



Local Government Council Office, 828 Main St., 12<sup>th</sup> Floor, Lynchburg, VA 24504

**Thursday, November 16, 2023; 4:15 p.m.**

Virtual Access: <https://us02web.zoom.us/j/87190858948?pwd=bjJ3aHJKaEFwdFFDRW0xenB0cW9Mdz09>

Phone: 1 309 205 3325 ; Meeting ID: 871 9085 8948; Passcode: 309626

## Agenda

1. **Call to Order & Establishment of Quorum** ..... *Frank Rogers, Chair*  
Staff Report (*Attachment 1*)
2. **Approval of Minutes: June 15, 2023** ..... *Frank Rogers, Chair*  
(*Attachment 2*)
3. **Proposed FY2024 – 2027 CVTIP Amendment (Public Hearing)** ..... *Frank Rogers, Chair*  
(*Attachment 3a*) (*Attachment 3b*) (*Attachment 3c*)
4. **VDOT SMART SCALE Round 6 Proposed Changes** ..... *Alec Brebner, CVTPO/CVPDC*  
(*Attachment 4a*) (*Attachment 4b*)
5. **FY2024 Urban Work Program Update** ..... *Kelly Hitchcock, CVTPO*
  - a. Intersection Safety Study (*Attachment 5a*)
  - b. Route 221 Study (*Attachment 5b*)
  - c. Regional Safety Data Analysis & Comprehensive Safety Action Plan
6. **Matters from the Board and/or Staff** ..... *Frank Rogers, Chair*
  - a. Disadvantaged Community Designation – Federal Evaluation Tools (*Attachment 6a*)
  - b. US DOT Thriving Communities Grant Program
  - c. State & Federal agency partner updates
  - d. Other
7. **Adjourn** ..... *Frank Rogers, Chair*
8. **Informational Items**
  - a. CVTPO next meeting: January 18,2024

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)

November 16, 2023 Meeting

### Staff Report

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

If needed, concurrence of Electronic Meeting Policy

**2. Approval of Minutes: June 15, 2023 (Attachment 2)**

June 15, 2023 CVTPO meeting minutes provided for review and approval consideration.

Recommendation: Approval of Minutes.

**3. Item a) Public Hearing on Proposed Amendment to the Central Virginia Transportation Improvement Program (CVTIP) FY2024 – 2027 (Attachment 3a) (Attachment 3b)**

The following changes to the FY2024-2027 CVTIP are proposed for CVTPO adoption consideration. The changes are a result of direct project Amendment request as result of anticipated corrections by GLTC and program inclusion by the Virginia Passenger Rail Authority; details of the program amendments below. Additionally, wording changes and GLTC program description additions to reflect direct request from the Federal Transit Administration (FTA), have been made. Details of the proposed changes are detailed below.

Amendments include the following:

- Project inclusion by Virginia Passenger Rail Authority (VPRA):  
The Commonwealth has programmed \$111 million in Congestion Mitigation and Air Quality (CMAQ) funds to the VPRA to be used on four state-sponsored Amtrak commuter routes. FHWA has confirmed that CMAQ funding can be used for state-sponsored routes for operation and capital equipment expenses. VPRA must incorporate within MPOs across the Commonwealth TIP Amendments for those Amtrak routes that traverse through their regions. VPRA is seeking inclusion for expenses for two trains on the Roanoke Route (Route 46) that traverse through the CVTPO region. Proposed Project Amendments are provided as *Attachment 3a*. The full FY24-27 CVTIP, with proposed wording adjustments and the project changes is provided as *Attachment 3b*.
- Project and Program Amendments by Greater Lynchburg Transit Company (GLTC) to reflect a range of program and fleet service funding within FTA 5339 and 5307 programs, many of which were transfers from the FY21-24 TIP. A full summary of the Amendments is provided as *Attachment 3a*.
- CVTIP general wording additions and edits, per FTA request.
  - Added the following sentence:  
“The Greater Lynchburg Transit Company (GLTC) uses the Transportation Improvement Program (TIP) development process of the CVTPO to satisfy the public hearing

requirements of 49 U.S.C. Section 5307(c). The TIP public notice of public involvement activities and time established for public review and comment on the TIP satisfies the program-of-projects requirements of the Urbanized Area Formula Program.” (pg 7 and 20).

- Adjusted the transportation funding table to separate and distinguish FTA-funded programs (pg. 12).

Proposed amendment to the FY24-27CVTIP has been available for public comment for thirty days (10/16 – 11/15) 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 3c)**

The proposed amendments have been available for public comment and the Transportation Technical Committee (TTC) recommended approval at their 11/9/23 meeting. A resolution (Attachment 3c) is provided for CVTPO consideration.

Recommendation: Staff recommends CVTIP 2024 – 2027 Amendment Resolution adoption.

#### **4. VDOT SMART SCALE Round 6 Proposed Changes**

Alec Brebner, Executive Director, has provided a summary of the proposed VDOT SMART SCALE Round 6 changes. There are a number of proposed changes that have impacts to the localities and the project scoring. Brebner serves on the VAMPO Executive Committee and has been involved in the proposed change evaluations and will provide an overview.

Brebner’s SMART SCALE report is provided as *Attachment 4a*. Brebner has also prepared a draft letter (*Attachment 4b*) for CVTPO consideration for submittal to the CTB and Mr. Sheppard Miller, Secretary of Transportation, on behalf of the CVTPO and its member localities.

Recommendation: Staff recommends CVTPO approve the submittal, on behalf of the CVTPO, the letter to Honorable Sheppard Miller, Secretary of Transportation, that expresses to the Commonwealth Transportation Board (CTB) recommendation to observe articulated regionally significant projects within the High-Priority Project types and in evaluating the impacts of land-use planning on transportation project evaluation.

#### **5. FY2024 Urban Work Program Update (all informational items)**

##### **a. Intersection Safety Study (Attachment 5a)**

EPR, Inc. is leading a study of six intersections identified by the localities and VDOT to evaluate current travel conditions and provide safety improvement recommendations. The six proposed study intersections are:

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

EPR have completed traffic counts and lead the project Kickoff Meeting October 31, 2023. An overview of the preliminary traffic evaluation is provided as *Attachment 5a*.

b. Route 221 Study (Attachment 5b)

EPR Inc., are leading a Route 221 (Forest Road), between Perrowville Road and Graves Mill Rd, study. The study is centered on identifying improvements that address existing and future congestion, safety concerns, access management and multimodal mobility needs. The study does not focus on the full length rather on three specific areas being:

- Perrowville Rd to Thomas Jefferson Rd (Route 811);
- Ambassador Rd to Cloverhill Blvd; and
- Enterprise Dr to Graves Mill Rd.

EPR, Inc is currently working on the background research, base mapping, crash analysis and traffic counts. A project kickoff is anticipated for December.

c. CVTPO/CVPDC Safety Data Analysis/Safe Streets and Roads for All (SS4A)

VDOT-Central Office, through on-call consultants Kimley-Horn, are providing pro-bono technical assistance to the CVPDC in evaluating the region's crash data and analyzing the data using a range of factors, including social economics, employment, and land use. The Safety Data Analysis will provide the data foundation for the pending Comprehensive Safety Action Plan, funded through the \$270,000 USDOT SS4A grant. The Kimley-Horn consultants are actively working on the data development, including overlaying crash and high injury/accident network with the USDOT Disadvantaged Communities Data – Equitable Trans Community (ETC) Explorer and Climate & Economic Justice Screen Tool (CEJEST). The preliminary data was presented to the TTC at the 11/9/23 meeting, with the full data to be provided with the most recent VDOT crash data, to the TTC in late November. A summary will be presented to the CVTPO at the January 18<sup>th</sup> meeting.

**6. Matters from the Board and/or Staff**

a. Disadvantaged Community Designation – Federal Evaluation Tools (Attachment 6a)

The Federal Inflation Reduction Act, Bipartisan Infrastructure Law and the American Rescue Plan include commitments to invest in traditionally underserved or disadvantaged communities. A number of tools have been developed to assist jurisdictions in evaluating, based on a range of factors including environmental burden, social vulnerabilities, climate and disaster risk burden, health vulnerability and transportation insecurity, if areas of a community are defined as Disadvantaged.

*Attachment 6a* provides an overview of some of the evaluation tools and a summary of those CVPDC area, based on these tools that are defined as Disadvantaged. These tools are valuable in determining eligibility for federal programs where the match is reduced or eliminated for underserved or disadvantaged areas.

*Recommendation:* Informational item. Valuable to review and consider in evaluation projects and program grant eligibility.

b. US DOT Thriving Communities Grant Program

USDOT has initiated the Thriving Communities Program to provide technical assistance – in the form of paid consultant support – to localities/agencies to assist with planning, capacity building support to advance a pipeline of transportation projects and community revitalization activities to expand mobility and affordable transportation options, coordinate with affordable housing and efficient land use, preserve or expand jobs to benefit communities and disadvantaged

populations. The program provides three-years of technical assistance. CVPDC to submit an Letter of Intent (LOI) for seeking technical assistance with focus on Lynchburg City.

*Recommendation:* No action at this time. LOI applications picked, anticipated early 2024, will then develop a final application, that would include agency and partner support letters.

- c. State and Federal agency partner updates  
Opportunity for State and Federal agency representatives to provide any updates.
- d. Other  
Open discussion opportunity.

## **7. Adjourn**

### **Informational Item**

The next CVTPO meeting will be January 18, 2024. A quorum at this meeting will be required to approve CVTPO Safety Targets and approval for Multimodal and Comprehensive Safety Action Plan consultant(s).



**Central Virginia Transportation Planning Organization**  
**June 15, 2023, 5:00 p.m. Meeting**  
CVPDC Office, 828 Main St., 12<sup>th</sup> Floor Lynchburg, VA

**~ DRAFT MINUTES~**

**MEMBERS PRESENT**

Frank Rogers, Vice-Chair ..... Campbell County  
Jeremy Bryant ..... Amherst County  
Robert Hiss..... Bedford County  
Greg Patrick ..... City of Lynchburg  
Sara McGuffin (Virtual) ..... Town of Amherst  
Josh Moore..... Greater Lynchburg Transit Company  
Chris Winstead..... VDOT Lynchburg District  
John Sharp..... Bedford County  
Drew Wade ..... Amherst County

**MEMBERS ABSENT**

Charlie Watts ..... Campbell County  
Dwayne Tuggle..... Town of Amherst  
Drew Wade ..... Amherst County  
Marty Misjuns..... City of Lynchburg  
Kenny Craig ..... Liberty University

**OTHERS PRESENT**

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, requested motion for virtual participation, and confirmed a quorum.

MOTION: John Sharp made the motion to allow for virtual attendance and Josh Moore seconded this motion. All were in favor.

**2. Approval of Minutes: May 18, 2023**

MOTION: Josh Moore made the motion to approve the May 18, 2023 CVTPO minutes and Chris Winstead seconded the motion. With unanimous approval the motion passed.

**3. CVPDC Title VI Implementation Plan – CVTPO Adoption Consideration**

The TPO was reminded that Title VI Implementation Plan Public Hearing and overview was provided to the TPO at the May 18, 2023 meeting. Along with updated policies the primary change is that the CVPDC will serve as the leading oversight agency, with CVTPO a supporting party to the document. The CVPDC adopted at the May 18, 2023 meeting.

MOTION: Jeremy Bryant made the motion for the CVTPO to adopt the Central Virginia Planning District Commission Title VI Implementation Plan as its Title VI guiding document. Josh Moore seconded the motion. With unanimous approval, Rogers confirmed the motion passed.

**4. Travel Demand Model – Traffic Analysis Zone (TAZ) Structure**

Hitchcock provided a brief review of the TAZ Structure update, noting a required pre-data component of Long Range Transportation Plan (LRTP) process. Hitchcock noted the March 16, 2023 review provided by David Cook, previous VDOT Lynchburg District Planner. The project is being led by VDOT-Central Office and consultants, Cambridge Systematics.

Hitchcock summarized the presented are estimated 2022, the model update base year, and projected 2050, the study & LRTP horizon year, population, household, and employment numbers for the 275 individual Transportation Analysis Zones (TAZ) that comprise the CVTPO area. It was noted that all the data was developed with locality staff, VDOT and TTC coordination. As part of the TAZ updates the consultants have recommended slight TAZ boundary adjustments to better alignment with landuse/traveling patterns. One adjustment recommendation that impacts TAZs 39 and 38, the area around the Airport/Wards Road, includes boundary movement would adjust 57 population, 20 households, and 185 employment units from TAZ 39 to TAZ 38.

Approval by the CVTPO for the TAZ Structure is required and provides a foundation for all pending modeling project activity. It was confirmed the data and the TAZ Structure was reviewed by the TTC and recommended for CVTPO adoption at the May 11, 2023 TTC meeting.

Chairman Frank Rogers summarized noting that TAZs data distribution and recommended adjustments were developed in consultation with local planning staff and ratified by the technical transportation committee. The zones will then be used to populate the travel demand modeling process. VDOT and the consultants need approval by the CVTPO to advance continued efforts.

MOTION: Josh Moore motioned that the CVTPO approve the Traffic Analysis Zone (TAZ) Structure changes as presented. Jeremy Bryant seconded the motion. Rogers confirmed the motion passed after unanimous approval.

**5. Matters from the Board and/or Staff**

Hitchcock reminded the TPO that VDOT TAP and Revenue Sharing application pre-applications were due the end of June. It was confirmed the next meeting would be in September.

**6. Adjourn**

MOTION: Josh Moore motioned, seconded by John Sharp, to adjourn. Rogers closed the meeting.



**Narrative of Changes to the 2024-2027 Transportation Improvement Program  
(Pending Public Comment and CVTPO Approval 11/16/2023)**

The following Amendments to the FY 24-27 Central Virginia Transportation Improvement Program (CVTIP) are proposed and reflect amendment request by the Virginia Passenger Rail Authority and Greater Lynchburg Transit Company (GLTC). These program funding changes, detailed below, have been reviewed and supported by agency staff.

The [Virginia Passenger Rail Authority](#) (VPRA) proposes the following project inclusion into the FY24-27 CVTIP to reflect inclusion of to reflect anticipated funding to the Commonwealth through FHWA Congestion Mitigation and Air Quality Improvement (CMAQ) funding to support Amtrak commuter services operating expenses for two trains on the Roanoke Route (Route 46) that traverse through the CVTPO region.

FEMA considers the CMAQ-funded Amtrak projects to be exempt from air quality conformity requirements as the funding is going towards “operating assistance”, which is specifically listed as being exempt in Table 2 of EPA’s Transportation conformity rule.

The proposed Amendment, with adoption, will be located within Section 4: Public Transportation and Transportation Demand Management (TDM) Projects.

UPC NO	124309/120532	SCOPE	Operational expenses related to two trains.				
SYSTEM	Primary	JURISDICTION	Central Virginia	OVERSIGHT			
PROJECT	Virginia State-Supported Amtrak Operations			ADMIN BY	VPRA		
DESCRIPTION	Operating expenses for two trains on the Roanoke route (Route 46). The cost included is only for a portion of the route and a portion of the train costs estimated for the jurisdiction.						
PROGRAM NOTE	TIP AMD - FY 2024-2027 Transportation Improvement Program (TIP) Amendment – Virginia State-Support Amtrak Operations						
ROUTE/STREET	Roanoke Operations (Route 46)			TOTAL COST	\$22,170,853*		
	FUND SOURCE	Previous Funding	FY24	FY25	FY26	FY27	Total FY24-27
PE	Federal CMAQ	\$0	\$1,701,699	\$1,771,225	\$1,904,175	\$1,982,655	\$7,359,754
PE	State CMAQ	\$0	\$425,425	\$442,806	\$476,044	\$495,664	\$1,839,938
PE	VPRA	\$3,771,469	\$2,127,123	\$2,214,031	\$2,380,219	\$2,478,318	\$9,199,692

\* Total cost includes operating expenses from previous founding and estimated expenses through FY27 as there are operating expenses without an end date.



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 anticipated new program funding, programmatic expenditure reallocation and project removal. The following outlines the full summary of GLTC funding program changes from the FY2024-2027 CVTIP adopted by the CVTPO May 18, 2023.

Funding Source	Previous Funding	FY 24	FY25	FY26	FY27	Total FY24-27
STIP ID:	<b>GLTC001</b>	Title: Trolley Replacement		Recipient: <b>Greater Lynchburg Transit Company</b>		
FTA 5339			-			-
State			-			-
Local			-			-
<b>Year Total:</b>	-	-	-	-	-	-
Description:	Replacement: Revenue Vehicle - Large, heavy-duty transit 35'-40' bus: 12 years/500,000 miles Amendment: Remove total amount of \$650,000 for Trolley Replacement in FY2025 per GLTC Board of					

Funding Source	Previous Funding	FY 24	FY25	FY26	FY27	Total FY24-27
STIP ID:	<b>GLTC002</b>	Title: ADA Accessible Minivans (Microtransit)		Recipient: <b>GLTC</b>		
FTA 5339			180,000			180,000
State		168,000	22,500			190,500
Local		42,000	22,500			64,500
<b>Year Total:</b>	-	210,000	225,000	-	-	435,000
Description:	Expansion: Revenue Vehicle - Small, Light-duty Minivan with ramp; 4 years/100,000 miles Amendment: Incorporate FY24 funding for three (3) ADA accessible minivans are being funded through a					

Funding Source	Previous Funding	FY 24	FY25	FY26	FY27	Total FY24-27
STIP ID:	<b>GLTC007</b>	Title: HVAC Hardware/Software Updates		Recipient: <b>GLTC</b>		
FTA 5307			40,000			40,000
State			5,000			5,000
Local			5,000			5,000
<b>Year Total:</b>	-	-	50,000	-	-	50,000
Description:	Replacement: Property & Facilities - Facility Equipment - Mechanical Equipment Amendment: Reduce State and local from \$10,000 to \$5,000.					

Funding Source	Previous Funding	FY 24	FY25	FY26	FY27	Total FY24-27
STIP ID:	<b>GLTC008</b>	Title: Kemper Street Bus Bay Expansion Eng.		Recipient: <b>GLTC</b>		
FTA 5339			-		-	-
State			-		-	-
Local			-		-	-
<b>Year Total:</b>	-	-	-	-	-	-
Description:	Expansion: Property & Facilities - Engineering & Design of Customer Facility Amendment: Entire project removed and on hold pending microtransit program pilot.					

Funding Source	Previous Funding	FY 24	FY25	FY26	FY27	Total FY24-27
STIP ID:	<b>GLTC0025</b>	Title: Operating Assistance		Recipient: <b>Greater Lynchburg Transit Company</b>		
FTA 5307	8,410,608	4,769,270	4,916,725	5,064,227	5,216,154	19,966,376
State		1,790,245	1,804,544	1,858,679	1,914,439	7,367,907
Local		1,806,153	1,883,001	1,939,491	1,997,676	7,626,321
Revenues		1,790,757	1,856,848	1,912,554	1,969,930	7,530,089
<b>Year Total:</b>	8,410,608	10,156,425	10,461,118	10,774,951	11,098,199	42,490,693
Description:	Amendment: Increased FTA 5307 FY2024 \$2,481K, Decreased State \$336K, Decreased Local \$1,874K.					

Funding Source	Previous Funding	FY 24	FY25	FY26	FY27	Total FY24-27
STIP ID:	<b>GLTC0026</b>	Title: Support Vehicle Replacements		Recipient: <b>Greater Lynchburg Transit Company</b>		
FTA 5307	26,362	26,362				26,362
State	64,022	64,022				64,022
Local	3,766	3,766				3,766
<b>Year Total:</b>	94,150	94,150				94,150
Description:	Adjustment: FY24 funding for support vehicle replacement added.					

Funding Source	Previous Funding	FY 24	FY25	FY26	FY27	Total FY24-27
STIP ID:	<b>GLTC0027</b>	Title: Replacement Rolling Stock			Recipient: <b>GLTC</b>	
Flexible STP	719,211	719,211	-			719,211
FTA 5339	105,761	105,761	-			105,761
Adjustment	52,363	52,363	-			52,363
State	5,610,001	2,977,260	-			2,977,260
Local	1,815,027	1,445,609	-			1,445,609
<b>Year Total:</b>	<b>8,250,000</b>	<b>5,247,841</b>	-		-	<b>5,247,841</b>
Description:	Replacement: Revenue Vehicle - Large, heavy-duty transit 35'-40' bus: 12 years/500,000 miles Amendment: Purchase nine (9) Large, heavy-duty transit 35' buses in FY2025 from previous funding received instead of fifteen (15). Federal grant is executed. State grant needs to be adjusted to reflect this change and contract written.					

Funding Source	Previous Funding	FY 24	FY25	FY26	FY27	Total FY24-27
STIP ID:	<b>GLTC0028</b>	Title: Spare Parts, ACM Items			Recipient: <b>Greater Lynchburg Transit Company</b>	
FTA 5339	61,320	61,320				61,320
State	148,920	148,920				148,920
Local	8,760	8,760				8,760
<b>Year Total:</b>	<b>219,000</b>	<b>219,000</b>	-	-	-	<b>219,000</b>
Description:	Amendment: Incorporate anticipated FY 24 Federal grant funds for spare parts, ACM needs					

Funding Source	Previous Funding	FY 24	FY25	FY26	FY27	Total FY24-27
STIP ID:	<b>GLTC0029</b>	IT Upgrades			Recipient: <b>Greater Lynchburg Transit Company</b>	
FTA 5307	44,800	44,800				44,800
State	-	-				-
Local	11,200	11,200				11,200
<b>Year Total:</b>	<b>56,000</b>	<b>56,000</b>	-	-	-	<b>56,000</b>
Description:	Amendment: IT upgrades funded through FY2022 5307 funds; no State funds. Replacement - ADP Hardware - This project includes replacement of GLTC's network storage and the replacement of two (2) computers.					

Funding Source	Previous Funding	FY 24	FY25	FY26	FY27	Total FY24-27
STIP ID:	<b>GLTC0030</b>	Title: Microtransit Hardware and Software			Recipient: <b>GLTC</b>	
FTA 5339			-			-
State		40,000	-			40,000
Local		10,000	-			10,000
<b>Year Total:</b>	-	<b>50,000</b>	-	-	-	<b>50,000</b>
Description:	Amendment: Project: Microtransit Hardware and Software to operate GLTC's new microtransit service. These costs will be funded through the Route 6 & 7 State Demonstration Grant.					

Funding Source	Previous Funding	FY 24	FY25	FY26	FY27	Total FY24-27
STIP ID:	<b>GLTC0031</b>	Title: Microtransit Service (Operating expenses)			Recipient: <b>GLTC</b>	
FTA 5339		-	-			-
State		771,600	-			771,600
Local		-	-			-
<b>Year Total:</b>	-	<b>771,600</b>	-	-	-	<b>771,600</b>
Description:	Adjustment: Microtransit: Operating expenses for GLTC's new microtransit service. These costs will be funded through the Route 6 & 7 State Demonstration Grant.					



# CVTPO

Central Virginia Transportation  
Planning Organization

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

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

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

CVTPO Adopted: 18 May 2023

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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.

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”).

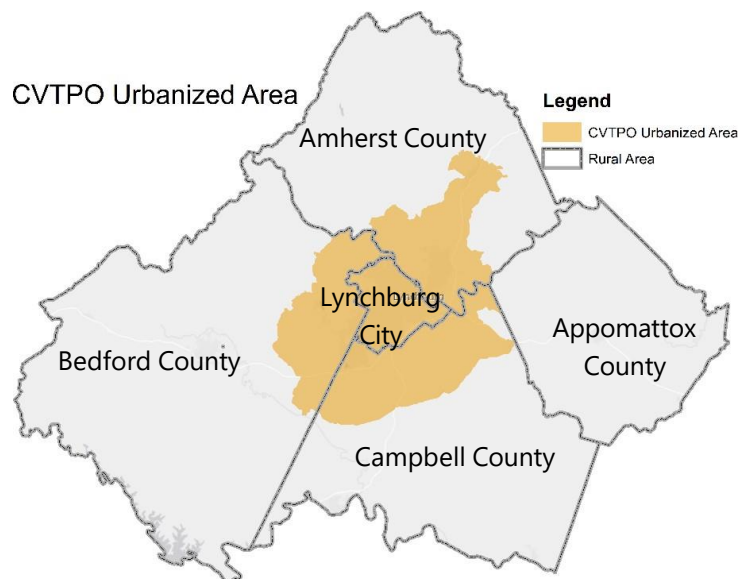
### Purpose and Powers

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 Transportation
Town of Bedford*	

\* Rural member      \*\* Non-voting member

In keeping with the CVTPO's efforts to encourage public participation in the planning process, the CVTPO will hold a public comment period between April 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.

The Greater Lynchburg Transit Company (GLTC) uses the Transportation Improvement Program (TIP) development process of the CVTPO to satisfy the public hearing requirements of 49 U.S.C. Section 5307(c). The TIP public notice of public involvement activities and time established for public review and comment on the TIP satisfies the program-of-projects requirements of the Urbanized Area Formula Program.

## Project Chart Summary

Each project listing in the CVTIP FY 2024-2027 has an information chart. The information for the projects listed in the Primary, Secondary and Urban categories appears in the chart format shown below. Project group listing charts and the associated project detail from Appendix A is shown on the following page. These project listings are provided to the TPO by the Virginia Department of Transportation. Definitions for the numbered terms appear in the corresponding Glossary of Terms table.

Primary, Secondary, and Urban Category Project Chart

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

## 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.

<b>6</b>	<b>Project Cost</b>	The summation of all shares to the project for all phases.			
<b>7</b>	<b>MPO/TPO Note</b>	This is a place where the TPO can insert further explanation for a project.			
<b>8</b>	<b>Fund Source</b>	The FHWA program which is the primary source of the funding for the project. FHWA funding sources are described below:			
		<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

		<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
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<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: TIP Financial Information

### TIP Financial Plan

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 years 2024 – 2027. 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. Additionally, as there are changes in programming, all programs may not be reflected.

<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>TRANSIT FUNDING PROGRAMS</b>	
<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

<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 committed and/or reasonably anticipated 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 the 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 by local governments and transportation program 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	\$1,295,688	\$1,295,688
NHS/NHPP	\$6,910,553	\$6,910,553	\$19,419,181	\$19,419,181	\$0	\$0	\$0	\$0	\$26,329,734	\$26,329,734
STP/STBG	\$10,699,747	\$10,699,747	\$0	\$0	\$0	\$0	\$0	\$0	\$10,699,747	\$10,699,747
<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	\$6,834,128	\$6,834,128
STP/STBG	\$32,129,488	\$32,129,488	\$32,562,120	\$32,562,120	\$33,001,475	\$33,001,475	\$33,450,431	\$33,450,431	\$131,143,514	\$131,143,514
<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	115869	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#ITTF20 STATEWIDE TECHNOLOGY FOR OPERATIONS				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	9999				TOTAL COST	\$2,000,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - NHS/NHPP	\$0	\$913,491	\$0	\$0	\$0
PE AC	Federal - AC OTHER	\$0	\$1,086,509	\$0	\$0	\$0

### Primary Projects

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

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



## Secondary Projects

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

## Urban Projects

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

UPC NO	106320	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	NFO	
PROJECT	UR-6056 - D/B WIDEN FROM 2 TO 4 LANES (GREENVIEW DRIVE)			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.010 MI NORTH OF SC 1541 (HERMITAGE RD) TO: 0.215 MI SOUTH OF UR-6066 (LEESVILLE RD) (0.6200 MI)					
PROGRAM NOTE	All funds obligated based on current allocations/estimate					
ROUTE/STREET	GREENVIEW DRIVE (6056)			TOTAL COST	\$13,612,461	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
		\$0	\$0	\$0	\$0	\$0

UPC NO	106537	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	NFO	
PROJECT	UR-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	\$33,716,893	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
		\$0	\$0	\$0	\$0	\$0

UPC NO	113116	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	NFO	
PROJECT	#SMART20 RTE 221/501 - INTERSECTION IMPROVEMENT (SPLIT PAIR)			ADMIN BY	Locally	
DESCRIPTION	FROM: BREEZEWOOD DRIVE TO: RTE 501 (DESMOND T. DOSS MEM. EXP.) ( )					
ROUTE/STREET	ROUTE 501 (LYNCHBURG EXPRESSWAY) (0221)			TOTAL COST	\$47,282,472	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
RW	Federal - STP/STBG	\$0	\$5,666,663	\$0	\$0	\$0
RW AC	Federal - AC OTHER	\$0	\$4,765,337	\$0	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$32,244,450	\$0	\$0

UPC NO	100023	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	NFO	
PROJECT	LYNCHBURG - ODD FELLOWS/GREENVIEW - D/B DEVELOPMENT			ADMIN BY	VDOT	
DESCRIPTION	FROM: VARIOUS TO: VARIOUS					
PROGRAM NOTE	Linked with UPC 105515 & 106533					
ROUTE/STREET	VARIOUS (0460)			TOTAL COST	\$2,526,865	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - STP/SU	\$0	(\$38,178)	\$0	\$0	\$0
RW	Federal - STP/STBG	\$0	\$7,198	\$0	\$0	\$0

UPC NO	106533	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	FO	
PROJECT	RTE 29/460 - INTCHG & EXT (ODD FELLOWS RD) DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION	FROM: VARIOUS TO: Various					
PROGRAM NOTE	Linked with UPC 106533 & 100023					
ROUTE/STREET	VARIOUS (6029)			TOTAL COST	\$37,759,481	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - AC CONVERSION	\$0	\$0	\$2,676,745	\$2,676,594	\$2,676,522
	Federal - NHS/NHPP	\$0	\$2,676,581	\$0	\$0	\$0
PE TOTAL		\$0	\$2,676,581	\$2,676,745	\$2,676,594	\$2,676,522
PE AC	Federal - AC	\$0	\$16,173,336	\$0	\$0	\$0

### Project Groupings

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

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

GROUPING	Construction : Safety/ITS/Operational Improvements					
ROUTE/STREET				TOTAL COST	\$138,967,387	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - HSIP	\$19,000	\$171,000	\$0	\$0	\$0
PE AC	Federal - AC OTHER	\$0	\$350,000	\$0	\$0	\$0
RW	Federal - AC CONVERSION	\$4,156	\$0	\$37,406	\$0	\$0
	Federal - HSIP	\$11,018	\$31,662	\$67,500	\$0	\$0
	Federal - NHS/NHPP	\$402,434	\$0	\$1,809,734	\$0	\$0
	Federal - STP/STBG	\$53,240	\$212,960	\$0	\$0	\$0
RW TOTAL		\$470,848	\$244,622	\$1,714,640	\$0	\$0
RW AC	Federal - AC OTHER	\$0	\$41,563	\$4,484,650	\$0	\$0
CN	Federal - AC CONVERSION	\$162,361	\$256,939	\$51,676	\$0	\$1,152,631
	Federal - HSIP	\$113,947	(\$447,223)	\$1,046,554	\$426,195	\$0
	Federal - STP/STBG	\$865,488	\$3,461,953	\$0	\$0	\$0
CN TOTAL		\$1,141,796	\$3,271,669	\$1,098,230	\$426,195	\$1,152,631
CN AC	Federal - AC OTHER	\$0	\$670,579	\$1,113,945	\$0	\$0

GROUPING	Construction : Transportation Alternatives/Byway/Non-Traditional						
ROUTE/STREET						TOTAL COST	\$2,000,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27	
		\$0	\$0	\$0	\$0	\$0	

GROUPING	Maintenance : Preventive Maintenance and System Preservation						
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.						
ROUTE/STREET						TOTAL COST	\$109,397,318
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27	
CN	Federal - STP/STBG	\$0	\$26,725,567	\$27,136,691	\$27,554,174	\$27,980,886	

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

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

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

### Public Transportation Performance Measures

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

**TAM Performance Measures by Asset Category**

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

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

Two definitions apply to these performance measures:

- **Useful Life Benchmark (ULB)**—“The expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment.” For example, FTA’s default ULB of a bus is 12 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. GLTC utilizes the TAM targets within its TIP project description to highlight agency project connections to the TAM targets. 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**

<b>Asset Category - Performance Measure</b>	<b>Asset Class</b>	<b>FFY2022</b>
<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:	GLTC002	Title: ADA Accessible Minivans (Microtransit)			Recipient: Greater Lynchburg Transit Co.		
FTA 5339			\$180,000			FTA 5339	\$180,000
State		\$168,000	\$22,500			State	\$190,500
Local		\$42,000	\$22,500			Local	\$64,500
<b>Year Total:</b>		<b>\$210,000</b>	<b>\$225,000</b>			<b>Total Funds:</b>	<b>\$435,000</b>
Description:	Expansion: Revenue Vehicle – Small, Light-duty Minivan with ramp; 4 years/100,000 miles. Three ADA assessable minivans are being funded through a state demonstration project.						
STIP ID:	GLTC003	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:	GLTC004	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						
STIP ID:	GLTC005	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						

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
STIP ID:	GLTC0006	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

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
STIP ID:	GLTC0007	Title: HVAC Hardware/Software Updates			Recipient: Greater Lynchburg Transit Co.		
FTA 5307			\$40,000			FTA 5307	\$40,000
State			\$5,000			State	\$10,000
Local			\$5,000			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.

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
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

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
STIP ID:	GLTC0011	Title: Support Vehicle Replacements			Recipient: Greater Lynchburg Transit Co.		
FTA 5339				\$108,840		FTA 5339	\$108,840
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



	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
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						
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						

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
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						
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 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						

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
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						
STIP ID:	GLTC0025	Title: Operating Assistance			Recipient: Greater Lynchburg Transit Co.		
FTA 5307	\$ 8,410,608	\$4,769,270	\$4,916,725	\$5,064,227	\$5,216,154	FTA 5307	\$19,966,376
State		\$1,790,245	\$1,804,544	\$1,858,679	\$1,914,439	State	\$7,367,907
Local		\$1,806,153	\$1,883,001	\$1,939,491	\$1,997,676	Local	\$7,626,321
Revenues		\$1,790,757	\$1,856,848	\$1,912,554	\$1,969,930	Revenues	\$7,530,089
<b>Year Total:</b>	<b>\$8,410,608</b>	<b>\$10,156,425</b>	<b>\$10,461,118</b>	<b>\$10,774,951</b>	<b>\$11,098,199</b>	<b>Total Funds:</b>	<b>\$42,490,693</b>
Description:	Increased FTA 5307 FY2024 \$2,481; decreased State \$336K; decreased Local \$1,87K						
STIP ID:	GLTC0026	Title: Support Vehicle Replacements			Recipient: Greater Lynchburg Transit Co.		
FTA 5307	\$26,362	\$26,362				FTA 5307	\$26,362
State	\$64,022	\$64,022				State	\$64,022
Local	\$3,766	\$3,766				Local	\$3,766
<b>Year Total:</b>	<b>\$94,150</b>	<b>\$94,150</b>				<b>Total Funds:</b>	<b>\$94,150</b>
Description:							

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
STIP ID:	GLTC0027	Title: Replacement Rolling Stock – 35ft			Recipient: Greater Lynchburg Transit Co.		
Flexible STP	\$719,211	\$719,211				Flexible STP	\$719,211
FTA 5339	\$106,761	\$106,761				FTA 5339	\$106,761
Adjustment	\$52,363	\$52,363				Adjustment	\$52,363
State	\$5,610,001	\$2,977,260				State	\$2,977,260
Local	\$1,815,027	\$1,445,609				Local	\$1,445,609
<b>Year Total:</b>	<b>\$8,250,000</b>	<b>\$5,247,841</b>				<b>Total Funds:</b>	<b>\$5,247,841</b>
Description:	Replacement: Revenue Vehicle - Large, heavy-duty transit 35'-40' bus: 12 years/500,000 miles Purchase nine (9) Large, heavy-duty transit 35' buses in FY2025 from previous funding received instead of fifteen (15). Federal grant is executed. State grant needs to be adjusted to reflect this change and contract written.						
STIP ID:	GLTC0028	Title: Spare Parts, ACM Items			Recipient: Greater Lynchburg Transit Co.		
FTA 5339	\$61,320	\$61,320				FTA 5339	\$61,320
State	\$148,920	\$148,920				State	\$148,920
Local	\$8,760	\$8,760				Local	\$8,760
<b>Year Total:</b>	<b>\$219,000</b>	<b>\$219,000</b>				<b>Total Funds:</b>	<b>\$219,000</b>
Description:	Federal Grant needs to be applied for in FY2024						
STIP ID:	GLTC0029	Title: IT Upgrades			Recipient: Greater Lynchburg Transit Co.		
FTA 5307	\$44,800	\$44,800				FTA 5307	\$44,800
State						State	
Local	\$11,200	\$11,200				Local	\$11,200
<b>Year Total:</b>	<b>\$56,000</b>	<b>\$56,000</b>				<b>Total Funds:</b>	<b>\$56,000</b>
Description:	Replacement – ADP Hardware-This project includes replacement of GLT’s network storage and the replacement of two (2) computers. The IT upgrades are being funded through FY2022 5307 funds; no State funding.						
STIP ID:	GLTC0030	Title: Microtransit Hardware and Software			Recipient: Greater Lynchburg Transit Co.		
FTA 5339						FTA 5339	
State		\$40,000				State	\$40,000
Local		\$10,000				Local	\$10,000
<b>Year Total:</b>		<b>\$50,000</b>				<b>Total Funds:</b>	<b>\$50,000</b>
Description:	Microtransit: Hardware and Software to operate microtransit service; funded through Route 6&7 Demonstration Grant						
STIP ID:	GLTC0031	Title: Microtransit Service (Operating)			Recipient: Greater Lynchburg Transit Co.		
FTA 5339						FTA 5339	
State		\$771,600				State	\$771,600
Local						Local	
<b>Year Total:</b>		<b>\$771,600</b>				<b>Year Total:</b>	<b>\$771,600</b>
Description:	Microtransit: Operating expenses for GLTC’s new microtransit service. These costs will be funded through the Route 6 & 7 State Demonstration Grant						

Greater Lynchburg Transit Company	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
FTA 5307	\$8,481,770	\$4,840,432	\$5,061,525	\$6,028,227	\$5,349,114	FTA 5307	\$21,279,298
FTA 5339	\$167,081	\$167,081	\$248,400	\$2,287,240	\$1,199,800	FTA 5339	\$3,902,521
Flexible STP	\$719,211	\$719,211				Flexible STP	\$719,211
Other Federal						Other Federal	
State	\$5,822,943	\$5,960,047	\$1,853,444	\$2,265,084	\$2,081,034	State	\$12,159,609
Local	\$1,838,753	\$3,327,488	\$1,931,901	\$2,345,896	\$2,164,271	Local	\$9,769,556
Revenues		\$1,790,757	\$1,856,848	\$1,912,554	\$1,969,930	Revenues	\$7,530,089
<b>Totals</b>	<b>\$17,029,758</b>	<b>\$16,805,016</b>	<b>\$10,952,118</b>	<b>\$14,839,001</b>	<b>\$12,764,149</b>	<b>Totals</b>	<b>\$55,360,284</b>

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 5310	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						

UPC NO	124309/120532	SCOPE	Operational expenses related to two trains.				
SYSTEM	Primary	JURISDICTION	Central Virginia	OVERSIGHT			
PROJECT	Virginia State-Supported Amtrak Operations				ADMIN BY	VPRA	
DESCRIPTION	Operating expenses for two trains on the Roanoke route (Route 46). The cost included is only for a portion of the route and a portion of the train costs estimated for the jurisdiction.						
PROGRAM NOTE	TIP AMD - FY 2024-2027 Transportation Improvement Program (TIP) Amendment – Virginia State-Support Amtrak Operations						
ROUTE/STREET	Roanoke Operations (Route 46)				TOTAL COST	\$22,170,853*	
FUND SOURCE	Previous Funding	FY24	FY25	FY26	FY27	Total FY24-27	
PE Federal CMAQ		\$0	\$1,701,699	\$1,771,225	\$1,904,175	\$1,982,655	\$7,359,754
PE State CMAQ		\$0	\$425,425	\$442,806	\$476,044	\$495,664	\$1,839,938
PE VPRA		\$3,771,469	\$2,127,123	\$2,214,031	\$2,380,219	\$2,478,318	\$9,199,692

# SECTION 5: Six-Year Airport Project Grant Fund

## AIRPORT PROJECTS GRANT FUND Summary of Appropriations

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>
<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>

# 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	T19028	Lynchburg District-wide	0000		\$0
BRIDGE REHABILITATION/REPLACEMENT					
Primary	104800	Campbell County	WARDS ROAD (0029)		\$17,858,150
RTE 29 NBL - BRIDGE & APPR. OVER NS RR FED. ID. NO. (04144)					
FROM: 0.008 MILE NORTH OF RTE 679 TO: 0.513 MILES NORTH OF RTE 679 (0.5070 MI)					
Primary	120771	Lynchburg District-wide	VARIOUS (9999)		\$3,807,440
#BF - LYNCHBURG YEAR 1 STRUCTURE RECOATING #1					
FROM: VARIOUS TO: VARIOUS					
Urban	119384	Lynchburg	CANDLERS MOUNTAIN RD (0501)		\$64,657,203
#SMART22 #SGR21VB RTE 501 - BRDG & INTERCHANGE IMPROVEMENTS					
FROM: MURRAY PLACE TO: US 501 NB RAMP (0.5400 MI)					
Urban	104599	Lynchburg	RICHMOND HIGHWAY (0029)		\$18,000,994
RTE 29 SBL & NBL - BR & APPR OVER NSRR FED ID 20579 & 20580					
FROM: 0.320 MILES WEST OF NS RAILROAD TO: 0.300 MILES EAST OF NS RAILROAD (0.6200 MI)					
Urban	111279	Lynchburg	RICHMOND HIGHWAY (0029)		\$7,019,105
#SGR18VB - RT 29 SBL - BRIDGE & APPR OVER NSRR (Fed 20579)					
FROM: 0.118 MILES WEST OF NS RAILROAD TO: 0.096 MILES EAST OF NS RAILROAD (0.2140 MI)					
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total					\$111,342,892

## Construction: Rail

### Construction : Rail

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

## Construction: Safety/ITS/Operational Improvements

### Construction : Safety/ITS/Operational Improvements

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



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

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

Primary	119672	Lynchburg District-wide	VARIOUS (9999)	\$400,000
		HSIP20 - DISTRICTWIDE - PEDESTRIAN CROSSINGS		
		FROM: VARIOUS TO: VARIOUS		
Primary	120764	Lynchburg District-wide	VARIOUS (9999)	\$114,836
		PROGRAM UPC (HSIP FUNDS) - CENTERLINE RUMBLES		
		FROM: VARIOUS TO: VARIOUS		
Primary	120798	Lynchburg District-wide	VARIOUS (9999)	\$1,508,772
		PROGRAM UPC (HSIP FUNDS) - EDGE RUMBLES PRIMARIES		
		FROM: VARIOUS TO: VARIOUS		
Secondary	109550	Amherst County	WOODY'S LAKE ROAD (0682)	\$7,855,088
		#HB2.FY17 RTE 682 - RECONSTRUCTION		
		FROM: RTE. BUS 29 TO: 0.794 MILE EAST OF RTE BUS 29 (0.7940 MI)		
Secondary	5542	Campbell County	LYNBROOK ROAD (0622)	\$12,284,003
		#SMART18 #SGR18VB - RT 622 - RECONSTRUCTION		
		FROM: 0.004 MILE EAST OF ROUTE 683 TO: 1.231 MILE EAST OF ROUTE 683 (1.2270 MI)		
Secondary	114091	Campbell County	VARIOUS (1520)	\$633,550
		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: 0.086 MILE SOUTH OF BUS 29 TO: 0.346 MILE SOUTH OF BUS 29 (0.2550 MI)		
Urban	114063	Lynchburg	NATIONWIDE DRIVE (9999)	\$698,652
		HSIP21 - NATIONWIDE DRIVE - PEDESTRIAN IMPROVEMENTS		
		FROM: RTE 6073 (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 STIP-MN Lynchburg: Preventive MN and System Preservation	0000	\$109,397,318
Urban	121061	Lynchburg #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)	CAMPBELL AVE (0501)	
Urban	121062	Lynchburg #SGR23LP BUS 29 NBL (ID 8682) RESURFACING (LYNCHBURG EXPY) FROM: 0.01 MILE NORTH OF GRACE ST TO: JAMES RIVER BRIDGE (0.4960 MI)	LYNCHBURG EXPY (0029)	
Urban	118969	Lynchburg #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)	RTE 29 LYNCHBURG EXPY (0029)	\$0
<b>Maintenance : Preventive Maintenance and System Preservation Total</b>				<b>\$109,397,318</b>

## Maintenance: Preventative Maintenance for Bridges

### Maintenance : Preventive Maintenance for Bridges

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14715	Lynchburg District-wide STIP-MN Lynchburg: Preventive MN for Bridges	0000	\$35,452,434
Primary	T26573	Campbell County #BF - LYNCHBURG YEAR 5 RESTORATIVE BRIDGE MN RIGID OVERLAYS	RTE. 29 SBL & RTE. 460 WBL BYPASS (0029)	
Primary	T26571	Campbell County #BF - LYNCHBURG YEAR 4 RESTORATIVE BRIDGE MN RIGID OVERLAYS	RTE. 29 NBL & RTE. 460 EBL BYPASS (0029)	
Primary	T26559	Lynchburg #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)	CANDLERS MNT ROAD (0128)	
Primary	122452	Lynchburg District-wide #BF - LYNCHBURG YEAR 2 STRUCTURE RECOATING FROM: VARIOUS TO: VARIOUS	VARIOUS (9999)	
Secondary	101043	Amherst County #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	SEMINOLE DRIVE (0681)	\$0
Secondary	117017	Bedford County #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)	ELKTON FARM ROAD (0666)	\$0
<b>Maintenance : Preventive Maintenance for Bridges Total</b>				<b>\$35,452,434</b>

## 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

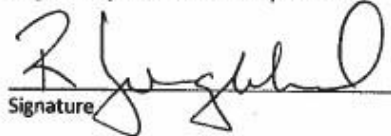
Central Virginia MPO

  
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 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 (TTQ) 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 the Central Virginia Transportation Planning Organization does hereby duly adopt the Central Virginia Transportation Improvement Program Fiscal Years 2024-2027.

Upon motion by Member Qoho . duly seconded by Member har::p  
adopted this 18<sup>th</sup> day of May, 2023.

Attest:

Alexander W. Brebner  
Secretary

Frank Rogers  
Chair

Central Virginia Transportation  
Planning Organization

Central Virginia Transportation  
Planning Organization

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 18 May 2023.

**ATTESTED BY:**

@

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





## 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.

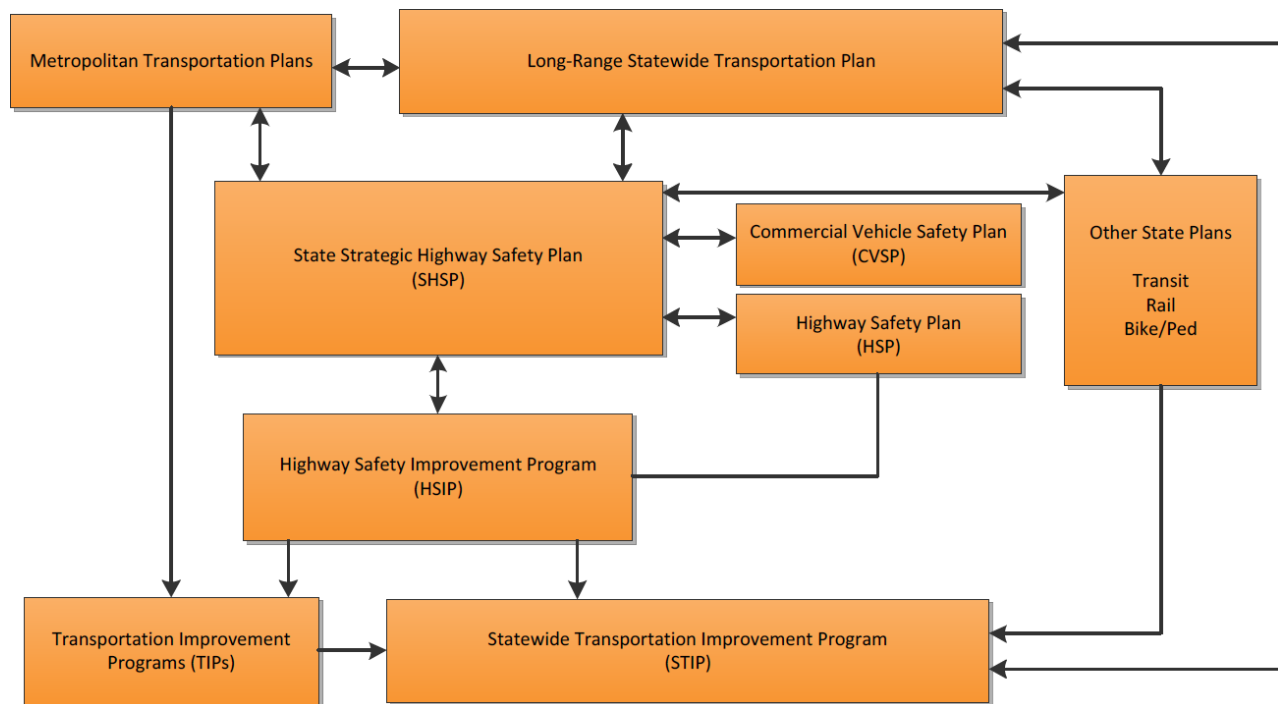
[VTrans](#), the state's long-range multimodal plan, provides the overarching vision and goals for transportation in the Commonwealth. The long-range plan provides a vision for Virginia's future transportation system and defines goals, objectives, and guiding principles to achieve the vision. It also 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

<b>Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)</b>	<b>25.1%</b>
<b>Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS)</b>	<b>3.6%</b>

### 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 AMEND 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, ending November 15, 2023, and the November 16, 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 approve the Central Virginia Transportation Improvement Program Fiscal Years 2024-2027, as amended, as described in the Narrative of Changes.

Upon motion by Member \_\_\_\_\_, duly seconded by Member \_\_\_\_\_, adopted this 16<sup>th</sup> day of November, 2023.

ATTESTED BY:

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

CERTIFIED BY:

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

# Staff Report: SMART SCALE Process

To: CVTPO Board

From: Alec Brebner, CVPDC Executive Director

Date: November 9, 2023

## Background

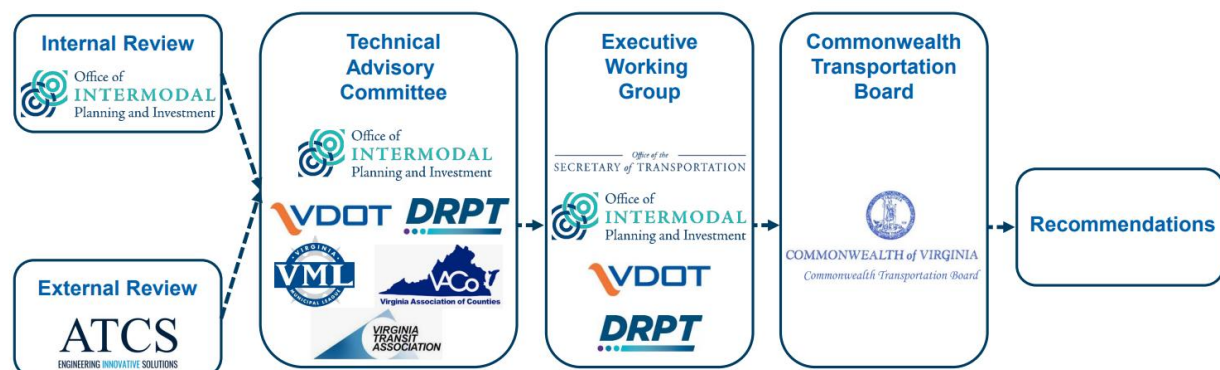
The Commonwealth of Virginia created the SMART SCALE program to fund transportation projects based upon formulaic benefits calculations. Then-Governor Terry McAuliffe signed HB2 into law in 2014. Since then, five rounds of SMART SCALE have funded hundreds of highway, transit, and active transportation projects throughout the commonwealth.

The Commonwealth Transportation Board (CTB) oversees SMART SCALE and charges the Office of Intermodal Planning and Investment (OIPI) with technical support. OIPI is one of several agencies under the umbrella of the CTB, which further includes VDOT and DRPT (Department of Rail and Public Transportation). OIPI reviews the formula following each round and recommends revisions to the CTB.

## Situation

OIPI commenced its review of SMART SCALE Round 5 in January of 2023. OIPI outlined a process with a timeline as follows and convened a technical advisory committee. The following side is excerpted from an OIPI presentation to the CTB, as is the timeline thereafter.

## SMART SCALE Process Review



Timeline (“CTB Meeting Outlook,” OIPI, Feb. 21, 2023)

- February/March: Summary of Process Review

- April: Overview of survey and historical data analysis. Summary of findings primarily focused on survey responses; no recommendations provided at this time
- July/August: Detailed overview of findings
- October: Final findings and recommendations presented
- December: Policy Adoption and other recommendations

OIPI presented its final recommendations at the October CTB meeting in Arlington and again at a public hearing it conducted virtually on the 30<sup>th</sup> of October. OIPI’s recommended changes, depicted below, fall into two categories. Scenarios C, D, and F propose to alter the SMART SCALE scoring formula. Scenarios A and B reduce application eligibility to the SMART SCALE program.

## October Staff Recommendations

Staff Recommendation	Improvement	Scenario
Refine High-Priority Projects Program (HPP) Eligibility	Clarify CTB Policy to ensure HPP projects are of statewide or regional significance.	A*
Eliminate Step 2	Distribute all HPP program funds based on statewide rankings of SMART SCALE scores, rather than district-wide rankings.	B*
Calculate congestion benefits for 10 years in the future	Better align with project design requirements that are based on future growth volumes and consider future economic growth.	C
Modify Land Use factor to a multiplier of all other factor areas and modify factor weightings	Reduce the influence of the one-factor majority on the total benefit score to emphasize what the project's benefits are versus where the project is located.	D
Utilize forward-looking economic development factor developed by VEDP	Reflect best-in-class economic impact assessments currently used by VEDP to incorporate key economic priorities of the Commonwealth.	F

\*Scenario A & B do not impact the SMART SCALE Score

### Regarding Scenarios A and B

Step 2 in the SMART SCALE process provides access to the program specifically for MPOs, PDCs, and transit agencies. In Round 5, CVPDC applied for safety improvements on US-460 in Bedford County on behalf of the region.

Step 2 also expanded access to the program for member local governments. Each local government, each MPO, and each PDC is allowed a limited number of SMART SCALE applications. Step 2 enabled MPOs and PDCs to apply on behalf of localities.

OIPI presented the following slide at its October 30 public hearing. OIPI proposes that the CTB define what constitutes a “regionally significant” project beyond the parameters created by the General Assembly and signed into law by the governor.

# October Staff Recommendations

## Refine HPP Eligibility

- **Code of Virginia ( § 33.2-370) defines the “where”:**
  - “High-priority projects” means those projects of regional or statewide significance, such as projects that reduce congestion or increase safety, accessibility, environmental quality, or economic development”
  - “Where” is identified as Corridors of Statewide Significance and Regional Networks
- **Recommend refining the definition to include “what” type of projects:**
  - Projects that include the following feature types: New Capacity Highway, Managed Lanes, New or Improved Interchanges, New or Improved Passenger Rail Stations or Service, Freight Rail Improvements, High-Capacity / Fixed Guideway Transit, Transit Transfer Stations, and New Bridge
- **Purpose is to ensure HPP projects are of statewide or regional significance**

If Step 2 is eliminated, access to the SMART SCALE program for CVPDC and CVTPO will be limited to applications competing statewide for HPP dollars. Restrictions on definitions of HPP projects proposed by OIPI stand to contradict regional planning organizations’ identification of regionally significant projects.

The cumulative effect of all proposed changes applied to SMART SCALE Round 5 would have resulted in a net loss of project revenue to the Lynchburg Construction District. Green- and red-highlighted cells below indicate changes in funding decisions as hypothetically, retroactively applied. Among the lost projects is one submitted by the Danville MPO, which would lose eligibility as recommended by OIPI.

## Review Illustrative Impacts Based on Round 5 Applications District Example

Application Information										Individual Impacts										Cumulative Impacts											
App ID	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: ED.1 and ED.2	Scenario F: ED.1 and ED.2	Scenario G: Final Staff Recommended Changes	Scenario H: Final Staff Recommended Changes											
8049	C	LYN	Campbell County	Route 29 Safety Improvements - Southern Section	Highway	None	x	x	\$10.7	\$10.7	\$10.7		Stays Out	X	X	Stays Out	-10	Added	DGP	84	Added	DGP	164	Added	DGP	78	Added	DGP	205		
9139	D	LYN	Pittsylvania County	US Route 29 at Malmaison Road Roundabout	Highway	None	x	x	\$19.0	\$19.0	\$19.0		Stays Out		Stays Out	Stays Out	-8	Added	DGP	88	Stays Out	-10	Added	DGP	84	Added	DGP	66			
9193	D	LYN	Danville City	Riverside Dr. Improvements - Amest Blvd. to Main St.	Highway	Bikeped	x	x	\$28.7	-\$28.7	\$28.7	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-6	Dropped	-1	Dropped	-2	Dropped	-8	Dropped	-10			
9327	C	LYN	Amherst County	Route 298 at Amherst Highway - Dillard Road and Lakeview Dr	Highway	Bikeped	x	x	\$6.7	-\$6.7	\$6.7	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-7	Dropped	-28	Dropped	-2	Dropped	-37	Dropped	-43			
9399	D	LYN	Halifax County	US 501/Sunshine Dr Realignment and Pedestrian Improvements	Highway	Bikeped	x		\$9.6	\$9.6	\$9.6		Stays Out	X	Stays Out	Stays Out	-5	Stays In	HPP	3	Stays In	HPP	1	Dropped	-10	Dropped	-9				
9106	D	LYN	Danville MPO	Piedmont Drive Pedestrian Accommodations	Bike/Pedestrian	None	x		\$6.7	-\$6.7	\$6.7	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-3	Stays In	HPP	3	Stays In	HPP	1	Dropped	-10	Dropped	-9	
9398	D	LYN	Halifax County	Town of Halifax Pedestrian Improvements	Bike/Pedestrian	None	x		\$2.5	-\$2.5	\$2.5	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-6	Dropped	-259	Stays In	DGP	-2	Dropped	-261	Dropped	-269		
<b>*Official Round 5 Staff Scenario Funded 12 projects</b>																															
													Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: ED.1 and ED.2	Scenario F: ED.1 and ED.2	Scenario G: Final Staff Recommended Changes	Scenario H: Final Staff Recommended Changes										
													Projects Added	0	0	0	2	2	2	2	2										
													Projects Dropped	1	0	0	3	2	4	4	4										
													Net \$5 Award (millions)	\$124.8	-\$6.7	\$0.0	\$0.0	-\$8.2	-\$15.1	-\$14.8	-\$14.8										
													Unallocated HPP (millions)	\$8.9	\$8.9	\$8.9	\$8.9	\$17.1	\$24.0	\$17.1	\$17.1										

Note - CTB Member Consensus Modifications  
 Unfunded from DGP  
 App ID 9327 Route 29 Business at Amherst Highway - Dillard Road and Lakeview Drive for \$6.7M  
 Fund with DGP  
 App ID 9336 Dillard Road Right Turn Lane for \$3.2M  
 App ID 9354 Manor House Drive Turn Lanes for a reduced amount of \$2.0M

Note: All 394 scored applications were tested, but the illustrative example only depicts projects impacted by testing in the Lynchburg District example. Funded projects that always remained funded are not shown. Unfunded projects that always remained unfunded are not shown.

## CVTPO Role and Staff Recommendations

CVTPO Secretary and CVPDC Executive Director Alec Brebner is also a vice president of the Virginia Association of Metropolitan Planning Organizations. VAMPO first learned the extent of OIPI's proposed changes to the SMART SCALE process in June 2023. Since then, VAMPO members have sought to engage the CTB and OIPI about needs and opportunities. OIPI staff indicates that a focused request for a change to the staff-proposed scenarios would be in order at this time, ahead of the CTB's December 5 action meeting.

CVTPO has federal funding and mandate to guide transportation policy and prioritize projects in Central Virginia. Unlike larger MPOs, Central Virginia has no revenue stream for implementation. CVTPO relies upon competitive application processes to state and federal grant programs like SMART SCALE to implement its long-range transportation plans, Connect Central Virginia 2045 as adopted.

Scenarios A and B combined, as recommended by OIPI in the SMART SCALE process review, largely eliminate access to SMART SCALE for small MPOs in Virginia. HB2, the law that created SMART SCALE, provides MPOs in Virginia legal standing to participate in the program's development. Consequently, staff would recommend that the CVTPO provide input to the CTB with two recommendations:

- 1) Include MPOs in process review for future rounds of SMART SCALE, and
- 2) Regard CVTPO's identification of regionally significant projects.

MPO engagement in process review will enhance communication between the state and local governments and enable CVTPO staff for communicate pending developments to member local governments in a timelier fashion. MPO engagement would uphold not only HB2 but also federal law requiring "local consultation" by state DOTs utilizing federal dollars.

A voluntary coalition of local elected officials and chief administrative officers comprise an MPO policy board like that of CVTPO. MPO members collaborate to identify and develop regionally significant projects for inclusion in long-range transportation plans. Regional significance will vary from region to region of Virginia and is best judged by local leaders who live and work in each region.

Correspondence to the Commonwealth Transportation Board outlining these recommendations appears in the agenda packet for the CVTPO Policy Board's consideration.



Central Virginia Transportation  
Planning Organization  
828 Main Street, 12<sup>th</sup> Floor  
Lynchburg, VA 24504  
Office: (434) 845-3491  
cvpdc.org

November 16, 2023

The Honorable W. Sheppard Miller, III  
Secretary of Transportation  
Patrick Henry Building  
1111 East Broad Street  
Richmond, VA 23219

Dear Secretary Miller:

The city of Lynchburg, the town of Amherst, and the counties of Amherst, Bedford, and Campbell comprise the Central Virginia Transportation Planning Organization. Councilors, supervisors, and managers of these local governments convene regularly to guide transportation policy and prioritize projects in accordance with their federal mandate as an MPO. The staff of the Central Virginia Planning District Commission provides staff support, technical assistance, and planning expertise to the CVTPO Policy Board.

The CVTPO is following the 2023 SMART SCALE Process Review with interest. We commend the Commonwealth Transportation Board and its staff from the Office of Intermodal Planning and Investment for scrutinizing past performance of SMART SCALE to advance the program motto, “funding the right transportation projects in Virginia.” We appreciate that the process must evolve and that consensus around changes will be difficult to achieve and we applaud the CTB and its staff for hearing concerns from local governments regarding the proposed application cap and adjusting accordingly.

We encourage the CTB and its staff to afford heightened consideration to projects developed through regional consensus to address regional goals and to yield efficiencies that Secretary Shep Miller seeks. More specifically, we offer two points of feedback that will both enhance the SMART SCALE program and improve its consistency with applicable law.

First, the opening paragraphs of HB2 provide that “the Commonwealth Transportation Board shall develop, in accordance with federal transportation requirements, and in cooperation with metropolitan planning organizations... a statewide prioritization process for the use of funds allocated pursuant to the §§ 33.2-358, 33.2-370 (High-Priority Project Program), and 33.2-371 (District Grant Program) or apportioned pursuant to 23 U.S.C. § 104.”

The federal Infrastructure Investment and Jobs Act of 2021 mirrors HB2’s language requiring inclusion of MPOs in such processes in Subsection 11109.(a)(3): “Local Consultation.” MPO involvement might help SMART SCALE’s Land Use scoring methodology to better align with local priorities and desired outcomes. Land-use planning is the exclusive purview of local governments in Virginia.

Second, Virginia Code defines High-Priority Project eligibility in § 33.2-370. Extralegal limitations on the definition of High-Priority Projects are both unnecessary and unnecessarily restrictive. We request that the CTB observe regionally significant projects as determined by regional and metropolitan planning organizations like the CVTPO. Please dismiss any prescriptive list of High-Priority Project types.

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



The CVTPO thanks the CTB for its consideration of this input. You may direct follow-up inquiries to our secretary, Alec Brebner at [alec.brebner@cypdc.org](mailto:alec.brebner@cypdc.org) or 434-845-3491.

Sincerely,

---

Frank Rogers, Chair, CVTPO

Wynter Benda  
Lynchburg City Manager

Jeremy Bryant, Vice-Chair  
Amherst County Administrator

Kenny Craig  
Liberty University (non-voting member)

Robert Hiss  
Bedford County Administrator

Sara McGuffin  
Amherst Town Manager

Marty Misjuns  
Lynchburg City Council

Josh Moore  
GLTC (non-voting member)

Frank Rogers, Chair  
Campbell County Administrator

John Sharp  
Bedford County Board of Supervisors

Dwayne Tuggle  
Amherst Town Council


Drew Wade  
Amherst County Board of Supervisors

Charlie Watts  
Campbell County Board of Supervisors

Chris Winstead  
VDOT Lynchburg Administrator

# Welcome

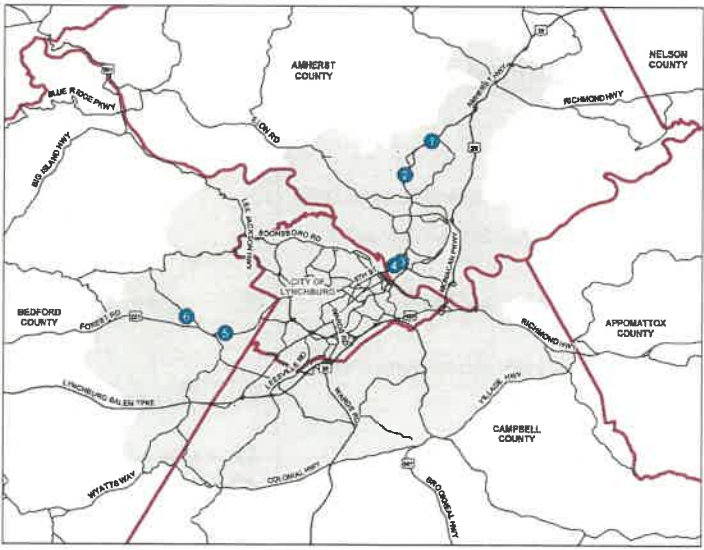
CVTPO  
INTERSECTION SAFETY  
STUDY  
STEERING WORK GROUP  
OCTOBER 31, 2023



1

## Agenda

- Introductions
- Project Scope and Purpose
- Study Intersections
- Data and Analysis to Date
- Information Needed
- Next Steps/Schedule



2



# Project Scope and Purpose

VDOT funded project, administered by the CVTPO

Intersections identified by localities

Safety improvements and traffic conditions (2023 and 2045) to be evaluated

CVTPO INTERSECTION SAFETY STUDY

3

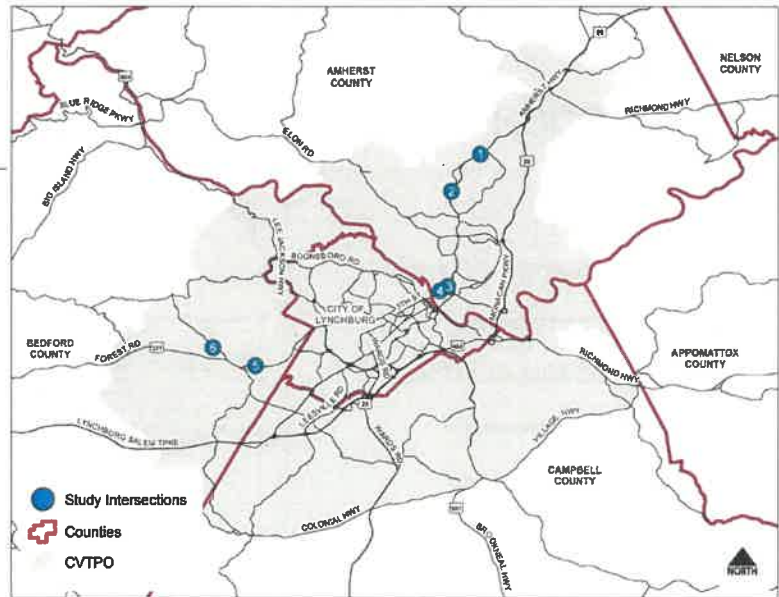
## Study Intersections

### Amherst County

1. Amherst Highway (BUS 29) and Sprouse Drive
2. Amherst Highway (BUS 29) and Rothwood Road (657)
3. Amherst Highway (163) and Old Town Connector (210)
4. Amherst Highway (163) and Merrymoor Drive (1059)

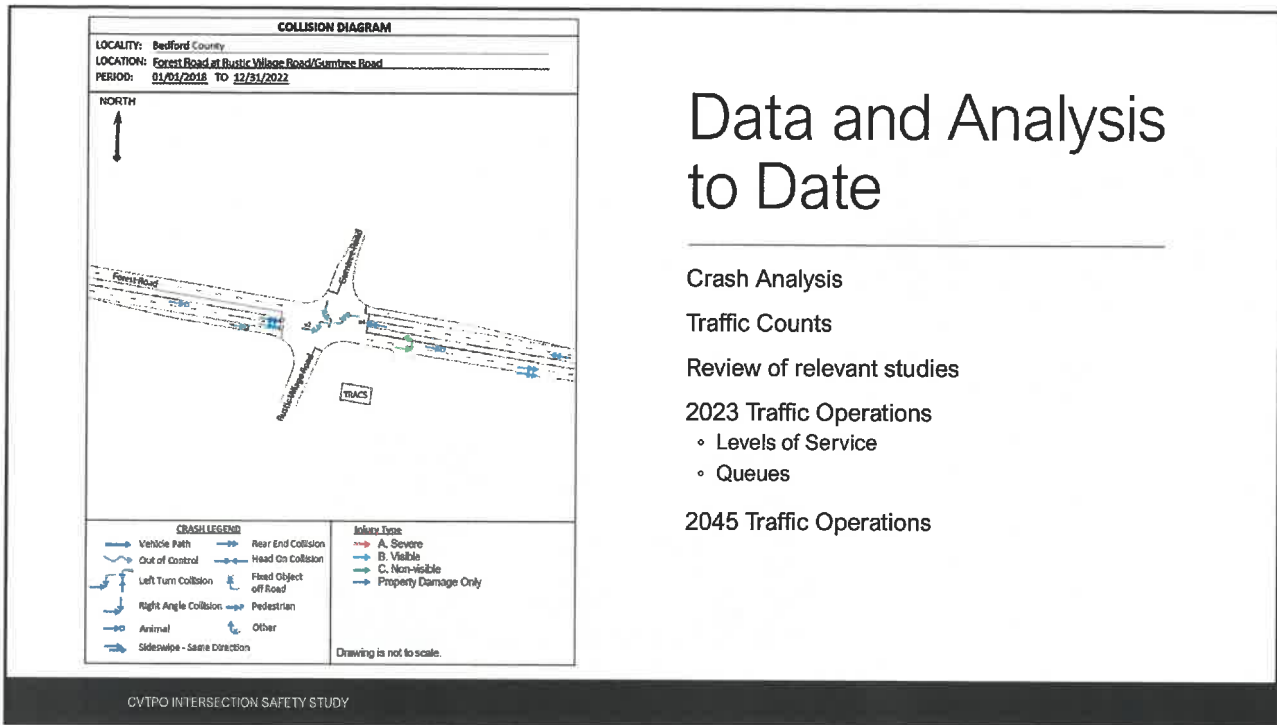
### Bedford County

5. Forest Road (221) and Rustic Village Road/Gumtree Road (609)
6. Perrowville Road (663) and Mays Mill Road (622)

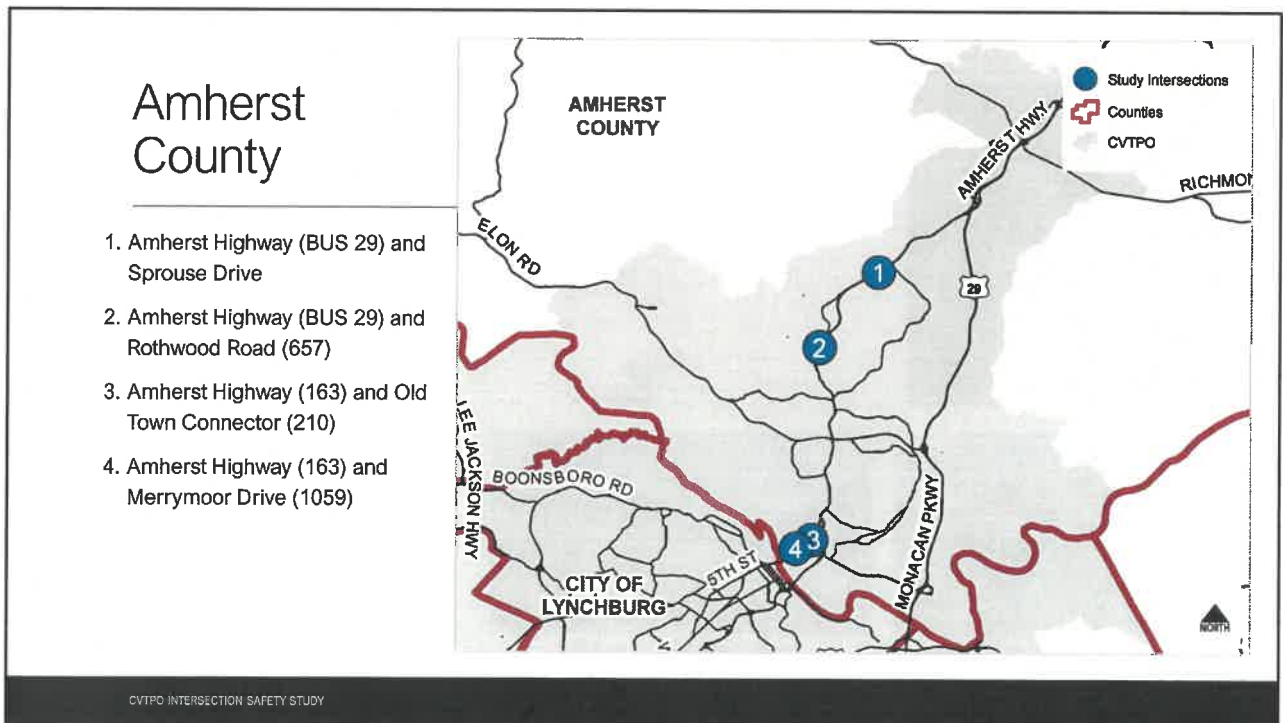


CVTPO INTERSECTION SAFETY STUDY

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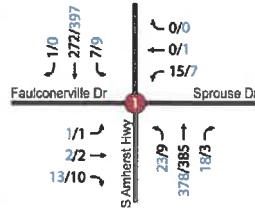


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6

### Amherst Highway (BUS 29) and Sprouse Drive



Peak Hour Volumes  
AM (7:00-8:00)/PM (5:00-6:00)



Southbound approaching Sprouse Drive

**Concerns**

- Angle collisions
- No pavement markings in median
- No stop bars

**Other Studies or Projects?**

CVTPO INTERSECTION SAFETY STUDY

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### Amherst Highway (BUS 29) and Rothwood Road (657)



Looking north at southbound lanes from median

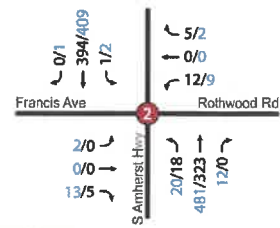


Southbound approaching Rothwood Road

**Concerns**

- Angle collisions
- Sight distance
  - Looking north from Francis Avenue approximately 550 feet
  - Looking north from median approximately 520 feet
  - Stopping sight distance 495 feet
  - Intersection sight distance 650 feet
  - Looking south from Rothwood Road must pull all the way up
- Minimal pavement markings in median
- No stop bars

**Other Studies or Projects?**

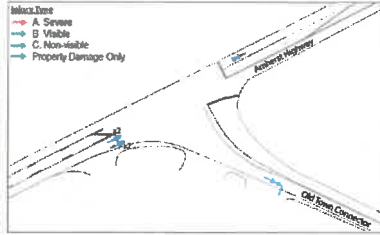


Peak Hour Volumes  
AM (7:15-8:15)/PM (4:45-5:45)

CVTPO INTERSECTION SAFETY STUDY

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### Amherst Highway (163) and Old Town Connector (210)



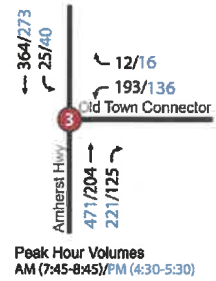
- Questions/Concerns**
- Signal warning sign placement?
  - Significant truck traffic
- Other Studies or Projects?**



Westbound approaching Amherst Highway



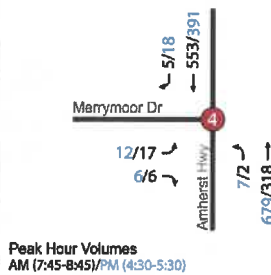
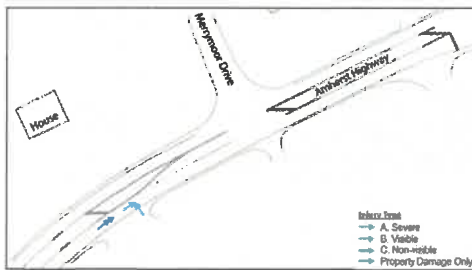
Southbound approaching Old Town Connector



CVTPO INTERSECTION SAFETY STUDY

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### Amherst Highway (163) and Merrymoor Drive (1059)



- Questions/Concerns**
- Background – locality concern?
  - No stop bar
  - Old Town Connector queues extend through intersection PM peak

**Other Studies or Projects?**



Northbound approaching Merrymoor Drive



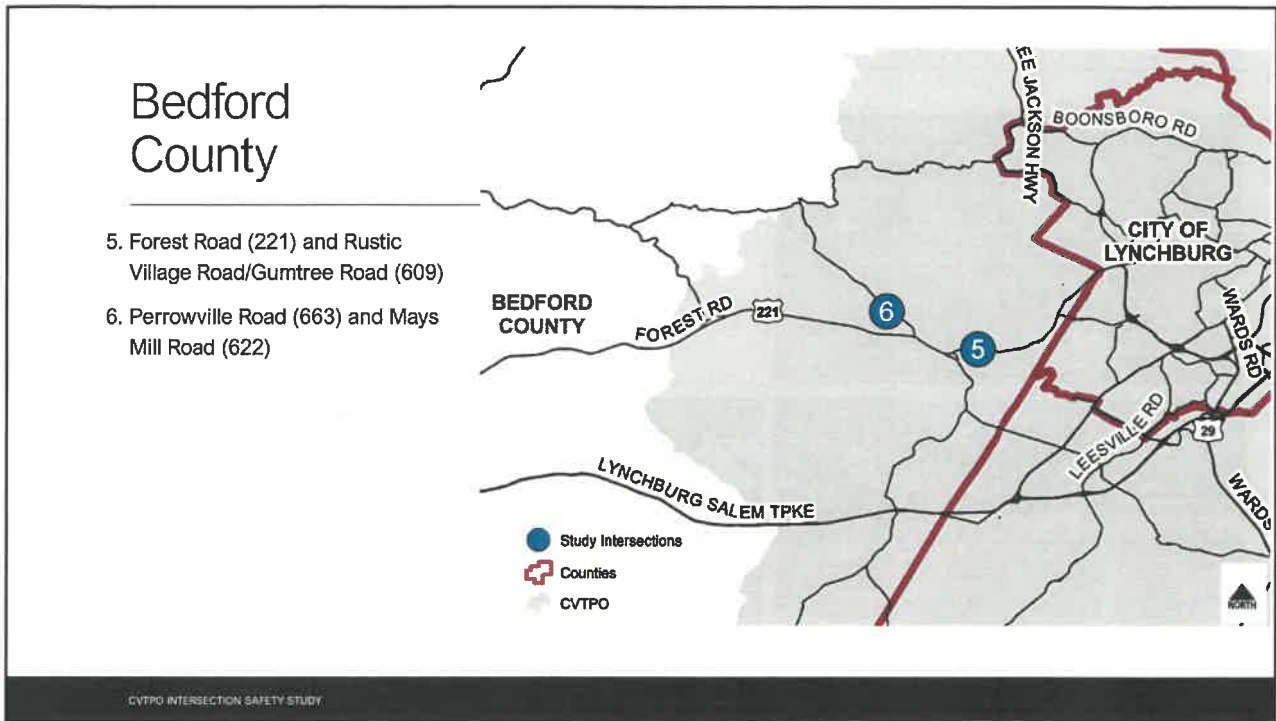
Eastbound approaching Amherst Highway



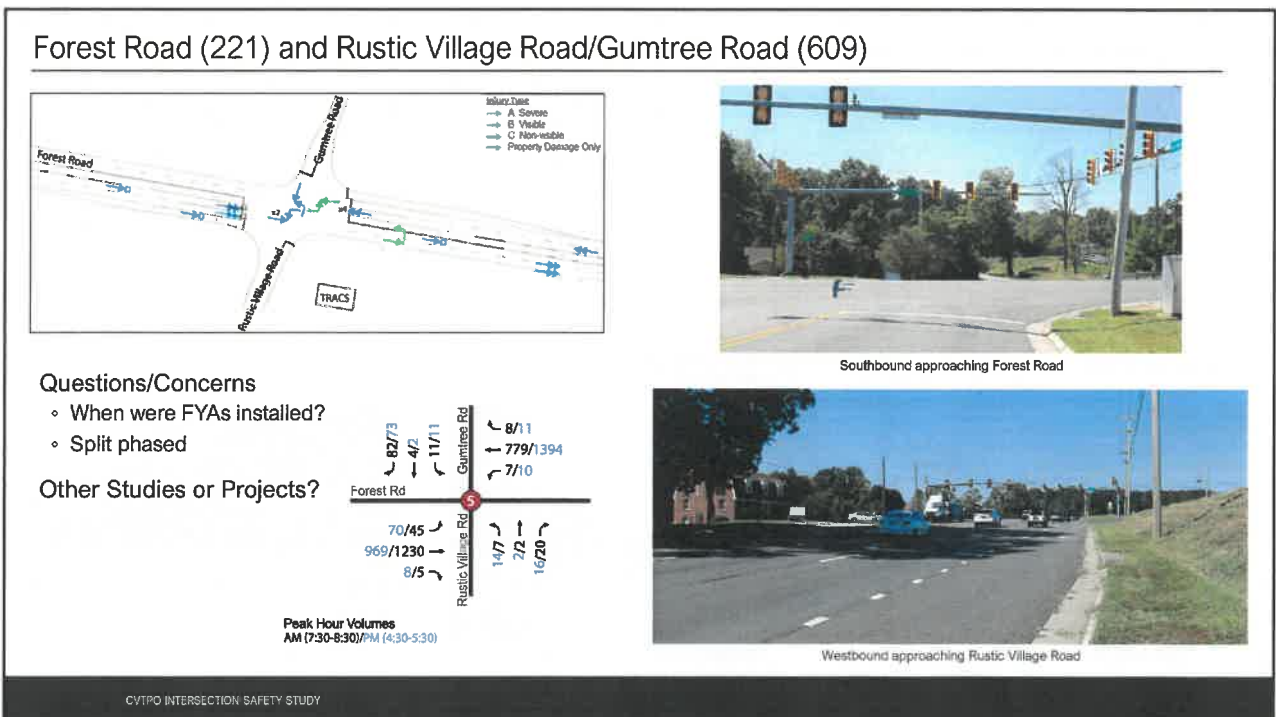
Northbound approaching Old Town Connector

CVTPO INTERSECTION SAFETY STUDY

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## Perrowville Road (663) and Mays Mill Road (622)



Northbound approaching Perrowville Road

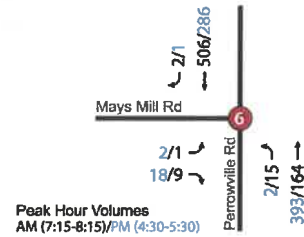


Westbound approaching Mays Mill Road

### Questions/Concerns

- Background?
- No crashes in last 5 years

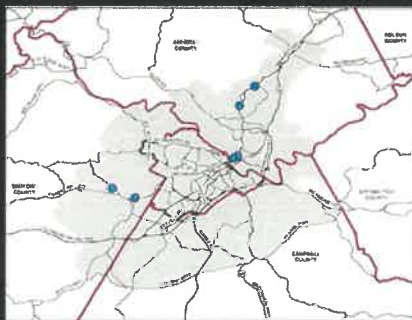
### Other Studies or Projects?



CVTPO INTERSECTION SAFETY STUDY

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## Next Steps and Schedule



### Identify and Analyze Mitigation Measures

Present Improvement Concepts to SWG: Late November

- Look for Doodle Poll

Revise concepts as needed

Present Final Concepts to SWG: Early February

Present Concepts to Amherst and Bedford County Boards of Supervisors if requested

Prepare Final Report

CVTPO INTERSECTION SAFETY STUDY

14



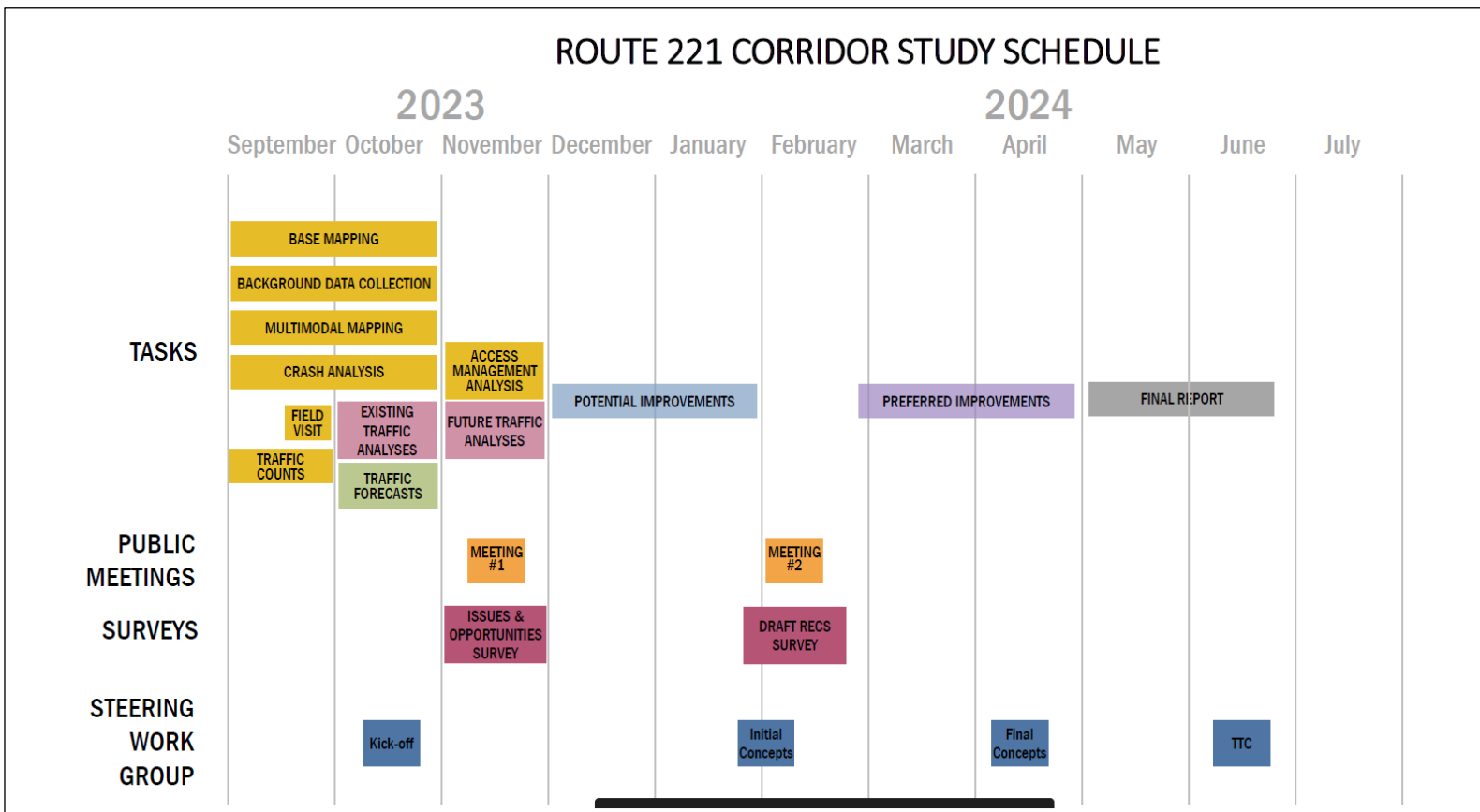
# Discussion

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CVTPO INTERSECTION SAFETY STUDY

CVTPO Route 221 Study Schedule

EPR, Inc. will lead a Route 221 (Forest Road), between Perrowville Road and Graves Mill Road study. The study will focus on three specific areas: Perrowville to Thomas Jefferson, Ambassador to Cloverhill, and Enterprise to Graves Mill. The following is the study schedule.



## Federal Disadvantaged Community Evaluation Tools & CVPDC Area Eligibility Data

As a component of the Inflation Reduction Act, Bipartisan Infrastructure Law and the American Rescue Plan the Federal Government has made a commitment, called **Justice40 Initiative**, to invest 40% of overall funding in certain investments to communities that traditionally seen underinvestment or disadvantaged communities.

A number of Federal Agency tools have been developed to assist in evaluating if an area, based on Justice40 Initiative, is considered a Disadvantaged community. This document provides information on a few of the tools and detailed information for CVPDC areas.

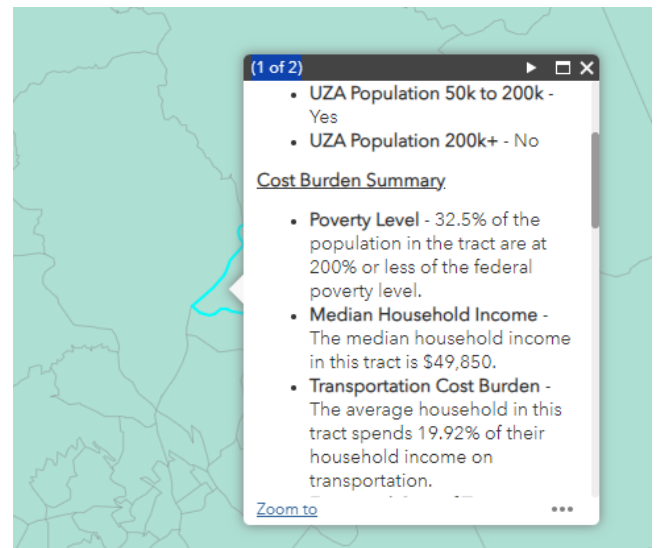
### 1) US DOT Equitable Transportation Community (ETC) Explorer

Info:

<https://www.transportation.gov/grants/dot-navigator/usdot-equitable-transportation-community-etc-explorer-user-guide>

Tool: <https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/Homepage/>

- Interactive web tool using 2020 census tract data to present cumulative burdened communities as result of transportation underinvestment in five areas:
  - transportation insecurity
  - environmental burden
  - social vulnerability
  - climate and disaster risk burden
  - health vulnerability
- This tool meant to complement the CEJEST Tool (#2).
- Information available at compare local information on National and State comparable tracts across five disadvantaged components and forty indicators.
- Includes Transportation Insecurity Analysis Tool  
Provides detailed demographic, economic, transportation burdened details for determined evaluation area.
- Quick, valuable tool for detailed EJ factors in grant/program applications.



Attachments 1 & 2 presents the CVPDC State and National ETC Explorer areas respectively. The ETC folder provides the corresponding ETC Explorer tool data.

## 2) Climate & Economic Justice Screen Tool (CEJEST)

<https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5>

- Developed by the Council on Environmental Quality (CEQ) to develop a tool that uses data sets as indicators in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development, to identify communities with burdens in these areas.
- The tool can be used to help identify disadvantaged communities who may benefit from Justice\$) Initiative programs where benefit investment is related to climate, clean energy, and related areas of disadvantaged communities.
- A mapping and data tool, at the census tract level, that highlights tracts that are overburdened or underserved are presented as disadvantaged.
- The tool ranks most burdens as percentiles, comparing tracts to other areas. The tool uses thresholds to determine disadvantaged status. The methodology and description of the eight rated categories is here: <https://screeningtool.geoplatform.gov/en/methodology>.

Attachment 3 presents the CVPDC area results from the CEJEST Tool. The full CJEST information is provided in the CEJEST folder.

## 3) Areas of Persistent Poverty – RAISE Persistent Poverty Tool

<https://maps.dot.gov/BTS/GrantProjectLocationVerification/>

<https://www.transportation.gov/RAISEgrants/raise-app-hdc>

- A mapping tool that presents the areas that are defined as an “Area of Persistent Poverty” per the Bipartisan Infrastructure Law definition.
- The tool allows users to define the project area, down to census tract. USDOT also has a published table to aid in identifying the persistent poverty areas.
- It is important to return to this site for mapping/data updates as the tool is updated according to updated data.

Attachment 4 provides the current CVPDC Areas of Persistent Poverty, per the RAISE tool.

NOTE: It was this tool that was used and included in the successful U.S. DOT Safe Streets and Roads for All (SS4A) Planning Grant \$270,000 award.

## 4) EJScreen: Environmental Justice Screening and Mapping Tool

<https://www.epa.gov/ejscreen/what-ejscreen>

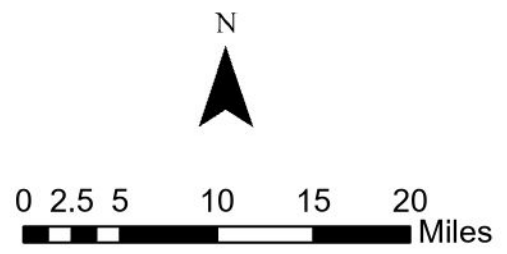
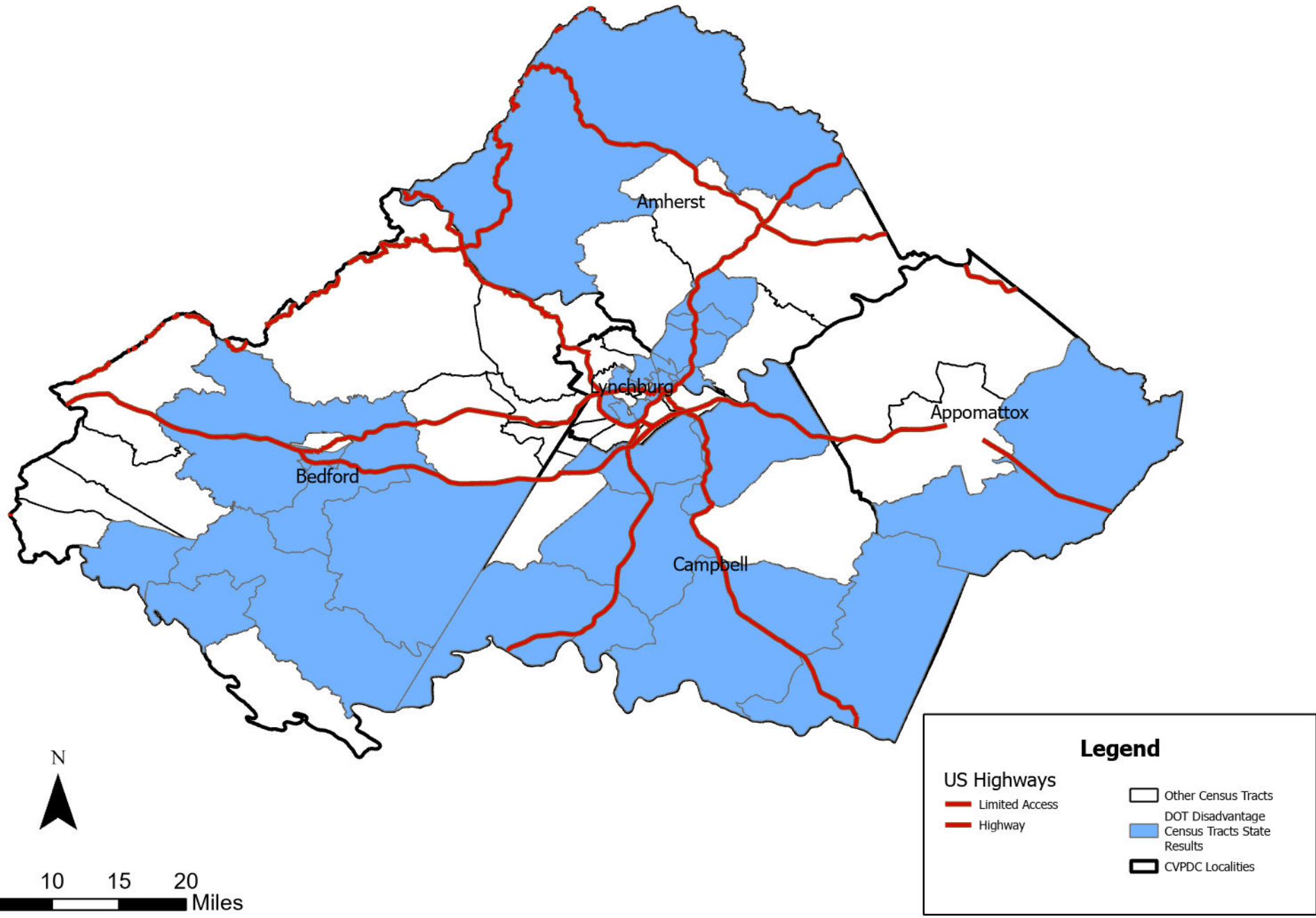
- EJScreen is a mapping and screening tool that combines/provides general environmental and demographic indicators in map and report format. Developed for EPA the tool provides preliminary data in considering an areas likelihood for disadvantaged eligibility; serves a quick first review tool.

- EJScreen is not used to identify or label an area as an “EJ community”. Rather the tool – map and general data – serve as a starting point for disadvantaged community status. Thus, EJScreen data will not serve as the sole source for federal disadvantaged community eligibility.
- There are data limitations from EJScreen and use considerations that should be considered: Learn more here about the [Purpose and Use of EJScreen](#) and [Limitations and Caveats](#).

Attachment 5 presents the EJScreen Community Profile information for the Lynchburg MSA area. The EJScreen folder includes a Community Report for Lynchburg, and Amherst, Appomattox, Bedford and Campbell counties.

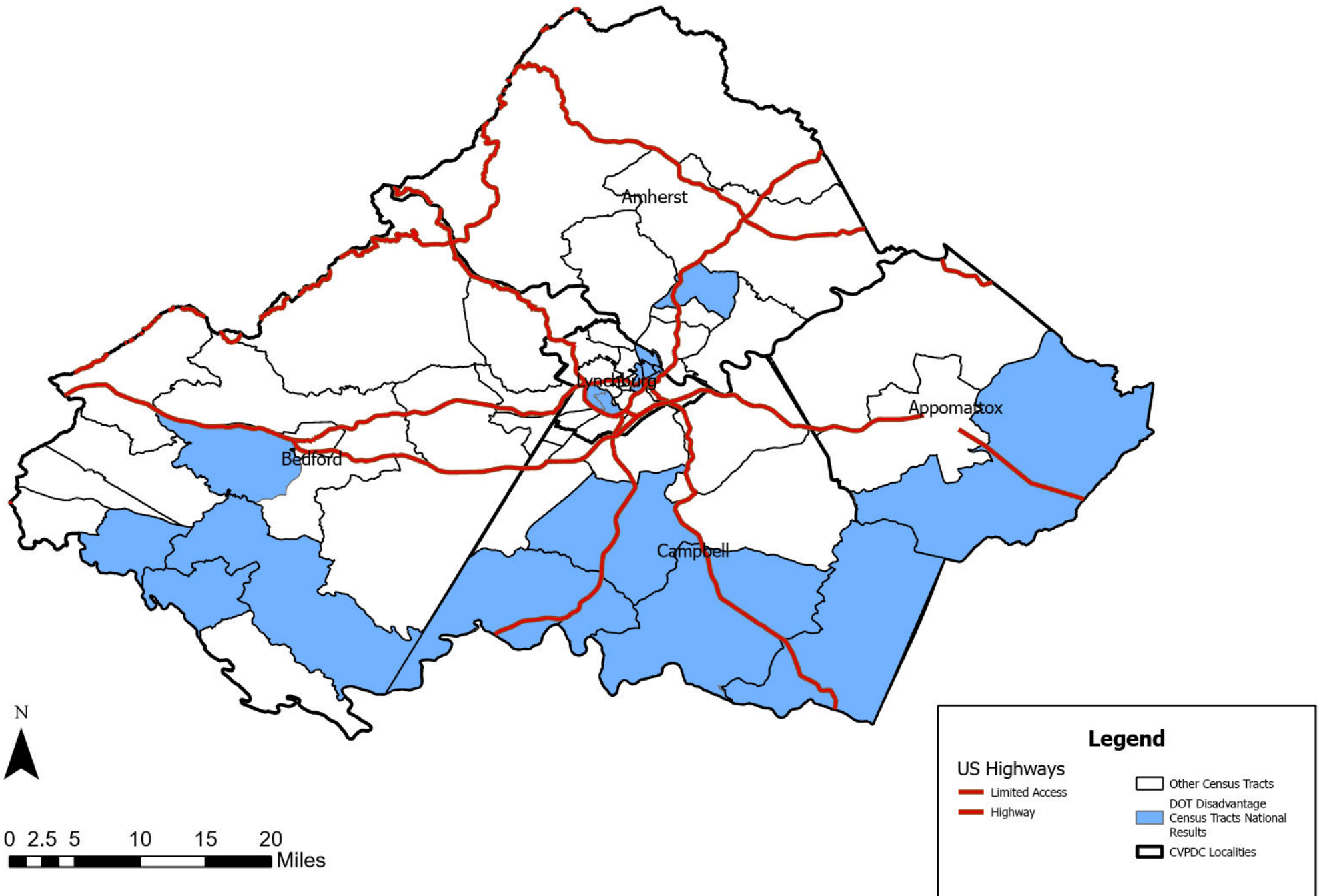
# CVPDC Disadvantaged Census Tracts

## USDOT Equitable Transportation Community (ETC) Explorer - State Results



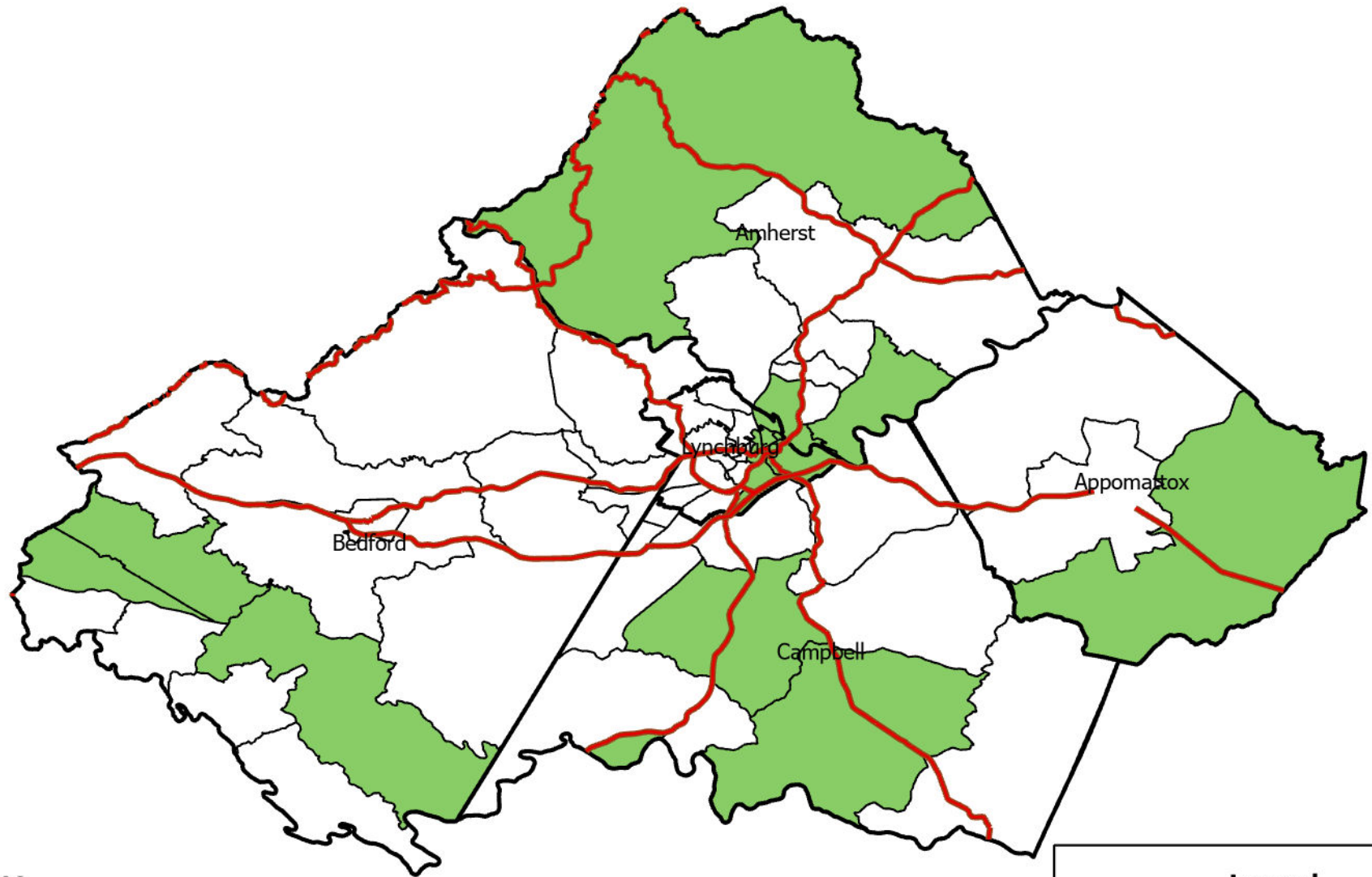
# CVPDC Disadvantaged Census Tracts

## USDOT Equitable Transportation Community (ETC) Explorer - National Results



# CVPDC Disadvantaged Census Tracts

## Climate and Economic Justice Screening Tool (CEJST)



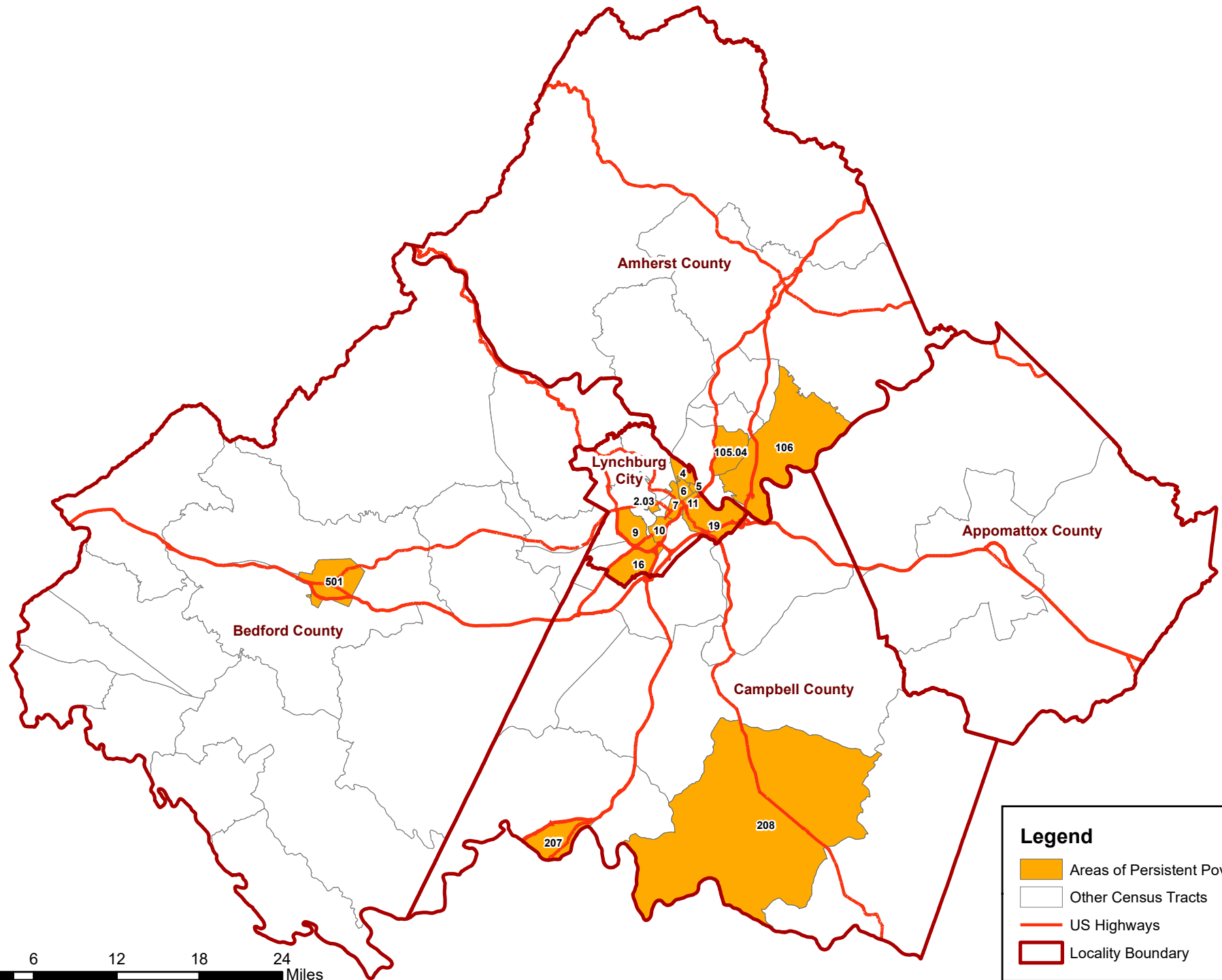
0 2.5 5 10 15 20 Miles

**Legend**

US Highways Limited Access	CVPDC Localities
Highway	Other Census Tracts
	Census Tracts Identified as Disadvantaged by CEJST



# Central Virginia PDC Areas of Persistent Poverty Census Tracts



0 3 6 12 18 24 Miles

**Legend**

- Areas of Persistent Poverty Tracts
- Other Census Tracts
- US Highways
- Locality Boundary

Central Virginia PDC Areas of Persistent Poverty (APP) Census Tracts  
 (Source: U.S. Census' Geocoder Tool)

State	Locality	C. Census Tract	Area of Persistent Poverty	Historically Disadvantaged	Transportation Disadvantage	Health Disadvantage	Economy Disadvantage	Equity Disadvantage	Resilience Disadvantage	Environmental Disadvantage
VA	Lynchburg city	Census Tract 10	3,405	0	0	0	1	0	0	1
VA	Lynchburg city	Census Tract 11	1,981	0	0	1	1	0	0	1
VA	Lynchburg city	Census Tract 16	8,608	0	1	0	1	0	0	0
VA	Lynchburg city	Census Tract 19	4,748	0	0	1	1	0	0	0
VA	Lynchburg city	Census Tract 2.03	2,106	0	0	0	1	0	0	0
VA	Lynchburg city	Census Tract 4	2,959	0	0	1	1	0	0	0
VA	Lynchburg city	Census Tract 5	597	0	0	1	1	0	0	0
VA	Lynchburg city	Census Tract 6	3,552	0	0	1	1	0	0	0
VA	Lynchburg city	Census Tract 7	3,689	0	0	1	1	0	0	0
VA	Lynchburg city	Census Tract 9	7,135	0	0	1	1	1	0	0
VA	Amherst County	Census Tract 105.04	4,029	0	0	1	1	0	0	0
VA	Amherst County	Census Tract 106	3,298	0	1	1	1	0	0	0
VA	Bedford County	Census Tract 501	6,449	0	1	1	1	0	0	0
VA	Campbell County	Census Tract 207	3,442	0	1	1	1	0	0	0
VA	Campbell County	Census Tract 208	3,229	0	1	1	1	0	0	0
<b>TOTAL APP Population</b>			<b>59,227</b>							

# EJScreen Community Report

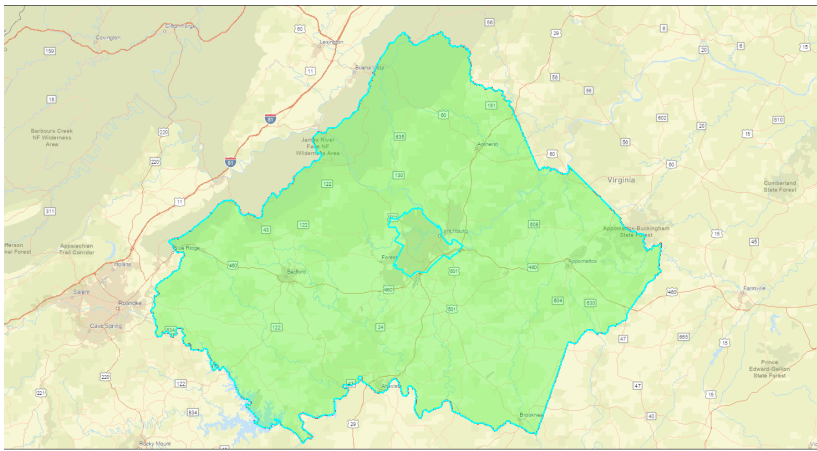
This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

County: Bedford, Campbell, Appomattox, Amherst, Lynchburg city

## Lynchburg city, VA

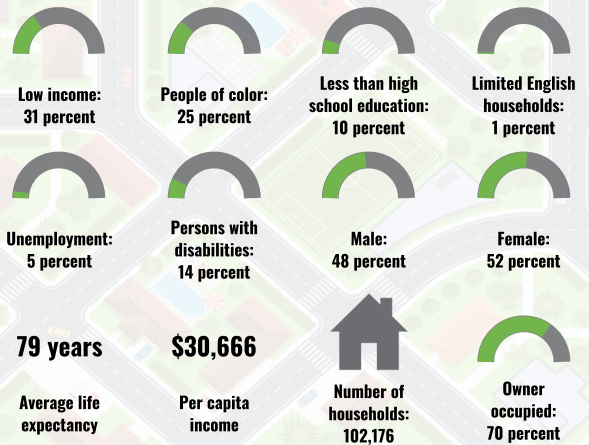
Population: 261,232

Area in square miles: 2146.90

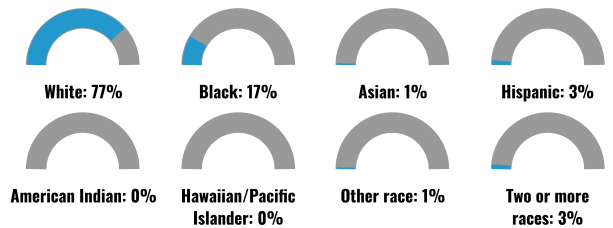


Jan 10, 2023  
Lynchburg MSA  
1:577,791  
0 5 10 20 mi  
0 5 10 20 km  
USGS, Esri, HERE, Garmin, SwireOpen, FAO, METUNASA, USGS, EPA, NPS

### COMMUNITY INFORMATION



### BREAKDOWN BY RACE



### BREAKDOWN BY AGE



### LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

### LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	95%
Spanish	2%
Other Indo-European	1%
Total Non-English	5%

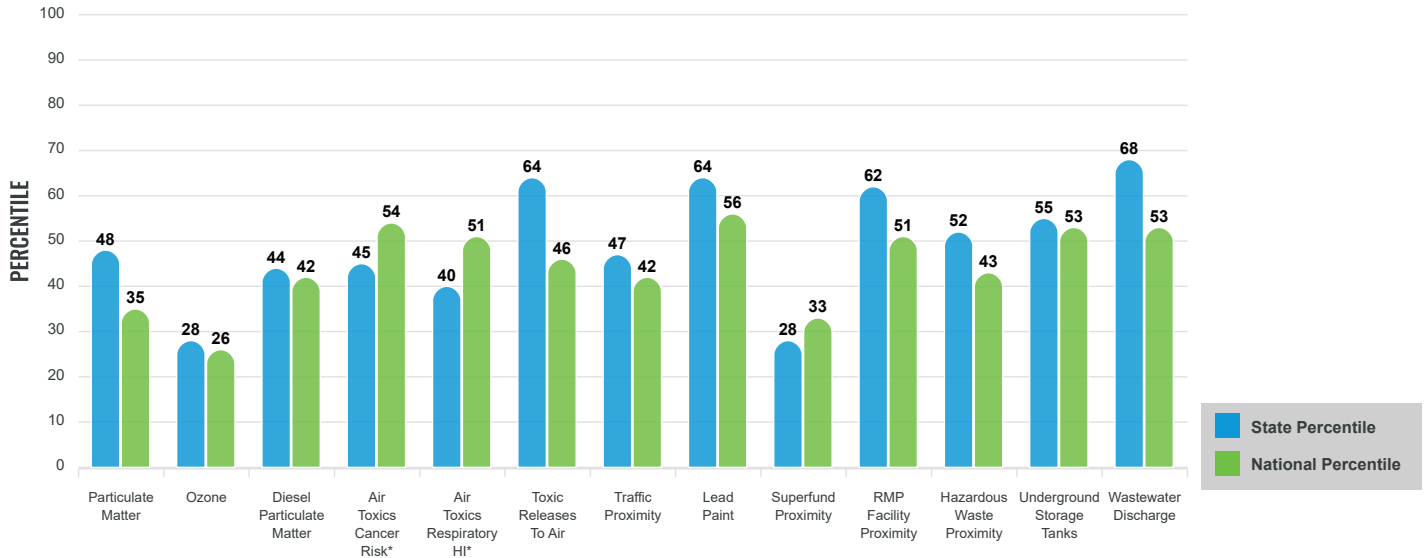
# Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

## EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

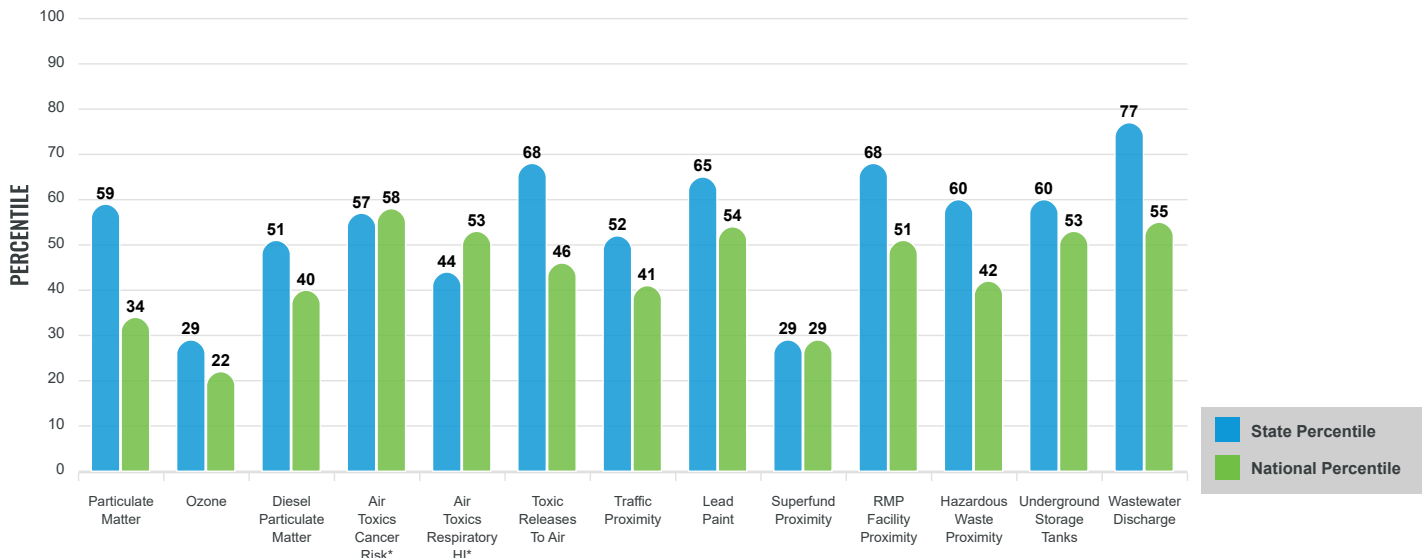
### EJ INDEXES FOR THE SELECTED LOCATION



## SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

### SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for County: Bedford, Campbell, Appomattox, Amherst, Lynchburg city

# EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
<b>POLLUTION AND SOURCES</b>					
Particulate Matter ( $\mu\text{g}/\text{m}^3$ )	7.27	7.53	44	8.08	26
Ozone (ppb)	57	59.1	20	61.6	18
Diesel Particulate Matter ( $\mu\text{g}/\text{m}^3$ )	0.143	0.209	30	0.261	29
Air Toxics Cancer Risk* (lifetime risk per million)	29	31	0	28	3
Air Toxics Respiratory HI*	0.3	0.33	0	0.31	4
Toxic Releases to Air	350	4,300	63	4,600	40
Traffic Proximity (daily traffic count/distance to road)	47	150	44	210	39
Lead Paint (% Pre-1960 Housing)	0.24	0.22	63	0.3	52
Superfund Proximity (site count/km distance)	0.026	0.11	20	0.13	24
RMP Facility Proximity (facility count/km distance)	0.2	0.21	75	0.43	57
Hazardous Waste Proximity (facility count/km distance)	0.28	0.61	60	1.9	42
Underground Storage Tanks (count/km <sup>2</sup> )	1.1	1.9	52	3.9	48
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.022	7.2	90	22	73
<b>SOCIOECONOMIC INDICATORS</b>					
Demographic Index	28%	31%	49	35%	47
Supplemental Demographic Index	13%	12%	62	14%	53
People of Color	25%	38%	38	39%	44
Low Income	31%	25%	66	31%	56
Unemployment Rate	5%	5%	62	6%	55
Limited English Speaking Households	1%	2%	65	5%	58
Less Than High School Education	10%	10%	61	12%	57
Under Age 5	5%	6%	54	6%	54
Over Age 64	19%	17%	63	17%	63
Low Life Expectancy	19%	20%	43	20%	44

\*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

## Sites reporting to EPA within defined area:

Superfund .....	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities .....	9
Water Dischargers .....	243
Air Pollution .....	383
Brownfields .....	31
Toxic Release Inventory .....	73

## Other community features within defined area:

Schools .....	73
Hospitals .....	7
Places of Worship .....	433

## Other environmental data:

Air Non-attainment .....	No
Impaired Waters .....	Yes

Selected location contains American Indian Reservation Lands* .....	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community .....	Yes
Selected location contains an EPA IRA disadvantaged community .....	Yes

Report for County: Bedford, Campbell, Appomattox, Amherst, Lynchburg city

# EJScreen Environmental and Socioeconomic Indicators Data

## HEALTH INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	19%	20%	43	20%	44
Heart Disease	6.4	5.5	65	6.1	56
Asthma	10	9.6	66	10	55
Cancer	6.8	6.1	62	6.1	64
Persons with Disabilities	13.6%	12.6%	60	13.4%	57

## CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	6%	9%	54	12%	47
Wildfire Risk	0%	2%	0	14%	0

## CRITICAL SERVICE GAPS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	17%	13%	69	14%	68
Lack of Health Insurance	8%	8%	55	9%	55
Housing Burden	Yes	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Footnotes

Report for County: Bedford, Campbell, Appomattox, Amherst, Lynchburg city