



Central Virginia Transportation Technical Committee (TTC)

Thursday, May 8, 2025 (Hybrid Meeting)

10:30 a.m. to 11:30 a.m.

In-Person Meeting
CVPDC/CVTPO
Conference Room
828 Main Street, 12th Floor
Lynchburg, VA 24504

Join Zoom Meeting
<https://us02web.zoom.us/j/87951649477?pwd=RA8daWd54YuzfOZvP9kUoBwShLchRx.1>

Meeting ID: 879 5164 9477

Passcode: 284557

Phone: 1 646 931 3860

Agenda

1. **Welcome & Call to Order** *Paul Harvey*
2. **Approval of Minutes: April 10, 2025** *Paul Harvey*
(Attachment 2)
3. **VDOT Safety Circuit Rider Program –Town Crash Data Update** *Kelly Hitchcock, CVPDC/CVTPO*
4. **FY26 Urban and Rural Work Program -Approval Consideration** *Kelly Hitchcock, CVPDC/CVTPO*
(Attachment 3a) (Attachment 3b)
5. **FY2024 – 2027 CVTIP Amendment** *Kelly Hitchcock, CVPDC/CVTPO*
(Attachment 4)
6. **FY25 Work Program Update** *Kelly Hitchcock, CVPDC/CVTPO*
 - 221 Corridor Study
 - Central Virginia Safety Action Plan
 - Lynchburg Multimodal Plan
7. **Long Range Transportation Plan** *Kelly Hitchcock, CVPDC/CVTPO*
8. **Matters from the Committee** *All*
 - State and Federal Partner Program Updates
 - Other
 - Mid-Atlantic Electrification Partnership *(Attachment 8a)*
9. **Adjourn:**
 - Next TTC Meeting – June 12, 2025, 10:30 a.m. – 11:30 a.m.

Central Virginia Transportation Technical Committee

April 10, 2025 at 9:00 a.m.

828 Main Street, 12th Floor, Lynchburg – Hybrid Meeting

Draft Minutes

PRESENT

Erik Smedley (U/R)	Bedford County
Carson Eckhardt (U/R)	VDOT-Lynchburg District
Josh Moore (U)	Greater Lynchburg Transit Company
Evan Tuten (U/R)	Virginia Department of Rail and Public Transportation
Bret Butler (U)	City of Lynchburg
Tyler Creasy (U/R)	Amherst County
Ryan Roberts (U)	City of Lynchburg
J.P. Morris (U/R)	VDOT-Salem District
Johnnie Roark (R)	Appomattox County
Rachel Frischeisen (U)	City of Lynchburg
Leslie Gamble (U/R)	Amherst County

ABSENT

Paul Harvey, Chair (U/R)	Campbell County
Sara McGuffin (U)	Town of Amherst
Andrew LaGala (U)	Lynchburg Regional Airport
Rob Fowler (R)	Town of Appomattox
Abigail Courington (U/R)	Bedford County
Mary Zirkle (R)	Town of Bedford

U- Members representing the urbanized area of the region

R- Members representing the rural area of the region

STAFF PRESENT

Kelly Hitchcock	CVPDC/CVTPO
Alec Brebner	CVPDC/CVTPO
Ada Hunsberter	CVPDC/CVTPO
Patti Lassiter	CVPDC/CVTPO

1. Welcome and Virtual Participation Acknowledgement

Erik Smedley, serving as meeting Chair, called the meeting to order at 9:30 a.m. Mr. Smedley asked everyone to introduce themselves.

2. Approval of Minutes – Action Requested

Mr. Smedley requested a motion to approve the March 13, 2025, minutes.

MOTION: Josh Moore moved to approve the minutes as corrected. J.P. Morris seconded the motion. All were in favor; the minutes were approved.

3. Draft FY26 Urban and Rural Work Program

Draft FY Rural Work Program: Kelly Hitchcock provided an overview of the FY26 Rural Work Program, noting there were no substantive changes since April. Remains a \$72,000 program and incorporates language for options to assist localities with projects that may arise. Hitchcock noted the TTC can move to approve this month or wait for the May meeting.

Draft FY26 Urban Work Program

Hitchcock reminded the TTC that she provided an overview of the general wording changes to account for some federal program prioritization changes. It was noted that the changes did not change the commitment to public outreach and integration of outreach to match locality and project needs. Hitchcock thanked Evan Tuten for his assistance in the review.

Hitchcock noted the VDOT Section 1 FHWA/VDOT program funds of \$614,242 noting that this was an unusual funding amount but is reflective of FY24 unspent funds and funds saved for the Long Range Transportation Plan. Hitchcock noted

Important details are on page 23. Notably, section one shows \$614,242 for fiscal year 2026, which is unusual and includes FY24 \$269,990 carryover and FY26 \$344,352 allocation. Review of the key projects, including the Multimodal Plan, the Long Range Transportation Plan. Hitchcock reminded the TTC that the UPWP incorporates language that allows for technical assistance, planning support, that can include on-call consultants, for projects that may arise, including activities to advance Safety Action Plan recommendations. Finally, Hitchcock noted that the budget shows a potential \$163,252 in rollover for funds that would be available in FY28. It is these funds that can be, should they be needed, be available in the year and has flexibility.

Hitchcock noted that the FY26 allocation for DRPT, FTA 5303 funds was not yet known. However, as recommended by DRPT, the FY26 budget is based off the FY24 allocation. Hitchcock noted the 5303 funds are fairly consistent and thus, would not change the project focus, being evaluating business interest for bus services along Timberlake in Campbell County; a GIS-based bus stop analysis using DRPT evaluation methodology; continuing the multimodal project and the 12th Street Thriving Communities.

There were no specific questions related to the rural and urban work programs.

4. FY24 Work Program Update

a. 221 Corridor Study

An overview of the Tuesday, March 18th public meeting at Forest Public Library was provided. Hitchcock note the 5 to 7 pm meeting was attended by approximately 30 people, which is a smaller turnout than the first public meeting. Hitchcock noted the Recommendation Survey is open and will remain open to the 28th and ERP noted 96 completed survey. EPR will present the recommendations based on this feedback to the Bedford BOS.

b. Central Virginia Safety Action Plan

Hitchcock provided a short update, noting that a Work Group meeting would follow the TTC meeting and was the reason for the earlier starting time. Hitchcock noted that EPR sent out the Draft Safety Action Plan and that if anyone had not received to reach out to Kelly. Hitchcock encouraged locality representatives to review the document and share any comments/concerns noting the document is their Plan and should serve the needs/expectations of the localities.

c. Lynchburg Multimodal

Kelly gave a brief update of the Multimodal Plan and presented the GIS connectivity/spatial map that Timmons Group had developed and reviewed at the March 27, 2025 meeting. Hitchcock noted the map was at the early analysis and prioritization development. Hitchcock provided a brief summary of the various layers, including the ¼ mile evaluation

grid that including a rating of amount of destination/connectivity factors within each ¼ by ¼ mile area, and evaluation parameters in the early analysis maps. The maps also showed pedestrian and bicycle level-of-stress ratings.

Hitchcock noted that June is the month where public engagement will be executed and public review of the maps and recommendations will take place. Hitchcock noted there would be robust outreach with a range of stakeholders to support broad participation and opportunities to view and comment.

Rachel Frischeisen shared that she is impressed with Timmons' methodology and how they are integrating all elements, and she definitely appreciates everything Kelly is doing.

5. Long Range Transportation Plan

Kelly apologized for not yet having the scope and time on the Long Range Transportation Plan. She did note that key data factors were in place and that the Safety Action Plan has also pulled data that was a function of the pending LRTP.

Tyler Creasey mentioned that he likes to use it whenever he sees available funding. He is wondering about possibly having someone on retainer whom localities can contact to utilize their services for submitting projects. These projects could include revenue-sharing initiatives, smart scale projects, and navigating VDOT's portal. Tyler believes this would benefit Amherst County, especially since our staff consists of only two people. He also wonders if other localities might find this service advantageous as well. Hitchcock noted that PDC staff can assist with applications and that, depending on the project location, program funds can support development efforts. Carson Eckhardt reminded the localities that VDOT is a source for assistance in project development. Carson and Hitchcock noted they would coordinate with Creasy to consider project development assistance.

6. Matters from the Committee

a. State and Federal Partner Program Updates

Evan Tuten, DPRT provided updated including FTA 5303 funding opportunities will be available in web grants until May 1. Tuten noted that DRPT is developing the Six Year Improvement Plan (SYIP) and that details on public engagement will be posted on the DRPT website.

b. Other

CV Commuter Services: Ada presenting some Central Virginia Commuter Services pending Bike Month programming which will include a bike photo contest where folks can win prizes. Hunsberger noted that she has partnered with Café Montebello, located on the lobby floor of the Bank of the James building, to have the winner image posted in the restaurant. Hunsberger also announced that DRPT is incentivizing people to log their bike trips in the Connecting Virginia app by offering a \$500 gift card to one participant who logs a bike trip. This is a statewide contest, so we hope to see many people getting involved and commuting by bike.

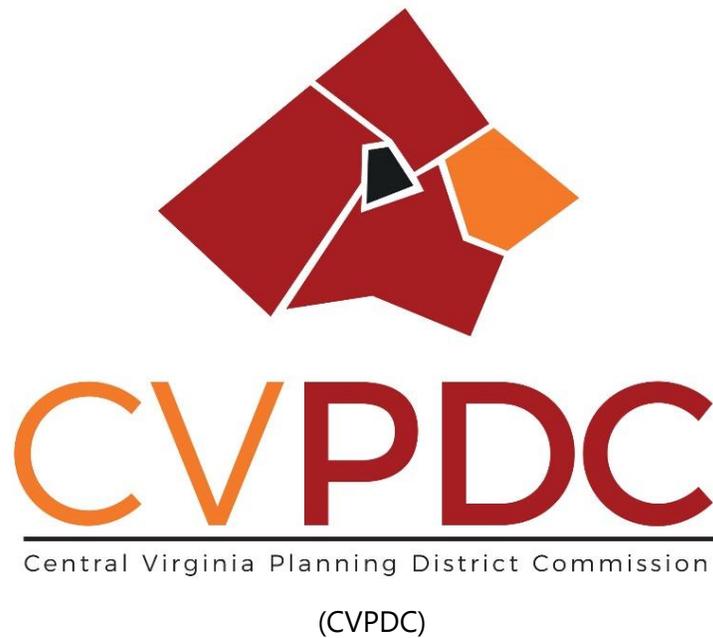
US DOT Safe Streets and Roads for All Grant: Hitchcock shared information on the final round of the US DOT Safe Streets and Roads for All grant round, which is proposed to now be the last round, application due June 26, 2025. About a billion dollars is expected to be distributed with about \$580 million for implementation and \$402 million for planning and demonstration projects. Hitchcock reminded TTC members that a locality could apply for a range of planning and demonstration projects that can coordinate with the Central Virginia Safety Action Plan. Hitchcock noted that she will send information to register for the USDOT SS4A How to Apply webinars.

7. Adjourn:

MOTION: Josh Moore moved to adjourn the meeting, and Tyler Creasey seconded it. The vote was unanimously approved, and the meeting was adjourned at 9:58 a.m.

RURAL TRANSPORTATION PLANNING WORK PROGRAM

Fiscal Year (FY) 2026



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

Transportation Technical Committee (TTC) Recommendation

CVPDC Policy Board Adoption

TABLE OF CONTENTS

RESOLUTION	3
INTRODUCTION	4
Purpose	7
SECTION I PROGRAM ADMINISTRATION	
1. Rural Transportation Planning Management	8
2. Rural Transportation Planning Work Program	8
SECTION II PROGRAM ACTIVITIES	
1. General Technical Assistance	9
2. Multimodal Corridor and Active Transportation Activities	11
BUDGET SUMMARY TASKS	12

CVPDC Resolution

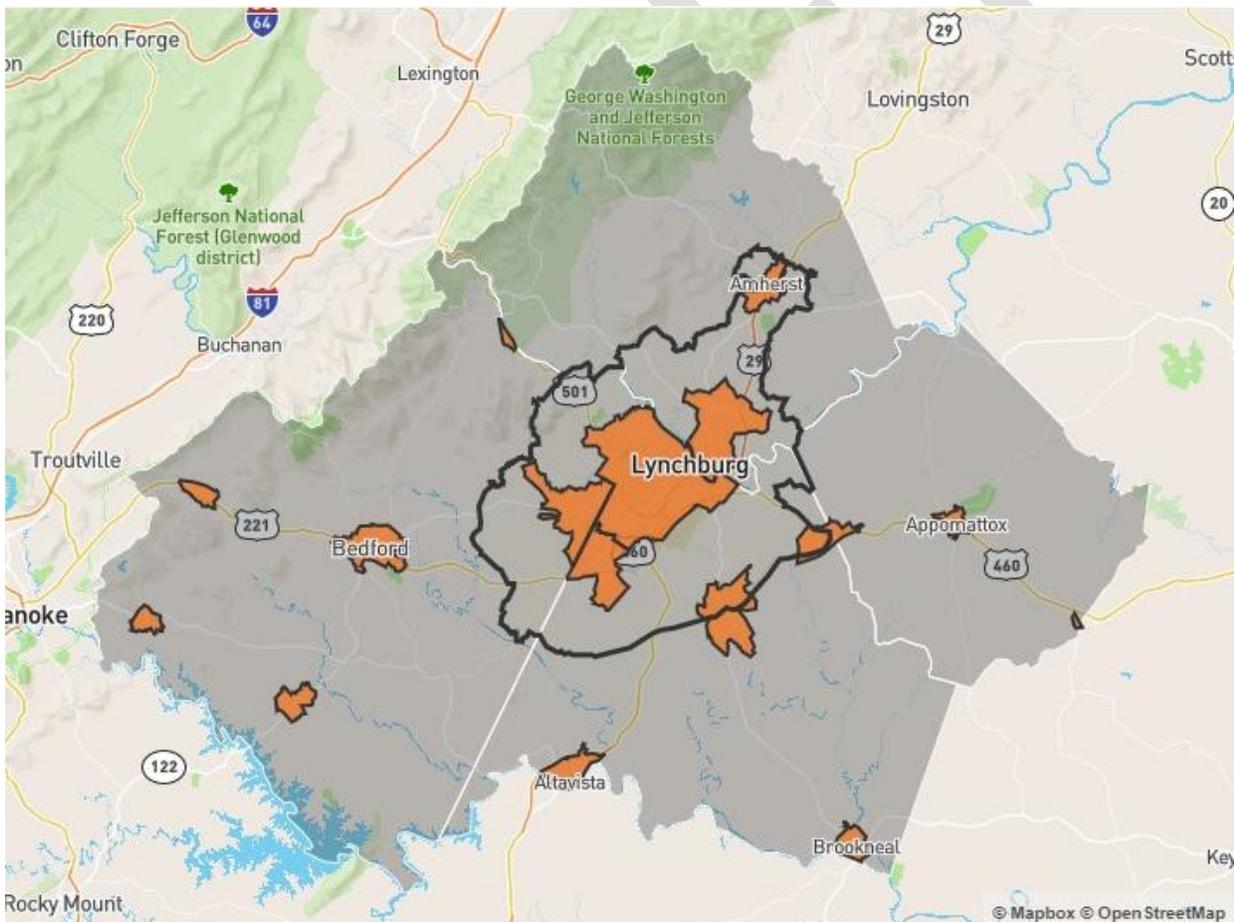
DRAFT

INTRODUCTION

The CVPDC is established under section 15.2-4200 of the Code of Virginia as one of 21 planning districts that serve the local governments of the Commonwealth. The CVPDC works to provide services for member localities and identify and develop opportunities for coordination among the region's local governments. The CVPDC area encompasses the Counties of Amherst, Appomattox, Bedford, and Campbell.

The CVPDC encourages and facilitates collaboration among local governments, businesses, citizen organizations, and other interested parties. The goal is to address challenges and opportunities of greater-than-local significance and build regional approaches to issues like transportation planning, economic development, solid waste management, and legislative priorities. The map below shows the localities in the PDC planning area.

CVPDC Communities



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

Transportation planning includes long-range planning, transit planning, corridor studies, bicycle and pedestrian planning, and land use planning. PDC staff also coordinates the RIDE Solutions program in the region, which provides alternative transportation options such as ridesharing (carpooling and vanpooling), biking, public transit, walking, and "guaranteed ride home" services to those residents living in our communities.

The CVPDC provides staffing and technical support for both urban and rural transportation planning throughout the PDC service area. While the Central Virginia Transportation Planning Organization (CVTPO) has authority over the urbanized areas of the Counties of Amherst, Bedford, Campbell, and the City of Lynchburg, the CVPDC Policy Board focuses on the planning process carried outside the TPO boundaries. The CVPDC Policy Board is the key decision-making board for the region's rural areas. It consists of the following members from each locality and others as designated in accordance with the bylaws:

- an elected official
- an appointed official
- two members of the General Assembly
- one representative from the CVPDC

Both the urban and rural transportation planning programs are guided in their execution by the Transportation Technical Committee (TTC). As warranted, the TTC may include representatives from interest groups and local citizens:

- City of Lynchburg Planning and Engineering Divisions
- Amherst County Community Development Division
- Appomattox County Community Development Division
- Bedford County Community Development Division
- Campbell County Community Development Division
- Town of Altavista Planning or Administration Department
- Town of Amherst Planning or Administration Department
- Town of Appomattox Planning or Administration Department
- Town of Bedford Planning or Administration Department
- Town of Brookneal Planning or Administration Department
- Up to one citizen with technical knowledge from each of the member jurisdictions
- Lynchburg District Virginia Department of Transportation (VDOT)
- Salem District VDOT
- Virginia Department of Rail and Public Transit (DRPT)
- Greater Lynchburg Transit Company (GLTC)
- Lynchburg Regional Airport
- Liberty University

Title VI Implementation Plan

The CVPDC gives public notice that it complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 (Public Law 100.259), and all related statutes. The CVPDC ensures that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity for which the CVPDC receives federal funding. CVPDC furthermore commits to making every effort to ensure nondiscrimination in executing all programs and activities, regardless of funding origin.

The CVPDC has developed the CVPDC Title VI Implementation Plan to articulate the process by which the CVPDC, in the execution of all programs, will endeavor to ensure nondiscrimination with regard to race, color, national origin, income, gender, age or disability in the execution of program communication, public participation, planning and programming, consultant contracts, and education and training.

The full document can be found on the CVPDC website at www.cvpdc.org.

American Disability Act (ADA)

The CVPDC shall not, in accordance with Title II of the Americans with Disabilities Act of 1990 (ADA), discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. Should any individual with whom you represent, need a reasonable accommodation, such as translation or interpretation services, to attend a CVPDC program public meeting or participate in any program activity (e.g., public survey), please contact the CVPDC ADA Compliance Officer Kelly Hitchcock, 434-845-3491 or kelly.hitchcock@cvpdc.org as soon as possible and no later than 48 hours before a scheduled public event.

Any person who believes he, she, or any specific person has been subjected to discrimination prohibited by Title VI or ADA may file a written complaint with the CVPDC Title VI Coordinator. Said complaint must be submitted no later than 180 days after the date of the alleged discrimination instance. Please contact Kelly Hitchcock, Title VI Coordinator, via phone at 434-834-3491 or email at kelly.hitchcock@cvpdc.org for more information. You may also directly file a complaint utilizing the Title VI Discrimination Complaint Form, which you can find on the website at www.cvpdc.org.

PURPOSE

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. 505 (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 FY26, each planning district commission / regional commission with rural areas 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 administrative work programs of the Transportation and Mobility Planning Division (TMPD).

The scope of work shall include specific activities as requested by VDOT and the Federal Highway Administration (FHWA). 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 determining the eligibility of studies for inclusion as part of this work program are based on 23 U.S.C. 505, State Planning and Research.

I. PROGRAM ADMINISTRATION (\$29,000.00)

Background and Objective

This work element aims to provide oversight of regional transportation planning and programming efforts and facilitate regional participation and consensus building on transportation-related issues through a continuing, comprehensive, and coordinated planning process.

1. Rural Transportation Planning Management \$27,000.00

Description

This activity includes all program management and administrative responsibilities not directly attributable to specific program activities. This task has two defined objectives: (1) the administration of transportation planning work program activities; and (2) the completion of necessary contracts, invoices, progress reports, correspondence, and grant applications supporting the work program. Activities include, but are not limited to, the following:

- Completion and submission of necessary agreements and contracts, invoices, progress reports, correspondence, and grant applications supporting the work program.
- Prepare meeting agenda minutes and resolutions, arrange for and attend meetings, trainings, and conferences.
- Preparation for and attendance at CVPDC Transportation Technical Committee (TTC) meetings and required and necessary VDOT, FHWA, or other transportation local, state, or federal partner meetings, training, workshops, and conferences, as necessary, to enhance the rural transportation planning program.
- Prepare the Rural Transportation Planning Work Program and scope of work, manage program funds, and provide outreach and data assistance. This includes executing any adjustments or alterations in project scope or funding.
- Maintain Title VI and Americans with Disabilities Act (ADA) compliance and ensure environmental justice, non-discrimination, and equity, including consultation with appropriate groups, committees, and community representatives by implementing the approved Title VI and Public Participation Plan.
- Review, as necessary, consultant contracts or supplements and monitor consultant contracts, negotiations, and work progress on corridor studies and plans employing consultants.

Products

The primary result of this task should be a well-functioning transportation program.

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

Description

This task provides for the annual preparation of the Rural Transportation Planning Assistance Program – Scope of Work for the upcoming fiscal year. This also includes executing any amendments or revisions to the existing scope of work and providing necessary outreach and data development to support current Scope completion and future Scope development.

Products

The FY 2026-2027 Rural Transportation Planning Work Program documents the activities to be accomplished by the Central Virginia Planning District Commission staff in the upcoming fiscal year. It will also include any scope of work amendments or revisions.

SPR Funds (80%) **\$23,200.00**

PDC Funds (20%) **\$ 5,800.00**

Total Budgeted Expenditure for Program Administration **\$29,000.00**

II. PROGRAM ACTIVITIES (\$43,500.00)**Background and Objective**

Address regionalized transportation issues identified through coordination with local, state, and federal transportation stakeholders, including but not limited to CVPDC Transportation Technical Committee (TTC), VDOT, FHWA, and FTA.

1. General Technical Assistance \$32,000.00**Description**

This task allows for assistance to localities, VDOT, and USDOT on transportation-related activities on an individual or regional basis as needed.

This task includes, but is not limited to, the following:

- Complete any outstanding items from the FY25 Scope of Work.
- Participate in VTrans meetings regarding needs consolidation, prioritization, recommendations, and SMART SCALE regional meetings.
- Participate in meetings and training regarding Title VI and Environmental Justice.
- Ensure that completed projects include as integral in the planning process the 2021 articulated FHWA Planning Emphasis Areas – actions that support resiliency and clean energy transition; advance equity and underserved communities; support Complete Street and multimodal networks; advance diverse public involvement; support the Strategic Highway Network; coordination with Federal Land Management Agencies; incorporates environmental impact evaluation; and advances and supports continued transportation planning and programming data development, sharing, and analysis.
- Participate in the VDOT, OIPI, and USDOT meetings held in the region and, as requested, provide a display to serve as an outreach to the region’s citizens.
- Participate in outreach meetings and review data pertaining to VTrans and other appropriate efforts as requested by VDOT throughout the fiscal year.
- Coordinate with VDOT, USDOT, and stakeholders on meeting performance measures goals.
- Coordinate with local stakeholders, VDOT, and localities, developing project pipeline studies, including recommendation development and public involvement.

- Provide 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.
- Development, as requested, comment and review of the transportation chapter of Comprehensive Plans from partner localities.
- Program support duties as required by VDOT, FHWA, and the PDC. This action includes executing the yearly VDOT Rural Park and Ride Lot Count and Condition Assessment.
- GIS training activities, program development, and necessary software provision for GIS use as a tool in transportation projects and planning efforts.
- Enhancement and maintenance of a website.
- Provide education, information, and referral assistance to localities on local transportation planning committees such as the Lynchburg Regional Transportation Advocacy Group (Lynchburg Regional Business Alliance) and local chamber of commerce transportation committees.
- Writing transportation planning grants, including VDOT Transportation Alternatives Program, SMART SCALE, Revenue Sharing, HSIP, and USDOT Federal Program grants (e.g., Safe Streets and Roads for All) as requested by program partners. This task includes any research and plan development necessary to support grant application efforts.
- Evaluation and review of special situations such as significant traffic generators, site plans, elderly and handicapped needs, and para-transit projects, as needed.
- 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 to accomplish this task. The information gathered will be used to update existing land use data within the Statewide Planning System and augment data for the Statewide Travel Demand Model 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 to allow this data to be captured via GIS. VDOT-TMPD will provide detailed instructions and templates to provide consistency across the state.
- Association, National Association of Development Organizations, Virginia Association of Planning District Commissions, and similar organizations.
- Enhance and maintain the transportation component of the CVPDC website.
- Facilitate the coordination of and adoption of the CVPDC Comprehensive Safety Action Plan by member localities. Assist, as requested, with grant or programs and/or projects such that additional USDOT Safe Streets and All funding, VDOT SMART SCALE or HSIP, or other program funding (e.g. DMV) to support execution of identified Safety Action Plan safety strategies.

Products

Specific technical assistance products requested by member local governments and other partner agencies or as needed to support other elements of this Work Program.

2. Multimodal Corridor and Active Transportation Activities \$11,500.00

Description

The following items will be accomplished in support of active transportation planning efforts. These items coordinate with the Safe Streets and Roads for All (SS4A) and general regional active transportation and multimodal program initiatives. Task items include, but are not limited to, the following:

- Grant assistance.
- Multimodal education, outreach, and event development and execution (e.g., Bike Month).
- Active Transportation Webinar Series
- Roadway Right-of-Way use evaluation for creating pedestrian-friendly, safe, and community-driven multimodal corridors (e.g., tactical urbanism) within local and VDOT-maintained roadways.
- Assemble bicycle and pedestrian recommendations from comprehensive plans and standalone bicycle and pedestrian plans into a GIS shapefile.
- Support the State partners, VDOT, DCR, and Virginia Office of Trails in developing region-wide evaluation of current and future connection corridors.

Product

A summary report of the above-referenced activities.

SPR Funds (80%)	\$34,800.00
PDC Funds (20%)	\$ 8,700.00
<hr/>	
Total Budgeted Expenditure for Program Activities	\$43,500.00

<u>FY26 Budget Summary Tasks</u>	VDOT (SPR) 80%	PDC (Match) 20%	Total 100%
<u>Program Administration</u>			
1. Rural Transportation Planning Management	\$21,600.00	\$5,400.00	\$27,000.00
2. FY 2027 Rural Work Program Development	\$1,600.00	\$400.00	\$2,000.00
Total Program Administration	\$23,200.00	\$5,800.00	\$29,000.00
<u>Program Activities</u>			
1. General Technical Assistance	\$25,600.00	\$6,400.00	\$32,000.00
2. Multimodal Corridor and Active Transportation Activities	\$9,200.00	\$2,300.00	\$11,500.00
Total Program Activities	\$34,800.00	\$8,700.00	\$43,500.00
Total Rural Program Activities	\$58,000.00	\$14,500.00	\$72,500.00

DRAFT

UNIFIED PLANNING WORK PROGRAM
(UPWP)

Fiscal Year (FY) 2026



CVTPO

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

CVTPO Policy Board Adoption

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TABLE OF CONTENTS

RESOLUTION 3

INTRODUCTION 4

PURPOSE6

SECTION I - FHWA, VDOT, CVTPO FUNDED ACTIVITIES

1.00 Administration

 1.01 General Administration & Operations10

 1.02 Work Program Administration11

2.00 Long Range Transportation Planning

 2.01 Long Range Transportation Plan Update11

 2.02 Transportation Improvement Program12

3.00 Technical Assistance

 3.01 General Technical Assistance (Development and Comprehensive Planning)13

 3.02 Central Virginia Multimodal Transportation Planning14

 3.03 Consultant Support16

 3.04 Staff Coordination for Consultant Support Projects17

 3.05 Public Participation and Outreach17

SECTION II - FTA, VDRPT, CVTPO FUNDED ACTIVITIES

44.21.00 Program Support and Administration19

44.22.00 General Development and Comprehensive Planning19

44.23.01 Long Range Transportation Plan Update22

44.25.00 Transportation Improvement Program23

Proposed FY26 CVTPO Unified Planning Work Program (UPWP) Budget..... 24

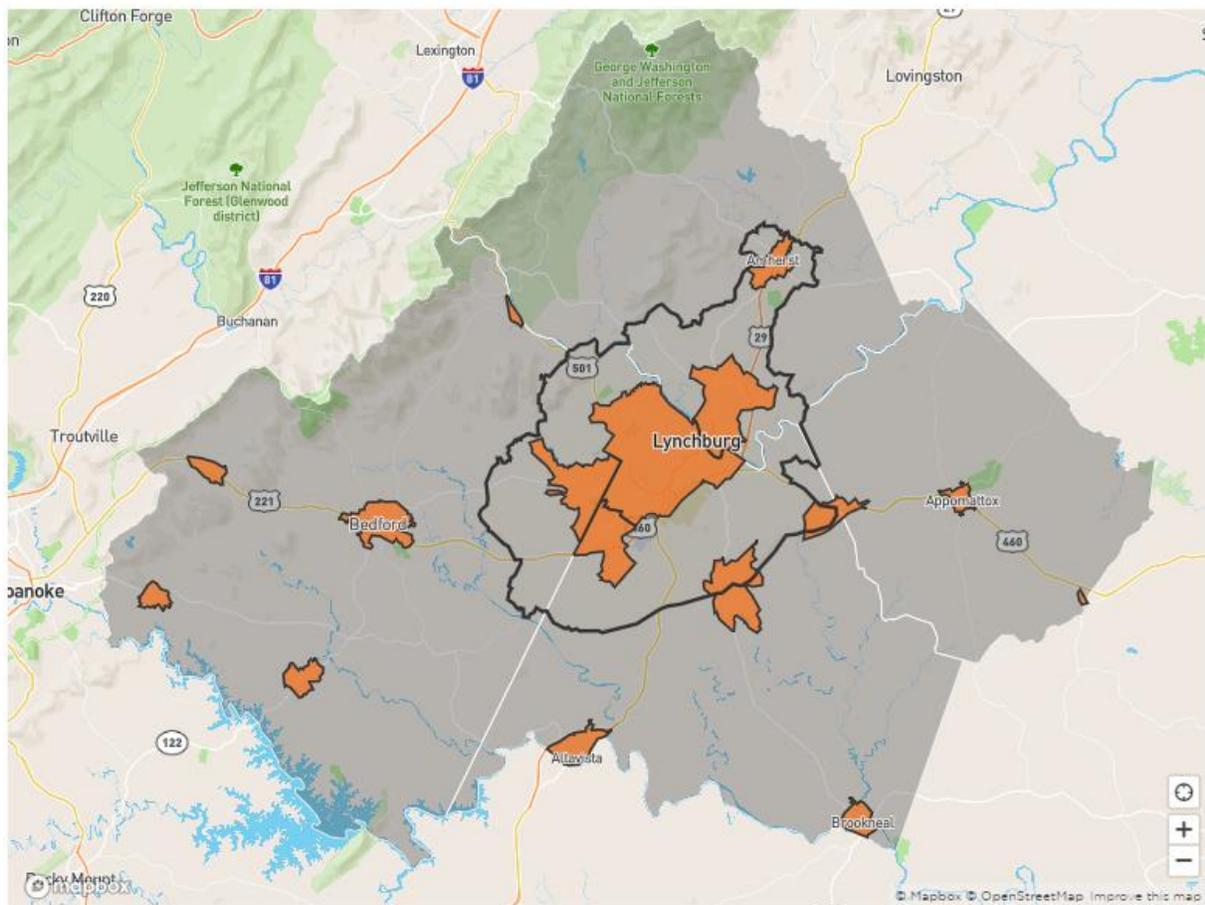
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Future CVTPO Adoption Resolution

DRAFT

INTRODUCTION

The Central Virginia Transportation Planning Organization (CVTPO) is the federally mandated Metropolitan Planning Organization (MPO) for the Central Virginia urbanized area. The CVTPO urbanized area encompasses the City of Lynchburg, the Town of Amherst, and portions of Amherst, Bedford, and Campbell Counties. This area also includes sections likely to become urbanized in the foreseeable future. The map below shows the boundary of the CVTPO planning area.

CVTPO Boundaries and Communities



The CVTPO is responsible for creating and maintaining a forum for a cooperative, continuing, and comprehensive regional planning process (3-C). The CVTPO Policy Board is the key decision-making board consisting of the following members from each locality and transportation partners within the CVTPO planning area:

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

The CVTPO considers long-range local and regional projects and combines public input, technical data, and agency collaboration to develop innovative improvements for the region's transportation network, which includes local roadways, sidewalks, public transportation services, air services, freight, railroad, and multimodal trails. Additionally, the CVTPO coordinates with several transportation-related agencies and consultants on projects that directly and indirectly impact the transportation network.

The planning process is carried out through coordination between the Technical Transportation Committee (TTC), the CVTPO Policy Board, localities, business community and local stakeholders. Locality members appoint the members of TTC from their respective localities, who are individuals at staff levels from local and state agencies with technical knowledge of multi-modal transportation matters. They may include representation from each of the following jurisdictions, agencies, and organizations. As warranted, the TTC may include representatives from interest groups and local citizens.

- City of Lynchburg Planning and Engineering Divisions
- Amherst County Community Development Division
- Appomattox County Community Development Division
- Bedford County Community Development Division
- Campbell County Community Development Division
- Town of Altavista Planning or Administration Department
- Town of Amherst Planning or Administration Department
- Town of Appomattox Planning or Administration Department
- Town of Bedford Planning or Administration Department
- Town of Brookneal Planning or Administration Department
- Up to one citizen with technical knowledge from each of the member jurisdictions
- Lynchburg District Virginia Department of Transportation (VDOT)
- Salem District VDOT
- Virginia Department of Rail and Public Transit (DRPT)
- Greater Lynchburg Transit Company (GLTC)
- Lynchburg Regional Airport
- Liberty University

Title VI Plan

This plan provides an overview of Environmental Justice and Limited English Proficiency (LEP) concepts, definitions of Title VI and associated nondiscrimination acts, and how Title VI, Environmental Justice, and LEP are incorporated into the metropolitan transportation planning process as required by USDOT through 2024.

The CVTPO in meeting and supporting the principles of nondiscrimination and equal access to transportation planning executes 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 any project or special assistance for persons with disabilities or limited English proficiency, please contact Kelly Hitchcock, CVTPO Title VI Coordinator, at (434) 845-3491 or at kelly.hitchcock@cvpdc.org. Sign language or non-English language interpreters will be provided if needed and requested no later than 48 hours before a scheduled public event.

Public Participation Plan

This plan contains the guidelines for outreach strategies used by the CVTPO. Federal regulation requires that designated MPOs establish and utilize a documented participation plan by which public stakeholders and interested parties are provided reasonable opportunities to be engaged and involved and provide comments on transportation planning programs and projects in the urbanized area.

The Title IV Plan, a CVPDC and CVTPO guiding document, and the Public Participation Plan, a CVTPO document that outlines the process and procedure guiding public outreach, can be found on the CVTPO website at <https://www.cvtpo.org/title-vi>.

PURPOSE

To meet the requirements of 23 Code of Federal Regulations (CFR) Part 420 and 23 CFR Part 450.308(c), each CVTPO, in cooperation with 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), the Greater Lynchburg Transit Company (GLTC), membership localities, and public stakeholders shall develop the Unified Work Program that incorporates the planning priorities of the region. This UPWP describes regional transportation planning activities that will, or are anticipated to, utilize federal funding within the CVTPO planning area for the fiscal year 2026 (July 1, 2025 – June 30, 2026). The UPWP also identifies state and local matching dollars for these Federal planning programs.

Federal MPO Transportation Planning Factors

The UPWP provides a mechanism for coordinating these activities in the region and is required for all federal funding assistance for transportation planning by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). This UPWP is published yearly and outlines planning activities and the funding required to undertake these annual efforts. Funding is 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 CVTPO local funds. The CVTPO program activities are guided by advancing the then 2015, Fixing America’s Surface Transportation Act (FAST Act) planning factors to be applied to all aspects of the metropolitan area planning process:

1. Support the economic vitality of the Metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

In addition to the FHWA and the FTA, the transportation planning regulations of the FAST Act (Fixing America’s Surface Transportation) and MAP-21 (Moving Ahead for Progress in the 21st Century), upheld in the current Transportation Authorization Act, Infrastructure Investment and Jobs Act (IIJA), dictate that the CVTPO’s primary activities shall include the development and maintenance of a Long-Range Transportation Plan (LRTP) and a Transportation Improvement Program (TIP).

Beyond these requirements, the CVPDC/CVTPO is dedicated to enhancing our region’s transportation network to support safe and efficient access for all people. Throughout the development of local and regional transportation planning, including the Long Range Transportation Plan (LRTP), Connect Central Virginia 2045, the region’s LRTP, the CVTPO actively seeks feedback from a diverse range of stakeholders, including transportation planning

professionals, business community, non-profit and public organizations, and members of the public. Five (5) key planning areas— safety, pedestrian and bicycle infrastructure, roadways and bridges, transit and freight – are identified CVTPO transportation planning priorities. The UPWP tasks and deliverables strive to guide needs assessments, studies, implementation and support activities, in accordance with Federal and State planning priorities and to advance transportation needs articulated in regional and local guiding plans.

CVTPO Planning Priorities

Safety. Safety is a vital concern for the region’s transportation system. Stakeholders throughout our community indicate that their ability to move safely is of paramount concern. The planning process should prioritize safe, efficient transportation mode options to destinations for all users, including pedestrians, bicyclists, transit riders, motorists, freight delivery services, and meet the needs of all users, including those with mobility or other physical limitations, those that do not own or desire to drive a vehicle, and those from underserved and disadvantaged communities.

Pedestrian and Bicycle Infrastructure. While the region has an extensive roadway network, bike and pedestrian facilities are relatively limited. Bike and pedestrian infrastructure are crucial for increasing mobility and vitality in the CVTPO planning area. The planning process should also integrate opportunities to address housing needs, such as the integration of workforce, affordable, mixed use and transit-oriented-development, as they affect people's ability to access jobs and services. The CVTPO can coordinate with local governments and housing agencies to promote compact, walkable, and bikeable developments that may reduce reliance on single-occupancy vehicles.

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

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

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

Air Quality and Congestion Management

The CVTPO strives to uphold the region's air quality standard compliance. The CVTPO addresses air quality and congestion management efforts by promoting the use of alternative modes of transportation, such as biking, walking, and public transit, as well as incentivizing rideshare programs, which aim to reduce the number of single-occupancy vehicles on the roads. Another approach is to collaborate with localities and environmental groups to advocate for the development of plans and strategies that include sustainable transportation solutions and, where appropriate nature-based infrastructure facilities. Taking into account the localities' unique needs, these can involve promoting land use and patterns that support a mix of transportation options and identifying opportunities for creating infrastructure that is prepared for and provides for the use of electric and hybrid vehicles.

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

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) 2025 - 2026 Unified Planning Work Program (UPWP). This task includes the execution of all required administrative functions, including accounting, personnel, contract, and office administration. The task provides for staff support to activities of the Central Virginia Transportation Planning Organization (CVTPO) through the preparation of agendas, attendance, and scheduling meetings, quarterly reports, billings minutes, and other duties, as needed, for the CVTPO board and subcommittees. These activities are geared towards facilitating the seamless functioning of office operations and providing precise financial information.

Additionally, this task includes ongoing staff training 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). These staff training and development opportunities help to maintain a knowledgeable and capable staff.

Products

- A year-end work summary report.

Estimated Budget: \$60,000 (FY24 Carryover)

Completion Date: June 30, 2026

Lead: CVPDC Staff

Support: VDOT, DRPT, FHWA and FTA program staff liaisons

1.02 Work Program Administration

Description

This task provides for the management of the UPWP and monitoring progress on identified activities. During this fiscal year, if an amendment to the UPWP is deemed necessary due to changes in planning priorities and/or the inclusion of new planning projects, staff will identify and detail such amendments for consideration by the CVTPO Policy Board.

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

Included in this activity, will be the mapping and/or a project Story Map that will be generated for each project that describes the project and highlights the connection of the project to the Long Range Transportation Plan, the Central Virginia Safety Action Plan, or some other regional and/or local plan document.

Products

- Maintenance/Amendments to the FY 2026 UPWP (as needed).
- Monitoring of FY2026 UPWP budget and progress on activities
- UPWP for FY 2027.

Estimated Budget: \$12,000 (FY24 Carryover)

Completion Date: June 30, 2026

Lead: CVPDC Staff

2.0 LONG RANGE TRANSPORTATION PLANNING

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

Description

This development effort is to begin updating the existing Long Range Transportation Plan (Connect Central Virginia 2045) to the new horizon year 2050. This activity will be executed through a consultant-led effort and supported by CVTPO staff. The update will include developing goals, objectives, improvements, strategies, performance measures, and prioritization efforts. The LRTP update will utilize the Lynchburg Travel Demand Model,

developed in consultation with area locality, Transportation Technical Committee (TTC), and Virginia Department of Transportation and Virginia Department of Rail and Public Transportation stakeholders to incorporate population, household, employment data changes within the CVTPO Traffic Analysis Zones (TAZ), and adopted by the CVTPO, November 21, 2024.

The CVTPO LRTP 2050 plan will be prepared according to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning requirements and the performance measures and management provisions of Moving Ahead for Progress in the 21st Century (MAP-21), upheld in the current transportation authorization act, Infrastructure Investment and Jobs Act (IIJA), and 23 CFR 450.322, or current MPO planning authorization. This task also includes actions to research, select, purchase, and maintain a web-based approach, or other suitable data technology that promotes public outreach and plan development input, serves as a final plan publishing, distributing and tracking progress mechanism. Development of the preliminary scope of work and activities began in FY25, with completion and adoption anticipated for FY26. If necessary, due to final State and Federal approval or potential regulation adjustments, project completion may move in the first quarter of FY27.

Products

- Consultant contract, including scope and completion timeline.
- Managing the review process through coordination with localities, VDOT, and consultants as required.
- A project public engagement plan, that will include a web-based project format, meetings, and print material, to ensure a broad and transparent public outreach process is used through the LRTP development and adoption process.
- Any other final products as determined by the MPO.

Budget: \$200,000 (\$197,990 FY24 Carryover + \$2,010 FY26)

Completion Date: Anticipated June 30, 2026

Lead: CVPDC Staff

Support: Technical/Planning support from consultants as needed

2.02 Transportation Improvement Program

Description

Maintaining the Central Virginia Transportation Improvement Program (TIP), preparing TIP amendments and administrative adjustments, and intergovernmental review of

transportation projects. This activity includes training and integrating any new program reporting/documentation factors.

Products

- Maintenance of current TIP.
- TIP administrative adjustments and amendments (as needed).
- Intergovernmental review of transportation projects (as needed).

Budget: \$6,000 (FY26)

Completion Date: June 30, 2026

Lead: CVPDC Staff

3.0 TECHNICAL ASSISTANCE

3.01 General Technical Assistance (Development and Comprehensive Planning)

Description

CVPDC staff will assist localities and other area program partners on transportation-related activities on an individual or CVTPO basis to advance local transportation-related programs and projects of regional significance as identified in the Connect Central Virginia 2045 Plan, the Central Virginia Safety Action Plan, VTrans, or other local transportation planning efforts, as agreed by the CVTPO during the execution of the FY26 UPWP. This task includes but is not limited to providing transportation technical input to the CVTPO's localities transportation network planning and implementation initiatives; promoting integration of the land use and transportation planning processes in local, regional, and state initiatives; assisting with comprehensive plan updates to ensure transportation, land use, and other elements are consistent with the statewide transportation plan requirements; provide transportation planning guidance in local neighborhood planning efforts; and assist with other planning or implementation and duties as requested by VDOT, FHWA, and the CVTPO.

This task includes the development, advancement, and management of Geographic Information System (GIS) information software, to include staff training and program proficiency, and, as needed, purchase of GIS-based system programs or services that support planning evaluation and transportation analysis. Enhancement and maintenance of the CVTPO website, and the transportation component of the Central Virginia Planning District Commission's website, as well as system software evaluation and system costs, is also included within the program task.

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

This task provides staff flexibility to assist with short projects, program adjustments, and other initiatives, to include the use of contractual services, to assist locality partners in project development and implementation initiatives.

Products

- Develop and submit transportation-related grant applications as needed.
- Update the CVTPO website and transportation component of the CVPDC website to include the annual work program, Long Range Transportation Plan, Transportation Improvement Program, project data, transportation studies, meeting information, public participation plan, and related information in compliance with federal regulations.
- Locality assistance in developing transportation priorities for the CVTPO and region.
- GIS data maintenance, analysis, and map development for transportation planning activities and grants.
- GIS system staff training, to include courses, workshops, and conferences to advance staff/program knowledge and proficiency.
- 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 the Lynchburg Regional Business Alliance (LRBA) Transportation Group (LRTAG). As requested, the CVTPO staff may support other initiatives, including placemaking, transit and transportation demand, intercity passenger rail, air service development, and cargo-oriented development initiatives.

Budget: \$65,000 (FY26)

Completion Date: June 30, 2026

Lead: CVPDC Staff

Support: Technical/Planning support from consultants as needed

3.02 Central Virginia Multimodal Transportation Planning

Description

CVTPO staff will continue to assist localities and area program partners in support of pedestrian, bicycle, and other non-motorized transportation planning, project integration,

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

This project task provides for CVTPO staff, as necessary, to update, contribute to or execute dedicated bike, pedestrian, transit and other non-single-occupancy vehicle mode transportation planning initiative. It also supports managing pedestrian and bicycle use data collection initiatives to facilitate and inform multimodal planning and implementation decisions.

CVTPO staff will assist in multimodal transportation grants, including planning, facility development, and implementation. Grants such as VDOT's Transportation Alternatives Program (TAP), Department of Conservation and Recreation (DCR) Recreational Trails, FHWA Highway Safety Improvements Program (HSIP), USDOT Safe Streets and Roads for All (SS4A), and private or public foundation programs – where creating an alternative transportation corridor/facility is the activity focus – represent eligible staff grant assistance activity examples.

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 for local planners, locality staff, and the public.

This task also involves researching and evaluating opportunities to create pedestrian-friendly, safe, and community-driven multimodal corridor programs and projects within local and VDOT-maintained right-of-way.

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.

Products

- User-friendly and maintained multimodal and active transportation component of the CVTPO/CVPDC website and social media channels.

- Support and increase application development and submittal of pedestrian, bicycle, transit, and other multi-modal transportation applications.
- Better pedestrian, bicycle, transit, and multimodal integration within land use, transportation, housing, and community development programs, planning, and implementation initiatives.
- Grant administration and guidance to multimodal and safe streets, complete streets grant and program initiatives.
- Summary of participation activities, results, and liaison activities presented to TTC, CVTPO, and other area agencies, organizations, and stakeholders.
- Webinar and other public engagement efforts will result in more informed and engaged stakeholders. This can help support and expand bike, pedestrian, and other multimodal planning and facility development initiatives.

Budget: \$40,000 (FY26)

Completion Date: June 30, 2026

Lead: CVPDC Staff

Support: Technical/Planning support from consultants as needed

3.03 Consultant Support

Description

Consultant support may be needed to execute studies or project costs estimates to advance projects, as approved by the Policy Board. Studies or project support may, depending on the scope, be conducted by a firm under the PDC/TPO on-call firm, or through an individually executed scoping/bidding process. Staff may contract multiple consultants to optimize funding or utilize specific expertise. Consultant agreements will include provisions for products to be presented for the project.

Product

Summary and documentation of study or project support, if any.

Budget: \$20,000 (FY26)

Completion Date: June 30, 2026

Lead: CVPDC Staff

3.04 Staff Coordination for Consultant Support Projects

Description

CVTPO staff will assist project consultant(s) in project execution of VDOT, FHWA, USDOT funded projects, including participation in project management meetings, oversight of public outreach and involvement activities, including surveys, website updates, and public meeting planning, documentation, and marketing; coordination with funding agencies to ensure proper documentation; and assistance in final product dissemination to project partners and stakeholders. Projects for staff support include the Long Range Transportation Plan (LRTP) Update, the USDOT Safe Streets for All Planning Grant to develop the Comprehensive Safety Action Plan, and the USDOT Thriving Communities Program, which incorporates all of the CVTPO planning area.

Product

Summary and documentation of all staff activity in support of consultant-funded projects.

Budget: \$36,000 (FY26)

Completion Date: June 30, 2026

Lead: CVPDC Staff

3.05 Public Participation and Outreach

Description

Ongoing public consultation and public participation to guide public input in transportation planning. The CVTPO planning program and project execution has been developed to encourage stakeholder participation and, where applicable, eliminate barriers that may discourage or limit participation by individuals, as a result of physical limitations, location access, or limited English proficiency, or any other factor, from participating in transportation planning, program or project initiative. The CVTPO staff will strive to establish public information and program participation methods that support participation by all individuals, including minorities, disabled, persons with limited English proficiency, or any other federally protected groups, and as needed and appropriate, establish targeted participation practices tailored to stakeholder needs. Staff will execute a Four Factor Analysis, an evaluation methodology as outlined in the *CVPDC Title VI Implementation Plan*, to evaluate the need for program translation, interpretation, or other targeted outreach processes. Utilization of Census data, or similar data tools, to evaluate and guide public outreach and communication strategies will be employed. Each project will include a tailored outreach and public communication and participation plan, tailored to the unique needs on the project and/or program.

CVTPO staff will report, as required, to all Federal and State agencies regarding Title VI and program public participation activities and practices.

Products

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

Budget: \$12,000 (FY26)

Completion Date: June 30, 2026

Lead: CVPDC Staff

Section I – FY2026 Rollover

The CVPDC anticipates the reallocation of a portion of the FY2026 funds towards the execution of future planning or program initiatives, developed in coordination with locality, state, and CVTPO partners and as identified as priority initiatives in adopted local or regional plans.

Budget: \$163,242.00 (FY26)

Completion Date: June 30, 2027

SECTION II – FTA, VDRPT, CVTPO 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 objectives are to implement the FY 2026 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 the preparation of agendas, attendance, and scheduling meetings, reports, minutes, and other duties, as needed, for the CVTPO board and subcommittees.

This task provides for the execution of any necessary amendments and for preparation for the following year's UPWP. Additionally, this task includes staff participation in GLTC Board meetings, GLTC committee meetings, and additional community stakeholder meetings (e.g., Centra Health Community Health Initiative) where coordination advances identified safety, system access, and/or multimodal transportation initiatives that support transit access. This activity includes all Federal and State program coordination and program reporting.

Product

- Efficient office operation
- Accurate financial information
- Preparation of quarterly reports and billing, and the various direct and indirect supporting roles to the CVTPO
- Amendments to current and preparation of future UPWP.

Budget: \$44,000

Completion Date: June 30, 2026

Lead: CVPDC Staff

44.22.00 General Development and Comprehensive Planning

Description

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

transportation network. Finally, project activities are developed to support GLTC efficient system operation and management.

Included within this program task is continued support to the comprehensive multimodal plan within the City of Lynchburg. This project element is executed through a consultant-led effort and supported by CVTPO staff and is a data and stakeholder-driven planning process to improve and expand an interconnected transportation network providing safe access by all users – transit, pedestrian, bicycle, vehicular – to city resources. The multimodal plan will include programs, policy and partner recommendations to support a robust multimodal network.

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, reviewing funding sources, and assisting in public stakeholder engagement and other activities, as needed, that contribute to the implementation of the GLTC Strategic Plan and articulated program goals. This action may include transit route analysis for modified or expanded transit services and changes in the route schedule.
3. Continued CVTPO staff assistance and guidance to the comprehensive multimodal plan to evaluate existing resources (GIS layers), consider socio-economic, demographic, and socio-economic factors, bike and pedestrian first and last mile connectivity, route, and primary destination factors. This action will provide the data and supporting program funding foundation to guide short- and long-term infrastructure, program, and service efficiency actions. This action includes assistance, as needed, in additional grants, policy, programming, or implementation projects that are identified or arise as a project of the multimodal planning effort. This action will result in a planning document to facilitate future actions and directly support the GLTC Transit Strategic Plan (FY2019 – 2028). This activity includes stakeholder meeting coordination and public outreach program execution in coordination with the project consultant.
4. Support ADA (Americans with Disabilities Act) Bus Stop accessibility improvements, with a focus on the most heavily use stops. CVTPO staff will work closely with program stakeholders and data evaluation (e.g., bus stop boarding/alighting) to guide system improvements.
5. Assist GLTC in ridership origin and destination analysis. This effort will serve to assist GLTC in learning where their passengers start and end destinations; the evaluation of sidewalk, bike, and other modal access improvement decisions; provide an understanding of those areas outside of the route/stop areas where service needs that

could be improved with route adjustments; and provide planning information for future service route considerations and route adjustments. CVTPO staff, in coordination with GLTC staff and stakeholders, will assist in pulling, evaluating, and presenting information in a report format.

6. As requested, assist GLTC in developing and executing rider surveys to help with routes and new technology existing riders use. This effort includes coordinating with the Central Virginia Commuter Services, the CVPDC Commuter Assistance Program (CAP), to evaluate the effectiveness of route and system marketing campaigns through surveys and stakeholder communication.
7. General Transit Planning: CVPDC staff will, as needed, incorporate transit components into other agency and Work Program studies and plans and support urban transit service planning and any rural area or other agency, including park and ride or other commuter assistance program activities.
8. This effort will provide for CVTPO staff to coordinate with GLTC and Lynchburg City staff with a land use, transit-oriented redevelopment planning process along 12th Street, Church Street to Kemper, and Kemper, 12th Street to Kemper Street Station. This foundational transit-oriented development plan will consider reusing this essential GLTC transit route corridor. Staff guides the grant administration, program documentation, public outreach, and federal program documentation the USDOT Thriving Communities Program grant award.
9. Execute a *GLTC Bus Stop Inventory and Facility Recommendation Plan*. The project effort will evaluate the existing condition and facility amenities, to include right-of-way information, surface material/condition, and shelter existence. The inventory will be GIS-based and will incorporate DRPT-recommended evaluation methodologies. In the review of facility condition, the evaluation of right-of-way, necessary approvals, and evaluation metric to guide future shelter and other stop amenities will be included in the Stop Facility Recommendation Plan.
10. Execute a *Timberlake GLTC Service Expansion Assessment*. This project will be executed in partnership with GLTC, Campbell County staff, Timberlake businesses, and the public to evaluate the interest and need for public transit service expansion along Timberlake Road. The project will include execution of business and public survey(s) and public input and business meetings. The project will also include the next steps and execution and feasibility funding opportunities.

Products

- A current database of GLTC routes, microtransit area, and stop information will be sent to the City of Lynchburg's GIS department at least yearly.

- An up-to-date bus stop database will 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. Efforts may include programmatic recommendations to improve rider experience and choice rider promotion efforts.
- Execution of data analysis, surveys, applications, and planning reports for GLTC as requested.
- Development of the GLTC Bus Stop Inventory and Facility Recommendation Plan, a summary document and GIS-mapping of stop facilities and facility improvement rating and expansion recommendations.
- Development of the *Timberlake GLTC Service Expansion Assessment* that will summarize findings on the need and interest for transit service expansion into Campbell County along Timberlake and, with interest and commitment findings, recommendations for next step, feasibility and funding study opportunities.

Budget: \$186,090 (FY24 \$27,480, FY25 \$144,450, FY26 \$14,160)

- \$95,600 Consultant (FY24 \$27,480, FY25 \$68,120)
- \$90,490 Staff (FY25 \$76,330, FY26 \$14,160)

Completion Date: Ongoing through December 31, 2026

Lead: CVPDC Staff

44.23.01 Long Range Transportation Plan Update

Description

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

Products

- Provide public assistance and information and prepare for any necessary updates of the CVLRTP 2045 and provides foundation for CVLRTP 2050 update.

Budget: \$12,638 (FY25 \$6,500 + FY26 \$6,138)

Completion Date: June 30, 2026

Lead: CVPDC Staff

44.25.00 Transportation Improvement Program

Description

Maintain the Central Virginia Transportation Improvement Program (TIP), to include preparation of TIP amendments, and transportation project intergovernmental review efforts. The activity includes integrating transit-related projects and programs - including bicycle and pedestrian facilities providing transit service access – are included within TIP. The TIP program supports the economic vitality within the metropolitan area by enabling productivity and efficiency.

Products

- A maintained and available for public review an approved CVTIP.
- Execution of TIP amendments and administrative adjustments.
- Intergovernmental review of transportation projects.

Budget: \$8,000 (FY25 \$4,000 + FY26 \$4,000)

Completion Date: , 2026

Lead: CVPDC Staff

Section II – FY2026 Rollover

The CVPDC anticipates the reallocation of a portion of the FY2026 funds towards the execution of future planning or program initiatives, developed in coordination with locality, state, and CVTPO partners and as identified as priority initiatives in adopted local or regional plans. Remaining funds will rollover to FY27 UPWP.

Budget: \$76,330 (FY26 General Development & Comprehensive Planning)

Completion Date: June 30, 2027

FY26 CVTPO Unified Planning Work Program (UPWP) Budget Proposed Expenditures

CVTPO Program Expenditures	FHWA/FTA	STATE	LOCAL	TOTAL
SECTION I - FHWA & VDOT ACTIVITIES				
1.00 Administration				
1.01 General Admin & Operations	\$48,000	\$6,000	\$6,000	\$60,000
1.02 Work Program Administration	\$9,600	\$1,200	\$1,200	\$12,000
Subtotal	\$57,600.	\$7,200	\$7,200	\$72,000
2.00 Long Range Planning				
2.01 Long Range Transportation Plan (CVL RTP)	\$160,000	\$20,000	\$20,000	\$200,000
2.02 Transportation Improvement Program (CVTIP)	\$4,800	\$600	\$600	\$6,000
Subtotal	\$164,800	\$20,600	\$20,600	\$206,000
3.00 Technical Assistance				
3.01 General Technical Assistance	\$52,000	\$6,500	\$6,500	\$65,000
3.02 Multimodal Transportation Planning	\$32,000	\$4,000	\$4,000	\$40,000
3.03 Consultant Support	\$16,000	\$2,000	\$2,000	\$20,000
3.04 Consultant Studies Support (staff)	\$28,80	\$3,600	\$3,600	\$36,000
3.05 Public Participation and Outreach	\$9,600	\$1,200	\$1,200	\$12,000
Subtotal	\$138,400	\$17,300	\$17,300	\$173,000
FY26 Direct FY28 Carryover	\$130,594	\$16,324	\$16,324	\$163,242
SECTION I TOTAL*	\$491,394	\$61,424	\$61,424	\$614,242
SECTION II - FTA & DRPT ACTIVITIES				
44.21.00 Program Support & Administration	\$35,200	\$4,400	\$4,400	\$44,000
44.22.00 General Dev. & Comprehensive Planning	\$11,328	\$1,416	\$1,416	\$14,160
44.23.01 Long Range Transportation Plan (CVL RTP)	\$4,910	\$614	\$614	\$6,138
44.25.00 Transportation Improvement Pgm (CVTIP)	\$3,200	\$400	\$400	\$4,000
FY26 anticipated FY27 rollover	\$61,064	\$7,633	\$7,633	\$76,330
FY26 (estimate of FY26 allocation) **	\$115,702	\$14,463	\$14,463	\$144,628
Section II – FTA & DRPT FY24 Rollover*				
44.22.General Dev. & Comprehensive Planning	\$21,984	\$2,748	\$2,748	\$27,480
FY24***	\$21,984	\$2,748	\$2,748	\$27,480
Section II - FTA & DRPT FY25 Rollover				
44.22.00 General Dev. & Comprehensive Planning	\$115,560	\$14,445	\$14,445	\$144,450
44.23.01 Long Range Transportation Plan (CVL RTP)	\$5,200	\$650	\$650	\$6,500
44.25.00 Transportation Improvement Pgm (CVTIP)	\$3,200	\$400	\$400	\$4,000
FY25 Subtotal	\$123,960	\$15,495	\$15,495	\$154,950
SECTION II TOTAL	\$261,646	\$32,706	\$32,706	\$327,058
FY26 UPWP PROGRAM TOTAL	\$753,040	\$94,130	\$94,130	\$941,300

* FHWA/VDOT FY26 includes FY24 \$269,990 carryover funds and FY26 344,252 (\$275,402 Federal, \$34,425 State & Local)

** FTA/DRPT FY26 budget is an estimate, based off FY24 award amount

***FTA/DRPT FY24 rollover amount is an estimate and may change according to task completion dates.

DRAFT

Narrative of Changes to the 2024-2027 Transportation Improvement Program

The Virginia Department of Rail and Public Transit (VDRPT), on behalf of Central Virginia Alliance for Community Living, Inc., proposes the following CVTIP amendment to FY25 FTA5310 to provide funding administrative modifications to program projects.

Current FY2024 – 2027 Funding

STIP ID:	CVACL02	Title: Operating Assistance			Recipient: Central VA Alliance for Community Living		
FTA 5310		\$88	\$46	\$46	\$46	FTA 5310	226
State		\$72	\$37	\$37	\$37	State	183
Local		\$18	\$9	\$9	\$9	Local	45
Non-Fed Total:		\$90	\$46	\$46	\$46	Total Funds:	228
Year Total:		\$178	\$92	\$92	\$92	Total Funds:	454
Description:	Replacement: Support Vehicle - Tow or Dump Truck, Wrecker, Cleaning Vehicle, Fork Lift, etc: 10 years/100,000 miles. Adjustment: Changed FY24 for FTA 5310 from \$46,000 to \$88,000, State from \$37,000 to \$72,000, and Local match from \$9,000 to \$18,000 based on actual funding allocations. May 25 Adjustment: FY2025 add \$4KFTA 5310, add \$3K State, add \$1K local.						

Proposed FY2024 – 2027 CVTIP Adjustment

STIP ID:	CVACL02	Title: Operating Assistance			Recipient: Central VA Alliance for Community Living		
FTA 5310		\$88	\$50	\$46	\$46	FTA 5310	230
State		\$72	\$40	\$37	\$37	State	186
Local		\$18	\$10	\$9	\$9	Local	46
Non-Fed Total:		\$90	\$50	\$46	\$46	Total Funds:	232
Year Total:		\$178	\$100	\$92	\$92	Total Funds:	462
Description:	Adjustment: FY2025 add \$4KFTA 5310, add \$3K State, add \$1K local.						



Mid-Atlantic Electrification Partnership

The Mid-Atlantic Electrification Partnership (MAEP) supports and fosters regional electric vehicle (EV) ecosystems in Virginia, District of Columbia, Maryland, and West Virginia allowing all sizes of electric vehicle (EV) use for fleets, Transportation Network Companies, and consumers.

Charger Program: What is it?

- Through MAEP, Virginia Clean Cities (VCC) at James Madison University (JMU) is supporting the deployment of Level 2 electric vehicle chargers by purchasing state contract chargers under \$3,000 per unit and providing them to qualifying entities.
- Virginia Clean Cities offers these chargers free of charge on the condition that they be available to the public, and the host will cover installation, operation, and maintenance costs. The amount of these costs vary on a case by case basis; depending on the choice of charger and installation, on how close power is, whether you have to upgrade the circuit, and more. Station owners should estimate average maintenance costs of up to \$400 annually, per charger. Find out more here: <https://afdc.energy.gov/fuels/electricity-infrastructure-maintenance-and-operation>.
- Technical assistance, educational events, and analysis and tools are available in this partnership.

The Process

1. Complete a Site Assessment
2. Get an installation quote
3. Complete a Site Host Agreement
4. VCC purchases and ships equipment
5. Site installation and activation by September 30, 2025.

Find out more!

- If you are interested in finding out more, please reach out and set a meeting with Cassandre Torres at (540) 212-9416 or ctorres@vacleancities.org.
- We are aiming to continue gathering interest till the end of May 2025.



Case Study: Enhancing Business with Electric Vehicle Charging Stations at Jon Henry General Store

August 29, 2023

Introduction

Jon Henry General Store, an establishment located in New Market, Virginia, has successfully integrated electric vehicle (EV) charging stations into its business operations. This case study explores how the introduction of EV charging stations has impacted the store's revenue, customer engagement, and marketing strategies.

Business Background

Jon Henry General Store, located in an area frequented by both locals and tourists, offers a variety of products and services, including groceries, convenience items, and an adjacent Airbnb. The store's management recognized an opportunity to attract more customers by catering to the growing market for electric vehicle owners.

Challenges Faced

The store experienced challenges with the initial implementation of EV charging stations. Technical glitches with the credit card readers for the chargers led to temporary unavailability of the service, causing the loss of potential customers who were unable to pay using credit cards. This issue was reported to BLINK, the provider of the charging equipment, and while they managed to resolve it periodically, the problem persisted.

Positive Impact on Business

Despite the technical hiccups, the EV charging stations at Jon Henry General Store have contributed positively to the business:

1. *Increased Customer Visits:* The store observed that customers actively planned their trips around the availability of EV charging stations. Notably, three cases were identified where customers visited the store due to the presence of charging stations.
2. *Airbnb Boost:* The adjacent Airbnb experienced a notable boost in bookings due to the EV charging stations. A guest staying for six nights directly attributed their booking to the availability of charging facilities.
3. *Weekend Traffic:* Weekend traffic seemed to utilize the charging stations more, indicating that the service is particularly attractive during leisure and recreational outings.
4. *Marketing and Visibility:* The announcement of EV charging availability was well-received by customers. An email marketing campaign garnered a high open rate of 63%, surpassing the average

open rate of 40%. The PlugShare listing and Google Maps integration further enhanced visibility and accessibility.

5. *Community Engagement*: The store received frequent inquiries from locals planning to purchase EVs or hosting visitors with EVs. This engagement with the local community positioned the store as a valuable resource for EV-related information.

Challenges and Learning Curve:

1. *User Education*: The store experienced instances where customers plugged in without understanding the payment process, assuming charging was free or automatic. This highlights the importance of educating users about the charging process and associated costs.

2. *Technical Support*: Older customers often required assistance from store staff to initiate the charging process, reflecting a learning curve for public EV charging, especially among those accustomed to home charging.

Competition and Future Projections

The store faced competition from other businesses, like Wal-Mart, that offered super-fast charging stations. However, Jon Henry General Store distinguished itself by offering a more personalized and community-focused experience. The store anticipated a surge in EV charging usage as its listing populated travel maps and algorithms, potentially driving more business in the coming months.

Conclusion

Jon Henry General Store's strategic decision to integrate EV charging stations into its business operations has yielded positive results, including increased customer visits, enhanced marketing opportunities, and community engagement. Despite initial technical challenges and the need for user education, the store is well positioned to continue reaping the benefits of catering to the growing EV market, thereby securing its position as a valuable resource for both locals and tourists.