



Central Virginia Transportation Planning Organization

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

**Thursday, April 16, 2026; 4:30 p.m.**

Virtual Access: <https://us02web.zoom.us/j/81639527140?pwd=uVPVimAlMwzBDZ8nd0AuuUG6ij92Oa.1>

Meeting ID: 816 3952 7140; Passcode: 602896; Phone: 1 309 205 3325

## **Draft Agenda**

1. **Call to Order & Establishment of Quorum** ..... *John Sharp, Chair*  
Staff Report (*Attachment 1*)
2. **Approval of Minutes: January 15, 2026** (*Action Requested*) ..... *John Sharp, Chair*  
(*Attachment 2*)
3. **Proposed FY2024 – 2027 CVTIP Amendment** (*Public Hearing; Action Requested*)..... *John Sharp, Chair*  
(*Attachment 3a*) (*Attachment 3b*)
4. **Draft FY2027 Unified Planning Work Program (UPWP)** ..... *John Sharp, Chair*  
(*Attachment 4*)
5. **FTA/DRTP 5303 Program Application** (*Action Requested*) ..... *John Sharp, Chair*  
(*Attachment 5*)
6. **Draft FY2027 – 20230 CVTIP** ..... *Kelly Hitchcock, CVTPO*  
(*Attachment 6*)
7. **CVTPO Long Range Transportation Plan (LRTP)**..... *Kelly Hitchcock, CVTPO*
8. **FY26 Work Program Update** (*all items informational*) ..... *Kelly Hitchcock, CVTPO*
  - a. Lynchburg Multimodal Plan
  - b. US DOT Thriving Communities
  - c. GLTC Bus Stop Inventory and Facility Recommendation Plan
  - d. Timberlake GLTC Service Expansion Assessment
9. **Opportunity for Public Comment** ..... *John Sharp, Chair*
10. **Matters from the Board and/or Staff** ..... *John Sharp, Chair*
  - a. *State & Federal agency partner updates*
  - b. *Other*
11. **Adjourn** ..... *John Sharp, Chair*
12. **Informational Items**
  - a. CVTPO next meeting: May 21, 2026 Quorum Required



April 9, 2026 Meeting  
**Staff Report**

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

If needed, approval for Electronic Meeting member participation.

**2. Approval of Minutes: January 15, 2026 (Attachment 2)**

January 15, 2026 CVTPO meeting minutes provided for review and approval consideration.

Recommendation: Approval of Minutes.

**3. Proposed FY2024-2027 CVTIP Amendment (Public Hearing) Attachments 3a and 3b)**

**Item A. Public Hearing on proposed FY24-27 CVTIP Amendment (Attachment 2a)**

The Virginia Department of Transportation (VDOT) proposes the following CVTIP amendment to move funds from FY 25 and adding additional funds to FY26 in order to further project #113116- Rt 221/501 Intersection Improvement (Split Pairs).

MPO	Lynchburg					
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						
PROGRAM NOTE	TIP AMD - move \$1,096,140 (STP/STBG) from FFY25 to FFY26 & add an additl \$4,570,523, release \$1,694,174 (Other: State) FFY26 PE phase; move 720,149 (REVSH) from FFY25 to FFY26 & release \$277,509 RW phase; release \$32,244,450 (AC-Other) FFY25 CN phase					
ROUTE/STREET	ROUTE 501 (LYNCHBURG EXPRESSWAY) (0221)			TOTAL COST	\$96,722,437	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - STP/STBG	\$0	\$0	\$0	\$5,666,663	\$0
	Other	\$0	\$0	\$3,130,225	(\$1,694,174)	\$0
	<b>PE TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,130,225</b>	<b>\$3,972,489</b>	<b>\$0</b>
RW	Other	\$5,546,580	\$5,103,940	\$0	\$442,640	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

*Action:* Call for Public Hearing to receive public comment.

*Item B. Consideration for the CVTPO Resolution Amending the FY24-27 CVTIP*

The proposed amendments were available for public comment, March 16 to April 15, 2026.

No comments, as of April 9, 2026 have been received. A resolution is provided as Attachment 3b.

*Recommendation:* Staff recommends CVTPO FY2024 – 2027 Amendment Resolution adoption.

**4. Draft FY2027 Unified Planning Work Program (UPWP) (Attachment 4)**

The Draft FY2027 Unified Planning Work Program (UPWP) is provided for review/discussion. The UPWP serves as the guiding document that summarizes anticipated program and project initiatives to be executed by CVTPO staff and consultants, with program funding from the federal (FHWA and FTA), state (VDOT and DRPT) and local match, from July 1, 2026 to June 30, 2027. The draft document has been developed in coordination/consultation with program partners (localities, TTC, VDOT, DRPT) and this draft version has also been provided to FTA and FHWA for review/comments.

The Draft FY2027 UPWP is provided as *Attachment 4*. The following highlights some key points of the Draft document:

- The CVTPO FY27 UPWP Budget is presented in two format tables,

Section 1 – FHWA, VDOT, CVTPO Funded Activities (begins page \_\_)

- The FY27 FHWA/VDOT/CVTPO total budget is \$616,429.67. This budget incorporates the FY2027 \$327,496.29 allocation and FY2025 \$288,933.38 carryover.
- The primary project/focus of the FY27 will be the completion of the Long Range Transportation Plan (LRTP) – 2050 Update, being developed by the Timmons Group.
- The UPWP incorporates language and ability to assist in project development or study/planning initiatives, with CVTPO approval, with a noted \$36,000 allocated for consultant support. Additionally, there is within the budget an estimated \$108,429.67 carryover, or not program allocated funding that is available if a CVTPO approved use is identified.

Section II – FTA, VDRPT, CVTPO Funding Activities (begins page \_\_)

- The FY2027 FTA/DRPT/CVTPO total estimated budget is \$358,794.61. Funding includes three FTA/DRPT 5303 grants, including FY2027 \$161,600 allocation, FY2026 \$157,182.37, and the estimated \$40,012.24 FY25 funds.
- 4.02 General Development and Comprehensive Planning section includes execution of the GLTC Bus Stop Inventory/Facility Recommendation Plan, which will be developed by Kimley-Horn and includes a GIS data foundation partnership with Lynchburg City, and the continuation of the Timberlake GLTC Service Expansion Assessment, and completion of the USDOT Thriving Communities Project.
- Similarly to Section 1, the budget shows an anticipated \$78,795.56 in FTA/DRPT funding to carryover to FY2028.

Recommendation: Draft FY27 UPWP provided for review and comments. The final FY27 UPWP will be provided to the CVTPO for approval consideration at the May 21, 2026 meeting.

**5. FTA/DRPT 5303 Program Application – Approval Consideration (Attachment 5)**

FTA Section 5303 is the funding program by which CVTPO staff, and consultants where appropriate, execute projects and programs that support GLTC transit and multimodal programming within the transit-served areas of the CVTPO (e.g. Lynchburg Multimodal Plan). The submittal of an application to the DRPT/FTA 5303 program has been, and is recommended, a yearly activity and

provides essential CVTPO program funding. The yearly program application is due May 1, 2026, with funding to begin July 1, 2026. This funding corresponds to the FY27 FTA/DRPT \$161,600 presented in Tables 1 and Table 2 in the Draft FY2027 UPWP. It should be noted that the 5303 program is an eighteen (18) month grant cycle.

*Recommendation:* CVTPO adopt the Resolution (*Attachment 5*) that approves the FTA 5303 application submission and authorizes staff to prepare and execute the application and program agreement with DRPT.

#### **6. Draft FY2027 – 2030 CVTIP (*Attachment 6*)**

Staff have developed the FY 2027-2030 TIP under the guidance of our local, state and federal partners. VDOT and DRPT have had time to review and comment on this draft. A 30 day public comment period will begin on April 16 and will commence on May 15, 2026. A public hearing will be held at the CVTPO meeting on Thursday, May 21, 2026, after which the CVTPO Policy Board will consider the TIP for adoption.

The FY2027 – 2030 CVTIP development process and schedule has been guided by and in support of VDOT’s process and scheduling and informing the Statewide Transportation Improvement Program (STIP). Any questions or comments can be directed to Ada Hunsberger at [Ada.Hunsberger@cvpdc.org](mailto:Ada.Hunsberger@cvpdc.org)

*Recommendation:* No required action at this meeting. Be prepared for adoption consideration at the May 21, 2026 CVTPO meeting.

#### **7. CVTPO Long Range Transportation Plan (LRTP) (*informational*)**

Timmons Group are the consultants that are guiding the LRTP update. Over the last month, Timmons team have met with most of the localities obtaining information on primary concerns, key studies, etc. Additionally, Timmons team have been obtaining, reviewing, and analyzing GIS data. Thomas Ruff, Senior Project Manager – Transportation Planning, Analysis, and Design, will provide a LRTP presentation to the CVTPO.

#### **8. FY26 Work Program Update**

##### **a. Lynchburg Multimodal Plan**

The Lynchburg City plan to advance short and long-term connected pedestrian, transit and bicycle facilities draft plan is complete and being reviewed. The Draft Plan will be made public in May. Timmons will be presenting the project – From Analysis to Action: A Data Driven Multimodal Strategy for Lynchburg’s Future at the 2026 APA Virginia Conference.

##### **b. US DOT Thriving Communities**

The 12<sup>th</sup> Street Neighborhood Connection project to advance transit-oriented development and pedestrian revitalization is nearing completion. The project Road Map is being presented to City for review and final actions in closing out the project will take place over the summer.

##### **c. GLTC Bus Stop Inventory and Facility Recommendation Plan**

This project is now going to be executed through a contact with Kimley-Horn. A component of this will be a more robust GIS-based facility/resource mapping and recommendation plan.

##### **d. Timberlake GLTC Service Expansion Assessment**

Ada Hunsberger is leading this project effort and has developed Draft business and employee

surveys. Currently coordinating with Campbell County staff on the schedule and process to advance outreach/coordination with Timberlake businesses and housing complexes.

**9. Opportunity for Public Comment**

The CVTPO meetings are open to the public. At this time any public participant is provided an opportunity to address the CVTPO. Public comment is limited to three (3) minutes per individual.

**10. Matters from the Board and/or Staff (*all items informational*)**

a. State, Federal, Local agency partner updates

A time for VDOT, DRPT, FHWA, FTA, GLTC partners to share program information.

b. Other

Open discussion opportunity.

**11. Adjourn**

**Informational Item**

The next CVTPO meeting will be May 21, 2026 at 4:00 p.m. A Quorum will be needed to advance adoption consideration actions.



**Central Virginia Transportation Planning Organization**  
**January 15, 2026, 4:00 p.m. Meeting**  
CVPDC Office, 828 Main St., 12<sup>th</sup> Floor, Lynchburg, VA

**Draft MINUTES**

**MEMBERS PRESENT**

Wynter Benda ..... City of Lynchburg  
Jeremy Bryant ..... Amherst County  
Robert Hiss ..... Bedford County  
Tom Lawton ..... Campbell County  
Martin Misjuns (virtual) ..... Lynchburg City Council  
Josh Moore ..... Greater Lynchburg Transit Company  
John Sharp, Chair ..... Bedford County  
Dwayne Tuggle, Vice-Chair ..... Town of Amherst  
Chris Winstead ..... VDOT – Lynchburg District

**MEMBERS ABSENT**

Chris Adams ..... Amherst County  
Kenny Craig ..... Liberty University  
Sara McGuffin ..... Town of Amherst  
Frank Rogers ..... Campbell County  
Evan Tuten ..... Virginia Department of Rail & Public Transit

**OTHERS PRESENT**

Alec Brebner ..... CVPDC/CVTPO  
Chris Chittum ..... Short Elliott Hendrickson  
Carson Eckhardt (virtual) ..... VDOT – Lynchburg District  
Kelly Hitchcock ..... CVPDC/CVTPO  
Hannah Mitchell ..... CVPDC

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

John Sharp, Chair, called the meeting to order at 4:00 p.m. and confirmed a meeting quorum. Sharp entertained a motion to allow for virtual member participation.

**MOTION:** Robert Hiss moved to approve electronic participation. Chris Winstead seconded the motion. The motion passed unanimously.

Sharp entertained a motion to amend agenda item #6 to include both Amherst County and the City of Lynchburg’s BUILD applications.

**MOTION:** Jeremy Bryant moved to amend agenda item #6 to include the Amherst County USDOT BUILD application and the City of Lynchburg USDOT BUILD application. Wynter Benda seconded the motion. The motion passed unanimously.

**2. Approval of Minutes: November 20, 2025**

Sharp entertained a motion to approve the minutes.

**MOTION:** Robert Hiss moved to approve the November 20, 2025, minutes as presented. Wynter Benda seconded the motion. The motion passed unanimously.

**3. Federal Surface Transportation Reauthorization**

Alec Brebner reported on the upcoming Federal Service Transportation Reauthorization, which will determine available transportation funding. Many expect funding to decrease under the current administration. Early information could be released in February, but it will take considerably longer to understand the regional-level effects. More information is available on the AMPO website, with resources about legislative priorities and lobbying.

**4. CVTPO Long Range Transportation Plan (LRTP)**

Hitchcock reported entering into an agreement with Timmons Group to advance the development of the plan and the constrained list. Timmons Group also worked on the Lynchburg Multimodal Plan and will integrate similar GIS methodologies. She promised additional details about the schedule, public opportunities for participation, and targeted communication as the process moves forward.

**5. FY25 Work Program Update**

**a. Lynchburg Multimodal Plan**

Hitchcock reported working with the City of Lynchburg and GLTC to develop a draft network for priority corridors. Timmons Group is developing a draft document for review by the steering committee, staff, and the public in late February and March.

**b. US DOT Thriving Communities**

Hitchcock reported on this project, led in partnership with the City of Lynchburg and GLTC. She noted that the updated scope for this \$50,000 award was approved by USDOT. Timmons Group will develop a detailed engineering and design plan for 12<sup>th</sup> Street's pedestrian facilities integration.

**c. GLTC Bus Stop Inventory and Facility Recommendation Plan**

Hitchcock explained that Bruce Vlk will no longer lead this project, as he moved to a new position. The plan is moving forward with consultant Kimley Horn.

**d. Timberlake GLTC Service Expansion Assessment**

Hitchcock reported that this project is slowly moving in partnership with Campbell County. Upon questioning about the timeline, Hitchcock reported that the project will likely move into the next fiscal year, but that this is acceptable within the 15-month DRPT 5303 grant cycle.

**6. Amherst County USDOT BUILD Application and City of Lynchburg USDOT BUILD Application**

Hitchcock reported that Amherst County is applying for a planning grant through the USDOT BUILD program for sidewalks along Route 29 Business and Route 163. The City of Lynchburg is applying for funding to improve the US 501 / US 221 intersection. Both projects are within the region's high-injury network identified in the Central Virginia Safety Action Plan, adopted by the board on November 20, 2025.

**MOTION:** Dwayne Tuggle moved to adopt a resolution of support for Amherst County's USDOT BUILD application and a resolution of support for the City of Lynchburg's USDOT BUILD application. Wynter Benda seconded the motion. The motion passed unanimously.

**7. Draft Title VI Implementation Plan and Draft Public Participation Plan**

Hitchcock explained that these documents are required for entities receiving public funds to display intentionality in public participation and nondiscrimination. The documents are being minimally updated to reflect changes in federal language. Staff is working with VDOT partners, DRPT, Federal Highway, and Federal Transit to confirm sufficient changes before presenting the final draft to the board in March for adoption in May.

**8. Opportunity for Public Comment**

Sharp opened the public comment period. With no comments, Sharp closed the public comment period.

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

**a. State & Federal agency partner updates**

Chris Winstead reported that Abigail Spanberger would be sworn in as Governor during the week. Nick Donahue was identified as Virginia's Secretary of Transportation. Donahue previously served with other administrations and was heavily involved in the development of SMART SCALE. Spanberger identified Steven Britch as the Commissioner of the VDOT. This will be the first time in decades that the VDOT Commissioner has remained for three administrations. Winstead noted that he does not expect major changes but will keep the board informed.

**b. Other**

Robert Hiss reported that Bedford County began its first STARS study with VDOT. The year-long study will research intersections and improvements on Enterprise Drive. The project resulted in part from the 221 Corridor Study completed by the CVTPO in partnership with VDOT.

Hitchcock noted that the board may meet more frequently while developing the Long-Range Transportation Plan. It is important for localities to attend and ensure their voices and priorities are included in the plan. February 19, 2026, is a potential meeting date.

**10. Adjourn**

**MOTION:** Dwayne Tuggle moved to adjourn the meeting. Chris Winstead seconded the motion. The motion passed unanimously, and the meeting concluded at 4:37.

**Informational Item:** The CVTPO's next meeting is March 19, 2025.

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.

By: \_\_\_\_\_

Date: \_\_\_\_\_

John Sharp, Chair  
Central Virginia Transportation Planning Organization



Central Virginia Transportation Planning Organization

**Narrative of Changes to the 2024-2027 Transportation Improvement Program  
(Under Consideration for Adoption by the CVTPO Board on April 16, 2026)**

The following is a proposed Amendment to the FY 24-27 Central Virginia Transportation Improvement Program (CVTIP) and reflects the amendment request made by the Virginia Department of Transportation (VDOT). These proposed funding changes, detailed below, have been reviewed and supported by agency staff.

The proposed Amendment, upon adoption, will be located within Section 3: Highway Transportation Improvement Program (Urban Projects).

Previous:

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						
PROGRAM NOTE	TIP AMD - move \$4,226,365 (STP/STBG) FFY24 from RW phase to PE phase FFY24; release \$4,765,337 (AC-Other) & add \$5,103,940 (REVSH) FFY24 RW phase					
ROUTE/STREET	ROUTE 501 (LYNCHBURG EXPRESSWAY) (0221)			TOTAL COST	\$77,787,287	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - STP/STBG	\$0	\$4,226,365	\$0	\$0	\$0
RW	Federal - STP/STBG	\$0	\$1,440,298	\$0	\$0	\$0
	Other	\$5,103,940	\$5,103,940	\$0	\$0	\$0
RW TOTAL		\$5,103,940	\$6,544,238	\$0	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$32,244,450	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

Proposed:

MPO	Lynchburg					
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						
PROGRAM NOTE	TIP AMD - move \$1,096,140 (STP/STBG) from FFY25 to FFY26 & add an addit'l \$4,570,523, release \$1,694,174 (Other: State) FFY26 PE phase; move 720,149 (REVSH) from FFY25 to FFY26 & release \$277,509 RW phase; release \$32,244,450 (AC-Other) FFY25 CN phase					
ROUTE/STREET	ROUTE 501 (LYNCHBURG EXPRESSWAY) (0221)			TOTAL COST	\$96,722,437	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - STP/STBG	\$0	\$0	\$0	\$5,666,663	\$0
	Other	\$0	\$0	\$3,130,225	(\$1,694,174)	\$0
PE TOTAL		\$0	\$0	\$3,130,225	\$3,972,489	\$0
RW	Other	\$5,546,580	\$5,103,940	\$0	\$442,640	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.



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Central Virginia Transportation Planning Organization

**Resolution of the Central Virginia Transportation Planning Organization to amend the Central Virginia Transportation Improvement Program for Fiscal Years 2024-2027**

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

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

**WHEREAS**, this amendment of the CVTIP includes an amendment to the funding of project 113116 (RTE 221/501 Split Pairs); and

**WHEREAS**, this resolution is being adopted upon the condition that no adverse public comment was received during a duly-advertised public comment period ending on April 15, 2026.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Central Virginia Transportation Planning Organization does hereby approve the Central Virginia Transportation Improvement Program for Fiscal Years 2024-2027, as amended and dated April 16, 2026.

Upon motion by Member \_\_\_\_\_, duly seconded by Member \_\_\_\_\_, adopted this 16<sup>th</sup> day of April 2026.

Attested by:

Certified by:

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Alexander W. Brebner, Secretary  
Central Virginia Transportation  
Planning Organization

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John Sharp, Chair  
Central Virginia Transportation  
Planning Organization

**DRAFT**

# **UNIFIED PLANNING WORK PROGRAM (UPWP)**

## **Fiscal Year (FY) 2027**

Scope of Work  
for the  
Central Virginia Transportation Planning Organization  
(July 1, 2026 – June 30, 2027)



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

Transportation Technical Committee (TTC) Recommendation  
Approved

CVTPO Policy Board Adoption  
Adopted



This UPWP was prepared for the Central Virginia Transportation Planning Organization (CVTPO) by the Central Virginia Planning District Commission (CVPDC) staff, in consultation with Technical Committee (TTC), CVTPO member locality staff and stakeholders, the Greater Lynchburg Transit Company (GLTC), the Lynchburg Regional Airport, the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the CVTPO.

This document was prepared by CVTPO staff through program funding provided by VDOT, DRPT, FHWA, and FTA.

The CVPDC and CVTPO complies with Title VI of the Civil Rights Act of 1964 in the execution of all programs and projects. As articulated in the *CVPDC Title VI Implementation Plan*, available at <https://www.cvtpo.org/plans-projects/title-vi>, articulates the adopted measures to advance nondiscrimination in program communication, public participation, planning and programming, consultant contracts, and education and training through CVDPC and CVTPO. Contact the CVPDC Public Engagement Manager at (434) 845-3491 to learn more, including how to submit a complaint or comment.

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## CVTPO Adoption Resolution

## INTRODUCTION

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### **Purpose of the Unified Planning Work Program (UPWP)**

The Unified Planning Work Program (UPWP) is an annual plan that defines the region's transportation planning processes, programs, and priorities. The UPWP identifies the work activities to be undertaken by the Central Virginia Transportation Planning Organization (CVTPO) within the fiscal year 2027 (July 1, 2026 – June 30, 2027), in coordination with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT), the Greater Lynchburg Transit Company (GLTC), membership localities, and public stakeholders. The plan is required as a basis and condition for federal funding assistance and identifies state and local matching dollars.

The UPWP allows the CVTPO to participate and meet national requirements of conducting a Continuing, Cooperative, and Comprehensive transportation planning process – the 3-C Process – that results in multimodal plans and programs that support community development and social goals. The UPWP provides a mechanism for coordinating these activities in the region and is required for all federal funding assistance for transportation planning by the FHWA and FTA.

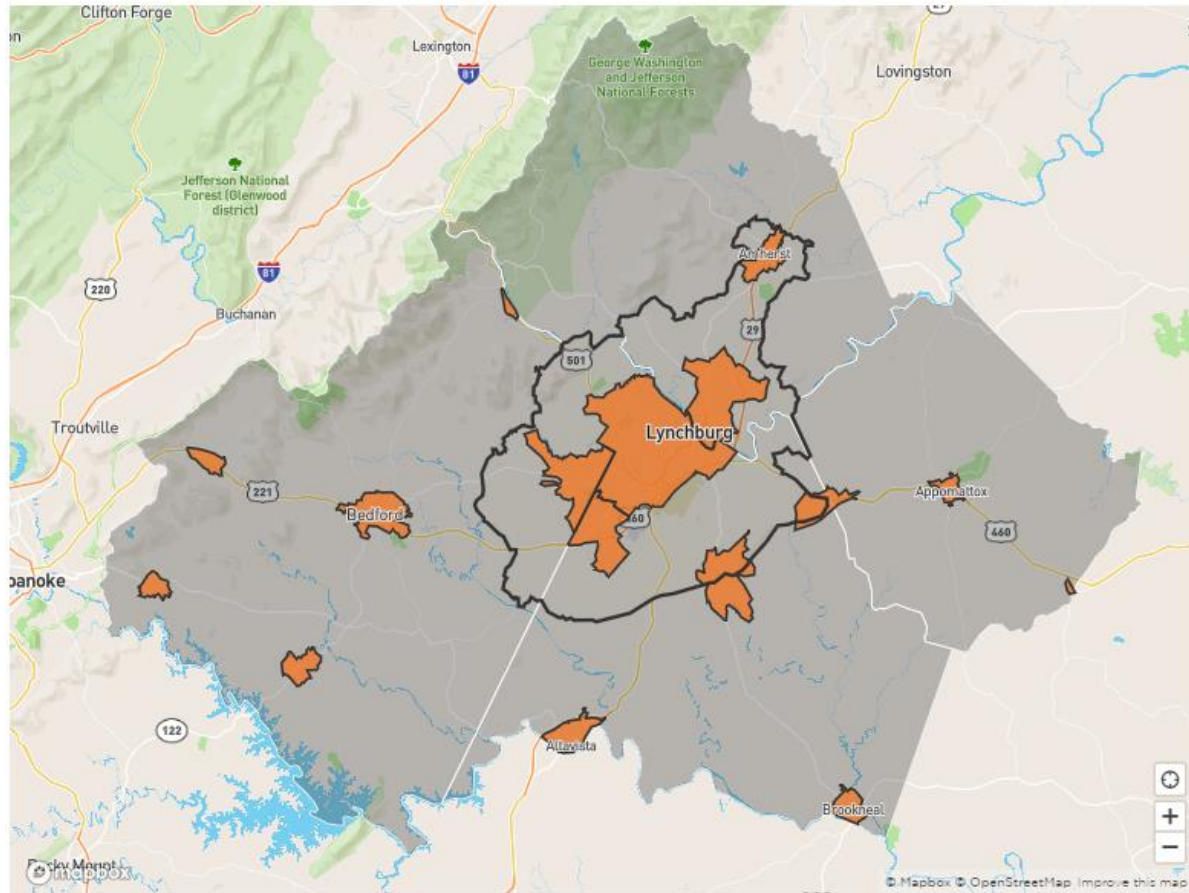
The CVTPO is dedicated to enhancing our region's transportation network to support safe and efficient access for all people. Throughout the development of local and regional transportation planning, the CVTPO actively seeks feedback from a diverse range of stakeholders, including transportation planning professionals, the business community, non-profit and public organizations, and members of the public. The UPWP tasks and deliverables strive to guide needs assessments, studies, implementation, and support activities, in accordance with Federal and State planning priorities, and to advance transportation needs articulated in regional and local guiding plans.

### **Central Virginia Transportation Planning Organization**

The Central Virginia Transportation Planning Organization (CVTPO) is the federally mandated Metropolitan Planning Organization (MPO) for the Central Virginia urbanized area. The CVTPO is responsible for creating and maintaining a forum for a cooperative, continuing, and comprehensive regional planning process (3-C).

The CVTPO area includes the City of Lynchburg, the Town of Amherst, and portions of Amherst, Bedford, and Campbell Counties that are urban or are anticipated to become urbanized within a 20 year forecast period. The map below shows the boundary of the CVTPO planning area.

### CVTPO Boundaries and Communities



- CVTPO Planning Area
- Census-Designated Places inside CVPDC Planning Area
- Counties inside CVPDC Planning Area

CVTPO Policy Board is the key decision-making board consisting of the following members:

- an elected official from each represented locality
- an appointed official from each represented locality
- a representative of the Virginia Secretary of Transportation
- a representative from the Greater Lynchburg Transit Company (GLTC)
- others who may be designated in accordance with the bylaws.

Locality members select local and state agency staff with technical knowledge of multi-modal transportation matters to serve on the Technical Transportation Committee (TTC). They may include representatives from each locality, and as warranted, representatives from interest groups and local citizens.

## CVTPO Planning Priorities

*Safety.* Safety is a vital concern for the region’s transportation system. The planning process should prioritize safe, efficient transportation options for all users, including pedestrians, bicyclists, transit riders, motorists, freight delivery services; and should meet the needs of all users, including those with mobility or other physical limitations, those who do not own or desire to drive a vehicle, and those from underserved and disadvantaged communities.



*Pedestrian and Bicycle Infrastructure.* While the region has an extensive roadway network, bike and pedestrian facilities are relatively limited. Bike and pedestrian infrastructure are crucial for increasing mobility and vitality in the CVTPO planning area. The CVTPO can coordinate with local governments and housing agencies to promote compact, walkable, and bikeable developments that may reduce reliance on single-occupancy vehicles.

*Roadways & Bridges.* With four counties, six towns, and an independent city, the CVPDC planning area has an extensive network of 5,077 miles of roads, with 31% lying within the Metropolitan Planning Area (MPA). The CVTPO’s focus is on regionally significant roadways, as recognized by the Virginia Department of Transportation (VDOT). The planning process should incorporate state and federal Complete Streets policies and best practices to protect vulnerable user groups, improve connectivity, and conserve capacity while considering the impact of transportation investments on the region’s housing, job access, economic development, and quality of life.

*Transit.* Transit service is a vital transportation resource essential for many to access employment, including service sectors that are major employers (e.g., health care). As the region’s urban area transit provider, the Greater Lynchburg Transit Company (GLTC) facilitates efficient land use by creating greater compatibility between the multimodal transportation infrastructure and its surrounding environment. Multimodal corridor studies should examine transit-oriented development, traffic calming, transit services and facilities, and bicycle and pedestrian access. The planning process should integrate housing needs, which can help reduce congestion, improve air quality, and increase access to jobs and services. Equally important, public transportation systems must be designed and maintained to accommodate the needs of all riders, including those with disabilities or limited mobility.

*Freight.* The efficient movement of goods within and through the region is vital to the region’s economy. Freight within the CVTPO area is predominantly carried out by trucks and trains. The infrastructure that serves those modes is a primary concern for the well-being of the region’s economy. The planning process should prioritize safe and efficient access to their destinations, reducing congestion and emissions in the process.

## **Air Quality and Congestion Management**

The CVTPO strives to uphold the region's air quality standard compliance. The CVTPO addresses air quality and congestion management efforts by promoting the use of alternative modes of transportation, such as biking, walking, and public transit, as well as incentivizing rideshare programs, which aim to reduce the number of single-occupancy vehicles on the roads. Another approach is to collaborate with local and environmental groups to develop infrastructure ready to support sustainable, alternative transportation.

As the region's population increases the number of trips, or vehicle miles travelled, will also grow. The CVTPO will work with local governments, stakeholders, and agencies to encourage consideration of implementing smart transportation technologies into their projects. These have the potential to greatly enhance the efficiency and safety of our transportation system. Intelligent transportation and traffic management systems, as well as real-time traveler information, can help streamline traffic flow, reduce travel times, and enhance safety features. They can help minimize congestion and improve air quality. By encouraging the adoption of sustainable transportation solutions, the CVTPO strives for a more connected region that is prepared to integrate technology and best practices to support a safer and more efficient transportation network.

## **Public Participation Plan and Title VI Plan**

The Public Participation Plan contains guidelines for outreach strategies used by the CVTPO. Federal regulation requires that designated MPOs establish a plan by which public stakeholders and interested parties may have reasonable opportunities to engage and comment on transportation planning programs and projects.

The Title VI Implementation Plan provides an overview of Environmental Justice and Limited English Proficiency (LEP) concepts, definitions of Title VI and associated nondiscrimination acts, and how each is incorporated into the metropolitan transportation planning process.

The CVTPO executes programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. The Title IV Plan and the Public Participation Plan can be found on the CVTPO website at <https://www.cvtpo.org/title-vi>.

## **Funding**

Funding for the CVTPO urban area program activities are provided through two primary funding sources, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). FHWA funding, or PL funding, is administered through VDOT, and FTA Section 5303, those metropolitan and state planning program funds, administered through VDRPT. The CVTPO utilizes the federal fund, accounting for 80% of the program budget, and state and local match funds, each accounting for 10% of the program budget, to execute CVTPO program and project activities, that include CVTPO staffing and 3-C process execution.

The CVTPO FY2027 Work Program proposed budget is presented in the following tables. Table 1 summarizes the FY27 budget according to federal, state, and local funding sources. Table 2 outlines the anticipated expenditure of the FY27 budget according to tasks, which are detailed in the FY27 Unified Planning Work Program by Task section, beginning on page 9 of this document.

<b>Table 1. FY2027 Work Program Budget - Funding Sources</b>				
Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY 27 PL - FHWA/VDOT Funding	\$261,997.03	\$32,749.63	\$32,749.63	\$327,496.29
FY 25 PL Carryover - FHWA/VDOT	\$231,146.70	\$28,893.34	\$28,893.34	\$288,933.38
<b>FY27 FHWA/VDOT Total</b>	<b>\$493,143.73</b>	<b>\$61,642.97</b>	<b>\$61,642.97</b>	<b>\$616,429.67</b>
FY 27 FTA/DRPT 5303 Funding	\$129,280.00	\$16,160.00	\$16,160.00	\$161,600.00
FY 26 FTA/DRPT 5303 Carryover	\$125,745.89	\$15,718.24	\$15,718.24	\$157,182.37
FY 25 FTA/DRPT 5303 Carryover	\$32,009.80	\$4,001.22	\$4,001.22	\$40,012.24
<b>FY27 FTA/DRPT 5303 Total*</b>	<b>\$287,035.69</b>	<b>\$35,879.46</b>	<b>\$35,879.46</b>	<b>\$358,794.61</b>
<b>TOTAL FY27 WORK PROGRAM BUDGET</b>	<b>\$780,179.42</b>	<b>\$97,522.43</b>	<b>\$97,522.43</b>	<b>\$975,224.28</b>
*Based on anticipated remaining FY25 5303 program funds				

**Table 2: FY2027 Work Program Budget - Funding By Task**

	FEDERAL	STATE	LOCAL	TOTAL
<b>SECTION I - FHWA &amp; VDOT ACTIVITIES</b>				
1.00 Administration				
1.01 General Admin & Operations	\$48,000.00	\$6,000.00	\$6,000.00	\$60,000.00
1.02 Work Program Administration	\$9,600.00	\$1,200.00	\$1,200.00	\$12,000.00
Subtotal	\$57,600.00	\$7,200.00	\$7,200.00	\$72,000.00
2.00 Long Range Planning				
2.01 Long Range Transportation Plan (CVL RTP)	\$160,000.00	\$20,000.00	\$20,000.00	\$200,000.00
2.02 Transportation Improvement Program (CV TIP)	\$8,000.00	\$1,000.00	\$1,000.00	\$10,000.00
Subtotal	\$168,000.00	\$21,000.00	\$21,000.00	\$210,000.00
3.00 Technical Assistance				
3.01 General Technical Assistance	\$52,000.00	\$6,500.00	\$6,500.00	\$65,000.00
3.02 Multimodal Transportation Planning	\$44,000.00	\$5,500.00	\$5,500.00	\$55,000.00
3.03 Consultant Support	\$28,800.00	\$3,600.00	\$3,600.00	\$36,000.00
3.04 Consultant Studies Support (staff)	\$24,000.00	\$3,000.00	\$3,000.00	\$30,000.00
3.05 Public Participation and Outreach	\$32,000.00	\$4,000.00	\$4,000.00	\$40,000.00
Subtotal	\$180,800.00	\$22,600.00	\$22,600.00	\$226,000.00
FY27 anticipated FY29 carryover	\$86,743.73	\$10,842.97	\$10,842.97	\$108,429.67
<b>SECTION I TOTAL*</b>	<b>\$493,143.73</b>	<b>\$61,642.97</b>	<b>\$61,642.97</b>	<b>\$616,429.67</b>
<b>SECTION II - FTA &amp; DRPT ACTIVITIES</b>				
<b>Section II - FTA &amp; DRPT FY27</b>				
44.21.00 Program Support & Administration	\$36,800.00	\$4,600.00	\$4,600.00	\$46,000.00
44.22.00 General Dev. & Comprehensive Planning	\$21,844.36	\$2,730.54	\$2,730.54	\$27,305.44
44.23.01 Long Range Transportation Plan (CVL RTP)	\$4,000.00	\$500.00	\$500.00	\$5,000.00
44.25.00 Transportation Improvement Pgm (CV TIP)	\$3,600.00	\$450.00	\$450.00	\$4,500.00
FY27 anticipated FY28 carryover	\$63,035.64	\$7,879.46	\$7,879.46	\$78,794.56
FY27 **	\$123,960.08	\$15,495.01	\$15,495.01	\$161,600.00
<b>Section II – FTA &amp; DRPT FY25 Carryover*</b>				
44.22.General Dev. & Comprehensive Planning	\$32,009.80	\$4,001.22	\$4,001.22	\$40,012.24
FY25***	\$32,009.80	\$4,001.22	\$4,001.22	\$40,012.24
<b>Section II - FTA &amp; DRPT FY26 Carryover</b>				
44.22.00 General Dev. & Comprehensive Planning	\$106,145.89	\$13,268.24	\$13,268.24	\$132,682.37
44.23.01 Long Range Transportation Plan (CVL RTP)	\$16,000.00	\$2,000.00	\$2,000.00	\$20,000.00
44.25.00 Transportation Improvement Pgm (CV TIP)	\$3,600.00	\$450.00	\$450.00	\$4,500.00
FY26 Subtotal	\$125,745.89	\$15,718.24	\$15,718.24	\$157,182.37
<b>SECTION II TOTAL</b>	<b>\$281,715.77</b>	<b>\$35,214.47</b>	<b>\$35,214.47</b>	<b>\$358,794.61</b>
<b>Total FY27 Work Program Budget</b>				
	<b>\$774,859.50</b>	<b>\$96,857.44</b>	<b>\$96,857.44</b>	<b>\$975,224.28</b>

\*Section I FY27 FHWA/VDOT Budget includes FY25 \$288,933.38 carryover + FY27 \$327,496.29 allocation budget

\*\* Section II FY27 FTA/DRPT 5303 Budget includes FY25 anticipated \$40,012.24 carryover + FY26 \$157,182.37 carryover + FY27 \$161,600 allocation

## **FY27 Unified Planning Work Program by Task**

This section of the Work Program outlines the specific activities that will be undertaken by CVTPO staff or consultants according to funding sources, as presented in Table 1, and action tasks, as summarized in Table 2. Section I presents those tasks funded through FHWA, VDOT dollars and Section II presents those initiatives that will be funded through FTA and DRPT. As can be expected in managing integrated and coordinated transportation planning, while task and funding is shown according to funding program, there are task/activity descriptions that are seen in both Section I and Section II.

### **SECTION I - FHWA, VDOT, CVTPO FUNDED ACTIVITIES**

#### **1.00 ADMINISTRATION**

##### **1.01 General Administration & Operations**

Purpose: Program activities that ensure proper management and operation of the continuing, comprehensive, and coordinated (3-C) planning process in the implementation of the FY2027 Unified Planning Work Program (UPWP).

Activity Description: Program task includes the execution of all required administrative functions, including accounting, personnel, contract, and office administration. The task provides staff support to activities of the Central Virginia Transportation Planning Organization (CVTPO) through the preparation of agendas, attendance, and scheduling meetings, quarterly reports, billings minutes, and other duties, as needed, for the CVTPO board and subcommittees. These activities are geared towards facilitating the seamless functioning of office operations and providing precise financial information.

Additionally, this task includes ongoing staff training and program capacity development that supports the transportation program planning services, such as attendance at American Planning Association (APA) and Virginia Chapter of the American Planning Association (APA VA) conferences, geographic information system (GIS) conferences, bicycle and pedestrian seminars, and other opportunities as identified, for the sole purpose of transportation planning support to the CVTPO area. This task also provides funding for membership of the Virginia Association of Metropolitan Planning Organizations (VAMPO). These staff training and development opportunities help to maintain a knowledgeable and capable staff.

Deliverable Products: The primary result of this task is well-functioning urban transportation planning program with documentation that responds to local, state, and federal partner requirements. Completion products include:

- Preparation and documentation, through agendas, notices, minutes and other attendance activity confirmation, of CVTPO and TTC staff program activities.

- Maintenance of CVTPO website to reflect current program and project documentation, as required by VDOT and FHWA, and that reflects CVTPO regional priorities.
- Submittal of required quarterly and year-end financial and work program reports.

Budget: \$60,000 (FY25 Carryover)

Completion Date: June 30, 2027

### **1.02 Work Program Administration**

Purpose: This task provides for the management of the FY2027 UPWP and monitoring progress on identified work activities. This task also provides for the development and approval of the next fiscal year UPWP.

Activity Description: Monitoring of UPWP program activities and, where necessary due to changes in planning priorities and/or the inclusion of new planning projects, execute amendments for approval by the state and federal partners and the CVTPO Policy Board.

This task also provides for staff coordination with localities, state and federal partners in project development and tasks for the next fiscal year UPWP. The document will consider and, where possible, incorporate suggestions from federal funding agencies, state transportation agencies, transit operating agencies, and local governments participating in the CVTPO. The approved UPWP will be distributed to the Policy Board and made available to the public on the CVTPO website (cvtpo.org).

Deliverable Products: The result of this program task is a monitored and maintained UPWP. Completion products include:

- Location of FY2027 UPWP on the CVTPO website.
- Monitoring of execution of program activities and execution of FY2027 UPWP amendments.
- Development, review and adoption of the FY2028 UPWP.

Budget: \$ 12,000 (FY25 Carryover)

Completion Date: June 30, 2028

## **2.0 LONG RANGE TRANSPORTATION PLANNING**

### **2.01 Long-Range Transportation Plan (LRTP) Update (Horizon Year 2050)**

Purpose: Development of the Central Virginia Long Range Transportation Plan (LRTP), or Connect Central Virginia 2050, for the CVTPO planning region is required by FHWA. The LRTP identifies the long range transportation system vision and goals, identifies needs/infrastructure improvements, and articulates a prioritization methodology to implement projects based on anticipated funding, or a funding constrained project list,

and vision projects to guide a transportation network that is safe, efficient, supports economic vitality, and supports the transportation access needs of the urban region. The CVTPO LRTP 2050 plan will be prepared according to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning requirements and the performance measures and management provisions of Moving Ahead for Progress in the 21st Century (MAP-21), upheld in the current transportation authorization act, Infrastructure Investment and Jobs Act (IIJA), and 23 CFR 450.322, or current MPO planning authorization.

Activity Description: This task provides for the completion of the consultant-led effort, that began in the FY2026 UPWP. Activities include development of goals, objectives, improvements, strategies, performance measures, and prioritization methodology by which to identify and finalize priority, or financially constrained projects, and vision projects and programs. The LRTP update process will utilize the Lynchburg Travel Demand Model, developed in consultation with area locality, Transportation Technical Committee (TTC), and Virginia Department of Transportation and Virginia Department of Rail and Public Transportation stakeholders to incorporate population, household, employment data changes within the CVTPO Traffic Analysis Zones (TAZ), and adopted by the CVTPO, November 21, 2024.

This task also includes all activities necessary, to include the purchase and maintenance of a web-based approach, or other suitable data technology, to advance a robust public outreach and engagement, as a key LRTP development activity and plan product. This task also provides for cost associated with plan publishing, distribution (printed and web-based), and progress tracking.

Deliverable Products:

- Completion of the CVTPO Long Range Transportation Plan (LRTP), Connect Central Virginia 2050, that was:
  - Developed in consultation with local, regional, and federal transportation partners.
  - Executed through and provides documentation of a robust public engagement process that included broad and transparent engagement process that supported participation and inclusion of all CVTPO area residents, businesses, and persons that travel to and through the CVTPO planning area.
  - Approved by VDOT, FHWA, DRPT, FTA.
  - Adopted by the CVTPO.

Budget: \$200,000 (FY25 Carryover)

Completion Date: June 30, 2027

## **2.02 Transportation Improvement Program**

Purpose: Maintain the Central Virginia Transportation Improvement Program (CVTIP) to ensure accurate account of all CVTPO projects receiving federal funds and to ensure coordination with the Statewide Transportation Improvement Program (STIP)

Activity Description: Execute as necessary amendments and administrative adjustments, and intergovernmental review of transportation projects receiving federal funds in the CVTPO area. This activity also includes any training and integration of new state or federal program reporting/documentation factors.

Deliverable Products: The task ensures execution the current CVTIP according to federal and state guidelines and in accordance with the STIP. Completion products include:

- Access to the most recent adopted CVTIP on the CVTPO website.
- Execution of and documentation of CVTIP amendments, to include public notices, and administrative adjustments.
- Execution and documentation of transportation project Intergovernmental Reviews.

Budget: \$10,000 (FY25 Carryover)

Completion Date: June 30, 2027

## **3.0 TECHNICAL ASSISTANCE**

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

Purpose: To assist localities, VDOT, and other partners on transportation-related activities to advance CVTPO area programs and projects of regional significance as identified in the CVTPO Long Range Transportation Plan (LRPT), Central Virginia Safety Action Plan (CVSAP), VTrans, or other local plans, as agreed by the CVTPO during the execution of the FY27 UPWP. This task also promotes coordination and integration of land use and transportation planning principles that support and reflect local, regional, state, and federal planning goals and planning requirements.

Activity Description: This task includes activities by CVTPO staff, and as needed consultants, to advance localities, VDOT and other partners on transportation-related activities. Included in this task is program flexibility, with VDOT and CVTPO approval, for CVTPO staff or through contractual services, to assist in or advance projects, program adjustments, and other initiatives to assist local partners in project development and implementation initiatives. Task undertaken include, but not limited to:

- Provide planning and project development technical assistance to local, regional, and state transportation projects, including Pipeline, STARS, and other VDOT

planning studies, as requested; to include recommendation development and public outreach support.

- Assist with transportation planning grants including SMART SCALE, Highway Safety Improvement Program (HSIP), Revenue Sharing and Federal Program grants (e.g. Safe Streets and Roads for All) as requested by program partners. This task includes any research, plan and grant development necessary to support grant application efforts.
- Coordinate with VDOT, FHWA and stakeholder in meeting and reporting transportation performance measure goals.
- Develop, as requested, comment and review transportation chapter of comprehensive plans.
- Support identification of Travel Demand Management (TDM) tools and strategies, including coordinated partnership and promotion of Central Virginia Commuter Services (CVCS), to accommodate evaluation of future park and ride, ridesharing, carpools, rural transit service, and participation/support of DRPT statewide transportation services (e.g. Virginia Breeze).
- Support coordination and integration of the 2026 Coordinated Human Services Mobility (CHSM) Plan, to include FTA Section 5310 programs, to advance transportation access needs and planning.
- Manage, compile available land use, transportation, and other relevant Geographic Information System (GIS) attribute data from CVTPO localities, regional and state organizations, as needed, to advance transportation planning and project development. This activity includes initiatives and coordination with VDOT-TMPD, OIPI, and other pertinent regional, state and federal GIS programs and training. Included is staff GIS training, to include courses, workshops, and conferences to advance staff/program knowledge and proficiency, and as needed, purchase of GIS-based system programs or services that support planning evaluation and transportation analysis and enhancement to CVTPO website to accommodate GIS-system public information on the CVTPO website is also included within this task.
- Coordinate with local, regional and state stakeholders to develop and articulate CVTPO area transportation priorities.
- Assist in other transportation planning or implementation duties as requested by CVTPO localities, VDOT, and FHWA.
- Provide leadership or support, as appropriate, to regional transportation, multimodal, land use, housing and connectivity initiatives, such as the regional Comprehensive Economic Development Strategy (CEDS) to ensure the region's transportation network is an integral component in regional planning, placemaking, and economic development planning efforts.

Deliverable Products:

- Support local and VDOT staff (local, regional, state) in executing transportation planning and project execution that supports identified safety, congestion, freight, and multimodal priority projects.

- Execution of CVTPO area Project Pipeline, STARS, or transportation grant applications that advance transportation planning/projects as identified in the LRTP, local plans, and VTrans.
- Award of state, federal, local, and regional funds, through integration within CVTIP, STIP, and USDOT discretionary program award, to advance identified priority projects.

Budget: \$65,000 (\$6,934 FY25 Carryover + \$58,066 FY27)

Completion Date: June 30, 2027

### **3.02 Central Virginia Multimodal Transportation Planning**

Purpose: Support pedestrian, bicycle, and other multimodal transportation planning, project integration, and facility implementation to support a connected and comprehensive transportation network.

Activity Description: This project task provides CVTPO staff, and needed consultants, to execute program and project initiatives that advance multimodal system and connectivity planning and project implementation. Task undertaken includes, but not limited to:

- Assist with pedestrian, bicycle, trail and other multimodal facility data collection initiatives to facilitate and inform multimodal planning and implementation decisions. Activity includes providing annual Active Transportation Facilities Tracking data to document active transportation facilities and/or accommodation developed in the CVTPO study area for inclusion in the VDOT statewide facilities inventory.
- Provide technical input and resources, to include webinars, meetings, workshops, or other training/educational opportunities, to assist in facility evaluation support to localities, businesses, organizations.
- Development, or evaluation, of strategy tools to facilitate pedestrian and bicycle facility integration in land use, transportation, and community decision processes.
- Provide program support to localities, VDOT, DRPT, businesses and local stakeholders to share information about local, state, federal, non-profit/foundation programs, funding opportunities, and education opportunities focused on advancing multimodal policy, programs, or implementation.
- Coordinate, develop, assist, or administration oversight of federal (e.g. Safe Streets and Roads for All), state, or foundation grants where the grant focus is Complete Streets, Vision Zero, or other multimodal policy, evaluation, or implementation initiatives; and assist, as requested, local, regional, and state partners in advancing multimodal planning, evaluation and implementation programs, policy, and projects.
- Assist in multimodal transportation grants, including planning, facility development and implementation, to include but not limited to, VDOT's

Transportation Alternatives Program (TAP), Highway Safety Improvements Program (HSIP), Revenue Sharing, or SMART SCALE programs, Department of Conservation and Recreation (DCR) Recreational Trails, USDOT Safe Streets and Roads for All (SS4A), or and private or public foundation programs – where creating an alternative transportation corridor/facility is the activity focus.

- Provides the provision for CVTPO staff membership participation in the Association of Pedestrian and Bicycle Professionals (APBP), League of American Bicyclists, Pedestrian and Bicycle Information Center (PBIC), and other webinar series – where participation is to organizations or programs, such as where participation is to advance staff knowledge/capacity to support multimodal transportation planning/programs and serve as a learning and information tool for local planners, locality staff, and the public.
- Establish preliminary data, interest, and coordination with locality partners in advancing an update to the *Region 2000 Greenways, Blueways, and Trails Plan*, which was last updated in 2012.
- Continue to serve as a CVTPO area representative to VDOT's Bicycle and Pedestrian Advisory Committee; with this activity including participation in the BPAC meeting and coordinating to ensure VDOT TMPD pedestrian program opportunities are transferred regional partners, advancing program assistance submittals, as appropriate to VDOT TMPD's Roadway Reconfiguration Technical Services, with activity support to include local project location identification, grant submittal, and project implementation.
- Advance education, outreach, and engagement opportunities, to include attending meetings or holding sessions to advance quick build or quick facility improvement opportunities, such as debris, brush, or other physical improvements; partnerships with local organization or non-profits (e.g. Livable Lynchburg) where the project/activity purpose is to advance multimodal connections, partnerships, development in the CVTPO planning area.

Deliverable Products:

- User-friendly and maintained multimodal and active transportation component of the CVTPO/CVPDC website and social media channels.
- Support and increase application development and submittal of pedestrian, bicycle, transit, and other multi-modal transportation applications.
- Better pedestrian, bicycle, transit, and multimodal integration within land use, transportation, housing, and community development programs, planning, and implementation initiatives, which include tracking and incorporating developed CVTPO area multimodal facilities within VDOT's Statewide Active Transportation Map.
- Grant administration and guidance to multimodal and safe streets, complete streets grant and program initiatives.
- Summary of participation activities, results, and liaison activities presented to TTC, CVTPO, and other area agencies, organizations, and stakeholders.

- Webinars and other public engagement, education and outreach initiatives that will result in more informed and engaged stakeholders that directly advance and expand bike, pedestrian and other multimodal planning, partnerships, and facility development initiatives.

Budget: \$55,000 (FY27)

Completion Date: June 30, 2027

### **3.03 Consultant Support**

Purpose: Consultant support may be needed to execute studies, project cost estimates, and other transportation planning initiative to advance a local or region transportation network study, grant, or facility improvement. This task provides for the use of UPWP funds, with CVTPO expenditure and project approval, to utilize consultant support from the CVPDC on-call firm.

Activity Description: Execute studies or project costs estimates to advance projects, as approved by the CVTPO, which can be conducted by a firm under the PDC/TPO on-call firm, or through an individually executed scoping/bidding process. Staff may contract multiple consultants to optimize funding or utilize specific expertise.

Deliverable Products: Documentation of all study or project support initiatives. Summary and documentation of study recommendations and outcomes.

Budget: \$36,000 (FY27)

Completion Date: June 30, 2027

### **3.04 Staff Coordination for Consultant Support Projects**

Purpose: Provides dedicated CVTPO staff support to approved project execution of designated VDOT, FHWA, USDOT funded projects being led by consultants. Projects include, but are not limited to, CVTPO Long Range Transportation Plan, USDOT Thriving Communities Program, and USDOT Safe Streets and Roads for All.

Activity Description: Provides the participation and project management of CVTPO staff in consultant-led projects to include, but not limited to:

- Participation in project meetings, to include committee development, engagement, and meeting coordination/participation.
- Oversight of public outreach and involvement activities, to ensure all engagement of the project is in accordance with program, grant, VDOT, FHWA, and locality requirements and goals.
- Coordinate program and funding documentation.

- Assist with final project dissemination to project partners and stakeholders, to include guidance and participation in adoption meetings/proceedings.

Deliverable Products:

- Documentation of all staff activities within the program quarterly and yearend reports.
- Successfully completed projects.
- Documentation of all resulting projects, applications, transportation planning and facility improvement actions as a result of studies and planning projects.

Budget: \$30,000 (FY27)

Completion Date: June 30, 2027

### **3.05 Public Participation and Outreach**

Purpose: Advance a robust public consultation and participation process that encourages stakeholder understanding, encouragement and participation in CVTPO transportation planning projects and programs.

Activity Description: Ongoing public consultation and public participation to guide public input in transportation planning. The following outline key, but not all, tasks associated with executing CVTPO planning program and project execution according to VDOT, FHWA requirements and that encourages stakeholder participation and endeavors to eliminate barriers to participation by all. The CVPDC Title VI Implementation Plan and the CTPO Public Participation Plan (PPP), are the documents to guide task activities:

- Develop outreach and public participation plan, that includes documented review of Census data, or similar approved data format/tool, to verify project area demographic makeup, to encourage/promote public participation in CVTPO programs and projects.
- Develop targeted project/program promotion and outreach materials, to include where necessary, meeting, comment period/public hearing verification, participation demographic information and participation verification.
- Where necessary as a result of data showing the need for translated materials (Census > 5%) to ensure reasonable access to and participation in transportation planning, generate translated project materials.
- CVTPO staff will develop public outreach to support participation by all individuals, and where necessary, due to data recognizing any demographic above 5%, or where specifically requested by any individual, group, or organization, develop tailored outreach materials or access support devices, to accommodate and support access of all individuals.
- Track participation demographics, public opinion, and all comments associated with CVTPO projects and programs.

Deliverable Products:

- Maintained CVPTO website.
- Summary of Four Factor Analysis on program and project activities.
- Documentation of program and project outreach and public participation activities.

Budget: \$40,000 (FY27)

Completion Date: June 30, 2027

**Section I – FY2027 Carryover**

The CVPDC anticipates the reallocation of a portion of the FY2027 funds towards the execution of future transportation planning initiatives, developed in coordination with CVTPO localities, state, and area stakeholders and corresponds to identified safety, congestion, or access study or improvement as identified in adopted local or regional plans.

Budget: \$108,429.67 (FY27)

Completion Date: June 30, 2028

## SECTION II – FTA, VDRPT, CVTPO FUNDED ACTIVITIES

### 44.21.00 Program Support and Administration

Purpose: Provide oversight to ensure proper management and operation of the continuing, comprehensive, and coordinated (3-C) planning process in the implementation of the FY2027 Unified Planning Work Program (UPWP).

Activity Description: This task provides for the execution of all program management, funding accounting and required actions to ensure a well-managed program according to federal and state requirements. Activities include, but are not limited to the following:

- Administration of work program scope of work activities.
- Preparation and attendance for CVPDC, CVTPO policy and the CVPDC Transportation Technical Committee (TTC) meetings, to include preparation for presentations, coordination with DRPT, FTA, GLTC, and other transportation stakeholders in coordinating program planning and project execution.
- Participate in DRTP, FTA, and other transportation local, state, federal partner meetings, training, workshops, and conferences, as necessary.
- Participate in GLTC Board meetings and other GLTC committee meetings, as necessary.
- Participate and support coordination with organizations (e.g. Centra Health Community Health Initiative), non-profits, and area meetings where coordination, partnership, attendance advances safety, system access, and/or multimodal transportation initiatives that support transit access or service expansion.
- Maintain Title VI and American with Disabilities Act (ADA) compliance, including participation in VDOT or FHWA training/meetings.
- Guide the completion of the FY2027 UPWP, CVPDC FTA 5303 grants, and other funding, DRPT partnership programs according to agreements.
- Enhance, maintain, and ensure all required documents are maintained on the CVPDC and CVTPO websites, accordingly.
- Completion and submission of necessary agreements, contracts, invoices, progress reports, and correspondence with state and federal partners.

Deliverable Products:

- Efficient office operation.
- Accurate financial information.
- Maintenance of the CVPDC/CVTPO websites and posting documentation of all required state and federal documents
- Preparation of quarterly reports and billing, and the various direct and indirect supporting roles to the CVTPO
- Amendments to current and preparation of future UPWP.

Budget: \$46,000.00 (FY27)

Completion Date: June 30, 2027

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

Purpose: Support GLTC, its service area localities, public and transportation program partners by advancing transportation planning, policy and projects that support increasing multimodal access, network connectivity and safety and facilities.

Activity Description:

This program task provides ongoing transportation planning support services for GLTC, the CVTPO service area, and transit planning and small system in the CVPDC area. This task supports staff, as requested, to assist in data gathering, analysis and planning efforts for regional transit agencies and programs. The items in this section are geared toward increasing the safety, security, and accessibility of the transportation system to motorized and non-motorized users and improve the integration and connectivity of the transportation network. Finally, project activities are developed to support GLTC efficient system operation and management.

- Maintain a current database of GLTC stops and routes.
- Support implementation of GLTC's Transit Strategic Plan (FY2019-2028). Initiatives include assisting GLTC with any examinations of existing transit services, reviewing funding sources, and assisting in public stakeholder engagement and other activities, as needed, that contribute to the implementation of the GLTC Strategic Plan and articulated program goals. This action may include transit route analysis for modified or expanded transit services and changes in the route schedule.
- Continued CVTPO staff assistance and guidance to the comprehensive multimodal plan to evaluate existing resources (GIS layers), consider socio-economic, demographic, and socio-economic factors, bike and pedestrian first and last mile connectivity, route, and primary destination factors. This action will provide the data and supporting program funding foundation to guide short- and long-term infrastructure, program, and service efficiency actions. This action includes assistance, as needed, in additional grants, policy, programming, or implementation projects that are identified or arise as a project of the multimodal planning effort. This action will result in a planning document to facilitate future actions and directly support the GLTC Transit Strategic Plan (FY2019 – 2028).
- Support ADA (Americans with Disabilities Act) Bus Stop accessibility improvement evaluation, as requested. CVTPO staff will work closely with program stakeholders and data evaluation (e.g., bus stop boarding/alighting) to guide system improvements.

- Assist GLTC, as requested, in ridership origin and destination analysis. This effort will serve to assist GLTC in learning where their passengers start and end destinations; the evaluation of sidewalk, bike, and other modal access improvement decisions; provide an understanding of those areas outside of the route/stop areas where service needs that could be improved with route adjustments; and provide planning information for future service route considerations and route adjustments. CVTPO staff, in coordination with GLTC staff and stakeholders, will assist in pulling, evaluating, and presenting information in a report format.
- As requested, assist GLTC in developing and executing rider surveys to help with routes and new technology existing riders' use. This effort includes coordinating with the Central Virginia Commuter Services, the CVPDC Commuter Assistance Program (CAP), to evaluate the effectiveness of route and system marketing campaigns through surveys and stakeholder communication.
- General Transit Planning: CVPDC staff will, as needed, to ensure transit planning, stakeholders are integral considerations within local, regional, statewide planning (e.g. park and ride or other commuter assistance program initiatives).

### **General Development and Comprehensive Planning – Special Projects**

Purpose: Provide for the execution of dedicated project initiatives, as developed in coordination with GLTC, DRPT, and other local transportation stakeholders, executed to support GLTC transit service, multimodal planning, and integration of land use, housing, employment access, economic development and transportation.

Activity Description: The program task provides for CVPDC/CVTPO staff and/or consultants to execute approved projects, planning studies, public engagement, public surveys, and facility development projects for the purpose of supporting GLTC transit services, advance multimodal planning and facility development, or evaluate the feasibility/opportunity for new or extended public transit services. The following special projects, all of which will result in a planning report, findings, and as appropriate, recommendations.

- *Lynchburg Multimodal Plan:* Continued support to finalize, an action that will include final public outreach and Lynchburg City Council adoption consideration, of the comprehensive multimodal plan with for the City of Lynchburg. This project, captured through [www.lyncburgmultimodalplan.com](http://www.lyncburgmultimodalplan.com) is a consultant-led effort and executed through a comprehensive stakeholder-driven planning process to improve and expand interconnected multimodal network providing safe access by all users – transit, pedestrian, bicycle, vehicular – to city resources. The multimodal plan will include recommendations for additional studies, programs, policy, and partner recommendations to support advancing a robust multimodal network.

Study Completion: Completion of the Lynchburg Multimodal Plan will be

December 31, 2026. However, within this program task is the provision for secondary or supporting studies, as approved by CVTPO, DRPT, and other program partners. Any additional study efforts will have anticipated completion of December 31, 2027, with program activity summary to be submitted within the FY2027 UPWP year-end report.

- *USDOT Thriving Communities Program – Complete Neighborhood Project:* CVTPO staff will continue to serve as the USDOT Thriving Communities Program (TCP) Technical Assistance Program – 12<sup>th</sup> Street Corridor Complete Neighborhood Project Coordinator on behalf of GLTC, Lynchburg City, and project area stakeholders. CVTPO staff guides the grant administration, program documentation, public outreach, and federal program documentation the USDOT Thriving Communities Program grant award. CVTPO staff will also serve to assist Lynchburg City and GLTC any additional grant applications to directly advance recommendations from the USDOT 12<sup>th</sup> Street TCP.

Study Completion: USDOT TCP grant award through December 31, 2026 (there is extension capability).

- *GLTC Bus Stop Inventory and Facility Recommendation Plan:* The project effort will evaluate the existing condition and facility amenities, to include right-of-way information, surface material/condition, and shelter existence. The inventory will be GIS-based and will incorporate DRPT-recommended evaluation methodologies. In the review of facility condition, the evaluation of right-of-way, necessary approvals, and evaluation metric to guide future shelter and other stop amenities will be included in the Stop Facility Recommendation Plan. This project will be carried out through consultant services.

Study Completion: June 30, 2027

- *Timberlake GLTC Service Expansion Assessment:* This project will be executed in partnership with GLTC, Campbell County staff, Timberlake businesses, and the public to evaluate the interest and need for public transit service expansion along Timberlake Road. The project will include execution of business and public survey(s) and public input and business meetings. The project will also include the next steps and, with evidence of need and local support, recommendations and funding recommendations for expansion feasibility study.

Study Completion: June 30, 2027

Deliverable Products:

- A current database of GLTC routes, microtransit area, and stop information will be sent to the City of Lynchburg's GIS department at least yearly.
- An up-to-date bus stop database.
- A multi-modal connectivity network document that will identify short-term and long-term first and last-mile recommendations, including ADA accessibility stop improvements. Efforts may include programmatic recommendations to improve rider experience and choice rider promotion efforts.
- Execution of data analysis, surveys, applications, and planning reports for GLTC as requested.
- A GLTC Bus Stop Inventory and Facility Recommendation Plan, a project initiative which was initiated in the FY2026 UPWP. Advance implementation of the facility recommendation plan, to include grant application and project consideration for FY2028 UPWP. Included in the project deliverable will be the development of a metric with which document, in GIS-mapping and report format, study impact, stop and/or facility improvement implementation.
- Evaluation of the need and interest for expanding transit services further along Timberlake Road further into Campbell County. Advance studies or other implementation recommendations from the Timberlake GLTC Service Expansion Assessment, to include any grant funding or additional consultant study, with confirmed and approved program funding.
- The completion of the USDOT Thriving Communities Program project that will include a 12<sup>th</sup> Street Corridor Play Book, a short, medium and long-term series of action to advance complete street/multimodal redevelopment along 12<sup>th</sup> Street, a Transit-oriented Development (TOD) policy recommendation plan for the 12<sup>th</sup> and Kemper Street intersection and the City of Lynchburg.

Budget: \$200,000.05 (\$40,012.24 FY25 + \$132,682.37 FY26 + \$27,305.44 (FY27))

Completion Date: Ongoing through December 31, 2027

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

Purpose: Development of the Central Virginia Long Range Transportation Plan (LRTP), or Connect Central Virginia 2050, for the CVTPO planning region as required by FHWA and FTA. The LRTP identifies the long range transportation system vision and goals, identifies needs/infrastructure improvements, and articulates a prioritization methodology to implement projects based on anticipated funding, or a funding constrained project list, and vision projects to guide a transportation network that is safe, efficient, supports economic vitality, and supports the transportation access needs of the urban region. Integral to the LRTP update is the integration of identified GLTC program and project priorities to advance multimodal network improvements that support safe and efficient access and new technology utilization to support efficient transit system improvements. This section also includes execution of any adjustments of the CVLRTP-Year 2045, as requested.

Activity Description:

The CVTPO will continue the CVLRTP Year 2050 update process. Integral to the LRTP update will be integration of identified GLTC program and project priorities to advance multimodal network improvements that support safe and efficient system access and new technology utilization to advance efficient system improvements. This section also includes execution of any adjustments of the CVLRTP - Year 2045 updates as requested.

Deliverable Products:

- Completion of the CVTPO Long Range Transportation Plan (LRTP), Connect Central Virginia 2050, that was:
  - Developed in consultation with local, regional, and federal transportation partners.
  - Executed through and provides documentation of a robust public engagement process that included broad and transparent engagement process that supported participation and inclusion of all CVTPO area residents, businesses, and people that travel to and through the CVTPO planning area.
  - Approved by DRPT, FTA.
  - Adopted by the CVTPO.

Budget: \$25,000 (\$20,000 FY26 + \$5,000 FY27)

Completion Date: June 30, 2027

**44.25.00 Transportation Improvement Program**

Purpose: Maintain the Central Virginia Transportation Improvement Program (CVTIP) to ensure accurate account of all CVPDC/CVTPO area transportation projects receiving Federal Transit Administration federal funds and to ensure coordination with the Statewide Transportation Improvement Program (STIP).

Activity Description: Execute as necessary amendments and administrative adjustments, and intergovernmental review of transit, mobility, and multimodal transportation projects receiving federal funds in the CVTPO area. This activity also includes any training and integration of new state or federal program reporting/documentation factors.

Deliverable Products: This task ensures execution of the CVTIP according to federal and state guidelines and in accordance with the STIP. Completion products include:

- Access to the most recent adopted CVTIP on the CVTPO website.
- Execution of and documentation of CVTIP amendments, to include public notices, and administrative adjustments.
- Execution and documentation of transportation project Intergovernmental Reviews.

Budget: \$9,000 (\$4,500 FY26 + \$4,500 FY27)

Completion Date: June 30, 2027

## **Section II – FY2027 Carryover**

Purpose: The CVPDC anticipates the reallocation of a portion of the FY2026 and FY2027 FTA 5303 funds towards the execution of future planning or program initiatives, developed in coordination with locality, state, and CVTPO partners and as identified as priority initiatives in adopted local or regional plans. Remaining funds will rollover to the FY20028 UPWP, with all programmatic activities and expenditures included in the further UPWP.

Budget: \$78,795.56 (FY27)

Completion Date: June 30, 2028

DRAFT



**Resolution Authorizing the Filing of an Application  
with the Virginia Department of Rail and Public Transportation  
for Grants of Federal Funds Under  
Federal Transit Administration Section 5303  
Program and State Matching Funds**

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

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

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

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

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

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

The undersigned, **Alexander W. Brebner, Secretary** and **John Sharp, Chair**, of the **Central Virginia Transportation Planning Organization**, certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Central Virginia Transportation Planning Organization held on 16 April 2026.

ATTESTED BY:

\_\_\_\_\_

Alexander W. Brebner, Secretary  
Central Virginia Transportation  
Planning Organization

CERTIFIED BY:

\_\_\_\_\_

John Sharp, Chair  
Central Virginia Transportation  
Planning Organization



# CVTPO

Central Virginia Transportation  
Planning Organization

## Central Virginia Transportation Improvement Program Fiscal Years 2027-2030

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.**

**Revision History:**

- **Adopted: May 2026**

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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 2027-2030 begins on October 1, 2026, and is applicable until September 30, 2030. Section 3 is made up of the current projects, projects from the previous CVTIP 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 2027-2030 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 2027-2030, 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 Transportation 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

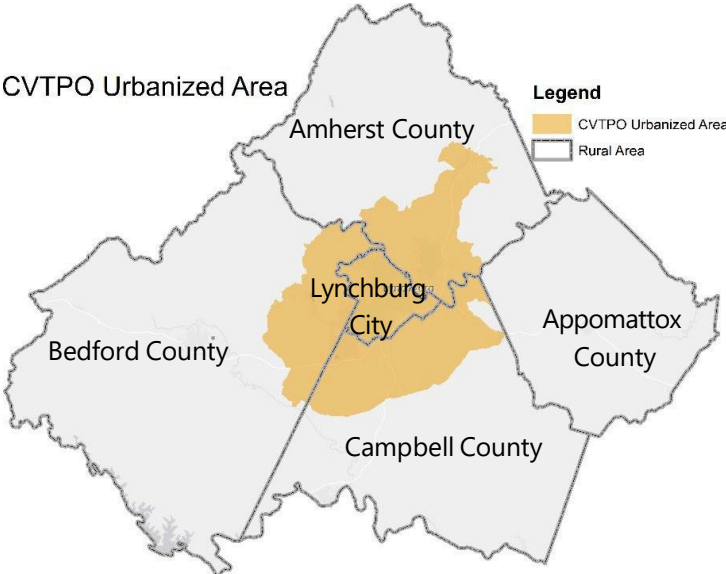
Organization (MPO) for the Greater Lynchburg Area Transportation Study Area, also known as the Central Virginia TPO Urbanized Area (hereinafter also referred to as the “urbanized area” or “study area”).

Purpose and Powers

The CVTPO 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 CVTPO:

- 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 CVTIP 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.



## 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 that serve the local governments of the Commonwealth. It was formed in 1969 and covers the City of Lynchburg and the Counties of Amherst, Appomattox, Bedford, and Campbell.

The CVPDC works to provide services for member localities and identify and develop opportunities for coordination among the region's local governments. It provides staffing for the CVTPO, in addition to many other roles. 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, Workforce Development, Housing and 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."

CVPDC, alongside the other PDCs in Virginia, provide a variety of services to member local governments. These services include technical assistance in the form of grant writing, program management, project planning and implementation, mapping or Geographic Information Systems, and more. In addition, PDCs have a role in Transportation planning, including planning for roads and bridges, transit, airports and more.

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.

## Regional Consensus

The production of the CVTIP 2027-2030 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 2027-2030 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 of the program, through their participation in the Central Virginia Transportation Planning Organization and its Transportation Technical Committee, are:

Town of Altavista\*  
Town of Brookneal\*  
Amherst County  
Town of Amherst  
Appomattox County\*  
Town of Appomattox\*  
Bedford County  
Town of Bedford\*

Campbell County  
City of Lynchburg  
Greater Lynchburg Transit Company  
Lynchburg Regional Airport  
Liberty University\*\*  
Virginia Department of Transportation  
Virginia Department of Rail & Public  
Transportation

\* *Rural member*

\*\* *Non-voting member*

Federal regulations require the CVTPO to develop, implement, and maintain a Public Participation Plan (PPP) to provide a transparent and open planning process. The PPP identifies the various methods and ways the CVTPO works to ensure that the public is properly notified of its activities. The TIP is updated and amended according to the procedures provided in the PPP, which is publicly available at <https://www.cvtpo.org/>. A 30 day public comment period and subsequent public hearing are vital components of the TIP development process. The opportunity to hear receive community input, suggestions and comments ensures that transportation projects address needs identified by the community.

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-project requirements of the Urbanized Area Formula Program.

## Project Chart Summary

Each project listing in the CVTIP FY 2027-2030 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 CVTPO by the Virginia Department of Transportation. Definitions for the numbered terms appear in the corresponding Glossary of Terms table.

Primary, Secondary, and Urban Category Project Chart

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

## 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 2027 begins on October 1, 2026.
- 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 2027.

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 four years;
- Information only, funding being pursued; and
- Project to be funded from [category] group funding.

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

- Transportation Studies;
- Ground Transportation System Improvement Projects (fixed-guide, highway, bicycle, pedestrian, commuter lots, etc.);
- Public Transit Systems and Services (components of coordinated human service mobility plans);
- System Maintenance (monitoring, repair and/or replacement of system facilities and support sites; snow removal; mowing; painting; rest area or weigh station sites; etc.); 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 2027 – 2030. 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 FY27 – FY30 TIP are consistent with assumptions and distribution methodology used for the adopted Long-Range Transportation Plan.

### Highway Projects

Fund Source	FFY 2027		FFY 2028		FFY 2029		FFY 2030		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>										
HSIP	\$2,468,324	\$2,468,324	\$0	\$0	\$0	\$0	\$0	\$0	\$2,468,324	\$2,468,324
NHS/NHPP	\$37,192,437	\$37,192,437	\$0	\$0	\$0	\$0	\$0	\$0	\$37,192,437	\$37,192,437
STP/STBG	\$9,788,443	\$9,788,443	\$0	\$0	\$0	\$0	\$0	\$0	\$9,788,443	\$9,788,443
TAP	\$0	\$0	\$28,959	\$28,959	\$1,019,071	\$1,019,071	\$0	\$0	\$1,048,030	\$1,048,030
<b>Subtotal -- Federal</b>	<b>\$49,449,204</b>	<b>\$49,449,204</b>	<b>\$28,959</b>	<b>\$28,959</b>	<b>\$1,019,071</b>	<b>\$1,019,071</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,497,234</b>	<b>\$50,497,234</b>
<b>Other</b>										
Non-Federal	\$82,864,716	\$82,864,716	\$0	\$0	\$0	\$0	\$0	\$0	\$82,864,716	\$82,864,716
State Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal -- Other</b>	<b>\$82,864,716</b>	<b>\$82,864,716</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$82,864,716</b>	<b>\$82,864,716</b>
<b>Total</b>	<b>\$132,313,920</b>	<b>\$132,313,920</b>	<b>\$28,959</b>	<b>\$28,959</b>	<b>\$1,019,071</b>	<b>\$1,019,071</b>	<b>\$0</b>	<b>\$0</b>	<b>\$133,361,950</b>	<b>\$133,361,950</b>
<b>Federal - ACC (1)</b>										
NHS/NHPP	\$0	\$0	\$3,372,324	\$3,372,324	\$2,033,927	\$2,033,927	\$2,034,114	\$2,034,114	\$7,440,365	\$7,440,365
STP/STBG	\$0	\$0	\$282,377	\$282,377	\$229,739	\$229,739	\$174,430	\$174,430	\$686,546	\$686,546
<b>Subtotal -- Federal - ACC (1)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,654,701</b>	<b>\$3,654,701</b>	<b>\$2,263,666</b>	<b>\$2,263,666</b>	<b>\$2,208,544</b>	<b>\$2,208,544</b>	<b>\$8,126,911</b>	<b>\$8,126,911</b>
<b>Multiple MPOs - Federal (3)</b>										
HSIP	\$2,226,403	\$2,226,403	\$0	\$0	\$0	\$0	\$0	\$0	\$2,226,403	\$2,226,403
<b>Subtotal -- Multiple MPOs - Federal (3)</b>	<b>\$2,226,403</b>	<b>\$2,226,403</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,226,403</b>	<b>\$2,226,403</b>
<b>Statewide and/or Multiple MPO - Federal (3)</b>										
CMAQ (2)	\$9,852,982	\$9,852,982	\$4,992,225	\$4,992,225	\$0	\$0	\$0	\$0	\$14,845,207	\$14,845,207
<b>Subtotal -- Statewide and/or Multiple MPO - Federal (3)</b>	<b>\$9,852,982</b>	<b>\$9,852,982</b>	<b>\$4,992,225</b>	<b>\$4,992,225</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,845,207</b>	<b>\$14,845,207</b>
<b>Maintenance - Federal (4)</b>										
NHS/NHPP	\$11,287,243	\$11,287,243	\$4,000,000	\$4,000,000	\$401,000	\$401,000	\$403,000	\$403,000	\$16,091,243	\$16,091,243
STP/STBG	\$15,127,000	\$15,127,000	\$15,267,000	\$15,267,000	\$15,352,000	\$15,352,000	\$15,592,000	\$15,592,000	\$61,338,000	\$61,338,000
<b>Subtotal -- Maintenance - Federal (4)</b>	<b>\$26,414,243</b>	<b>\$26,414,243</b>	<b>\$19,267,000</b>	<b>\$19,267,000</b>	<b>\$15,753,000</b>	<b>\$15,753,000</b>	<b>\$15,995,000</b>	<b>\$15,995,000</b>	<b>\$77,429,243</b>	<b>\$77,429,243</b>

## SECTION 3: Highway Transportation Improvement Program

### Secondary Projects

UPC NO	110390	SCOPE	Reconstruction W/O Added Capacity			
SYSTEM	Secondary	JURISDICTION	Amherst County	OVERSIGHT	NFO	
PROJECT	#HB2.FY17 RTE 682 - RECONSTRUCTION GARVEE DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION						
ROUTE/STREET	0682			TOTAL COST	\$5,222,708	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	\$0	\$0	\$91,483	\$76,878	\$61,534
	Federal - STP/STBG	\$0	\$105,385	\$0	\$0	\$0
PE TOTAL		\$0	\$105,385	\$91,483	\$76,878	\$61,534
PE AC	Federal - AC	\$0	\$347,799	\$0	\$0	\$0

### Urban Projects

UPC NO	110391	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	NFO	
PROJECT	#HB2.FY17 ODDFELL'S RD SEG B2 RECON GARVEE DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION						
ROUTE/STREET	9999			TOTAL COST	\$5,222,708	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	\$0	\$0	\$190,894	\$152,861	\$112,896
	Federal - STP/STBG	\$0	\$227,088	\$0	\$0	\$0
PE TOTAL		\$0	\$227,088	\$190,894	\$152,861	\$112,896

UPC NO	106537	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	NFO	
PROJECT	UR-6056 - D/B WIDEN FR 2-4 LNS (GREENVIEW DR) DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION	FROM: SC-1541 (HERMITAGE RD) TO: 0.220Mi. S. UR-6066 (LEESVILLE RD) (0.4500 MI)					
ROUTE/STREET	GREENVIEW DRIVE (6056)			TOTAL COST	\$9,638,117	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	\$0	\$0	\$699,595	\$240,873	\$240,898
	Federal - NHS/NHPP	\$0	\$699,678	\$0	\$0	\$0
PE TOTAL		\$0	\$699,678	\$699,595	\$240,873	\$240,898
PE AC	Federal - AC	\$0	\$0	\$1,422,224	\$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)					
ROUTE/STREET	GREENVIEW DRIVE (6056)			TOTAL COST	\$13,612,461	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
RW	Federal - STP/STBG	\$0	\$145,562	\$0	\$0	\$0
CN	Federal - STP/STBG	\$0	\$8,809,769	\$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)					
ROUTE/STREET	RICHMOND HIGHWAY (6029)			TOTAL COST	\$33,716,693	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
RW	Federal - NHS/NHPP	\$0	\$2,968,555	\$0	\$0	\$0
CN	Federal - NHS/NHPP	\$0	\$30,477,911	\$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						
ROUTE/STREET	ROUTE 501 (LYNCHBURG EXPRESSWAY) (0221)			TOTAL COST	\$93,638,040	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - STP/STBG	\$0	\$500,639	\$0	\$0	\$0
	Other	\$0	\$2,431,179	\$0	\$0	\$0
PE TOTAL		\$0	\$2,931,818	\$0	\$0	\$0
RW	Other	\$0	\$11,938,492	\$0	\$0	\$0
CN	Other	\$0	\$68,495,045	\$0	\$0	\$0

UPC NO	106533	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	FO	
PROJECT	RTE 29/460 - INTCHG & EXT (ODD FELLOWS RD) DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION	FROM: VARIOUS TO: Various					
ROUTE/STREET	VARIOUS (6029)			TOTAL COST	\$40,365,562	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	\$0	\$0	\$2,672,729	\$1,793,054	\$1,793,216
	Federal - NHS/NHPP	\$0	\$2,672,896	\$0	\$0	\$0
PE TOTAL		\$0	\$2,672,896	\$2,672,729	\$1,793,054	\$1,793,216
PE AC	Federal - AC	\$0	\$8,125,335	\$0	\$0	\$0

## Miscellaneous Projects

UPC NO	120532	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	#SMART22 #I81CIP - INTERCITY RAIL SERVICE EXPANSION			ADMIN BY	VPRA	
DESCRIPTION	FROM: Western Rail Initiative: Rte 46 DC TO: Roanoke					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	NA (9999)			TOTAL COST	\$257,200,000	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	T29917	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	TRANSFORMING RAIL IN VIRGINIA / VPRA			ADMIN BY	VPRA	
DESCRIPTION	FROM: DC Rte 47, and Rte 51 TO: Newport News, Richmond					
PROGRAM NOTE	Child UPC of Parent UPC 124309 All funds obligated based on current allocations/estimate.					
ROUTE/STREET	9999			TOTAL COST	\$117,574,889	

UPC NO	124309	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	Transforming Rail in Virginia - VRE Operations Costs / VPRA			ADMIN BY	VPRA	
DESCRIPTION	FROM: DC Rte 46 and Rte 50 TO: Roanoke, Newport News, Norfolk and Richmond					
ROUTE/STREET	9999			TOTAL COST	\$42,750,000	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - CMAQ	\$3,711,302	\$9,852,982	\$4,992,225	\$0	\$0

## Project Groupings

GROUPING	Construction : Bridge Rehabilitation/Replacement/Reconstruction						
ROUTE/STREET						TOTAL COST	\$93,410,142
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
		\$0	\$0	\$0	\$0	\$0	

GROUPING	Construction : Rail						
ROUTE/STREET						TOTAL COST	\$504,161
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
		\$0	\$0	\$0	\$0	\$0	

GROUPING	Construction : Safety/ITS/Operational Improvements						
ROUTE/STREET						TOTAL COST	\$188,033,349
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
CN	Federal - HSIP	\$0	\$4,694,727	\$0	\$0	\$0	
	Federal - NHS/NHPP	\$0	\$373,397	\$0	\$0	\$0	
CN TOTAL		\$0	\$5,068,124	\$0	\$0	\$0	

GROUPING	Construction : Transportation Alternatives/Byway/Non-Traditional						
ROUTE/STREET						TOTAL COST	\$18,311,841
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
RW	Federal - TAP/F	\$0	\$0	\$28,959	\$0	\$0	
CN	Federal - TAP/F	\$0	\$0	\$0	\$1,019,071	\$0	

GROUPING	Maintenance : Preventive Maintenance and System Preservation						
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.						
ROUTE/STREET						TOTAL COST	\$42,334,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
PE	Federal - NHS/NHPP	\$0	\$2,250,000	\$0	\$0	\$0	
	Federal - STP/STBG	\$0	\$9,834,000	\$9,960,000	\$10,037,000	\$10,253,000	
PE TOTAL		\$0	\$12,084,000	\$9,960,000	\$10,037,000	\$10,253,000	

GROUPING		Maintenance : Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$32,918,243
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - NHS/NHPP	\$0	\$9,037,243	\$4,000,000	\$401,000	\$403,000
	Federal - STP/STBG	\$0	\$4,751,000	\$4,763,000	\$4,771,000	\$4,792,000
PE TOTAL		\$0	\$13,788,243	\$8,763,000	\$5,172,000	\$5,195,000

GROUPING		Maintenance : Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$2,177,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - STP/STBG	\$0	\$542,000	\$544,000	\$544,000	\$547,000

## 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. As the TAM is updated, any relevant changes will be made in subsequent CVTIP adjustments or amendments as needed.

**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

STIP ID:	Recipient:	Title:	Project Category:	Project Description:	Project Location:
GLT0001	Greater Lynchburg Transit Company	Operating Assistance	Transit: Operating	Operating assistance for Greater Lynchburg Transit Company	City of Lynchburg; -79.15603402; 37.37701
	<b>Funding Source:</b>	<b>FY 2027:</b>	<b>FY 2028:</b>	<b>FY 2029:</b>	<b>FY 2030:</b>
	FTA 5307	\$5,216,000	\$5,125,630	\$5,134,334	\$20,456,529
	Local	\$1,998,000	\$2,019,830	\$2,023,260	\$8,003,755
	Revenue	\$1,970,000	\$1,701,300	\$1,704,189	\$7,028,639
	State	\$1,914,000	\$2,187,045	\$2,190,759	\$8,416,951
		\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$11,098,000</b>	<b>\$11,033,805</b>	<b>\$11,052,542</b>	<b>\$43,905,874</b>

STIP ID:	Recipient:	Title:	Project Category:	Project Description:	Project Location:
GLT1001	Greater Lynchburg Transit Company	Transit: Vehicles	Revenue Vehicles- Replacement	Purchase of Replacement Revenue Vehicles, including lo/no emission vehicles, accessible minivans, and body-on-chassis vehicles.	City of Lynchburg; -79.15603401; 37.37701
	<b>Funding Source:</b>	<b>FY 2027:</b>	<b>FY 2028:</b>	<b>FY 2029:</b>	<b>FY 2030:</b>
	FTA 5339	\$339,000	\$4,095,000	\$222,000	\$4,995,000
	Local	\$49,000	\$225,000	\$32,000	\$355,000
	State	\$883,000	\$1,296,000	\$540,000	\$3,602,000
		\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$1,271,000</b>	<b>\$5,616,000</b>	<b>\$794,000</b>	<b>\$8,952,000</b>

STIP ID:	Recipient:	Title:	Project Category:	Project Description:	Project Location:
GLT1002	Greater Lynchburg Transit Company	Support Vehicles- Replacement	Transit: Vehicles	Replacement of service and support vehicles, including maintenance trucks, SUVs, and vans	City of Lynchburg; -79.15603401; 37.37701
	<b>Funding Source:</b>	<b>FY 2027:</b>	<b>FY 2028:</b>	<b>FY 2029:</b>	<b>FY 2030:</b>
	FTA 5339	\$62,000	\$0	\$0	\$62,000
	Local	\$9,000	\$0	\$0	\$9,000
	State	\$150,000	\$0	\$0	\$150,000
		\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$221,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$221,000</b>

STIP ID:	Recipient:	Title:	Project Category:	Project Description:	Project Location:
GLT1003	Greater Lynchburg Transit Company	Spare Parts/ Assoc. Capital Maintenance Items	Transit: System Preservation	Vehicle Support Equipment - Spare Parts & Assoc. Capital Maintenance Items	City of Lynchburg; - 79.15603401; 37.37701
	<b>Funding Source:</b>	<b>FY 2027:</b>	<b>FY 2028:</b>	<b>FY 2029:</b>	<b>FY 2030:</b>
	FTA 5339	\$70,000	\$0	\$0	\$70,000
	Local	\$10,000	\$0	\$0	\$10,000
	State	\$170,000	\$0	\$0	\$170,000
		\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>

STIP ID:	Recipient:	Title:	Project Category:	Project Description:	Project Location:
GLT3001	Greater Lynchburg Transit Company	Passenger Amenities	Transit: Amenities	Passenger Amenities, including replacement bus shelters, route signage, ADA improvements, and lighting for stops within GLTC's service area.	City of Lynchburg; - 79.15603401; 37.37701
	<b>Funding Source:</b>	<b>FY 2027:</b>	<b>FY 2028:</b>	<b>FY 2029:</b>	<b>FY 2030:</b>
	FTA 5339	\$7,000	\$34,000	\$0	\$129,000
	Local	\$1,000	\$5,000	\$0	\$19,000
	State	\$17,000	\$82,000	\$0	\$313,000
		\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$25,000</b>	<b>\$121,000</b>	<b>\$0</b>	<b>\$461,000</b>

STIP ID:	Recipient:	Title:	Project Category:	Project Description:	Project Location:
GLT4001	Greater Lynchburg Transit Company	Rehab/Renovation of Maint/Opps Facility	Transit Engineering	Rehab/Renovation of GLTC Maintenance facility, including rehabilitation of finishes, replacement of equipment (Boilers and compressors), and parking lot resurfacing	City of Lynchburg; - 79.15603401; 37.37701
	<b>Funding Source:</b>	<b>FY 2027:</b>	<b>FY 2028:</b>	<b>FY 2029:</b>	<b>FY 2030:</b>
	FTA 5339	\$0	\$112,000	\$59,000	\$171,000
	Local	\$0	\$16,000	\$8,000	\$24,000
	State	\$0	\$272,000	\$143,000	\$415,000
		\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$210,000</b>	<b>\$610,000</b>

STIP ID:	Recipient:	Title:	Project Category:	Project Description:	Project Location:
GLT4002	Greater Lynchburg Transit Company	Hydrogen Fueling System Design and Imp.	Transit: Engineering	Hydrogen Fueling System Design and Imp and or portable hydrogen fueling infrastructure.	City of Lynchburg; -79.1554; 37.3772
	<b>Funding Source:</b>	<b>FY 2027:</b>	<b>FY 2028:</b>	<b>FY 2029:</b>	<b>FY 2030:</b>
	FTA 5339		\$434,000	\$0	\$634,000
	Local		\$22,000	\$0	\$32,000
	State		\$87,000	\$0	\$127,000
			\$0	\$0	\$0
	<b>Total</b>		<b>\$543,000</b>	<b>\$0</b>	<b>\$793,000</b>
STIP ID:	Recipient:	Title:	Project Category:	Project Description:	Project Location:
GLT6001	Greater Lynchburg Transit Company	Equipment & Hardware	Transit: System Preservation	Replacement equipment and hardware, including radio systems and paratransit hardware	City of Lynchburg; - 79.15603401; 37.37700601
	<b>Funding Source:</b>	<b>FY 2027:</b>	<b>FY 2028:</b>	<b>FY 2029:</b>	<b>FY 2030:</b>
	FTA 5307				\$13
	FTA 5339	\$21,000	\$0	\$0	\$195,000
	Local	\$3,000	\$0	\$0	\$30,000
	State	\$51,000	\$0	\$0	\$504,000
		\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$75,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$742,000</b>
STIP ID:	Recipient:	Title:	Project Category:	Project Description:	Project Location:
GLT6005	Greater Lynchburg Transit Company	ADP Software (ETS)	Transit: System Preservation	Office software, Accounting Software, and cloud licenses	City of Lynchburg; - 79.15603401; 37.37701
	<b>Funding Source:</b>	<b>FY 2027:</b>	<b>FY 2028:</b>	<b>FY 2029:</b>	<b>FY 2030:</b>
	FTA 5307	\$20,000	\$5,000	\$90,000	\$165,000
	FTA 5339	\$100,000	\$0	\$0	\$100,000
	Local	\$2,000	\$1,000	\$2,000	\$5,000
	State	\$10,000	\$2,000	\$2,000	\$16,000
		\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$132,000</b>	<b>\$8,000</b>	<b>\$94,000</b>	<b>\$286,000</b>

STIP ID:	Recipient:	Title:	Project Category:	Project Description:	Project Location:
GLT7001	Greater Lynchburg Transit Company	ADP Software	Transit: System Preservation	Replace software systems, including financial, fleet management, and paratransit software.	City of Lynchburg; -79.15603401; 37.37700601
	<b>Funding Source:</b>	<b>FY 2027:</b>	<b>FY 2028:</b>	<b>FY 2029:</b>	<b>FY 2030:</b>
	<b>FTA 5339</b>	\$133,000	\$0	\$0	\$160,000
	<b>Local</b>	\$19,000	\$0	\$0	\$23,000
	<b>State</b>	\$323,000	\$0	\$0	\$388,000
		\$0	\$0	\$0	\$0
	<b>Total:</b>	\$475,000	\$0	\$0	\$571,000

STIP ID:	Recipient:	Title:	Project Category:	Project Description:	Project Location:
DRPT1002	Department of Rail and Public Transportation	Aquisition of Accessible Vehicles	Transit: Vehicles	Acquisition of Accessible Vehicles to be used in the provision of transportation for enhanced mobility of seniors & people with disabilities	City of Lynchburg; -77.43843588; 37.53989958
	<b>Funding Source:</b>	<b>FY 2027:</b>	<b>FY 2028:</b>	<b>FY 2029:</b>	<b>FY 2030:</b>
	<b>FTA 5310</b>	\$315,000	\$381,000	\$420,000	\$1,463,000
	<b>Local</b>	\$79,000	\$95,000	\$105,000	\$366,000
		\$0	\$0	\$0	\$0
	<b>Total</b>	\$394,000	\$476,000	\$525,000	\$1,829,000
		\$0	\$0	\$0	\$0

STIP ID:	Recipient:	Title:	Project Category:	Project Description:	Project Location:
CAC001	Central Virginia Alliance for Community Living (CVACL)	Operating Assistance	Transit: Operating	Operating assistance for enhanced mobility of seniors & people with disabilities.	Lynchburg City; -79.143592; 37.4112
	<b>Funding Source:</b>	<b>FY 2027:</b>	<b>FY 2028:</b>	<b>FY 2029:</b>	<b>FY 2030:</b>
	<b>FTA 5310</b>	\$50,000	\$53,000	\$55,000	\$209,000
	<b>Local</b>	\$8,000	\$9,000	\$9,000	\$34,000
	<b>State</b>	\$33,000	\$35,000	\$36,000	\$138,000
		\$0	\$0	\$0	\$0
	<b>Total</b>	\$91,000	\$97,000	\$100,000	\$381,000

STIP ID:	Recipient:	Title:	Project Category:	Project Description:	Project Location:
CVA0001	Central Virginia Alliance for Community Living (CVACL)	Operating Assistance	Transit: Operating	Operating assistance for enhanced mobility of seniors & people with disabilities.	Lynchburg City; -79.143592; 37.41119998
	<b>Funding Source:</b>	<b>FY 2027:</b>	<b>FY 2028:</b>	<b>FY 2029:</b>	<b>FY 2030:</b>
	<b>FTA 5310</b>	\$51,000	\$55,000	\$56,000	\$215,000
	<b>Local</b>	\$10,000	\$11,000	\$11,000	\$43,000
	<b>State</b>	\$41,000	\$44,000	\$45,000	\$172,000
		\$0	\$0	\$0	\$0
	<b>Total</b>	\$102,000	\$110,000	\$112,000	\$430,000

STIP ID:	Recipient:	Title:	Project Category:	Project Description:	Project Location:
PSR0001	Piedmont Senior Resources AAA	Operating Assistance	Transit: Operating	Operating assistance for enhanced mobility of seniors & people with disabilities.	Lynchburg City; -78.39772902; 37.28542701
	<b>Funding Source:</b>	<b>FY 2027:</b>	<b>FY 2028:</b>	<b>FY 2029:</b>	<b>FY 2030:</b>
	<b>FTA 5310</b>	\$48,000	\$51,000	\$52,000	\$200,000
	<b>Local</b>	\$5,000	\$5,000	\$6,000	\$21,000
	<b>State</b>	\$21,000	\$22,000	\$23,000	\$87,000
		\$0	\$0	\$0	\$0
	<b>Total</b>	\$74,000	\$78,000	\$81,000	\$308,000

## SECTION 5: Six-Year Airport Project Grant Fund

FEDERAL FY	STATE/LOCAL FY	PROJECT DESCRIPTION	ESTIMATED TOTAL PROJECT COST
2025	2025/26	Storm Drainage System Repairs (Design)	\$ 400,000
<b>TOTALS</b>			<b>\$ 400,000</b>
2026	2026/27	North Apron - Landside Infrastructure (Construction)	\$ 5,300,000
2026	2026/27	ATCT Repairs	\$ 1,000,000
2026	2026/27	Expand TSA Checkpoint	\$ 8,000,000
2026	2026/27	Terminal Modernization Study	\$ 500,000
<b>TOTALS</b>			<b>\$ 14,800,000</b>
2027	2027/28	Storm Drainage System Repairs (Construction)	\$ 4,000,000
2027	2027/28	Rehabilitate Taxiway B (Design)	\$ 600,000
2027	2027/28	Rehabilitate Runway 17-35 (Design)	\$ 400,000
2027	2027/28	Acquire ARFF Truck	\$ 1,500,000
2027	2027/28	Terminal HVAC Replacement	\$ 5,000,000
<b>TOTALS</b>			<b>\$ 11,500,000</b>
2028	2028/29	Rehabilitate Taxiway B (Construction)	\$ 6,000,000
2028	2028/29	Rehabilitate Runway 17-35 (Construction)	\$ 3,500,000
2028	2028/29	Rehabilitate Air Carrier Ramp (Design)	\$ 750,000
2028	2028/29	Acquire Passenger Boarding Bridge (Design & Acquisition, CA)	\$ 1,500,000
2028	2028/29	Airport Security System Improvements	\$ 3,500,000
2028	2028/29	Stormwater Master Plan	\$ 500,000
2028	2028/29	Master Plan/Terminal Area Plan	\$ 750,000
<b>TOTALS</b>			<b>\$ 16,500,000</b>

2029	2029/30	Rehabilitate Air Carrier Ramp (Construction)	\$ 15,000,000
2029	2029/30	Rehabilitate GA Terminal Apron (Design)	\$ 150,000
2029	2029/30	Rehabilitate TW G (Design)	\$ 150,000
<b>TOTALS</b>			<b>\$ 15,300,000</b>
2030	2030/31	Rehabilitate GA Terminal Apron (Construction)	\$ 2,500,000
2030	2030/31	Rehabilitate TW G (Construction)	\$ 2,000,000
2030	2030/31	SRE Building Expansion (Design)	\$ 500,000
2030	2030/31	Expand North Apron (Design)	\$ 500,000
2030	2030/31	Terminal Roof Repairs	\$ 2,000,000
<b>TOTALS</b>			<b>\$ 7,500,000</b>
2031	2031/32	SRE Building Expansion (Construction)	\$ 4,000,000
2031	2031/32	Expand North Apron (Construction)	\$ 7,000,000
2031	2031/32	Access Road Improvements and Parking Expansion (Design)	\$ 600,000
2031	2031/32	Maintenance Building Expansion (Design)	\$ 300,000
2031	2031/32	Air Carrier Terminal Baggage System Improvements	\$ 3,000,000
<b>TOTALS</b>			<b>\$ 14,900,000</b>
2032	2032/33	Access Road Improvements and Parking Expansion (Construction)	\$ 4,000,000
2032	2032/33	Maintenance Building Expansion (Construction)	\$ 2,000,000
2032	2032/33	South Apron (Design)	\$ 600,000
2032	2032/33	Rehabilitate T-Hangar Area (Design)	\$ 300,000
<b>TOTALS</b>			<b>\$ 6,900,000</b>

## APPENDIX A: Projects by Grouping

### Construction: Bridge Rehabilitation/Replacement/Reconstruction

#### Construction : Bridge Rehabilitation/Replacement/Reconstruction

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T19026	Lynchburg District-wide	0000		\$0
			BRIDGE REHABILITATION/REPLACEMENT		
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)		\$64,959,995
			#SMART22 #SGR21VB RTE 501 - BRDG & INTERCHANGE IMPROVEMENTS		
			FROM: 0.156 Mi. West of Rte. 29 Bus. SBL TO: 0.150 Mi East of Rte. 29 Bus. SBL (0.4450 MI)		
Urban	104599	Lynchburg	RICHMOND HIGHWAY (0029)		\$17,864,837
			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)		\$6,777,870
			#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					\$93,410,142

### Construction: Rail

#### Construction : Rail

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	115031	Lynchburg	CHAPEL LANE (9999)		\$504,161
			RAIL20 CHAPEL LANE - INSTALL FLASHING LIGHTS & GATES		
			FROM: RTE 501 TO: 0.220 MILE NORTH OF RTE 501 (0.2200 MI)		
Construction : Rail Total					\$504,161

## Construction: Safety/ITS/Operational Improvements

### Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	125429	Statewide	0064		\$0
			#I64CIP - SSP TECHNOLOGY ADVANCEMENTS		
Interstate	118193	Statewide	0095		\$0
			#I95CIP SSP RICHMOND DISTRICT FY23-26		
			FROM: I95 Various TO: I-95 Various		
Interstate	115854	Statewide	9999		\$0
			#ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD		
			FROM: n/a TO: n/a		
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		
	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	121564	Statewide	9999		\$0
			#ITTF23 LEVERAGING CONNECTED CAR DATA FOR IMPROVED SAFETY		
			FROM: Various TO: Various		
Interstate	121667	Statewide	9999		\$0
			#ITTF23 RM3P DEP Data Services		
			FROM: Various TO: Various		
Interstate	121670	Statewide	9999		\$500,000
			#ITTF23 ADVANCED ROAD WEATHER INFORMATION SYSTEMS STUDY		
			FROM: VARIOUS TO: VARIOUS		
Interstate	122048	Statewide	VARIOUS (9999)		\$500,000
			#ITTF23 - RM3P SYSTEM MONITORING & ENHANCEMENTS		
			FROM: various TO: various		
Miscellaneous	T19022	Lynchburg District-wide	0000		\$0
			CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		
Miscellaneous	109817	Lynchburg District-wide	VARIOUS (9999)		\$0
			SAFETY PRESCOPING - LYNCHBURG		
			FROM: VARIOUS TO: VARIOUS		
Miscellaneous	126636	Lynchburg District-wide	VARIOUS (9999)		\$0
			VHSIP SAFETY PRESCOPING - LYNCHBURG		
			FROM: VARIOUS TO: VARIOUS		
Miscellaneous	125595	Salem District-wide	VARIOUS (9999)		\$2,324,808
			TWO LANE RURAL ROAD PROGRAM		
			FROM: Various TO: Various		

Miscellaneous	125596	Salem District-wide	VARIOUS (9999)	\$374,935
		TWO LANE RURAL ROAD PROGRAM		
		FROM: Various TO: Various		
Miscellaneous	121643	Statewide	9999	\$1,000,000
		#ITTF23 SMART INTERSECTIONS DEPLOYMENT SUPPORT		
		FROM: Various TO: Various		
Primary	123200	Amherst County	SOUTH AMHERST HIGHWAY (0029)	\$1,983,141
		#SMART24 BUS 29-CONSTRUCT RIGHT TURN LANE AT RTE 681		
		FROM: 0.043 MILES SOUTH OF RTE 681 (SEMINOLE DR) TO: 0.005 MILES NORTH OF RTE 681 (SEMINOLE DRIVE) (0.0480 MI)		
Primary	123201	Amherst County	LYNCHBURG EXPRESSWAY (0029)	\$2,077,222
		#SMART24 BUS 29-INTERSECTION IMPROVEMENTS AT RTE 163		
		FROM: 0.020 MILE SOUTH OF RTE 29 BUS. (LYNCHBURG EXPY) TO: RTE 29 BUS. (LYNCHBURG EXPY) (0.0650 MI)		
Primary	119160	Campbell County	WARDS RD (0029)	\$13,933,790
		#SMART22 PHASE I RTE 29 - ACCESS MANAGEMENT		
		FROM: 0.097 MILE NORTH OF RTE 679 (RUSSELL WOODS DRIVE) TO: 0.080 MILE SOUTH RTE 738 (ENGLISH TAVERN ROAD) (1.1860 MI)		
Primary	119162	Campbell County	WARDS RD (0029)	\$11,058,438
		#SMART22 PHASE II RTE 29 - ACCESS MANAGEMENT		
		FROM: 0.107 MILE SOUTH RTE 738 (ENGLISH TAVERN ROAD) TO: 0.086 MILE SOUTH RTE 685 (CALOHAN ROAD) (2.4680 MI)		

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	127527	Campbell County	WARDS RD (0029)		\$30,407,170
		#SMART26 RTE 29 - ACCESS MANAGEMENT - SOUTHERN SECTION			
		FROM: RTE 9076 (DENNIS RIDDLE DR) TO: 0.14 MILE SOUTH OF RTE 685 (CALOHAN RD) (2.2380 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	108914	Bedford County	FOREST ROAD (0221)		\$6,055,669
		#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)		\$6,715,570
		#SMART22 - Blackwater Rd (668) at Rte 460 Intersection			
		FROM: 0.063 Miles west of Route 668 TO: 0.488 Miles east of Route 668 (0.5500 MI)			
Primary	127525	Campbell County	TIMBERLAKE RD (0460)		\$33,364,620
		#SMART26 BUS 460-CONSTRUCT TURN LANES AT GREENVIEW/LAXTON RD			
		FROM: RTE 1511 (OAKDALE CIRCLE) TO: WOOD ROAD (RTE 118) (0.3900 MI)			
Primary	122912	Lynchburg	VARIOUS (9999)		\$1,363,164
		VHSIP LYN CITYWIDE-FLASHING YELLOW ARROW/HIGH VIS BACKPLATE			
Primary	119588	Lynchburg District-wide	VARIOUS (9999)		\$1,138,779
		HSIP20 - DISTRICTWIDE - UNSIGNALIZED INTERSECTIONS			
		FROM: VARIOUS TO: VARIOUS			
Primary	119672	Lynchburg District-wide	VARIOUS (9999)		\$1,439,269
		VHSIP20 - DISTRICTWIDE - PEDESTRIAN CROSSINGS			
		FROM: VARIOUS TO: VARIOUS			
Primary	120764	Lynchburg District-wide	VARIOUS (9999)		\$0
		PROGRAM UPC (HSIP FUNDS) - CENTERLINE RUMBLES			
		FROM: VARIOUS TO: VARIOUS			

Primary	120798	Lynchburg District-wide	VARIOUS (9999)	\$0
		PROGRAM UPC (HSIP FUNDS) - EDGE RUMBLES PRIMARIES		
		FROM: VARIOUS TO: VARIOUS		
Primary	121775	Lynchburg District-wide	VARIOUS (9999)	\$708,621
		#ITTF23 ATSPM TECHNICAL UPGRADES & ENHANCEMENTS (PHASE 1)		
		FROM: VARIOUS TO: VARIOUS		
Primary	121823	Lynchburg District-wide	VARIOUS (9999)	\$243,247
		HSIP DISTRICTWIDE CURVE WARNING CONTRACT		
		FROM: VARIOUS TO: VARIOUS		
Primary	122163	Lynchburg District-wide	VARIOUS (9999)	\$184,640
		VHSIP DISTRICTWIDE EDGE LINE RUMBLE STRIP INSTALL TASK #2B		
		FROM: VARIOUS TO: VARIOUS		
Primary	122795	Lynchburg District-wide	VARIOUS (9999)	\$991,862
		VHSIP DISTRICTWIDE-ICWS & OVERHEAD LIGHTING		
		FROM: VARIOUS TO: VARIOUS (0.0100 MI)		
Primary	122796	Lynchburg District-wide	VARIOUS (9999)	\$3,701,255
		HSIP DISTRICTWIDE SHOULDER WIDENING W/ EDGE RUMBLES & GUARDR		
		FROM: RTE. 716/821 TO: RTE. 360/344 (5.2800 MI)		

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	124763	Lynchburg District-wide	VARIOUS (9999)		\$1,717,581
		VHSIP - TASK 1 DISTRICTWIDE RUMBLE STRIPS & PIMS			
		FROM: VARIOUS TO: VARIOUS			
Primary	125998	Lynchburg District-wide	VARIOUS (9999)		\$1,020,000
		TLRR25 DISTRICTWIDE TASK 6 RUMBLE STRIPS & PIMS			
		FROM: VARIOUS TO: VARIOUS			
Primary	125999	Lynchburg District-wide	VARIOUS (9999)		\$2,020,000
		TLRR25 DISTRICTWIDE TASK 4 RUMBLE STRIPS & PIMS			
		FROM: VARIOUS TO: VARIOUS			
Primary	126000	Lynchburg District-wide	VARIOUS (9999)		\$1,382,357
		TLRR25 TASK 2 DISTRICTWIDE RUMBLE STRIPS & PIMS			
		FROM: VARIOUS TO: VARIOUS			
Primary	126014	Lynchburg District-wide	VARIOUS (9999)		\$735,000
		#ITTF25-DISTRICTWIDE SIGNAL COMMUNICATIONS DATA COLLECTION			
		FROM: VARIOUS TO: VARIOUS			
Primary	126015	Lynchburg District-wide	VARIOUS (9999)		\$1,010,528
		#ITTF25 - DISTRICTWIDE ATSPM UPGRADES			
		FROM: VARIOUS TO: VARIOUS			
Primary	126589	Lynchburg District-wide	VARIOUS (9999)		\$934,000
		ITTF25 DISTRICTWIDE - LY03 FIBER INTEGRATION			
		FROM: VARIOUS TO: VARIOUS			

Primary	127491	Lynchburg District-wide VHSIP - TASK 3 DISTRICTWIDE RUMBLE STRIPS & PIMS FROM: VARIOUS TO: VARIOUS	VARIOUS (9999)	\$2,300,000
Primary	128275	Lynchburg District-wide VHSIP - TASK 5 DISTRICTWIDE RUMBLE STRIPS & PIMS FROM: VARIOUS TO: VARIOUS	VARIOUS (9999)	\$2,251,403
Primary	127004	Statewide #TTF25 - STATEWIDE SIDEWALK AND CROSSWALK MANAGEMENT TOOL FROM: VARIOUS TO: VARIOUS	VARIOUS (9999)	\$350,000
Primary	128354	Statewide Modernizing Oper. for VA's Evacuation Resilience (MOVER)	9999	\$0
Secondary	123944	Amherst County #SMART24 RTE 766-CONSTRUCT RIGHT TURN LANE AT BUS 29 FROM: 0.050 MILE WEST OF BUS 29 (SOUTH AMHERST HIGHWAY) TO: BUS 29 (SOUTH AMHERST HIGHWAY) (0.0500 MI)	DILLARD ROAD (0766)	\$2,476,631
Secondary	109550	Amherst County #HB2.FY17 RTE 682 - RECONSTRUCTION FROM: RTE. BUS 29 TO: 0.794 MILE EAST OF RTE BUS 29 (0.7940 MI)	WOODY'S LAKE ROAD (0682)	\$6,889,406
Secondary	114091	Campbell County VHSIP19 RTE 1520 & 9070 - CONSTRUCT SIDEWALK FROM: 0.256 MILES WEST OF BEE DRIVE TO: 0.209 MILES EAST OF BEE DRIVE (0.0470 MI)	LAXTON ROAD (1520)	\$6,793,283
Secondary	5542	Campbell County #SMART18 #SGR18VB - RT 622 - RECONSTRUCTION FROM: 0.004 MILE EAST OF ROUTE 683 TO: 1.231 MILE EAST OF ROUTE 683 (1.2270 MI)	LYNBROOK ROAD (0622)	\$12,213,816
Urban	123203	Lynchburg #SMART24 BUS 501-CONSTRUCT ROUNDABOUT AT VASSAR ST FROM: 0.053 MILE SOUTH OF VASSAR STREET TO: 0.058 MILE NORTH OF VASSAR STREET (0.1110 MI)	LANGHORNE RD (0501)	\$10,515,236
Urban	114065	Lynchburg HSIP21 - UR 6044 - PEDESTRIAN IMPROVEMENTS (OLD FOREST RD) FROM: KINGS DRIVE TO: BRIDGE OVER NORFOLK SOUTHERN RAILWAY (0.5700 MI)	OLD FOREST ROAD (6044)	\$2,631,927
Urban	119163	Lynchburg #SMART22 RTE6070(WARDS FERRY RD)-CONSTRUCT ROUNDABOUT RTE368 FROM: 0.08 MILE WEST OF RTE 368 (CVCC CAMPUS DR) TO: 0.06 MILE EAST OF RTE 368 (CVCC CAMPUS DR) (0.1350 MI)	WARDS FERRY ROAD (6070)	\$12,389,201
Construction : Safety/ITS/Operational Improvements Total				\$190,733,092

## Construction: Transportation Enhancement/Byway/Non-Traditional

### Construction : Transportation Alternatives/Byway/Non-Traditional

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	121043	Lynchburg	VARIOUS (9999)		\$1,180,349
			TAP23 CITYWIDE CONSTRUCT SIDEWALK		
			FROM: VARIOUS TO: VARIOUS (0.3341 MI)		
Enhancement	125457	Lynchburg	MILL RACE DRIVE (9999)		\$1,260,902
			TAP25 MILLRACE DR - CONSTRUCT SIDEWALK		
			FROM: 0.10 MILE SOUTH OF GRAVES MILL ROAD TO: CUL-DE-SAC (0.4400 MI)		
Miscellaneous	T19016	Lynchburg District-wide	0000		\$0
			CN: TRANSPORTATION ENHANCEMENT/BYWAY/OTHER NON-TRADITIONAL		
Miscellaneous	126887	Amherst County	4886 S AMHERST HWY (0029)		\$920,591
			US-29-C AT SEMINOLE DR EV CHARGING STATION INSTALLATION		
			FROM: 4886 S Amherst Hwy TO: 4886 S Amherst Hwy		
Miscellaneous	122511	Lynchburg	9999		\$0
			PEAKS TO CREEKS TRAIL ADVANCE ACTIVITIES		
Miscellaneous	126034	Lynchburg	PEAKS TO CREEK TRAIL (9999)		\$14,949,999
			STO PEAKS TO CREEK MULTI-USE TRAIL		
			FROM: IVY CREEK PARK TO: PEAKS VIEW PARK (1.5000 MI)		
Construction : Transportation Alternatives/Byway/Non-Traditional Total					\$18,311,841

## 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	\$42,334,000
Maintenance : Preventive Maintenance and System Preservation Total				\$42,334,000

## 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	\$32,918,243
Maintenance : Preventive Maintenance for Bridges Total				\$32,918,243

## 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	\$2,177,000
Maintenance : Traffic and Safety Operations Total				\$2,177,000
<b>Lynchburg MPO Total</b>				<b>\$380,388,479</b>

# APPENDIX B: Statement of Certification and Resolution of Adoption

HOLD FOR RESOLUTION

## APPENDIX C: Performance-Based Planning and Programming

The Infrastructure Investment and Jobs Act (IIJA), similar to previous surface transportation funding programs MAP-21 and the FAST Act, establishes 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, the Commonwealth of 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 works with DRPT, TPB, MPOs, PDCs, and other agencies on 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 IJJA, 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**

<b>Measure</b>	<b>4-Year Target</b>
<b>Percentage of Pavement in Good Condition (Interstate)</b>	<b>45%</b>
<b>Percentage of Pavement in Poor Condition (Interstate)</b>	<b>3%</b>
<b>Percentage of Pavement in Good Condition (Non-Interstate NHS)</b>	<b>25%</b>
<b>Percentage of Pavement in Poor Condition (Non-Interstate NHS)</b>	<b>5%</b>
<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>
<b>Truck Travel Time Reliability Index</b>	<b>1.64</b>

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 was updated in 2025, including updating its transportation vision statement, which is: “Virginia’s **best-in-class multimodal transportation system** provides safe and reliable mobility, connects people and commerce, fosters economic growth and investment, embraces environmental stewardship, and enhances quality of life”.

Below are the 2025 VTrans Guiding Principles:

GP1: Promote Safety, Security, and Resiliency Provide a safe transportation system for all users that is responsive to short-term events such as weather or security emergencies and adapts effectively to long-term issues (e.g., resiliency).

GP2: Optimize Return on Investments Implement the right solution at the right price to meet identified needs while advancing long-term prosperity and livability.

GP3: Deliver Programs Efficiently Deliver high-quality projects and programs in a cost-effective and timely manner.

GP4: Implement Operational Improvements and Demand Management First Optimize the capacity of the transportation network by managing the demand through increased use of technology and operational improvements before investing in major capacity expansions.

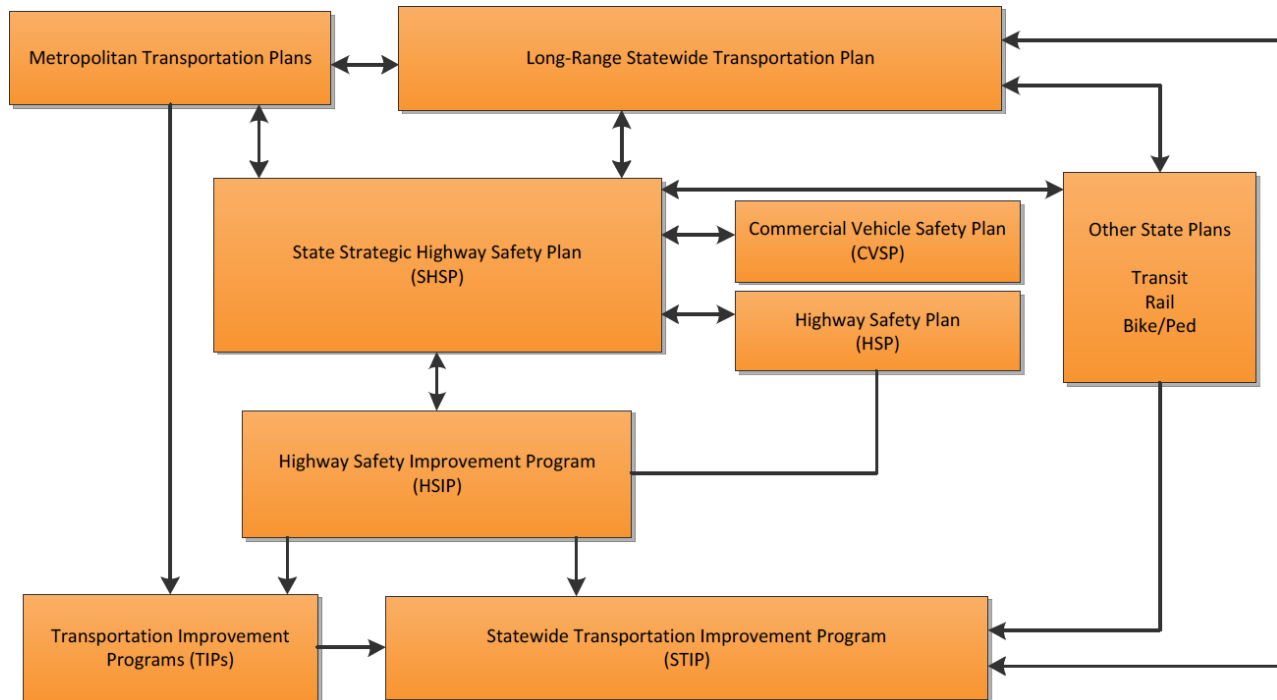
GP5: Ensure Transparency, Accountability, And Promote Performance Management Work with stakeholders in developing transportation plans and programs. Establish performance targets, measure progress, and adjust programs and policies as necessary.

GP6: Enhance Coordination Between Transportation and Land Planning Inform and advise local governments to ensure coordination between local land planning and potential impacts on transportation.

GP7: Ensure Efficient Intermodal Connections Provide seamless connections between modes of transportation.

GP8: Maintenance First Maintain the current system to the agreed-upon performance standards at the lowest life-cycle cost.

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 IJJA establishes 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, 2026, 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 IJJA, 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 <https://vtrans.virginia.gov/>.

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 IJJA, 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 2022-2025 and the report, along with other metrics regarding transportation performance are available in the "2022-2025 Baseline Performance Period Summary Report" [available here](#).

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. 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.