

Central Virginia Transportation Technical Committee

In person (CVPDC Offices) & Via Electronic Meeting
Thursday, January 13, 2022 – 10:30 a.m.

Agenda:

I. Roll Call & Meeting Minutes

a. December 2021 Meeting Minutes

Paul Harvey, Chair

II. Statewide Planning Initiatives

a. 2023 Performance Targets

Ada Hunsberger, CVTPO

III. Long Range Transportation Planning [LRTP/RLRTP]

a. 2045 LRTP Budget Methodology

Phil White, EPR, P.C.

IV. Transportation Improvement Program (TIP) & Work Program

a. FY 22 Rural Work Program Amendment

Ada Hunsberger, CVTPO

b. Discussion of FY 23 Work Program

Ada Hunsberger, CVTPO

V. Ongoing Projects

a. DRPT Project Updates

Kelly Hitchcock, CVPDC

VI. Informational Items

a. No new business.

Central Virginia Transportation Technical Committee

828 Main Street, 12th Floor, December 9, 2021 at 10:30 a.m.

In-Person and via Electronic Meeting

MINUTES

PRESENT

Paul Harvey (U/R)..... Campbell County
Sharon Williams (R)..... Town of Altavista
Mariel Fowler (U/R) Bedford County
Mary Zirkle (R) Town of Bedford
David Cook (U/R) Virginia Department of Transportation

Present via Electronic Meeting

Rick Youngblood (U/R)..... Virginia Department of Transportation
Daniel Sonenklar (U/R)..... Virginia Dept. of Rail and Public Transportation

ABSENT

Vacant (U) Greater Lynchburg Transit Company
Jeremy Bryant (U/R) Amherst County
Sara Carter (U)..... Town of Amherst
Johnnie Roark (R) Appomattox County
Gary Shanaberger (R)..... Town of Appomattox
Russell Thurston (R) Town of Brookneal
Todd Carroll (U)..... Liberty University
Kevin Jones (U/R)..... Federal Highway Administration
Andrew LaGala (U)..... Lynchburg Regional Airport
Tom Martin (U) City of Lynchburg

U- Members representing the urbanized area of the region

R- Members representing the rural area of the region

OTHERS PRESENT (in person or via Electronic Meeting)

Carol Money maker Virginia Department of Transportation
Ada Hunsberger CVPDC
Kelly Hitchcock.....CVPDC
Phil White.....EPR, P.C.
Bill Wuensch.....EPR, P.C.
Will Cockrell.....EPR, P.C.

1. Call to Order

Paul Harvey, Chair, called the meeting to order at 10:30 a.m.

2. Approval of the July & September 2021 Meeting Minutes

The July 2021 and September 2021 Meeting Minutes were unanimously approved upon a motion by Mary Zirkle and seconded by Mariel Fowler.

3. VTrans Long-Term Risk & Opportunity Register

Chris Wichman and Megan Nelson from the Office of Intermodal Planning and Investment (OIP) presented information about the predicted long-term trends in Virginia, including those related to socio-economic factors and new technologies which will emerge (Such as an increase in the number of electric vehicles) by 2045. In addition, they announced the new VTrans Data explorer tool, which is available at <https://vtrans.org/interactvtrans/data-explorer>.

4. FY 22 Work Program & Project Updates

Ada Hunsberger gave a brief update on the current projects, including the Regional Potential for Safety Improvement (PSI) study which is currently underway. In addition, Ada asked the localities to come prepared for the January meeting with potential opportunities/projects to be included in the FY-23 work program.

5. DRPT Equity and Modernization Study

Dan Sonenklar from the Department of Rail and Public Transit (DRPT) presented regarding DRPT's Equity and Modernization Study. The study focuses on shared distribution of benefits and burdens for transit service, as well as on the modernization of the system through accessibility, infrastructure, electrification, safety, and technology. More information about the study is available at <https://www.vatransitequity.com/>.

6. LRTP 2045 Project Prioritization

Phil White from EPR, P.C. gave a presentation outlining the process of developing the methodology to implement a constrained project list within the 2045 LRTP. Phil explained how EPR developed the budget methodology, and how the budget compares to other metropolitan planning organizations (MPO) across the Commonwealth.

7. Matters from the Committee

There were no matters from the committee and with there being no further business, the meeting adjourned. The next meeting will be on January 13, 2022 at 10:30 a.m.

CVTPO Performance Targets (Vehicles)

Projected Five-Year Average Based on Historical Trendline	Description	2020	2021	2022	Average Percent Change*
Notes: This table projects the five-year average for future years based on the historical trendline.	Fatalities	12	12	12	0.6%
	Fatality Rate	0.985	0.983	0.980	-0.2%
	Serious Injuries	131	121	110	-8.6%
	Serious Injury Rate	10.800	9.763	8.726	-10.6%

*A positive value represents an increase and a negative value represents a reduction in five-year averages from 2019 to 2021

Goal Percent Changes	Description	Statewide Goal Percent Change	MPO Goal Percent Change
Instructions: Enter a goal percent change in the yellow cells. The goals will be used to develop the 2022 MPO safety targets in coordination with historical data in the table below. The statewide goal percent changes are provided for reference. The MPO may adopt the statewide goal percent changes if desired.	Fatalities	1.37%	1.37%
	Serious Injuries	-2.36%	-2.36%
	VMT	6.80%	6.80%

*A positive value represents an increase and a negative value represents a reduction in five-year averages from 2019 to 2021

Projected Five-Year Average Based on Goal Percent Changes and Projected VMT Change	Description	2020	2021	2022
	VMT (100 Million)*	11.36	12.13	12.96
	Fatalities	13	13	13
	Fatality Rate	1.107	1.050	0.997
	Serious Injuries*	162	159	155
	Serious Injury Rate*	13.656	13.071	11.950

*Historical data provided for 2019. Projections reported for 2020-2021

2022 MPO Targets	Description	2022
	Fatalities	12
	Fatality Rate	1.092
	Serious Injuries	162
	Serious Injury Rate	14.297

CVTPO Performance Targets (Bike/Ped)

Goal Percent Change	Description	Statewide Percent Change	Goal Percent Change*
Instructions: Enter a goal percent change in the yellow cells. The goals will be used to develop the 2022 MPO safety targets in coordination with historical data in the table below. The statewide percent changes are provided for reference. The MPO may adopt the statewide goal percent changes if desired.	Non-Motorized Fatalities + Serious Injuries	-2.37%	-2.37%

*A positive value represents an increase and a negative value represents a reduction in five-year averages from 2019 to 2021

Projected Five-Year Average Based on Goal Percent Change and Projected VMT Change	Description	2020	2021	2022
Instructions: This table projects the five-year average for future years based on the most recent five-year averages and the goal percent changes. Graphs for this data are shown in the <i>Graphs_Bike_Ped</i> tab.	Non-Motorized Fatalities + Serious Injuries	10	9	9

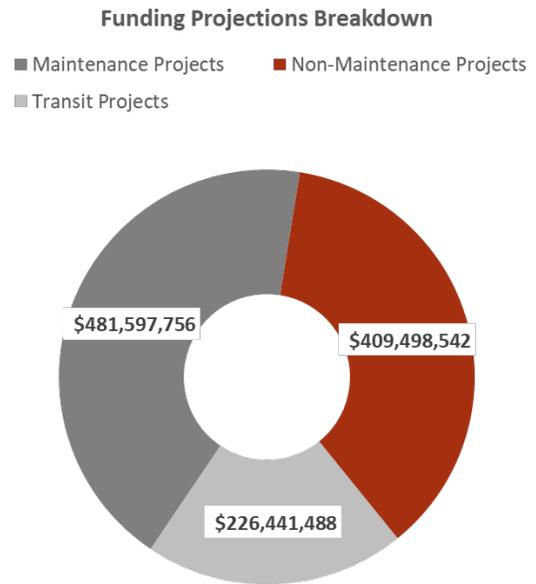
2022 MPO Targets	Description	2022
Instructions: Once goal percent changes have been agreed upon, enter the resulting 2022 five-year average target values (from the table above).	Non-Motorized Fatalities + Serious Injuries	10

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

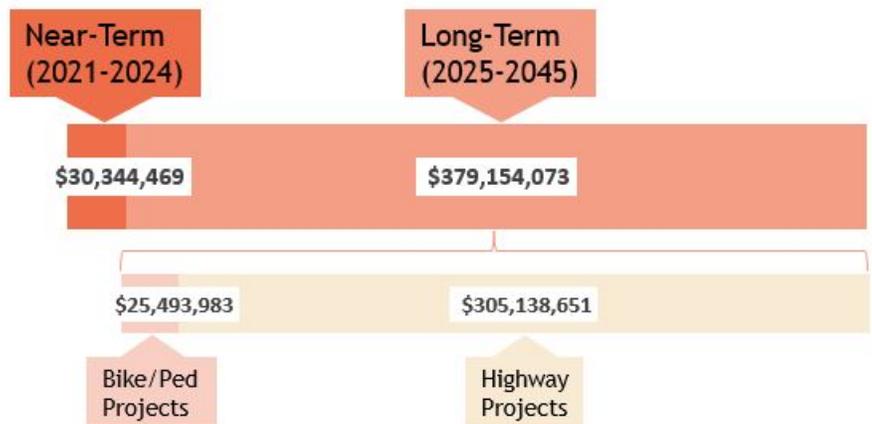
The funding estimates for the 2021-2045 planning horizon are shown in **Figure 1**. The methodology for creating the estimates is detailed in the previous memo, “SubTask 2b_Budget Methodology Memo_211201”, which is included here as Appendix A. One deviation from the previous memo is the inclusion of 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:

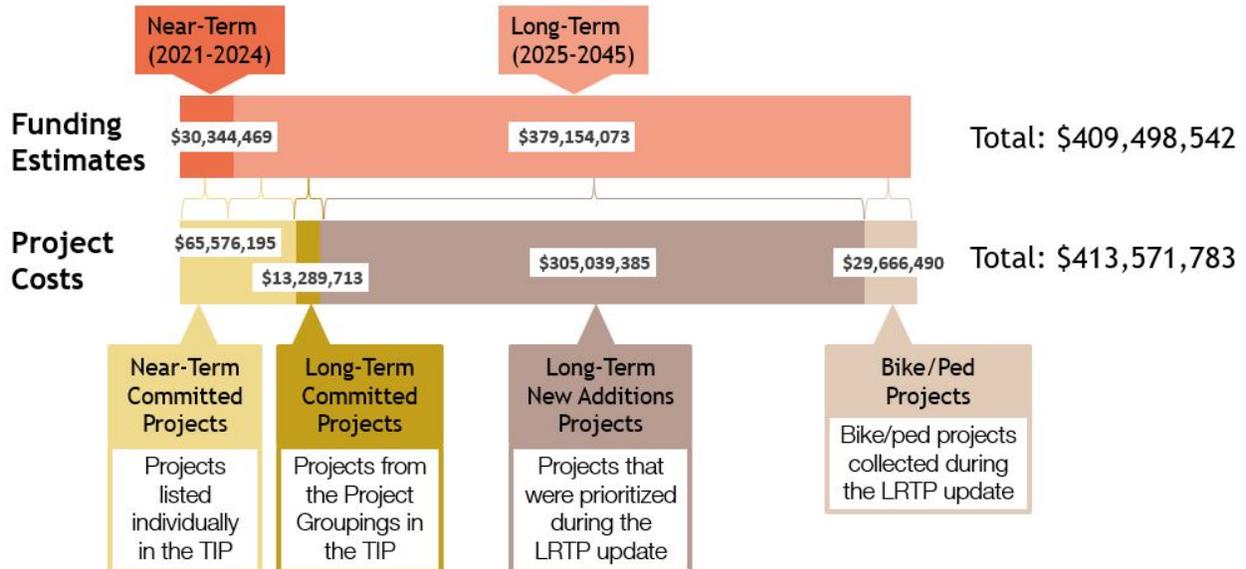
1. Near-Term Committed Projects
2. Long-Term Committed Projects
3. Long-term New Additions Projects
4. Bike & Pedestrian Projects

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

The current constrained list is not completely fiscally constrained. 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. Consequently, the bike and pedestrian projects will need to be prioritized, similarly to how the highway projects were during the LRTP update. EPR will work with TPO and VDOT staff to prioritize the projects listed in the bike/ped section so that the sum of project costs does not exceed the amount of anticipated funding.

Figure 3. Comparison of anticipated funding and project costs



Appendix A

SubTask 2b_Budget Methodology Memo_211201

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.

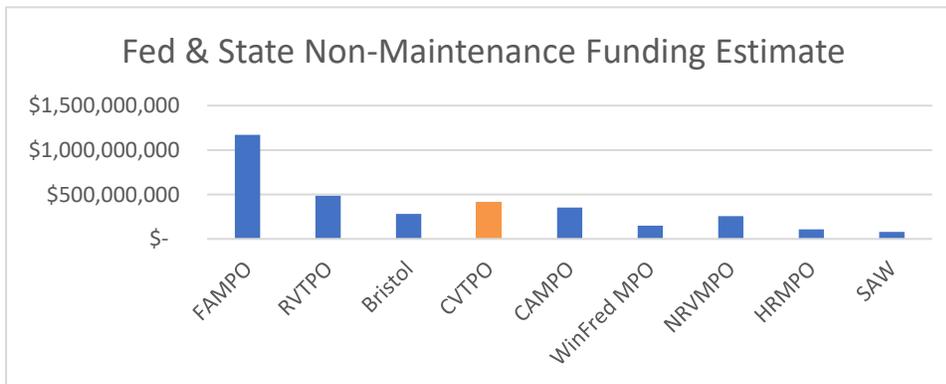
It should be noted that there are differences in how the LRTPs breakdown, categorize, and/or describe their funding estimates, so it is possible that relevant numbers could have been omitted or incorrectly considered due to inconsistencies in how the LRTPs express the funding estimates. We are confident 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	
RVTPPO	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

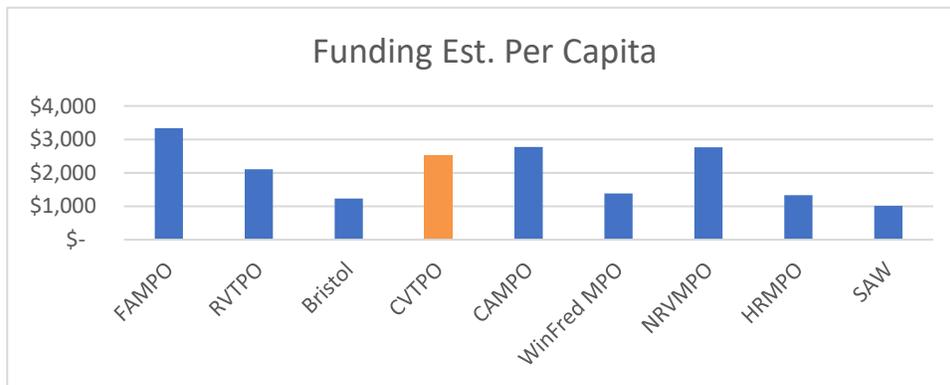


Funding Per Capita

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.

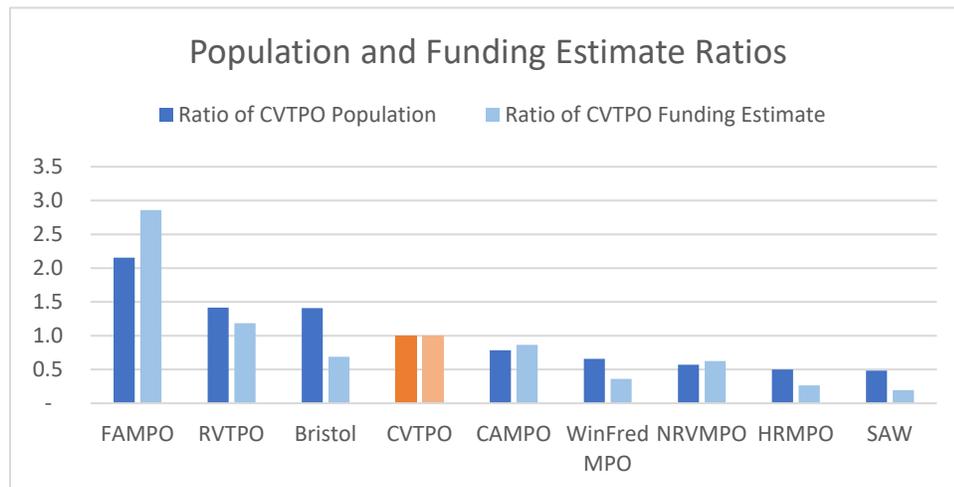
Figure 2. Funding estimates as a per capita rate



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 Transportations 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.

Appendix B

Draft Constrained List

Connect Central Virginia 2045 | Constrained Project List - Near-Term Committed

UPC No.	Project	Locality	Total Cost	Remaining Cost
115852	#ITTF20 MICRO TRANSIT	Statewide	\$ 500,000	\$ 500,000
64773	RTE 29/460 - ACCESS MANAGEMENT	City of Lynchburg	\$ 21,220,159	\$ -
110390	#HB2.FY17 RTE 682 - RECONSTRUCTION GARVEE DEBT SERVICE (Garvee debt service for UPC 109550)	Amherst County	\$ 10,131,165	\$ 8,933,431
110391	#HB2.FY17 ODDFELL'S RD SEG B2 RECON GARVEE DEBT SERVICE (Garvee debt service for UPC 109554)	City of Lynchburg	\$ 5,995,416	\$ 951,366
106320	UR-6056 - D/B WIDEN FROM 2 TO 4 LANES (GREENVIEW DRIVE)	City of Lynchburg	\$ 13,612,461	\$ -
106537	UR-6056 - D/B WIDEN FR 2-4 LNS (GREENVIEW DR) DEBT SERVICE (Garvee debt service for UPC 106320)	City of Lynchburg	\$ 9,834,743	\$ 5,837,544
105515	RTE 29/460 - D/B INTERCHANGE & EXTENSION (ODD FELLOWS ROAD)	City of Lynchburg	\$ 40,982,810	\$ -
112842	ADAPTIVE SIGNAL CONTROL - RIVERMONT FIBER INSTALLATION	City of Lynchburg	\$ 104,428	\$ -
113116	#SMART20 RTE 221/501 - INTERSECTION IMPROVEMENT (SPLIT PAIR)	City of Lynchburg	\$ 38,538,037	\$ 18,804,037
106533	RTE 29/460 - INTCHG & EXT (ODD FELLOWS RD) DEBT SERVICE (Garvee debt service for UPC 105515)	City of Lynchburg	\$ 48,177,768	\$ 30,549,817
			\$	65,576,195

Connect Central Virginia 2045 | Constrained Project List - Long-Term Committed

UPC No.	Project Grouping	Project	Locality	Total Cost	Previous	
					Allocations	Remaining Cost
T19026	Bridge Rehabilitation / Replacement / Reconstruction	Bridge rehabilitation/replacement	VDOT Lynchburg District	\$ -	\$ -	\$ -
104600	Bridge Rehabilitation / Replacement / Reconstruction	RTE 29 NBL - BRIDGE & APPR. OVER NS RR FED. ID. NO. (04144)	Campbell County	\$ 17,868,000	\$ 17,868,000	\$ -
97711	Bridge Rehabilitation / Replacement / Reconstruction	RTE. 621 OVER IVY CREEK (STR. ID 02707) - BRIDGE REPLACEMENT	Bedford County	\$ 3,038,000	\$ 3,161,000	\$ -
104599	Bridge Rehabilitation / Replacement / Reconstruction	RTE 29 SBL & NBL - BR & APPR OVER NSRR FED ID 20579 & 20580	City of Lynchburg	\$ 18,001,000	\$ 18,001,000	\$ -
T23508	Rail	CN RAIL	VDOT Lynchburg District	\$ -	\$ -	\$ -
112018	Rail	HIGHWAY-RAIL SAFETY INVENTORY SECTION 130 PE ONLY	Statewide	\$ -	\$ 700,000	\$ -
112213	Rail	HIGHWAY-RAIL SECTION 130 PRE SCOPING PE ONLY	Statewide	\$ -	\$ 300,000	\$ -
112497	Rail	ENVIRONMENTAL EQ429 FORM PROCESSING CHARGES	Statewide	\$ -	\$ 500,000	\$ -
115031	Rail	CHAPEL LANE - INSTALL FLASHING LIGHTS & GATES	City of Lynchburg	\$ 450,000	\$ -	\$ 450,000
109730	Safety / ITS / Operational Improvements	SRTS - DEARINGTON ELEMENTARY SCHOOL (TAP GRANT)	City of Lynchburg	\$ 112,000	\$ 210,000	\$ -
107802	Safety / ITS / Operational Improvements	INCIDENT MANAGEMENT EMERGENCY EVACUATION AND DETOUR PLANS	Statewide	\$ -	\$ 926,000	\$ -
110551	Safety / ITS / Operational Improvements	TRAFFIC VIDEO EXPANSION - STATEWIDE	Statewide	\$ -	\$ 363,000	\$ -
110912	Safety / ITS / Operational Improvements	STATEWIDE TRUCK PARKING MANAGEMENT SYSTEM - PHASE 1	Statewide	\$ -	\$ 925,000	\$ -

Connect Central Virginia 2045 | Constrained Project List - Long-Term Committed

UPC No.	Project Grouping	Project	Locality	Total Cost	Previous	
					Allocations	Remaining Cost
111613	Safety / ITS / Operational Improvements	STATEWIDE TRUCK PARKING MANAGEMENT SYSTEM - PHASE 2	Statewide	\$ -	\$ 1,807,000	\$ -
111892	Safety / ITS / Operational Improvements	ATMS - PHASE 1, 2, 3, 4	Statewide	\$ -	\$10,900,000	\$ -
114400	Safety / ITS / Operational Improvements	DRONE TECHNOLOGY PROJECT	Statewide	\$ -	\$ 257,000	\$ -
115854	Safety / ITS / Operational Improvements	#ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD	Statewide	\$ -	\$12,501,000	\$ -
115855	Safety / ITS / Operational Improvements	#ITTF20 HIGH SPEED COMMUNICATIONS ARTERIALS STATEWIDE	Statewide	\$ -	\$ 785,000	\$ -
T19022	Safety / ITS / Operational Improvements	CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		\$ -	\$ -	\$ -
105481	Safety / ITS / Operational Improvements	IMPEMENT IPEMS (ITERIS PERFORMANCE MEASREMENT SYSTEM)	Statewide	\$ -	\$ 845,000	\$ -
109817	Safety / ITS / Operational Improvements	SAFETY PRESCOPING - LYNCHBURG	VDOT Lynchburg District	\$ 3,767,000	\$ 2,976,000	\$ 791,000
114193	Safety / ITS / Operational Improvements	PEDESTRIAN IMPROVEMENTS AT PRIORITY CORRIDOR STATEWIDE	Statewide	\$ -	\$ 262,000	\$ -
114093	Safety / ITS / Operational Improvements	RTE 29 - SHOULDER WIDENING AND RUMBLE STRIPS (AMHERST)	Amherst County	\$ 1,977,000	\$ 4,352,000	\$ -
114094	Safety / ITS / Operational Improvements	RTE 29 - SHOULDER WIDENING AND RUMBLE STRIPS (CAMPBELL)	Campbell County	\$ 1,025,000	\$ 1,530,000	\$ -
109577	Safety / ITS / Operational Improvements	RTE 60 - CONSTRUCT SIDEWALK	Amherst County	\$ 865,000	\$ 873,000	\$ -
108914	Safety / ITS / Operational Improvements	#HB2.FY17 ROUTE 221 CONGESTION AND SAFETY IMPROVEMENTS	Bedford County	\$ 8,138,000	\$ 5,429,000	\$ 2,709,000
109555	Safety / ITS / Operational Improvements	#HB2.FY17 BUS 460 - RECONSTRUCT INTERSECTION AT RTE 622	City of Lynchburg	\$ 3,233,000	\$ 3,233,000	\$ -
111976	Safety / ITS / Operational Improvements	PM3B18 CAMPBELL COUNTY - RTE 501 - CENTERLINE RUMBLE STRIPS	Campbell County	\$ 126,000	\$ 126,000	\$ -

Connect Central Virginia 2045 | Constrained Project List - Long-Term Committed

UPC No.	Project Grouping	Project	Locality	Total Cost	Previous	
					Allocations	Remaining Cost
107015	Safety / ITS / Operational Improvements	BUS 29 - SHOULDER WIDENING/RUMBLE STRIPS/GR - AMHERST COUNTY	Amherst County	\$ 2,930,000	\$ 3,151,000	\$ -
109586	Safety / ITS / Operational Improvements	BUS 29 - CONSTRUCT SIDEWALK (MADISON HEIGHTS)	Amherst County	\$ 1,853,000	\$ 1,853,000	\$ -
108054	Safety / ITS / Operational Improvements	DISTRICTWIDE - ADA COMPLIANCE CURB RAMP IMPROVEMENTS	VDOT Lynchburg District	\$ 1,122,000	\$ 1,110,000	\$ 12,000
112887	Safety / ITS / Operational Improvements	DISTRICTWIDE CENTERLINE RUMBLE STRIP INSTALLATION	VDOT Lynchburg District	\$ 620,000	\$ 620,000	\$ -
113933	Safety / ITS / Operational Improvements	DISTRICTWIDE ON-CALL RUMBLE STRIP INSTALLATION	VDOT Lynchburg District	\$ 750,000	\$ 1,000,000	\$ -
109550	Safety / ITS / Operational Improvements	#HB2.FY17 RTE 682 - RECONSTRUCTION	Amherst County	\$ 7,855,000	\$ 7,855,000	\$ -
5542	Safety / ITS / Operational Improvements	#SMART18 #SGR18VB - RT 622 - RECONSTRUCTION	Campbell County	\$11,029,000	\$ 9,846,000	\$ 1,183,000
114091	Safety / ITS / Operational Improvements	RTES 1520 & 9070 - CONSTRUCT SIDEWALK	Campbell County	\$ 634,000	\$ -	\$ 634,000
114064	Safety / ITS / Operational Improvements	GRAVES MILL ROAD - INSTALL ADAPTIVE SIGNAL CONTROLS	City of Lynchburg	\$ 463,000	\$ 183,000	\$ 280,000
114062	Safety / ITS / Operational Improvements	BUS 501 - CONSTRUCT SIDEWALK (KEMPER STREET)	City of Lynchburg	\$ 384,000	\$ 183,000	\$ 201,000
108165	Safety / ITS / Operational Improvements	RTE F906 - CONSTRUCT SIDEWALK & INSTALL ROADWAY LIGHTING	City of Lynchburg	\$ 590,000	\$ 607,000	\$ -
8759	Safety / ITS / Operational Improvements	MIDTOWN CONNECTOR - NEW 2-LANE, W/ FLUSH MED., C&G,S/W.	City of Lynchburg	\$26,181,000	\$28,604,000	\$ -
109554	Safety / ITS / Operational Improvements	#HB2.FY17 ODDFELLOWS ROAD SEGMENT B2 - RECONSTRUCTION	City of Lynchburg	\$16,023,000	\$16,023,000	\$ -
114065	Safety / ITS / Operational Improvements	UR 6044 - PEDESTRIAN IMPROVEMENTS (OLD FOREST ROAD)	City of Lynchburg	\$ 1,281,000	\$ 50,000	\$ 1,231,000

Connect Central Virginia 2045 | Constrained Project List - Long-Term Committed

UPC No.	Project Grouping	Project	Locality	Total Cost	Previous	
					Allocations	Remaining Cost
109702	Safety / ITS / Operational Improvements	ADAPTIVE SIGNAL CONTROL - RIVERMONT AVENUE	City of Lynchburg	\$ 469,000	\$ 615,000	\$ -
115489	Safety / ITS / Operational Improvements	#SMART20 RIVERMONT AND BEDFORD AVE INTERSECTION IMPROVEMENT	City of Lynchburg	\$ 485,000	\$ 485,000	\$ -
81757	Transportation Enhancement / Byway / Non-Traditional	CITY OF LYNCHBURG - RIVERSIDE PARK MASTER PLAN	City of Lynchburg	\$ 1,266,000	\$ 1,266,000	\$ -
111723	Transportation Enhancement / Byway / Non-Traditional	LANGHORNE ROAD TRAIL EXTENSION	City of Lynchburg	\$ 2,000,000	\$ 2,000,000	\$ -
17595	Transportation Enhancement / Byway / Non-Traditional	TOWN OF AMHERST - DEPOT RELOCATION & RENOVATION	Amherst County	\$ 2,094,000	\$ 2,082,000	\$ 12,000
T19016	Transportation Enhancement / Byway / Non-Traditional	CN: TRANSPORTATION ENHANCEMENT / BYWAY / OTHER NON-TRADITIONAL		\$ -	\$ -	\$ -
T14714	Traffic and Safety Operations	STIP-MN Lynchburg: Traffic and Safety Operations		\$ 5,786,713	\$ -	\$ 5,786,713
						\$ 13,289,713

Connect Central Virginia 2045 | Constrained Project List - Long-Term New Additions

Project No.	Project	Road Name	From	To	Locality	Project Type	Total Cost	Priority Rank
96	Close unsignalized intersection and reroute traffic to the signalized intersection on Candler Mountain Road at Murray Place/River Ridge Mall	Candler Mountain Rd	Murray Pl	-	City of Lynchburg	Access Management and Safety	\$ 70,000	1
43	Restricted Crossing U-Turn	Timberlake Rd	Sunny Bank Dr	-	Campbell County	Access Management and Safety	\$ 2,990,000	2
62	Long-term: Convert four-leg intersection to three-leg intersection and install left turn lane	Candler Mountain Rd	Murray Pl	-	City of Lynchburg	Intersection Reconstruction	\$ 7,300,000	3
7	Traffic Operations/ Signal Coordination/ ATPSM Upgrades	South Amherst Highway	Route 163	S Coolwell Road (Rt 694)	Amherst County	Access Management and Safety	\$ 2,500,000	4
42	Restricted Crossing U-Turn	Timberlake Rd	Brush Tavern Dr	Crowell Ln	Campbell County	Access Management and Safety	\$ 3,650,000	5
63	Install left turn lane and extend right turn lane	Candler Mountain Rd	Mayflower Dr (Rt 128)	-	City of Lynchburg	Roadway Capacity Expansion	\$ 2,800,000	6
33	Intersection Reconstruction, install two RT turn lanes, sidewalks, ped features/modify signal, r/w	Forest Rd	Enterprise Dr (Rt 1415)	-	Bedford County	Intersection Reconstruction	\$ 5,000,000	7
44	Restricted crossing U-turn, add EB left turn lane, optimize signal timing and add NB receiving lane at Enterprise	Timberlake Rd	Shelor Dr	Enterprise Dr	Campbell County	Access Management and Safety	\$ 5,710,000	8

Connect Central Virginia 2045 | Constrained Project List - Long-Term New Additions

Project No.	Project	Road Name	From	To	Locality	Project Type	Total Cost	Priority Rank
56	VUL Gateway Roundabout, Road Diet (Kemper St to Otey St)	Campbell Ave	Kemper St	Otey St	City of Lynchburg	Multimodal Capacity Expansion	\$ 3,800,000	9
95	Install auxiliary lanes and realign NB entrance ramp	Lynchburg Expwy	Candlers Mountain Rd (Rt 501)	-	City of Lynchburg	Roadway Reconstruction	\$ 18,800,000	10
46	Restricted crossing U-turn, install loon, add sidewalks, extend left lane storage	Timberlake Rd	Wood Rd	Hooper/Charlie's Entrance	City of Lynchburg	Access Management and Safety	\$ 5,590,000	11
104	Construct Single Lane Roundabout	Wards Ferry Rd	CVCC Campus Dr	-	City of Lynchburg	Intersection Reconstruction	\$ 4,000,000	12
142	Road Diet - restriping	Campbell Ave	Fairview Ave	Florida Ave	City of Lynchburg	Multimodal Capacity Expansion	\$ 2,160,000	13
144	Access management, ROW acquisition, road improvements on the eastern intersection leg	Candlers Mountain Rd	Wards Rd (US 29)	Seminole Ave	City of Lynchburg	Roadway Reconstruction	\$ 10,000,000	14
147	Median closure, construct two median openings with loons	Lynchburg Hwy	Turkey Foot Rd	-	Campbell County	Access Management and Safety	\$ 6,188,000	15
117	Priority II Projects: widening & pedestrian improvements (RT turn lane, ped features, modify signal, utility adjustments, stormwater, sidewalk, r/w)	Graves Mill Rd	Creekside Dr	-	City of Lynchburg	Roadway Reconstruction	\$ 1,600,000	16
120	Priority II Projects: install median, widening & add multiuse path	Graves Mill Rd	Millrace Dr	Millside Dr	City of Lynchburg	Roadway Reconstruction	\$ 8,800,000	17
118	Priority II Projects: install single lane roundabout	Graves Mill Rd	McConville Rd	-	City of Lynchburg	Intersection Reconstruction	\$ 4,000,000	18

Connect Central Virginia 2045 | Constrained Project List - Long-Term New Additions

Project No.	Project	Road Name	From	To	Locality	Project Type	Total Cost	Priority Rank
148	Restricted Crossing U-Turn	Lynchburg Hwy	New London Dr	-	Campbell County	Access Management and Safety	\$ 3,370,000	19
116	Priority I Projects (Sidewalk, turn lanes, add lane, curb and gutter, replace signal, ped features, overhead and underground utilities)	Graves Mill Rd	Gristmill Dr (Rt 1426)	-	Bedford County	Roadway Capacity Expansion	\$ 3,500,000	20
119	Priority II Projects: install turn lane & access management (turn lane, sidewalk, utility adjustments, signal modifications, ped features)	Graves Mill Rd	Millrace Dr	-	City of Lynchburg	Intersection Reconstruction	\$ 1,700,000	21
97	Extend northbound acceleration lane	Lynchburg Expressway	Carroll Avenue	-	City of Lynchburg	Intersection Reconstruction	\$ 5,250,000	22
5	Extend SB acceleration lane & NB deceleration lanes & install auxiliary lane between Odd Fellows & Carroll Ave interchanges	Lynchburg Expressway	Odd Fellows Road	-	City of Lynchburg	Roadway Reconstruction	\$ 8,570,000	23
60	Bridge reconstruction, improvements on south, north & west intersection legs	Candlers Mountain Rd	Wards Rd (US 29)	-	City of Lynchburg	Intersection Reconstruction	\$ 15,000,000	24
155	Access Management and Intersection Improvements Segments 1-3	Wards Rd	City of Lynchburg corp limits	Lofty View Ln	Campbell County	Access Management and Safety	\$ 12,547,301	25
49	Access Management Improvements	Timberlake Rd	Whitten Timberlake Chapel Entrance	Heritage Business Center	City of Lynchburg	Access Management and Safety	\$ 1,870,000	26

Connect Central Virginia 2045 | Constrained Project List - Long-Term New Additions

Project No.	Project	Road Name	From	To	Locality	Project Type	Total Cost	Priority Rank
48	Restricted crossing U-Turn	Timberlake Rd	Timber Ridge II Apartments Entrance	-	City of Lynchburg	Access Management and Safety	\$ 855,000	27
143	Potential phased approach	South Amherst Highway	Route 163	S Coolwell Road (Rt 694)	Amherst County	Access Management and Safety	\$ 20,000,000	28
146	Thomas Jefferson Rd (Rt 811)	East Lynchburg Salem Turnpike	Meade Rd	-	Bedford County	Access Management and Safety	\$ 6,550,000	29
4	Extend SB deceleration lane & reconfigure ramps	Lynchburg Expressway	James Street/Stadium Road	-	City of Lynchburg	Roadway Reconstruction	\$ 8,880,000	30
8	Add ramp to complete interchange	South Amherst Highway	Route 163	-	Amherst County	New Roadway	\$ 13,910,000	31
156	Access Management and Intersection Improvements Segments 4-6	Wards Rd	Lofty View Ln	Patterson Rd	Campbell County	Access Management and Safety	\$ 13,799,831	32
157	Access Management and Intersection Improvements Segments 4-6	Wards Rd	Lofty View Ln	Patterson Rd	Campbell County	Access Management and Safety	\$ 13,799,831	33
122	Priority III Projects: install diverging diamond, includes bridge replacement	Graves Mill Rd	Us 501 Interchange	-	City of Lynchburg	Roadway Reconstruction	\$ 30,400,000	34
105	Add turn lanes	Wards Ferry Rd	Atlanta Ave	-	City of Lynchburg	Intersection Reconstruction	\$ 570,000	35
24	Two left turn lanes	Elon Rd	Berg Dr	-	Amherst County	Intersection Reconstruction	\$ 1,143,000	36
19	Access Management and Intersection Improvements	Wards Rd	Colonial Highway (Rt 24)	City of Lynchburg corp limits	Campbell County	Access Management and Safety	\$ 17,886,422	37

Connect Central Virginia 2045 | Constrained Project List - Long-Term New Additions

Connect Central Virginia 2045 Constrained Project List - Long-Term New Additions								
Project No.	Project	Road Name	From	To	Locality	Project Type	Total Cost	Priority Rank
115	Priority I Projects: additional EB lane on Creekside, widen SB ramp	Graves Mill Rd	US 501 Southbound Ramp	-	City of Lynchburg	Intersection Reconstruction	\$ 6,540,000	38
149	Restricted Crossing U-Turn	Richmond Highway	Village Hwy	-	Campbell County	Access Management and Safety	\$ 6,290,000	39
98	Install southbound auxiliary lane	Lynchburg Expressway	Miller St	Kemper St	City of Lynchburg	Roadway Capacity Expansion	\$ 9,700,000	40
145	Restricted Crossing U-Turn	East Lynchburg Salem Turnpike	Meade Rd	-	Bedford County	Access Management and Safety	\$ 2,950,000	42
150	Implement downtown complete streets - Phase A, four blocks	Downtown Streets	-	-	City of Lynchburg	Multimodal Capacity Expansion	\$ 5,000,000	48
							\$ 305,039,385	

Connect Central Virginia 2045 | Constrained Project List - Long-Term Bike & Pedestrian Projects

Project							
No.	Project	Road Name	From	To	Locality	Project Type	Total Cost
16	Install 3,800 ft of sidewalk on east side of US 29 business	South Amherst Highway	Woody's Lake Rd (Rt 682)	Dillard Rd (Rt 766)	Amherst County	Multimodal Improvements	\$ 1,150,000
17	Improve sidewalks and pedestrian crossings at traffic circle	South Main St	Lexington Turnpike (Rt 60)		Amherst County	Multimodal Improvements	\$ 170,000
18	Improve sidewalks and pedestrian crossings	South Main St	Lexington Turnpike (Rt 60)	2nd St	Amherst County	Multimodal Improvements	\$ 1,740,000
29	Convert a portion of the underutilized John Lynch Bridge into a multi-use trail connecting Amherst Riveredge Park to Downtown	John Lynch Memorial Bridge/ 5th St	River Rd (Rt 685)	Commerce St	City of Lynchburg	Multimodal Capacity Expansion	\$ 3,020,000
35	Add sidewalks	Forest Rd/Lakeside Dr	Forest Dale Dr	Forest Brook Rd	Bedford County, City of Lynchburg	Multimodal Improvements	\$ 3,200,000
94	Add sidewalks to improve pedestrian access to Brookville High School	Laxton Rd	Enterprise Dr (Rt 1415)	Timberlake Rd (Rt 460)	City of Lynchburg	Multimodal Capacity Expansion	\$ 800,000
110	Convert unused rail line to multi-use trail	VUL Rail to Trail	Virginia University-Lynchburg	Kemper St Station	City of Lynchburg	Multimodal Capacity Expansion	\$ 3,300,000
111	Add pedestrian signals and crosswalks at intersection	Wards Ferry Rd	Simons Run		City of Lynchburg	Intersection Improvement	\$ 120,000
114	Convert underutilized lanes of Rivermont Ave bridge into bike lanes with buffers	Rivermont Ave	5th St (Rt 163)	D St	City of Lynchburg	Multimodal Capacity Expansion	\$ 22,000
126	Sidewalk improvements	Forest Rd	Thomas Jefferson Rd (Rt 811)	Enterprise Dr (Rt 1415)	Bedford County	Multimodal Improvements	\$ 3,540,000

Connect Central Virginia 2045 | Constrained Project List - Long-Term Bike & Pedestrian Projects

Project							
No.	Project	Road Name	From	To	Locality	Project Type	Total Cost
153	An approximately 6,500 foot, 10-foot wide, shared use asphalt trail that will connect Riveredge Trail to the James River Heritage Trail (JRHT).	Riveredge and JRHT Extension	Riveredge Trail	James River Heritage Trail	Amherst County	Multimodal Capacity Expansion	\$ 1,709,316
154	Completing the James River Heritage Trail throughout the region	James River Heritage Trail			Region-wide	Multimodal Capacity Expansion	
158	Construct approximately 1700' of additional multi-use trail, complete Phase II of Rock Castle Creek Greenway	Wards Rd	Atlanta Ave	Wards Ferry Rd	City of Lynchburg	Multimodal Capacity Expansion	\$ 970,000
159	Construct approximately 3300' of sidewalk along Florida Avenue	Florida Ave	Greenview Dr	500' north of Hudson St	City of Lynchburg	Multimodal Capacity Expansion	\$ 9,925,174
							\$29,666,490

Central Virginia Planning District Commission

**FY-2022 Rural Transportation Planning Work Program
July 01, 2021 – June 30, 2022**



Adopted April 15, 2021; Amended January 20, 2022

Purpose and Objective

The Virginia Department of Transportation (VDOT) allocates part of the State Planning and Research (SPR) funding to provide annual transportation planning assistance for non-urbanized areas within the Commonwealth. The Rural Transportation Planning (RTP) Program was created to aid the State in fulfilling the requirements of the State Planning Process to address the transportation needs of non-metropolitan areas. Funds appropriated under 23 U.S.C. 307(c) (SPR funds) are used in cooperation with the Department of Transportation, Commonwealth of Virginia for transportation planning as required by Section 135, Title 23, U.S. Code. These Federal funds provide 80 percent funding and require a 20 percent local match.

In FY-2022 each planning district commission / regional commission that has rural area will receive \$58,000 from VDOT's Rural Transportation Planning Assistance Program. The corresponding planning district commission / regional commission will provide a local match of \$14,500 to conduct rural transportation planning activities. This resource may be supplemented with additional planning funds. The arrangement of all such funds involves the development of a scope of work, approval and other coordination in the Transportation & Mobility Planning Division's (TMPD) administrative work programs.

The scope of work shall include specific activities as requested by VDOT and/or the Federal Highway Administration. The scope of work may also include activities or studies addressing other transportation planning related issues that may be of specific interest to the region. The criteria for the determination of eligibility of studies for inclusion as part of this work program are based upon 23 U.S.C. 307 (c), State Planning and Research.

FY 2022 - Program Administration (\$28,000.00)

Background and Objective: The purpose of this work element is to facilitate regional participation and consensus building on transportation-related issues through a continuing, comprehensive, and coordinated planning process.

1. Rural Transportation Planning Management - \$25,000.00

Description: This activity includes all program management and administrative responsibilities not directly attributable to specific program activities. There are two defined objectives of this task: (1) the administration of transportation planning work program activities; and (2) the completion of necessary contracts, invoices, progress reports, correspondence, and grant applications in support of the work program.

Deliverable Products: The primary result of this task should be a well-functioning transportation program, including:

- Preparation of quarterly financial progress reports
- Provide oversight and administration of specific projects awarded under the Rural Transportation Grant Program
- Prepare meeting agenda minutes, resolutions, arrange for and/or attend meetings, conferences, and training
- Preparation for and attendance at Project Management Team (Technical Committee) meetings, including any work for special committees
- Review proposed enhancement projects as requested
- Prepare and execute funding agreements and contracts, including contract extensions or supplements, as needed
- Respond to requests for intergovernmental reviews and coordination
- Review, as necessary, consultant contracts or supplements and monitor consultant contracts, negotiations, and work progress on corridor studies and plans employing consultants
- Undertake staff training to enhance the rural transportation planning process, such as attendance at VDOT meetings and training sessions, VAPDC conferences, APA VA conferences, NADO conferences, and other opportunities as identified
- Provide Year End Summary List of accomplishments under the Rural Transportation Planning Assistance Program

2. Rural Transportation Planning Work Program - \$3,000.00

Description: This task provides for the annual preparation of the Rural Transportation Planning Assistance Program – Scope of Work for the upcoming fiscal year. Any amendments or revisions to the existing scope of work are also a part of this element.

Deliverable Products: The FY 2022-2023 Rural Transportation Planning Work Program, which documents the activities to be accomplished by the Central Virginia Planning District Commission staff in the upcoming fiscal year. It will also include any amendments or revisions to the existing scope of work.

SPR Funds (80%)	\$22,400.00
PDC Funds (20%)	\$5,600.00
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Total Budgeted Expenditure for Program Administration	\$28,000.00

FY 2022 - Program Activities (\$44,500.00)

Background and Objective: Address regionalized transportation issues that are identified by the Transportation Technical Committee and the Planning District Commission. Individual projects and work elements are described below:

1. General Technical Assistance- \$29,000.00

Description: This task allows for the assistance to localities and VDOT on transportation related activities on an individual or regional basis as needed.

This task includes, but is not limited to:

- Providing transportation technical input and resources to the PDC's localities outside of the MPO area to improve the overall effectiveness and efficiency of the transportation network
- Reviewing and assisting in the updating of local comprehensive plans to ensure that land use and other elements are consistent with transportation planning elements and the statewide transportation plan; this item includes assisting in the development of comprehensive plan's transportation element.
Other duties as required by VDOT, FHWA, and the PDC
- Development and provision of GIS information for use with transportation projects and planning efforts
- Enhancement and maintenance of a website
- Education, information, and referral assistance to localities on local transportation planning committees such as the 501 Coalition, Lynchburg Regional Transportation Advocacy Group (Lynchburg Regional Business Alliance), and local chamber of commerce transportation committees
- Writing transportation planning grants, including Transportation Alternatives and Safe Routes to School grants. This task includes any research and plan development necessary to support grant application efforts
- Evaluation and review of special situations such as major traffic generators, site plans, elderly and handicapped needs, and para-transit projects, as needed
- GIS training activities
- Complete any outstanding items from the FY 2021 Scope of Work.
- Assist the District Planner in the update/review of the Small Urban Area Plans in the PDC #11 region.
- Compile all available current and future land use GIS layers / attribute data from local comprehensive plans within the Planning District Commission boundaries. Use the GIS tool to be provided by VDOT-TMPD to geo-reference local

transportation plan recommendations. VDOT-TMPD will provide technical assistance on an as needed basis in accomplishing this task. Information gathered will be used to update existing land use data within the Statewide Planning System and will be used to augment data for the Statewide Travel Demand Model that is currently under development. For localities that do not have GIS layers / attribute data for the current and future land use plans, develop a schedule and identify resources needed that would allow this data to be captured via GIS. VDOT-TMPD will provide detail instructions and templates to be used to provide consistency across the state

- Participate in the Fall Transportation Meeting held in the region and provide a display to serve as outreach to the region's citizens.
- Participate in meetings and trainings conducted by the Virginia Rural Caucus, Virginia Chapter of the American Planning Association, American Planning Association, National Association of Development Organizations, Virginia Association of Planning District Commissions, and other similar organizations.
- Participate in outreach meetings and review data as requested by VDOT throughout the fiscal year pertaining to VTrans and other appropriate efforts
- Participate in VTrans webinars regarding Needs Consolidation / Recommendations and Smart Scale Regional Meetings
- Participate in meetings with VDOT staff regarding Title VI and Environmental Justice compliance
- Participate with the MPOs and VDOT on meeting performance measure goals.
- Provide VDOT's Transportation Mobility and Planning Division – Central Office with updated Travel Demand Management Plans when submitted to DRPT.
- Assist VDOT's Transportation Mobility and Planning Division with updating a database with information from localities comprehensive plans.

Deliverable Products:

- Assistance as enumerated above;
- Enhance and maintain the PDC's web site transportation component.

2. Rural Countermeasure Identification Project - \$3,000.00

Description: The CVPDC will be partnering with the University of Virginia's Transportation Training Academy (TTA) and Local Technical Assistance Program (LTAP) to identify low-cost countermeasures which can be implemented by localities to improve roadway safety.

Deliverable Product: Set of recommendations for localities to use as a basis for roadway safety projects.

3. **Active Transportation Planning Activities** - \$12,500.00

Description: The following items will be accomplished in support of active transportation planning efforts. These items coordinate with the CVTPO Active Transportation project activities. Activities include:

- Website updates
- Grant assistance
- Bike Month development and execution
- Area Bicycle and Pedestrian Advisory Committee
- Active Transportation Webinar Series
- Locality assistance as appropriate
- Assemble bicycle and pedestrian recommendations from comprehensive plans and standalone bicycle and pedestrian plans into a GIS shapefile.
- Update to the Region 2000 Greenways, Blueways and Trails Plan

Deliverable Product: A summary report of above referenced activities.

SPR Funds (80%)	\$35,600.00
PDC Funds (20%)	\$8,900.00
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Total Budgeted Expenditure for Program Activities	\$44,500.00

<u>FY-2022 Budget Summary Tasks</u>	VDOT (SPR) 80%	PDC (Match) 20%	Total 100%
<u>Program Administration</u>			
1. Rural Transportation Planning Management	\$20,000.00	\$5,000.00	\$25,000.00
2. FY 22-23 Rural Transportation Planning Work Program Development	\$2,400.00	\$600.00	\$3,000.00
Total Budgeted Expenditure for Program Administration	\$22,400.00	\$5,600.00	\$28,000.00
<u>Program Activities</u>			
1. General Technical Assistance	\$23,200.00	\$5,800.00	\$29,000.00
2. Rural Countermeasure Identification Project	\$2,400.00	\$600.00	\$3,000.00
3. Active Transportation Planning Activities	\$10,000.00	\$2,500.00	\$12,500.00
Total Budgeted Expenditure for Program Activities	\$35,600.00	\$8,900.00	\$44,500.00
Total Budgeted Expenditure for Program Administration and Program Activities	\$58,000.00	\$14,500.00	\$72,500.00



Central Virginia Planning District Commission

**RESOLUTION APPROVING THE FISCAL YEAR 2022
RURAL TRANSPORTATION PLANNING WORK PROGRAM**

WHEREAS, the staff of the Central Virginia Planning District Commission (CVPDC) has prepared the annual Rural Transportation Planning Work Program for fiscal year 2022; and,

WHEREAS, the Rural Transportation Planning Work Program has been reviewed and recommended for approval by the Transportation Technical Committee; and,

WHEREAS, this Rural Transportation Planning Work Program is now before the Central Virginia Planning District Commission (CVPDC) for approval.

NOW, THEREFORE, BE IT RESOLVED THAT that the Central Virginia Planning District Commission does hereby approve the Rural Transportation Planning Work Program for Fiscal Year 2022 and authorizes it to be submitted to the Virginia Department of Transportation.

ADOPTED this 20th day of January 2022 by the Central Virginia Planning District Commission.

ATTESTED BY:

CERTIFIED BY:

Gary F. Christie, *Secretary*
Central Virginia Planning District
Commission

Treney Tweedy, *Chair*
Central Virginia Planning District
Commission