal year. Direct carryovers must be requested through the VDOT District Planner each spring. As the next LRTP update approaches, it is important to manage passive or direct carryovers so that the funds to pay for the LRTP appear at the appropriate time (typically the fiscal year ending in a year divisible by 5 [19-20, 24-25, etc.] and the year after).

**Budget:** \$70,000  
\$5,000 for staff time  
\$15,000 for Virtual LRTP Dashboard  
\$50,000 banked for 2050 LRTP

**Completion Date:** ongoing through June 30, 2025

## **2.02 Transportation Improvement Program**

**Description:** Maintenance of the Central Virginia Transportation Improvement Program (TIP), preparation of TIP amendments, and intergovernmental review of transportation projects. Activity includes necessary training and integration of any new program reporting/documentation factors.

**Products:** Approved TIP, TIP amendments, and intergovernmental review of transportation projects

**Budget:** \$6,000

**Completion Date:** June 30, 2024

## **3.0 TECHNICAL ASSISTANCE**

### **3.01 General Technical Assistance (General Development and Comprehensive Planning)**

**Description:** CVPDC staff will assist localities and other area program partners on transportation related activities on an individual basis or CVTPO basis to advance local and regional transportation-related programs and projects. This program task includes, but is not limited to, providing transportation technical input and resources to the CVTPO's localities to improve the overall effectiveness and efficiency of the transportation network; promoting improved integration of the land use and

transportation planning processes; assisting with comprehensive plan updates to ensure transportation, land use and other elements are consistent with the statewide transportation plan and other planning documents; and perform other duties as requested by VDOT, FHWA, and the CVTPO.

Development, advancement, and management of Geographic Information System (GIS) information software and enhancement and maintenance of the CVTPO website and the transportation component of the Central Virginia Planning District Commission's website are actions included within this program task. Included within this task are software system costs.

This task provides staff support to member jurisdictions and, with VDOT and CVPTO approval, other transportation stakeholders, for transportation-related grant development services, to include writing, GIS and other data-related activities, mapping, and other services as needed.

This task provides for staff flexibility to assist with short projects, program adjustments, and other support needs that arise.

**Products:**

- Development and submittal of transportation related grant applications, as needed.
- Maintain the CVTPO website and transportation component of the CVPDC website to include the annual work program, Long Range Transportation Plan, Transportation Improvement Program, project data, transportation studies, meeting information, public participation plan, and related information in compliance with federal regulations.
- Locality assistance in the development of transportation priorities for the CVTPO and region.
- GIS data maintenance, analysis and map development for transportation planning activities and grants.
- Assistance on comprehensive plan transportation elements.
- Assistance on other transportation related matters.
- Provide leadership or support, as appropriate, to regional transportation, multimodal, land use, and connectivity initiatives, such as the regional Comprehensive Economic Development Strategy (CEDS) update and LRBA Lynchburg Regional Transportation Group (LRTAG). The TPO staff may provide

support, as requested, to other initiatives including Placemaking, Transit and Transportation Demand, Intercity Passenger Rail, Air Service Development, and Cargo-Oriented Development initiatives.

**Budget:** \$45,000

**Completion Date:** June 30, 2024

### **3.02 Active Transportation Initiative**

**Description:** CVTPO staff will assist localities and area program partners in support of pedestrian, bicycle and other active-transportation planning, project integration and implementation initiatives. The program tasks includes, but is not limited to, providing technical input and resources to assist in facility evaluation; development of or evaluation of prioritization strategy or tools to facilitate pedestrian and bicycle facility integration; identification for project inclusion within the Long-Range Transportation Plan, TIP, or SYIP; coordination and administration oversight of federal (e.g. Safe Streets and Roads for All), state, or foundation grants where the grant focus is Complete Street, Vision Zero, or other multimodal policy, evaluation, or implementation initiatives; and assist, as requested, local, regional, and state partners in advancing multimodal planning, evaluation and implementation programs, policy, and projects.

This project task also provides for CVTPO staff, as necessary, to update and contribute dedicated bike, pedestrian, and transit activity content to the CVTPO/CVPDC website and social media channels.

Program task provides for the management of pedestrian and bicycle use data collection initiatives to facilitate and inform multimodal planning and implementation decisions.

CVTPO staff will also assist in active transportation grant, including planning, facility development, and implementation. Grants such as Transportation Alternatives Program, DCR Recreational Trails, HSIP, and private or public foundation programs – where the creation of an alternative transportation corridor/facility are the activity focus – represent eligible staff grant assistance activity examples.

Also included in this program task is the provision for staff participation in initiatives to advance pedestrian and bicycle safety, awareness and use promotion. Included within this activity is participation in the Association of Pedestrian and Bicycle Professionals (APBP), League of American Bicyclists, Pedestrian and Bicycle Information Center (PBIC), and other webinar series – to serve as a learning and information tool to local planners, locality staff, and public.

Finally, this task provides for the current trail, sidewalks, parks, and river access data collection and locality stakeholder communication for the first phase of an update to the Region 2000 Greenways, Blueways and Trails Plan, last updated in 2012. The full plan update is anticipated to be completed in FY2024.

**Products:**

- User-friendly and maintained multimodal and active transportation component of the CVTPO/CVPDC website and social media channels.
- Support and increased application development and submittal of pedestrian, bicycle, transit, and other multi-modal transportation applications.
- Better pedestrian, bicycle, transit and multimodal integration within land use, transportation, housing, and community development program, planning, and implementation initiatives.
- Grant administration and guidance to multimodal and safe streets, complete street grant and program initiatives.
- Summary of participation activities, results, liaison activities presented to TTC, CVTPO, and other area agencies, organizations, and stakeholders.
- Webinar and other public engagement efforts will result in more informed and engaged stakeholders that will serve to support and expand bike, pedestrian and other multimodal planning and facility development initiatives.
- Current and planned resource data and stakeholder foundation that will serve as the Phase 1 completion for the future completion of the CVPDC Greenways, Blueways, and Trails Plan update.
- A year-end active transportation summary document.

**Budget:** \$35,000

**Completion Date:** June 30, 2024



### **3.03 Consultant Support**

#### **Route 221 Corridor Study**

**Description:** The CVTPO will execute a Route 221 (Forest Road) study in Bedford between Perrowville Road and Graves Mill Road. The study will be centered on identifying improvements that address existing and future congestion, safety concerns, access management and multimodal mobility needs. The corridor study will focus on three (3) sections of the full corridor to include: Perrowville Rd to Thomas Jefferson Road; Ambassador Road to Cloverhill Boulevard, and Enterprise Drive to Graves Mill Road. This study will be executed by a consultant. CVTPO staff will assist the consultant in project execution.

#### **Response to MAP-21 and SMART SCALE and its Project Prioritization Initiative**

**Description:** Consultant support may be needed to support CVMPO response to FAST Act along with SMART SCALE and its requirement to prioritize projects within the Commonwealth. This item allows for this support, if needed.

**Product:** Completed study(s).

**Budget:** 135,000

**Completion Date:** June 30, 2024

### **3.04 Staff Coordination for Consultant Studies (see 3.03)**

**Description:** TPO staff will assist in the coordination of all the CVTPO-procured consultant projects. Activity includes, but not limited to, coordination of project management meetings, coordination and oversight of public outreach and involvement activities, management of all funding agency reporting and documentation, and assistance in final product dissemination to project partners and stakeholders.

**Product:** Completed studies.

**Budget:** \$15,000

**Completion Date:** June 30, 2024

### **3.05 Diversity, Inclusion and Environmental Justice**

**Description:** Ongoing public consultation and public participation to provide guidance in transportation planning. Our planning process should be inclusive and work to fairly allocate benefits to concentrations of poverty, minority, disability, limited English proficiency or any other federally protected groups. Included will be the execution of the Four Factor Analysis, an evaluation methodology as outlined in the *CVPDC Title VI Implementation Plan*, that evaluates the need for program translation, interpretation, or other targeted outreach process, and the utilization of the Environmental Protection Agency's Environmental Justice Screening and Mapping Tool, EJScreen, to evaluate and guide project public outreach and communication strategies. The EJScreen evaluations will also be used in all grant and program evaluations, per the CVPDC Title VI Implementation Plan and the CVTPO Public Participation Plan.

In order to ensure compliance and enhancement of Environmental Justice and Title VI regulations the CVTPO will report as required to VDOT's Civil Rights Division regarding the CVTPO's activities and practices.

**Products:** Updated CVPTO website, documentation of utilization of the CVTPO Public Participation Plan and Title VI Implementation Plan project evaluation, including confirmation of EJScreen and Four-Factor Analysis on executed programs and projects. Activities will also include documented Environmental Justice and Title VI response to VDOT's Civil Rights Division, as requested.

**Budget:** \$7,000

**Completion Date:** June 30, 2024

### **Section 1 FY2025 Rollover**

The CVTPO will directly rollover a portion of the FY2024 funds for the execution of future program and project initiatives that are anticipated to be developed as a result of the CVTPO multimodal and US DOT Safe Streets and Roads for All (SS4A) grant award.

**Budget:** \$34,058

**Completion Date:** June 30, 2025

## **SECTION II**

### **FTA, VDRPT, CVMPO FUNDED ACTIVITES**

#### **44.21.00 Program Support and Administration**

Description: CVTPO Staff will participate in program management and operation of continuing, comprehensive, and coordinated (3-C) planning process activities. The primary task objectives are to implement the FY 2024 UPWP throughout the fiscal year; execute all required administrative functions, including all accounting, personnel, contract, and office administration; and to support the activities of the CVTPO through preparation of agendas, attendance and scheduling meetings, reports, minutes, and other duties, as needed, for the CVTPO board and subcommittees. This task provides for amendment to current and preparation of following year UPWP. Additionally, this task includes staff participation in GLTC Board meetings, and as needed GLTC committee meetings, the Lynchburg Community Health Improvement and other Centra, Lynchburg Health District active communities and active transportation initiatives that support transit access.

Product: Efficient office operation, accurate financial information, preparation of quarterly reports and billing, as well as the various direct and indirect supporting roles to the CVTPO; amendments to and preparation of future UPWP.

**Budget:** \$39,200

**Completion Date:** June 30, 2024

#### **44.22.00 General Development and Comprehensive Planning**

**Description:** This item allows for ongoing transportation planning support services for GLTC and the CVTPO. The CVTPO will provide data gathering and analysis resources as requested and will be available to assist any regional transit agency in their planning efforts. The items in this section are geared toward increasing the safety, security, and accessibility of the transportation system to motorized and non-motorized users. The items are also meant to enhance the integration and connectivity of the transportation system. Lastly, all objectives are geared toward efficient system operation and management.

**Tasks:**

1. Maintain a current database of GLTC stops and routes.
2. Support implementation of GLTC's Transit Strategic Plan (FY2019-2028). Initiatives include assisting GLTC with any examinations of existing transit services, review of funding sources, assist in public stakeholder engagement and other activities, as needed, that contribute to the implementation of the GLTC Strategic Plan and articulated program goals. This action may include transit route analysis for modified or expanded transit services, changes in the route schedule.
3. Continued CVTPO staff assistance and guidance to the comprehensive multimodal plan, an initiated FY 2023 project, that will evaluate existing resources (GIS layers), consider socio-economic, demographic, and socio-economic factors, bike and pedestrian first and last mile connectivity, route, and primary destination factors. This action will provide the data foundation and supporting program funding foundation to guide program short and long-term infrastructure, program, and service efficiency actions. Included within this action is assistance, as needed, in additional grants, policy, programming, or implementation projects that are identified or arise as a project of the multimodal planning effort. This action will result in a planning document that can facilitate future actions and used as a direct support to GLTC Transit Strategic Plan (FY2019 – 2028). This activity may include the use of a consultant to execute program activity elements.
4. Support ADA (Americans with Disabilities Act) Bus Stop accessibility improvements, with focus on the most heavily use stops. CVTPO staff will work closely with program stakeholders and data evaluation (e.g., bus stop boarding/alighting) to guide system improvements.
5. Assist GLTC in ridership origin and destination analysis utilizing StreetLight data. This effort will serve to assist GLTC in learning where their passengers start and end destinations; inform evaluation of sidewalk, bike and other modal access improvement decisions; provide an understanding of those areas outside of the route/stop areas where service needs that could be improved with route adjustments; and provide planning information for future service route considerations. addressed through route adjustments. CVTPO staff, in coordination with GLTC staff and stakeholders, will assist in pulling, evaluating,

and presenting information in a report format.

6. Assist GLTC in executing a Mobile Fare Ridership Impact Survey. This project will include executing two surveys to gather data on the impact of GLTC's fall 2023 Mobile Fare technology. One survey will be taken shortly after the Mobile Fare system startup and the second in late spring 2024 to evaluate the system changes.
7. General Transit Planning: CVPDC staff will, as needed, incorporate transit components into other agency and Work Program studies and plans and support urban transit service planning and any rural area, or other agency, transit planning, including park and ride or other commuter assistance program activities.

**Products:**

- A current database of GLTC stops will be sent to the City of Lynchburg's GIS department at least yearly.
- An up-to-date bus stop database to be maintained by CVTPO staff.
- A multi-modal connectivity network document that will identify short-term and long-term first and last mile recommendations, including ADA accessibility stop improvements. Effort may include programmatic recommendations to advance rider experience improvements and choice rider promotion efforts.
- A Mobile Fare Ridership Impact Survey Summary that will document the two surveys and data summary for the mobile fare evaluation.
- Execution of and data summary documentation of StreetLight data generated along GLTC routes, according to GLTC route evaluation request.
- Documentation of additional, as requested by GLTC, CVTPO staff activity in execution of short-range planning assistance efforts.

**Budget:** \$143,283 (FY24 \$99,533 + FY23 \$43,750 rollover amount is an estimate).

**Completion Date:** June 30, 2024

#### **44.23.01 Long Range Transportation Plan Update**

**Description:** CVTPO Staff will facilitate updates to any projects on the Central Virginia Long Range Transportation Plan, Year 2045 in the event an update is

required. This task provides for staff execution of requested program overview explanation to interested parties, such as CVTPO Board members or citizen groups. The LRTP transit sections will also be monitored and updated as needed.

**Products:**

- Public Assistance and information, as well as preparation for any necessary updates.

**Budget:** \$3,700

**Completion Date:** June 30, 2024

**44.25.00 Transportation Improvement Program**

**Description:** CVTPO Staff will oversee the maintenance of the Central Virginia Transportation Improvement Program (TIP), preparation of TIP amendments, and transportation project intergovernmental review efforts. Any TIP project that is transit related—including bicycle and pedestrian facilities providing transit service access – are included with TIP amendment activities. The TIP program supports the economic vitality within the metropolitan area by enabling productivity and efficiency.

**Products:** Approved TIP, updated TIP maps, TIP amendments, and intergovernmental review of transportation projects.

**Budget:** \$3,300

**Completion Date:** June 30, 2024

**FY 2024 UPWP CVTPO Proposed Expenditures**

<b>CVTPO Proposed Expenditures</b>	<b>FHWA PL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>SECTION I - FHWA, VDOT, &amp; CVTPO ACTIVITIES</b>				
<b>1.00 Administration</b>				
1.01 General Admin & Operations	\$36,000.00	\$4,500.00	\$4,500.00	\$45,000.00
1.02 Work Program Administration	\$8,000.00	\$1,000.00	\$1,000.00	\$10,000.00
Subtotal	\$44,000.00	\$5,500.00	\$5,500.00	\$55,000.00
<b>2.00 Long Range Planning</b>				
2.01 Long Range Transportation Plan (CVLRP)	\$56,000.00	\$7,000.00	\$7,000.00	\$70,000.00
2.02 Transportation Improvement Program (CVTIP)	\$4,800.00	\$600.00	\$600.00	\$6,000.00
Subtotal	\$60,800.00	\$7,600.00	\$7,600.00	\$76,000.00
<b>3.00 Technical Assistance</b>				
3.01 General Technical Assistance	\$36,000.00	\$4,500.00	\$4,500.00	\$45,000.00
3.02 Alternative Transportation	\$28,000.00	\$3,500.00	\$3,500.00	\$35,000.00
3.03 Consultant Support	\$108,000.00	\$13,500.00	\$13,500.00	\$135,000.00
3.04 Consultant Studies Support (Staff)	\$12,000.00	\$1,500.00	\$1,500.00	\$15,000.00
3.05 Environmental Justice	\$5,600.00	\$700.00	\$700.00	\$7,000.00
Subtotal	\$189,600.00	\$23,700.00	\$23,700.00	\$237,000.00
<b>FY 24 Direct FY25 Rollover</b>	<b>\$27,246.40</b>	<b>\$3,405.80</b>	<b>\$3,405.80</b>	<b>\$34,058.00</b>
<b>SECTION I TOTAL</b>	<b>\$321,646.40</b>	<b>\$40,205.80</b>	<b>\$40,205.80</b>	<b>\$402,058.00</b>
<b>SECTION II - FTA, DRPT, &amp; CVMPO ACTIVITIES</b>				
44.21.00 Program Support & Administration	\$31,360.00	\$3,920.00	\$3,920.00	\$39,200.00
44.22.00 General Dev. & Comprehensive Planning	\$79,626.40	\$9,953.30	\$9,953.30	\$99,533.00
44.23.01 Long Range Transportation Plan (CVLRP)	\$2,960.00	\$370.00	\$370.00	\$3,700.00
44.25.00 Transportation Improvement Program (CVTIP)	\$2,640.00	\$330.00	\$330.00	\$3,300.00
Subtotal	\$116,586.40	\$14,573.30	\$14,573.30	\$145,733.00
<b>SECTION II - FTA, DRPT, &amp; CVMPO FY23 Rollover</b>				
44.21.00 Program Support & Administration	\$0.00	\$0.00	\$0.00	\$0.00
44.22.00 General Dev. & Comprehensive Planning	\$35,000.00	\$4,375.00	\$4,375.00	\$43,750.00
44.23.01 Long Range Transportation Plan (CVLRP)	\$0.00	\$0.00	\$0.00	\$0.00
44.25.00 Transportation Improvement Program (CVTIP)	\$0.00	\$0.00	\$0.00	\$0.00
FY23 Subtotal *	\$35,000.00	\$4,375.00	\$4,375.00	\$43,750.00
<b>SECTION II TOTAL</b>	<b>\$151,586.40</b>	<b>\$18,948.30</b>	<b>\$18,948.30</b>	<b>\$189,483.00</b>
<b>FY24 UPWP PROGRAM TOTAL</b>	<b>\$473,232.80</b>	<b>\$59,154.10</b>	<b>\$59,154.10</b>	<b>\$591,541.00</b>
*Anticipated FY23 rollover amount.				

## **EXPLANATORY NOTE REGARDING USDOT PLANNING EMPHASIS AREAS**

The USDOT has identified three planning emphasis areas: FAST Act Implementation, Regional Models of Cooperation, and Ladders of Opportunities. The CVTPO's UPWP FY 2023 addresses these areas as follows:

**FAST Act Implementation:** The CVTPO maintains its Central Virginia Long Range Transportation Plan (updated every five years). This plan prepares for FAST Act and its performance measures, i.e., making the Plan 'FAST Act' ready is a key element to this effort.

**Regional Models of Cooperation:** The CVTPO coordinates its planning efforts with the Greater Lynchburg Transit Company, as well as, the Central Virginia Planning District Commission, the body responsible for rural transportation planning. GLTC operating practices are a factor in the Plan's project prioritization development. Further, GLTC staff sit on the Transportation Technical Committee, ensuring activity coordination.

**Ladders of Opportunity:** The CVTPO's UPWP directs significant resources to active transportation. This targeted effort promotes integration of Compete Street, Vision Zero, or similar safety evaluation methodologies to support safety for all modes, including pedestrian, bicycle, transit users, throughout the community. Additionally, the UPWP directs funding to GLTC planning efforts (undertaken by CVTPO staff). All users of the transit system—motorized, non-motorized, and ADA users—are considered in the planning and implementation efforts.





**RESOLUTION APPROVING THE FISCAL YEAR 2024  
UNIFIED PLANNING WORK PROGRAM (UPWP)**

**WHEREAS**, the staff of the Central Virginia Transportation Planning Organization (CVTPO) has prepared the annual Unified Planning Work Program (UPWP) for Fiscal Year 2024; and

**WHEREAS**, the UPWP has been reviewed and recommended for approval by the Transportation Technical Committee; and

**WHEREAS**, this UPWP is now before the CVTPO for approval.

**NOW, THEREFORE, BE IT RESOLVED THAT** that the Central Virginia Transportation Planning Organization does hereby approve the UPWP for Fiscal Year 2024 and authorizes it to be submitted to the Virginia Department of Transportation, the Federal Highway Administration, the Virginia Department of Rail and Public Transportation, and the Federal Transit Administration.

Upon motion by Member \_\_\_\_\_, duly seconded by Member \_\_\_\_\_, adopted this 18<sup>th</sup> day of May, 2023.

ATTESTED BY:

CERTIFIED BY:

\_\_\_\_\_  
Alexander W. Brebner, Secretary  
Central Virginia Transportation  
Planning Organization

\_\_\_\_\_  
Frank Rodgers, Chair  
Central Virginia Transportation  
Planning Organization