



Hybrid Meeting: Large Conference Room & GoToMeeting

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Access Code: 905-193-109

Thursday, March 17, 2022; 4:00 p.m.

Agenda

1. **Call to Order & Establishment of Quorum***Dwayne Tuggle, Chair*
(CVTPO Electronic Meeting Policy)
Staff Report (Attachment 1)
2. **Approval of Minutes: September 16, 2021** (*Attachment 2*)..... *Dwayne Tuggle, Chair*
3. **Connect Central Virginia 2045 LRTP Amendment** (*Attachment 3 and 3a*).....*EPR, P.C*
4. **FY2023 Unified Planning Work Program** (*Attachment 4*).....*Kelly Hitchcock, CVTPO*
5. **Regional Potential for Safety Improvement (PSI) Project Update**.....*Kelly Hitchcock, CVTPO*
(*Attachment 5*)
6. **Smart Scale Round 5 – Area Anticipated Applications**.....*Kelly Hitchcock, CVTPO*
7. **Matters from the Members** *Dwayne Tuggle, Chair*
8. **Adjournment**.....*Dwayne Tuggle, Chair*
9. **Informational Items**.....*Kelly Hitchcock, CVTPO*
 - a. The next CVTPO meeting will be Thursday, April 21, 2022. TIP Amendment and DRPT 5303 Application are included action items for this meeting.
 - b. VDOT holding several Highway Safety Improvement Program (HSIP) Local Funding opportunities webinars (March 29 and March 31). Information has been provided to local staff; CVTPO staff is attending.

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



Central Virginia Transportation Planning Organization (CVTPO)

March 17, 2022

Staff Report

1. Call to Order

Concurrence of Electronic Meeting Policy: COVID State of Emergency ended. Thus, appointed boards have resumed in-person meetings.

2. Approval of Minutes: September 16, 2021 (Attachment 2)

September 16, 2021, CVTPO meeting minutes provided for review and approval.

Recommendation: Approval of Minutes.

3. Constrained Long Range Plan (CLRP) and Connect CV 2045 Update and Adoption Consideration (Attachment 3 and 3a)

Background

Connect Central Virginia 2045, the Long Range Transportation (LRTP), sets a collective vision for the Metropolitan Planning Area's and the region's future transportation system. The CVTPO merged three documents (the TPO's LRTP, the Rural Long Range Transportation Plan (RLRTP) and the Comprehensive Economic Development Strategy {CEDS}) to develop a unified planning document called *Connect Central Virginia 2045* (Connect CV 2045), which was adopted by the CVTPO September 17, 2020.

During the 2045 planning process, the COVID pandemic delayed VDOT Central Office's anticipated funding estimate to guide the Constrained Long Range Plan (CLRP) project list. Federal Code states that MPOs will develop a list of transportation projects with cost estimates that stay within anticipated available funding during the planning horizon. LRTP renewal deadlines required that the CVTPO adopt the LRTP, aka *Connect CV 2045*, by October 2020. As funding had not been released and the constrained list would need to be developed, EPR, P.C., the same firm that developed the *Connect CV 2045*, was enlisted to research constrained list budget approaches across Virginia's MPOs/TPOs, guide the development of the CVTPO's CLRP, and incorporate any subsequent LRTP/*Connect CV 2045* changes.

CLRP and Connect Central Virginia 2045 Update Summary

Included with Attachment 3 package is a summary of the EPR, P.C. work activities, all of which have taken place with the guidance and participation by the TTC, VDOT, DPRT, and CVTPO staff.

The package begins with the EPR, P.C. memo which summarizes steps taken to integrate the updates from the constrained project list into *Connect CV 2045*.

Noted are the following main changes:

- The Constrained Project List now includes four subsections: Near-Term Committed Projects, Long-Term Committed Projects, Long-Term New Additions Projects, and Bike & Pedestrian Projects. NOTE: Justification provided as Attachment 2 – Task 4 Memo within Attachment 3.
- Many projects that were in the Vision List are now in the Constrained List.
- Those projects moved from Vision to Constrained List, which utilized the adopted Connect CV 2045 priority ranking methodology, now have project profiles, to facilitate grant funding applications.

To further provide ease by which the CVTPO can see and easily review the proposed changes, EPR, P.C. has:

- Provided the following LRPT Updates Table which provides the location and summary of each document change; and
- Provided this link to access the full document to review the changes; access to this link is open and active through COB, Thursday, March 17, 2022.

Access to Connect CV 2045 and Appendix here:

<https://epr.sharefile.com/share/view/sd3d704e01eef45fda4e22f8f252e6c38>

Updates to Connect Central Virginia 2045

Chapter	Page	Section	Changes
Number			
Cover Page	-	-	Added Amendment Date
Executive Summary	9	2045 LRTP PROJECT LIST	Updated description of project lists.
	10-22	Tables	Updated constrained list tables
	23	Map	Updated map of constrained list project
Chapter 8	115	2045 CVTPO VISION LIST OF PROJECTS	Updated description of vision project list
	116-120	Tables	Updated vision list tables
	121	Map	Updated map of vision list project
	126-127	2045 CONSTRAINED LONG RANGE PLAN	Added content describing the updated constrained list.
	128-140	Tables	Updated constrained list tables
	141	Map	Updated map of constrained list project
Appendix B	164-195	-	Added profile sheets for the projects in the Constrained List New Additions list
Appendix L	493-499	-	Added memo on the constrained budget methodology

In addition, the EPR, P.C. project summary package (Attachment 3), includes an overview of the range of project decision and evaluation actions, including Budget Evaluation Mythology, VA MPO Budget Estimate Comparison, and the Constrained List Subsection development process. Each of these documents were provided and evaluated by the TTC, VDOT, DRPT and CVTPO throughout the project and directly resulted in the Draft Connect Central Virginia 2045 provided for the CVTPO adoption consideration.

CVTPO Action Needed: CVTPO, to confirm to the federal requirement for establishment of a Constrained Long Range Plan Project List, needs to provide an action to approve or not approve the Constrained Long Range Plan list and subsequent Connect Central Virginia 2045 amendment as presented.

Recommendation: Staff recommends CVTPO adopt Constrained Long-Range Plan (CLRP) and the Connection Virginia LRTP Amendments as presented. Resolution (Attachment 3a)

4. FY2023 Unified Planning Work Program (UPWP) (Attachment 4)

The CVTPO's Work Program and the preliminary Budget (VDOT provided FY23 PL allocation provided and incorporated; DRPT FY23 allocation not yet known) for FY23 is provided for the member's consideration and approval. The UPWP serves as the guiding document for staff activities in the coming year.

Projects of note within the UPWP include, via VDOT program funding, a continuation of a Regional Potential Safety Improvement (PSI) study, the foundation for the update to the Region 2000 Greenways, Blueways, and Trails plan, the development of a new Title VI Plan. Through the DRPT (FTA 5303) program to advance development of comprehensive multimodal plan, that will evaluate existing resources, consider socio-economic, demographic, bike and pedestrian, and transit route and destination connectivity factors. Program action will provide the foundation to guide program short and long-term infrastructure program and service efficiency actions.

As in past years, the work program also provides the provision for technical support to localities to assist in Smart Scale, Highway Safety Improvement Program (HSIP), and any other transportation-related grant opportunities; continued support and participation in advancement of pedestrian, bicycle, complete street and other multimodal planning; and active participation in local initiatives and committees, including LRBA's Lynchburg Regional Transportation Advocacy Group (LRTAG), focusing on transportation and transportation-related issues (e.g. land use, active transportation).

The UPWP also provides the foundation for continued planning assistance to GLTC, including support in execution of GLTC's Transit Strategic Plan, bus stop improvement evaluation and improvement execution, and route efficiency and adjustment planning and implementation.

The Transportation Technical Committee (TTC) reviewed at their 3/10/22 meeting and recommended CVTPO adoption of the FY23 UPWP as presented.

Recommendation: Staff recommends FY23 UPWP Work Program be adopted as presented.

5. Regional Potential for Safety Improvement (PSI) Project Update (Attachment 5)

The CVTPO executed a study of the top 10 unstudied and unfunded Potential for Safety Improvement (PSI) intersections in the CVTPO/Lynchburg VDOT District area. The study has been led by EPR, P.C. and included evaluation of current travel conditions and executed to provide safety improvement recommendations. A project Steering Work Group has been engaged throughout the planning process.

EPR, P.C. in Attachment 5 provides a detailed overview of the ten (10) studied intersections located within Amherst, Bedford, and Campbell counties. The study report and recommendations will be available April and, with request by the localities, be presented to County Board of Supervisors. Project recommendations has been developed according to Highway Safety Improvement Program (HSIP) documentation needs to support future funding applications.

Recommendation: Review presented EPR, P.C. project Memo. With interest, CVTPO and locality staff representative will coordinate to arrange for locality presentation.

6. Smart Scale Round 5 – CVPDC Area Applications

Staff, at the 3/10/22 TTC meeting, consulted with the localities on anticipated Smart Scale Round 5 applications. Unlike Round 4, no locality has requested the CVTPO serve as the applicant for Round 5. However, Bedford County is requesting the CVPDC, as with Round 4, serve as the US 460 & Timber Ridge Rd (SR 803) Intersection Improvement project applicant.

Recommendation: Continue to be engaged in the area pending Smart Scale Round 5 applications. Be prepared to come to the July 21, 2022 CVTPO meeting to provide area applicant support resolution.

7. Matters from the Members

8. Adjournment


9. Informational Items

- Unless notified otherwise, the CVTPO will meet at 4:00 p.m. on the following dates.
April 21, 2022 July 21, 2022 October 20, 2022

April's meeting will include TIP Amendment, accounting for GLTC program adjustments, and CVPDC DRPT 5303 Application (due 5/2/22) actions.

- VDOT holding several funding program webinars in March. Including Highway Safety Improvement Program (HSIP) Local Funding Opportunities (3/29, 3/31). Staff has provided information to locality staff and will also be attending.

- Route 29 (Amherst Highway) and Route 151 (Patrick Henry Highway) Amherst County Intersection Improvement Project.
Public Meeting: Tuesday, March 29th, 4 – 6 p.m.
 Amherst High School Gymnasium
 139 Lancer Lane, Amherst.
 Project website:
www.virginiadot.org/projects/lynchburg/route-29-and-route-151-amherst.county.asp



**Route 29 (Amherst Highway) and
Route 151 (Patrick Henry Highway)
Amherst County
Intersection Improvement Project**

Tuesday, March 29, 2022, 4 – 6 p.m.
 Amherst High School Gymnasium
 139 Lancer Lane, Amherst, VA 24521

Find out about the proposed improvements for the section of Route 29 (Amherst Highway) that starts 0.709 mile south of Route 151 (Patrick Henry Highway) and extends to 0.131 mile north of Route 151 (Patrick Henry Highway) in Amherst County. The purpose of this project is to improve safety at this intersection by constructing raised medians to create an RCUT (Restricted Crossing U-Turn). The project website will include the same information, materials and presentations available at the public meeting. The project website is found at:
<https://www.virginiadot.org/projects/lynchburg/route-29-and-route-151-amherst-county.asp>

Review the proposed project plans and the National Environmental Policy Act documentation in the form of a Programmatic Categorical Exclusion at the public hearing or at VDOT's Lynchburg District Office located at 4219 Campbell Avenue in Lynchburg. Please call ahead to ensure the availability of personnel to answer your questions. Property impact information, relocation assistance policies and tentative construction schedules are available for your review at the above address and will be available at the public hearing.

Give your written or oral comments at the meeting, or submit them online from the survey on VDOT's website at the address listed above by **April 8, 2022**, to Mr. Anthony W. Revelle, P.E., Project Manager, Virginia Department of Transportation, 4219 Campbell Avenue, Lynchburg, VA 24501-4801. You may also email your comments to anthony.revelle@VDOT.Virginia.gov. Please reference "Route 29 at Route 151 Comment" in the subject line.

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State Project: 6029-005-735, P101
 Federal Project: NHPP-005-3 (129) UPC: 115492

In the event an alternate date is needed, the meeting will be held on March 31, 2022 at the same time and location.



Central Virginia Transportation Planning Organization

~ MINUTES~

September 16, 2021, 4:00 pm

MEMBERS PRESENT (In-Person)

Dwayne Tuggle..... Town of Amherst
 Sarah Carter Town of Amherst
 Dean Rodgers..... Amherst County
 John Sharp..... Bedford County
 Robert Hiss..... Bedford County
 Frank Rogers..... Campbell County
 Wynter Benda City of Lynchburg

MEMBERS PRESENT (Virtually)

Chris Winstead [Personal Exemption]..... VDOT Lynchburg District
 Daniel Sonenklar..... Dept. of Rail and Public Transportation
 Kenny Craig Liberty University

MEMBERS ABSENT

Beau Wright..... City of Lynchburg
 Jennifer Moore Amherst County
 Charlie Watts Campbell County

OTHERS PRESENT

Rick Youngblood..... VDOT Lynchburg District
 Gary Christie..... CVPDC
 Kelly Hitchcock CVPDC
 Philipp Gabathuler CVPDC
 Ada Hunsberger CVPDC/CVTPO

1. Call to Order & Establishment of Quorum

Mayor Tuggle, chair, called the meeting to order at 4:00 p.m. There was an established quorum physically present, and therefore voting was able to proceed.

2. Electronic Meeting Policy

Ada Hunsberger presented the proposed electronic meeting policy which allows for board members to participate electronically under certain circumstances. There was a motion made by Sara Carter to adopt the electronic meeting policy, seconded by Robert Hiss. The motion was unanimously approved.

3. Approval of the April 15, 2021 Minutes

Upon a motion made by Sara Carter, seconded by Dean Rodgers, the minutes of the April 15, 2021 meeting minutes were unanimously approved.

4. Board 2021-2022 Elections

Mayor Dwayne Tuggle, Chair and Beau Wright, Vice Chair were nominated to remain in the currently held position. A motion was made by Frank Rogers and seconded by Dean Rodgers. The motion was unanimously approved.

5. Proposed TIP Amendment

Ada Hunsberger reviewed the proposed TIP Amendment which reallocated funds from FFY22 to FFY21 in the preventative maintenance category. There was no public comment. Rick Youngblood from VDOT confirmed that these maintenance activities. A motion was made by Sara Carter and seconded by Frank Rogers.

6. Transportation Alternatives Program

Ada Hunsberger provided an overview of the various Transportation Alternatives projects which were submitted to VDOT for approval. There were projects discussed from the City of Lynchburg, Amherst County and Amherst Town.

A motion to approve the resolution of support for the City of Lynchburg application was made by Wynter Benda and seconded by Dean Rodgers.

A motion to approve the resolution of support for the Amherst County application was made by Dean Rodgers and seconded by Sara Carter.

A motion to approve the resolution of support for the Amherst County application was made by Sara Carter and seconded by Dean Rodgers.

7. DRPT TRIP Application

Philipp Gabathuler presented information about the Greater Lynchburg Transit Company's Transit Ridership Incentive Program (TRIP) application. The board was asked to confirm support of the application by a vote. A motion was made by John Sharp and seconded by Mr. Hiss.

8. Matters from the Members

Dean Rogers raised the topic of pedestrian access from Amherst to Lynchburg by way of either the John Lynch bridge or underneath the Carter Glass bridge. He suggested using transportation alternatives funding to complete such a project. Kelly Hitchcock mentioned it would connect to Madison Heights. Mr. Winstead commented that we will need to make sure that the project is safe, resilient, and cost effective. Mr. Winstead will be setting up a meeting with the City of Lynchburg and Amherst County to further this effort.

Mr. Hiss discussed the expansion of Century equipment on Route 460 (at Rt 811), which has brought up concerns about access there and other industries have similar issues. CVTPO staff will coordinate between the Salem and Lynchburg VDOT districts, as well as Campbell and Bedford County.

9. **Adjournment:** There being no further business, the meeting adjourned at 4:30 p.m.

This memo describes the steps taken to integrate the updates to the constrained project list into Connect Central Virginia 2045. The methodologies used to update the constrained list were detailed in previous memos, “SubTask 2b_Budget Methodology Memo” and “Task 4_Draft Constrained List Memo”, both of which are included as attachments to this memo. The changes detailed below conclude the effort to update the constrained projects list of connect Central Virginia 2045.

The main changes with this amendment can be summarized as following:

- The Constrained List is now comprised of four subsections, as described in “Task 4_Draft Constrained List Memo”
- Many projects that were in the Vision List when the plan was adopted in 2020 are now in the Constrained List
- The projects that were moved from the Vision List to the Constrained List (using the priority rankings adopted in the 2020 plan) now have project profiles, to facilitate with funding and grant applications

No projects were added to or removed the from the lists in the plan as adopted in September 2020. Rather, this amendment reflects a budgeting exercise to determine the likely amounts of federal and state funds that the Central Virginia Transportation Planning Organization (CVTPO) can expect to receive from 2021 to 2045. The project lists in Connect Central Virginia 2045 were then reorganized according to the expected funding, and more project profiles were created to assist TPO staff with grant and funding applications. Review the memos in Attachments A & B for more information on the funding estimates and the constrained list. The specific changes to Connect Central Virginia 2045 with this amendment are described in the table below.

Updates to Connect Central Virginia 2045

Chapter	Page Number	Section	Changes
Cover Page	-	-	Added Amendment Date
Executive Summary	9	2045 LRTP PROJECT LIST	Updated description of project lists.
	10-22	Tables	Updated constrained list tables
	23	Map	Updated map of constrained list project
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Chapter	Page Number	Section	Changes
	128-140	Tables	Updated constrained list tables
	141	Map	Updated map of constrained list project
Appendix B	164-195	-	Added profile sheets for the projects in the Constrained List New Additions list
Appendix L	493-499	-	Added memo on the constrained budget methodology

Attachment 1

SubTask 2b_Budget Methodology Memo

This memo lays out the methodology for developing the constrained budget for the Connect Central Virginia 2045 Long Range Transportation plan (LRTP). The constrained budget methodology is part of Task 2: Constrained Budget, of the Scope of Work for this effort. This memo constitutes the deliverable for Sub-Task 2b: Budget Methodology.

The steps detailed below propose a process for determining anticipated federal and state funds for new construction projects and transit projects within the TPO area. The proposed methodology includes revenue estimates for bike and pedestrian projects as a subset of the highway project funding, allowing the TPO to prioritize specific bike and pedestrian based on reasonably expected funding. Additionally, Attachment A compares the preliminary budget estimate for Highway Projects (created using the methodology detailed below) to the comparable estimates in the most recent LRTPs of ten MPOs across the Commonwealth.

Time Horizons

The budget will consist of a near-term horizon of 2021-2024 and a long-term horizon of 2025-2045. Research conducted during Task 2a showed most MPOs in the Commonwealth divided revenue forecasts into two or three time horizons. Using fiscal years 2021-2024 for the near-term aligns the LRTP with the TPO's Transportation Improvement Program (TIP). The remaining 26 years constitute the Long-Term horizon of 2025-2045.

Data Sources

The methodology relies on the CVTPO's previous four TIPs (2012-2015, 2015-2018, 2018-2021, and 2021-2024) and VDOT's FY 2022 Six-Year Improvement Program (SYIP). The TIPs informed the highway projects and transit project budgets, while the SYIP provided a basis for estimating revenues for bike and pedestrian projects.

Methodology

The steps for determining the three budgets are detailed below. All three estimates use a 3% yearly inflation rate for revenues beyond 2021. While the Bike and Pedestrian budget is listed separately, it is a subset of the Highway projects funding. Both the Highway and Bike and Pedestrian budgets are revenues for new construction projects and do not include funding revenues from maintenance programs.

Highway Projects Budget

1. Review the non-maintenance funding estimates in the previous four TIPs.
2. Sum the federal and state revenue estimates for the first three Federal Fiscal Years (FFY) of each TIP (the fourth years were excluded because they overlap, so they are less accurate estimates than each TIP's first year).
3. Average the sum for each FFY to get a baseline yearly revenue estimate.

4. For the Near-Term (2021-2024), the FFY estimates for the four years in the 2021-2024 TIP are the estimated budget.
5. For the Long-Term (2025-2045), a 3% inflation rate is applied to the baseline estimate from Step 3.
6. Sum the total costs for all highway projects and project groupings in the 2021-2024 TIP and subtract from the revenue estimates in the TIP Financial Plan to calculate the outstanding balances in the TIP.
7. Subtract the balance from Step 6 from the Long-Term revenue total calculated in Step 5 to arrive at the available budget for the Long-Term time horizon.
8. Subtract the values for the Bike and Pedestrian Budget, outlined below.

Bike and Pedestrian Projects Budget

1. Review bike and pedestrian projects within the TPO in the FY 2022 SYIP.
2. Average the yearly funding revenues to get a baseline yearly revenue estimate.
3. Apply a 3% inflation rate to the baseline estimate for each year beyond 2021.

Transit Projects Budget

1. Review the transit projects included in the 2021-2024 TIP.
2. Sum the yearly Federal revenues for the 5307 and 5339 programs to get a baseline yearly funding estimate.
3. For the Near-Term (2021-2024), the FFY estimates for the four years in the 2021-2024 TIP are the estimated budget.
4. For the Long-Term (2025-2045), a 3% inflation rate is applied to the baseline estimate from Step 3.

Attachment A – MPO Budget Estimate Comparison

Using the methodology outlined above, the Central Virginia TPO can expect roughly \$409,498,542 in state and federal funds for non-maintenance highway projects from 2020 to 2045. To validate this estimate, we compared it to the estimates for non-maintenance highway projects provided in the most recent Long Range Transportation Plans (LRTPs) of ten Metropolitan Planning Organizations (MPOs) in Virginia. The MPOs selected for comparison are listed below:

- Bristol MPO
- Charlottesville-Albemarle MPO
- Fredericksburg Area MPO
- Staunton-Augusta-Waynesboro MPO
- Harrisonburg-Rockingham MPO
- Hampton Roads TPO
- New River Valley MPO
- Richmond Regional TPO
- Roanoke Valley TPO
- Winchester-Frederick MPO

The Danville MPO was not selected because its constrained list is the set of projects in its Transportation Improvement Program (TIP), so it is not comparable to the estimate created in this undertaking. The Metropolitan Washington Council of Governments was not selected because it is too different from the CVTPO region in size, with roughly 5.6 million people. The Tri-Cities Area MPO's most recent LRTP was not available on the organization's website at the time of this effort.

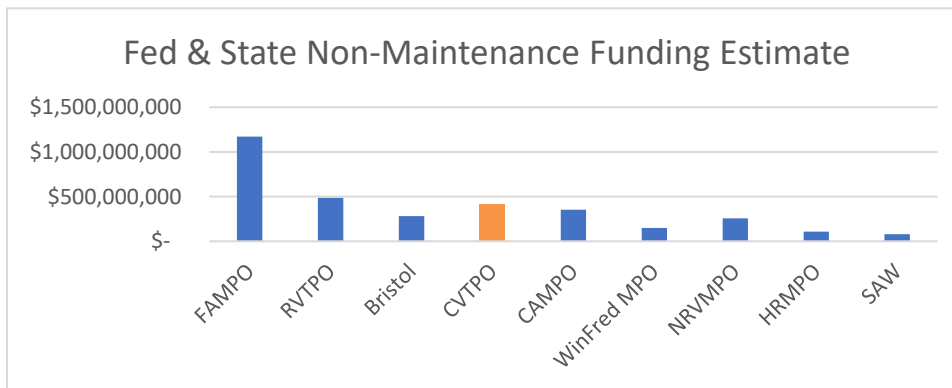
It should be noted that there are differences in how the LRTPs breakdown, categorize, and/or describe their funding estimates, so it is possible that relevant numbers could have been omitted or incorrectly considered due to inconsistencies in how the LRTPs express the funding estimates. We are confident in their validity as benchmarks, but these figures should be considered in the context of this memo, and not as the authoritative estimate for federal and state non-maintenance highway funding for these MPOs over their respective planning horizons.

To validate our estimate, we used three benchmark statistics. All three benchmarks suggest that the estimate for the Central Virginia region is valid. Each measure is described below, followed by a table and charts that visualize trends among them. **Table 1** shows the MPO funding characteristics. **Figure 1** charts the funding estimates for the MPOs, excluding the two outliers, HRTPO and RRTPO.

Table 1. MPO Funding comparison

MPO Name	Horizon Year	Base Year Population	Fed & State Non-Maintenance Funding Estimate	Funding Est. Per Capita	Ratio of CVTPO Population	Ratio of CVTPO Funding Estimate	Notes
HRTPO	2045	1,725,777	\$ 10,993,000,000	\$ 6,370	10.6	26.8	Includes CMAQ funding estimates
RRTPO	2045	1,091,680	\$ 14,462,700,000	\$ 13,248	6.7	35.3	Includes CMAQ funding estimates
FAMPO	2045	350,916	\$ 1,171,200,000	\$ 3,338	2.2	2.9	
RVTPO	2040	230,457	\$ 485,474,656	\$ 2,107	1.4	1.2	
Bristol	2040	229,534	\$ 282,293,972	\$ 1,230	1.4	0.7	Includes Tennessee population
CVTPO	2045	162,816	\$ 409,498,542	\$ 2,515	1.0	1.0	
CAMPO	2045	127,659	\$ 354,000,000	\$ 2,773	0.8	0.9	
WinFred MPO	2040	107,115	\$ 148,397,475	\$ 1,385	0.7	0.4	
NRVMPO	2045	92,757	\$ 527,270,609	\$ 5,684	0.6	1.3	Includes \$271mil allocation for the I-81 Improvement Program
HRMPO	2040	81,409	\$ 108,367,420	\$ 1,331	0.5	0.3	
SAW	2045	78,794	\$ 358,874,549	\$ 4,555	0.5	0.9	Includes \$271mil allocation for the I-81 Improvement Program

Figure 1. Funding estimates

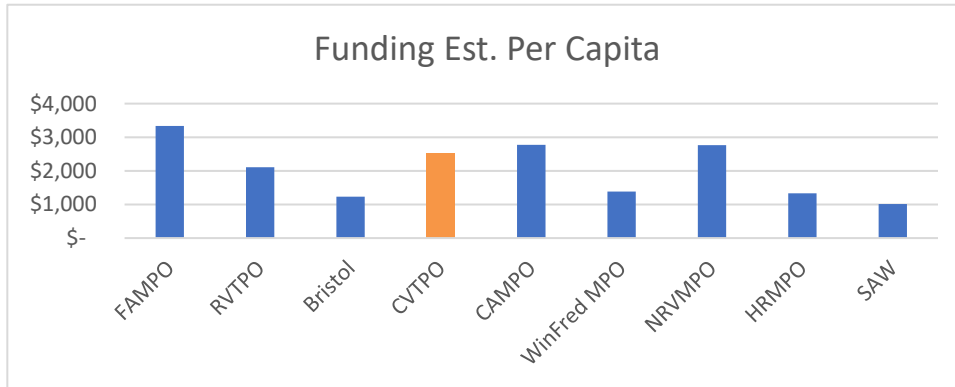


Funding Per Capita

We calculated each MPO’s funding estimate as a per capita amount by dividing the funding estimate by the MPOs’ base year population. The CVTPO funding per capita of \$2,515 is similar to most other MPO per capita rates. Two exceptions are HRTPO and RRTPO. Both MPOs have large enough population sizes to qualify for CMAQ funding, a funding source for air pollution mitigation that the CVTPO does not qualify for. The average of the estimates excluding HRTPO, RRTPO, and CVTPO is \$2,800. This suggests that the CVTPO estimate is a plausible amount.

Figure 2 shows that funding per capita, excluding the two outliers, HRTPO and RRTPO.

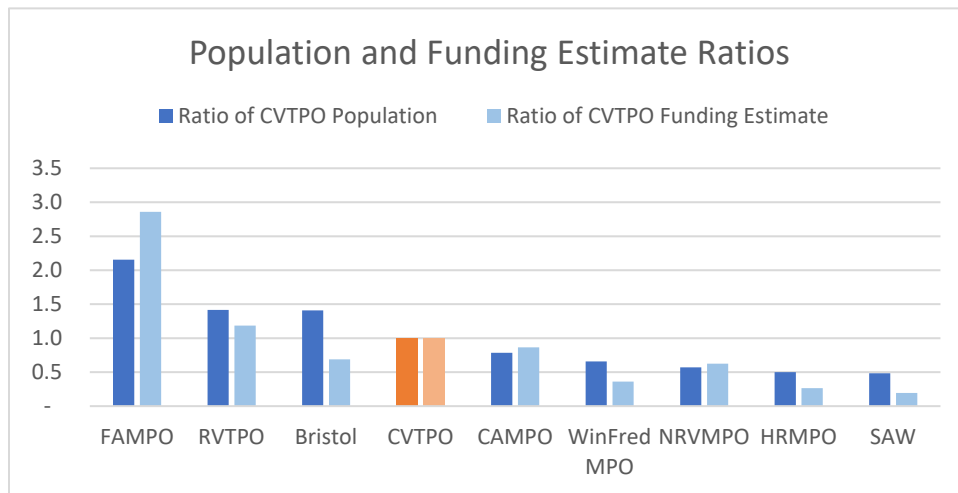
Figure 2. Funding estimates as a per capita rate



Population and Funding Estimate Ratios

The two ratio statistics complement each other. The first is the ratio of each MPO’s base year population to the CVTPO’s base year population. The second is the ratio of each MPO’s funding estimate to the CVTPO’s funding estimate. Together, the two ratios show the plausible trend that larger MPOs generally forecasted higher amounts of funding. This trend suggests that the CVTPO estimate fits the overall pattern. **Figure 3** shows the two ratios side by side for each MPO, excluding HRTPO and RRTPO.

Figure 3. MPO populations and funding estimates as ratios of the CVTPO population and estimate



Three outliers are Bristol, NRVMPPO and SAW. The Bristol MPO is partly in Virginia and partly in Tennessee. The Bristol 2040 LRTP split out the Tennessee funding estimates from the Virginia estimates, and the Tennessee estimates were generally lower than the Virginia estimates. Therefore, the lower than expected funding percentage ratio could be explained by the difference in either the allocation of federal funds to the two states or from the two state

Department of Transportation to the Bristol MPO. U.S. Interstate 81 traverse both NRVMP0 and SAW, and consequently they both are slated to receive large apportionments from the I-81 Improvement Program. Removing the I-81 allocations gives NRVMP0 a funding percentage ratio of 0.6 and SAW a ratio of 0.2, as would be expected if they, like CVTPO, did not forecast interstate improvement funds.

Attachment 2

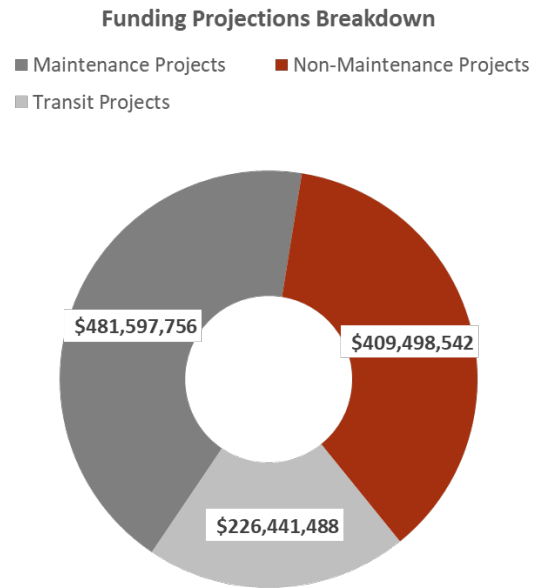
Task 4_Draft Constrained List Memo

This memo presents a draft constrained projects list for the Connect Central Virginia 2045 Long Range Transportation plan (LRTP). The memo includes the results of the funding projection methodology described in a prior memo, followed by a description of the constrained list sections, and a discussion fiscal constraint.

Funding Estimates

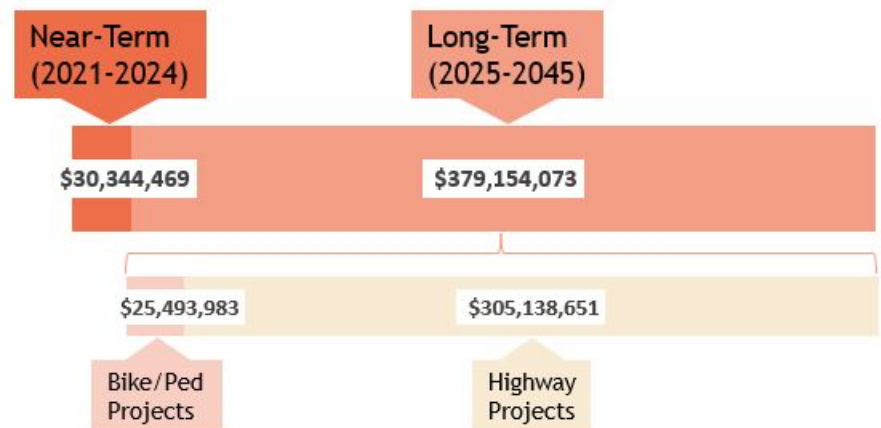
The funding estimates for the 2021-2045 planning horizon are shown in **Figure 1**. The methodology for creating the estimates is detailed in the previous memo, "SubTask 2b_Budget Methodology Memo_211201", which is included here as Appendix A. One deviation from the previous memo is the inclusion of a funding projection for maintenance projects. The maintenance estimate was created with the same steps detailed in the Highway Project Budget section of the memo, except that the estimates in the Maintenance section of the previous Transportation Improvement Programs (TIPs) was used.

Figure 1. Total funding estimates.



The Non-Maintenance Projects funding projection was then split into the two time horizons, Near-Term (2021-2024) and Long-Term (2025-2045). The Long-Term amount was then split into a portion that can be expected for Highway Projects and a portion that can be expected for Bike and Pedestrian Projects, as shown in **Figure 2**.

Figure 2. Time horizons and modal allocations



Constrain List Sections

The constrained list is comprised of four sections:

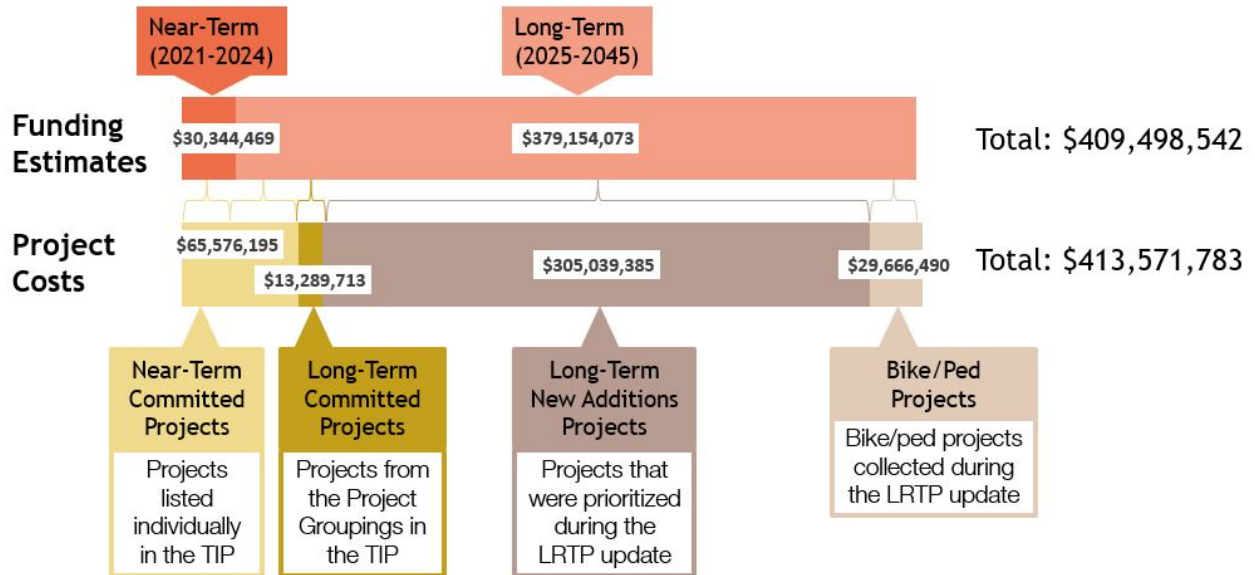
1. Near-Term Committed Projects
2. Long-Term Committed Projects
3. Long-term New Additions Projects
4. Bike & Pedestrian Projects

The Near-Term Committed Projects list was derived from the projects listed individually in the 2021-2024 TIP. The projects in the Project Groupings in the 2021-2024 TIP comprise the Long-Term Committed Projects list. The Long-Term New Additions Projects section consists of projects that were prioritized during the Connect Central Virginia 2045 planning process. Projects were added to the New Additions section of the constrained list using their priority ranking, which is described in Chapter VI: Goals and Performance Measures. The Long-Term Bike and Pedestrian Projects list is the final section of the constrained list. All four parts of the list are included here as Appendix B.

Fiscal Constraint

As seen in **Figure 3**, the total cost of the projects in the list exceeds the total expected funding amount by roughly \$4,000,000. The discrepancy is due to the Bike and Pedestrian Projects section. The listed bike/ped projects total to roughly \$29,000,000, but the anticipated funding for such projects over the planning horizon is just over \$25,000,000.

Figure 3. Comparison of anticipated funding and project costs



UNIFIED PLANNING WORK PROGRAM (UPWP)

Fiscal Year (FY) 2022-2023



Central Virginia Transportation
Planning Organization

CENTRAL VIRGINIA TRANSPORTATION PLANNING ORGANIZATION (CVTPO)

828 Main Street, 12th Floor
Lynchburg, VA 24504
434-845-3491
www.cvtpo.org

Transportation Technical Committee (TTC) Recommendation: March 10, 2022

CVTPO Policy Board Adoption Consideration: March 17, 2022

The Central Virginia Transportation Planning Organization (CVTPO) serves as the federally mandated Metropolitan Planning Organization (MPO) for the Central Virginia Urbanized Area.

Funding provided by the Federal Highway Administration (FHWA) the Federal Transit Administration (FTA), the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT) and Central Virginia Transportation Planning Organization (CVTPO) Local Funds. The CVTPO ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights regarding this project or special assistance for persons with disabilities or limited English proficiency, please contact the CVTPO.

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**RESOLUTION APPROVING THE FISCAL YEAR 2023
UNIFIED PLANNING WORK PROGRAM (UPWP)**

WHEREAS, the staff of the Central Virginia Transportation Planning Organization (CVTPO) has prepared the annual Unified Planning Work Program (UPWP) for fiscal year 2023; and,

WHEREAS, the UPWP has been reviewed by the Transportation Technical Committee; and,

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

NOW, THEREFORE, BE IT RESOLVED THAT that the Central Virginia Transportation Planning Organization does hereby approve the UPWP for Fiscal Year 2023 and authorizes it to be submitted to the Virginia Department of Transportation, the Federal Highway Administration, the Virginia Department of Rails and Public Transportation, and the Federal Transit Administration.

ADOPTED this 17th day of March 2022 by the Central Virginia Transportation Planning Organization.

ATTESTED BY:

CERTIFIED BY:

Gary F. Christie, *Secretary*
Central Virginia Transportation
Planning Organization

Dwayne Tuggle, *Chair*
Central Virginia Transportation
Planning Organization



Central Virginia Transportation Planning Organization

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

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

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

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

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

1. That **Gary F. Christie, Secretary** is authorized to prepare and file an application on behalf of **Central Virginia Transportation Planning Organization** with the **Virginia Department of Rail and Public Transportation** for federal and state financial assistance under the Federal Transit Administration Section 5303 Program and State Aid Program.
2. That **Gary F. Christie, 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 **Gary F. Christie, 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 **Gary F. Christie, Secretary** is authorized to execute a grant agreement on behalf of **Central Virginia Transportation Planning Organization** with the **Virginia Department of Rail and Public Transportation** to aid in the financing of the project.
5. That **Central Virginia Transportation Planning Organization** hereby certifies that the local share of the project costs identified in the application shall be made available to the project from resources available to this body.

The undersigned, **Gary F. Christie, Secretary**, certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the **Central Virginia Transportation Planning Organization** held on 17 March 2022.

ATTESTED BY:

CERTIFIED BY:

Gary F. Christie, Secretary
Central Virginia Transportation
Planning Organization

Dwayne Tuggle, Chair
Central Virginia Transportation
Planning Organization

SECTION I

FHWA, VDOT, CVTPO FUNDED ACTIVITIES

1.00 ADMINISTRATION

1.01 General Administration & Operations

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

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

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

Budget: \$36,000

Completion Date: June 30, 2023

1.02 Work Program Administration

Description: To meet the requirements of 23 CFR Part 420 and 23 CFR Part 450, the CVTPO, in cooperation with the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), membership localities, and public stakeholders, is responsible for the development of a UPWP. This UPWP describes regional transportation planning activities which will, or anticipated to, utilize federal funding within the CVTPO planning area. The UPWP also identifies state and local matching dollars for these Federal planning programs.

Products: UPWP for FY 2023 and amendments to the FY 2022 UPWP.

Budget: \$4,000

Completion Date: June 30, 2023

2.0 LONG RANGE TRANSPORTATION PLANNING

2.01 Long Range Transportation Plan Updates

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

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

Products:

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

\$5,000 staff; \$10,000 for Virtual LRTP Dashboard; \$50,000 carryover to FY 19-20.
Completion Date: ongoing through June 30, 2025

L RTP FUNDING PLAN

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

	FISCAL YEAR	CONTRIBUTION	TOTAL BANKED	ACTIVITY
YEAR 1/5	20-21	\$115,000*	\$50,000 for LRTP 2050	2045 Plan completion by October 2020
YEAR 2	21-22	\$50,000	\$100,000	
YEAR 3	23-24	\$50,000	\$150,000	
YEAR 4	24-25	\$50,000	\$200,000	2050 Plan process begin July 2024
YEAR 1/5	25-26	\$100,000**	\$250,000 for LRTP 2050 \$50,000 for LRTP 2055	2050 Plan completion by October 2025
YEAR 2	27-28	\$50,000	\$100,000	
YEAR 3	28-29	\$50,000	\$150,000	
YEAR 4	29-30	\$50,000	\$200,000	2055 Plan process begin July 2029
YEAR 1/5	30-31	\$100,000***	\$250,000 for LRTP 2055 \$50,000 for LRTP 2060	2055 Plan completion by October 2030

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

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

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

Note: Dollar amounts are subject to change due to inflation, scope changes, etc. The above chart serves to guide the fund banking to complete the LRTP update every five years. There are two ways in which PL funds can be carried over into a future fiscal year: 1) **“Passive” carryovers** skip a year (for example, unexpended or “banked” funds from FY 21-22 will automatically [passively] skip FY 22-23 and will reappear in the TPO’s funding mix in FY 23-24); 2) **“Direct” carryovers** transfer directly into the next fiscal year. Direct carryovers must be requested through the VDOT District Planner each spring. As the next LRTP update approaches, it is important to manage passive or direct carryovers so that the funds to pay for the LRTP appear at the appropriate time (typically the fiscal year ending in a year divisible by 5 [19-20, 24-25, etc.] and the year after).

Budget: \$65,000
 \$5,000 for staff time
 \$10,000 for Virtual LRTP Dashboard
 \$50,000 banked for 2050 LRTP

Completion Date: ongoing through June 30, 2025

2.02 Transportation Improvement Program

Description: Maintenance of the Central Virginia Transportation Improvement Program (TIP), preparation of TIP amendments, and intergovernmental review of transportation projects.

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

Budget: \$5,000

Completion Date: June 30, 2023

3.0 TECHNICAL ASSISTANCE

3.01 General Technical Assistance (General Development and Comprehensive Planning)

Description: CVPDC staff will assist localities and other area program partners on transportation related activities on an individual basis or CVTPO basis to advance local and regional transportation-related programs and projects. This program task includes, but is not limited to, providing transportation technical input and resources to the CVTPO's localities to improve the overall effectiveness and efficiency of the transportation network; promoting improved integration of the land use and transportation planning processes; assisting with comprehensive plan updates to ensure transportation, land use and other elements are consistent with the statewide transportation plan and other planning documents; and perform other duties as requested by VDOT, FHWA, and the CVTPO.

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

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

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

Products:

- Development and submittal of transportation related grant applications, as needed.
- Maintained transportation component of the CVPDC website to include the annual work program, Long Range Transportation Plan, Transportation Improvement Program, project data, transportation studies, meeting information, public participation plan, and related information in compliance with federal regulations.

- Locality assistance in the development of transportation priorities for the CVMTO and region.
- GIS data maintenance, analysis and map development for transportation planning activities and grants.
- Assistance on comprehensive plan transportation elements.
- Assistance on other transportation related matters.
- Provide leadership or support, as appropriate, to regional transportation, multimodal, land use, and connectivity initiatives, such as the regional Comprehensive Economic Development Strategy (CEDS) update and LRBA Lynchburg Regional Transportation Group (LRTAG). The TPO staff may provide support, as requested, to other initiatives including Placemaking, Transit and Transportation Demand, Intercity Passenger Rail, Air Service Development, and Cargo-Oriented Development initiatives.

Budget: \$25,000

Completion Date: June 30, 2023

3.02 Central Virginia Active Transportation Initiative

Description: CVTPO staff will assist localities and area program partners in support of pedestrian, bicycle and other active-transportation planning, project integration and implementation initiatives. The program tasks includes, but is not limited to, providing technical input and resources to assist in facility evaluation; development of or evaluation of prioritization strategy or tools to facilitate pedestrian and bicycle facility integration; identification for project inclusion within the Long-Range Transportation Plan, TIP, or SYIP; and assist, as requested, local, regional, and state partners in advancing multimodal planning, evaluation and implementation programs, policy, and projects.

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

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

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

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

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

Products:

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

Budget: \$26,266

Completion Date: June 30, 2023

3.03 Consultant Support

Regional Potential for Safety Improvement (PSI) Study

Description: The CVTPO will undertake a study of identified priority unstudied and unfunded Potential for Safety Improvement (PSI) intersections. The study will evaluate current travel conditions and provide recommendations for safety improvements. PDC staff will assist the CVTPO-procured consultant in project execution, including conducting research, participating in project management meetings, coordinating and participating in public meetings, and executing other project-related public involvement activities.

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

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

Product: Completed study.

Budget: \$75,000

Completion Date: June 30, 2023

3.04 Staff Support for the Regional Potential for Safety Improvement (PSI) Study

Description: TPO staff will assist the CVTPO-procured consultant in project execution, including conducting research, participating in project management meetings, coordinating, and participating in public meetings, and executing other project-related public involvement activities.

Product: Completed Study.

Budget: \$8,000

Completion Date: June 30, 2023

3.05 Diversity, Inclusion and Environmental Justice

Description: Ongoing public consultation and public participation to provide guidance in transportation planning. Our planning process should be inclusive and work to fairly allocate benefits to concentrations of poverty, minority, disability, limited English proficiency or any other federally protected groups.

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

This fiscal year, TPO staff will work with local, state, and federal partners to complete an update of the Title VI Plan and make necessary changes to the Public Participation Plan.

Products: New Title VI and updated Public Participation Plan; Documented Environmental Justice and Title VI response to VDOT's Civil Rights Division, as requested.

Budget: \$6,000

Completion Date: June 30, 2023

SECTION II

FTA, VDRPT, CVMPO FUNDED ACTIVITIES

44.21.00 Program Support and Administration

Description: CVTPO Staff will participate in program management and operation of continuing, comprehensive, and coordinated (3-C) planning process activities. The primary task objectives are to implement the FY 2021 UPWP throughout the fiscal year; execute all required administrative functions, including all accounting, personnel, contract, and office administration; and to support the activities of the CVTPO through preparation of agendas, attendance and scheduling meetings, reports, minutes, and other duties, as needed, for the CVTPO board and

subcommittees. This task provides for amendment to current and preparation of following year UPWP. Additionally, this task will allow for participation in the Lynchburg Community Health Improvement and other Centra, Lynchburg Health District active communities and active transportation initiatives that support transit access.

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

Budget: \$27,500

Completion Date: June 30, 2023

44.22.00 General Development and Comprehensive Planning

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

Tasks:

1. Maintain a current database of GLTC stops and routes.
2. Support implementation of GLTC's Transit Strategic Plan (FY2019-2028). Initiatives include assisting GLTC with any examinations of existing transit services, review of funding sources, assist in public stakeholder engagement and other activities, as needed, that contribute to the implementation of the GLTC Strategic Plan and articulated program goals. This action may include transit route analysis for modified or expanded transit services, changes in the route schedule.
3. CVTPO staff will assist in grant development or other program planning efforts that support infrastructure, services, public service information, or any other GLTC program improvement initiative. Included within this task will be the advancement

of comprehensive multimodal plan that will evaluate existing resources (GIS layers), consider socio-economic, demographic, and socio-economic factors, bike and pedestrian first and last mile connectivity, route, and primary destination factors. This action will provide the data foundation and supporting program funding foundation to guide program short and long-term infrastructure, program, and service efficiency actions. This action will result in a planning document that can facilitate future actions and used as a direct support to GLTC Transit Strategic Plan (FY2019 – 2028).

4. Support ADA (Americans with Disabilities Act) Bus Stop accessibility improvements, with focus on the most heavily use stops. CVTPO staff will work closely with program stakeholders and data evaluation (e.g. bus stop boarding/alighting) to guide system improvements.

5. CVTPO Staff will work with the GLTC Route Advisory committee to recommend route adjustments and realignments to improve route system efficiency. This planning effort objective is to provide scenarios showing route alternatives based on input from the committee, GLTC operations staff, CVTPO staff, and other system stakeholders. All transit system users—motorized, non-motorized, and ADA users—are included within this program task.

6. General Transit Planning: CVPDC staff will, as needed, incorporate transit components into other agency and Work Program studies and plans and support urban transit service planning and any rural area, or other agency, transit planning, including park and ride or other commuter assistance program activities.

Products:

- A current database of GLTC stops will be sent to the City of Lynchburg's GIS department on a semi-annual basis (March/September).
- An up-to-date bus stop database to be maintained by CVTPO staff.
- A multi-modal connectivity network document that will identify short-term and long-term first and last mile recommendations, including ADA accessibility stop improvements. Effort may include programmatic recommendations to advance rider experience improvements and choice rider promotion efforts.
- Produce, as requested by GLTC, short-range planning assistance efforts.

Budget: \$90,490

Completion Date: June 30, 2023

44.23.01 Long Range Transportation Plan Update

Description: CVTPO Staff will facilitate update to any projects on the Central Virginia Long Range Transportation Plan, Year 2045 in the event an update is required. This task provides for staff execution of requested program overview explanation to interested parties, such as CVTPO Board members or citizen groups. The LRTP transit sections will also be monitored and updated as needed.

Products:

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

Budget: \$2,000

Completion Date: June 30, 2023

44.25.00 Transportation Improvement Program

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

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

Budget: \$2,000

Completion Date: June 30, 2023

CVTPO Proposed Expenditures

CVTPO Proposed Expenditures	
SECTION I - FHWA, VDOT, & CVTPO ACTIVITIES	
1.00 Administration	
1.01 General Admin & Operations	\$ 40,000.00
1.02 Work Program Administration	\$ 5,000.00
SUBTOTAL	\$ 45,000.00
2.00 Long Range Planning	
2.01 Long Range Transportation Plan (CVLRP)	\$ 65,000.00
2.02 Transportation Improvement Program (CVTIP)	\$ 6,724.00
SUBTOTAL	\$ 71,724.00
3.00 Technical Assistance	
3.01 General Technical Assistance	\$ 28,000.00
3.02 Alternative Transportation	\$ 35,000.00
3.03 Consultant Support	\$ 75,000.00
3.04 Regional PSI Study (Staff)	\$ 9,000.00
3.05 Environmental Justice	\$ 7,000.00
SUBTOTAL	\$ 154,000
Section I Total	\$ 270,724
SECTION II - FTA, DRPT, & CVMPO ACTIVITIES	
44.21.00 Program Support & Administration	\$ 27,500.00
44.22.00 General Dev. & Comprehensive Planning	\$ 90,490.00
44.23.01 Long Range Transportation Plan (CVLRP)	\$ 2,000.00
44.25.00 Transportation Improvement Program (CVTIP)	\$ 2,000.00
Section II Total	\$ 121,990.00

EXPLANATORY NOTE REGARDING USDOT PLANNING EMPHASIS AREAS

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

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

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

Ladders of Opportunity: The CVTPO's UPWP directs significant resources to active transportation. This targeted effort promotes improving safe bicycle and pedestrian access throughout our community. Additionally, the UPWP directs funding to GLTC planning efforts (undertaken by CVTPO staff). All users of the transit system—motorized, non-motorized, and ADA users—are considered in the planning and implementation efforts.



MEMORANDUM

TO: KELLY HITCHCOCK

FROM: JEANIE ALEXANDER, P.E.

ORGANIZATION: CVTPO

DATE: MARCH 8, 2022

PHONE NUMBER:

SENDER'S REFERENCE NUMBER:

RE: PSI INTERSECTION STUDY UPDATE

YOUR REFERENCE NUMBER:

URGENT FOR YOUR USE PLEASE COMMENT PLEASE REPLY PLEASE RECYCLE

Background

The CVTPO has undertaken a study of the top 10 unstudied and unfunded Potential for Safety Improvement (PSI) intersections that fall within the CVTPO region. The study will evaluate current and future conditions and provide recommendations for safety improvements. This information can be used in the future to pursue grant funding opportunities.

PSI is a calculation that determines if the observed crash frequency exceeds the frequency that would typically be expected on a road with similar characteristics and traffic volumes. PSI is the best measure available for understanding whether crashes at an intersection are lower or higher than expected. VDOT publishes a ranking of intersections and road segments with PSI for each VDOT District. The PSI rankings for this study are based on 2014-2018 crash data. The lower the ranking, the higher the PSI. For example, the #1 ranked intersection with PSI has the highest potential for safety improvement, meaning the observed crash frequency is higher than the crash frequency that would be expected for an intersection with similar traffic volumes and characteristics.

Introduction

The study includes intersections listed below and shown in **Figure 1**. The intersection of Forest Road (Route 221) and Ashwood Manor Court was originally included for study, however, upon examination of the crash data at the intersection it was determined that the crashes are due to the adjacent intersection of Perrowville Road (663)/Ashwood Park Road with Forest Road (Route 221) rather than Ashwood Manor Court. As a result, the Ashwood Manor Court intersection was removed from the study.

Amherst County

1. US Route 29 Business (Amherst Highway) and North Coolwell Road (663)/Smokey Hollow Road (663)
2. Elon Road (Route 130) and Berg Drive (1240)/Winridge Drive (795)

Bedford County

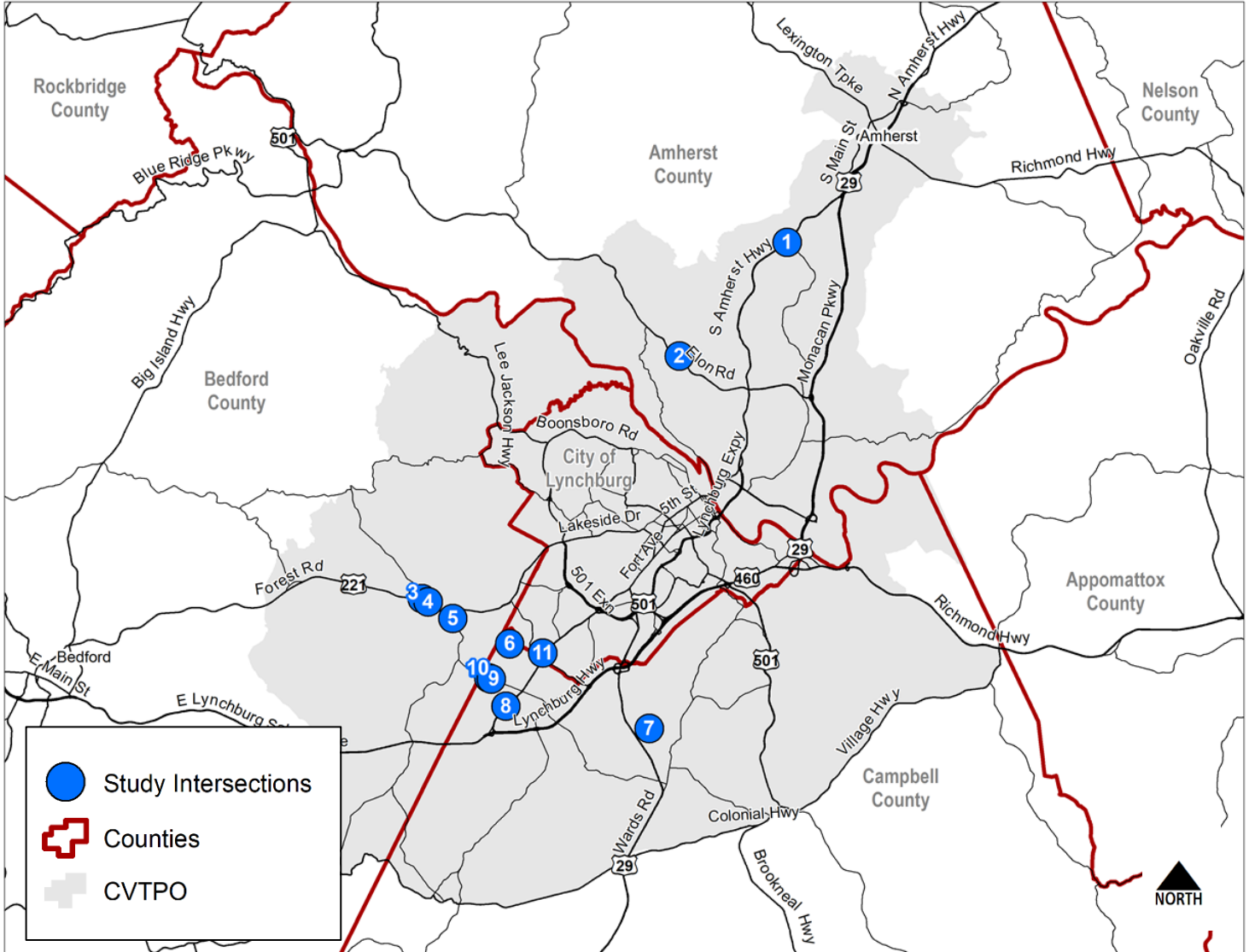
- ~~3. Forest Road (Route 221) and Ashwood Manor Court~~
4. Forest Road (Route 221) and Venture Drive (1489)
5. Burnbridge Road (854) and Thomas Jefferson Road (811)

Campbell County

6. Rainbow Forest Drive (1520) and Crossway Boulevard (1557)
7. Russell Springs Drive and English Tavern Road (738)

8. Timberlake Road (US Route 460 Business) and Braxton Park Circle/Lake Court Avenue (789)
9. Waterlick Road (622) and Jefferson Manor Drive (835)
10. Waterlick Road (622) and Moss Creek Drive (1680)
11. Mountain View Drive (862) and Laxton Road (1520)

Figure 1: Study Intersections



Steering Work Group (SWG)

A Steering Work Group (SWG) was established to help identify background information relevant to the study, serve as a sounding board for potential recommendations, and to help guide final project recommendations. **Table 1** includes a list of SWG participants.

Table 1 Steering Work Group

Full Name	Organization
Jeremy Bryant	Amherst County
Tyler Creasy	Amherst County
Mariel Fowler	Bedford County
Jordan Mitchell	Bedford County
Eric Smedley	Bedford County
Paul Harvey	Campbell County
Clif Tweedy	Campbell County
Kelly Hitchcock	Central Virginia PDC
Ada Hunsberger	Central Virginia PDC
Ryan Roberts	City of Lynchburg
Jeanie Alexander	EPR, P.C.
Hannah MacKnight	EPR, P.C.
Bill Wuensch	EPR, P.C.
David Cook	VDOT Lynchburg District
Keith Rider	VDOT Lynchburg District
Rick Youngblood	VDOT Lynchburg District
Jim Keene	VDOT Salem District
Mike McPherson	VDOT Salem District
Carol Moneymaker	VDOT Salem District
J.P. Morris	VDOT Salem District

Three SWG meetings were held on December 2nd, 2021, January 10th, 2022, and February 17th, 2022. The focus of the first meeting was on existing conditions and gathering information about each of the study locations. The focus of the second SWG meeting was on potential improvements. The focus of the third SWG meeting was on the recommended improvement concepts.

Study Process

The primary focus of the effort is to identify recommendations that could be constructed to improve safety at the study intersections. To identify safety improvements, a variety of information listed below has been gathered and analyzed.

- Detailed crash reports for the most recent five-year period available
- Traffic counts
- Engineering Standards: access management, turn lane warrants, clearance intervals, sight distance, etc.
- Field observations
- Other studies

This information was used to conduct traffic operational analyses, project future 2045 traffic volumes, compare current conditions to VDOT standards, and develop draft improvement recommendations.



ENGINEERING & PLANNING RESOURCES
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Study Schedule

The study recommendations will be available April and will be presented to the County Boards of Supervisors if desired. The documentation will include a report and Highway Safety Improvement Program (HSIP) documentation as needed for potential future funding applications.

End of Memorandum