



CVTPO

Central Virginia Transportation
Planning Organization

Central Virginia Transportation Improvement Program Fiscal Years 2027-2030

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

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SECTION 1: Narrative

Introduction

The Central Virginia Transportation Improvement Program (CVTIP) is the Central Virginia Transportation Organization's (CVTPO) mechanism for allocating its limited transportation resources among the various needs of the area. It is a four-year program that addresses the immediate funding needs for transportation systems management (TSM) and operations. It also addresses the immediate funding needs for the transportation projects drawn from the Virginia Department of Transportation's Six-Year Improvement Program, public transit agencies, Lynchburg Regional Airport's Capital Improvement Plans, and the Central Virginia Long-Range Transportation Plan.

The CVTIP FY 2027-2030 begins on October 1, 2026, and is applicable until September 30, 2030. Section 3 is made up of the current projects, projects from the previous CVTIP that have not yet been closed out, and new projects for which VDOT expects to receive funding. Section 4 includes public transit agencies that will receive federal obligations in the coming four-year period. Section 5 gives an overview of airport facilities that are receiving federal obligations in the coming four-year period.

The projects listed in the CVTIP FY 2027-2030 encompass bridge rehabilitation and replacement, roadway widening, computerized signal systems, roadway construction, intersection improvements and public transit capital and operating expenditures, and airport expenditures. Through the projects listed in the CVTIP FY 2027-2030, the CVTPO member jurisdictions and the state and federal transportation agencies hope to create a more effective transportation system to serve the Central Virginia urbanized area.

What is the Central Virginia Transportation Planning Organization?

The Central Virginia Transportation Planning Organization (CVTPO) is the forum for cooperative transportation decision-making among the City of Lynchburg and sections of Bedford County, Campbell County, and Amherst County, along with state and federal transportation officials.

The CVTPO considers:

- Long-range regional projects and combines public input, technical data, and agency collaboration to develop forward-thinking solutions.
- Carrying out a continuing, cooperative and comprehensive transportation planning and programming process (3-C Process).
- Transportation planning activities of the various transportation-related agencies that have both a direct and indirect impact on the Long-Range Transportation Plan and Transportation Improvement Program.

Originally known as the Central Virginia Transportation Planning Council and subsequently as the Central Virginia Metropolitan Planning Organization, the TPO was established pursuant to a cooperative agreement executed on September 13, 1979 (as amended or updated), by the City of Lynchburg and the Counties of Amherst, Bedford and Campbell, as authorized under Title 33.2, Subtitle IV, Chapter 32 of the Code of the Commonwealth of Virginia. On November 27, 1979, the organization was designated by the Governor of the Commonwealth of Virginia as the Metropolitan Planning

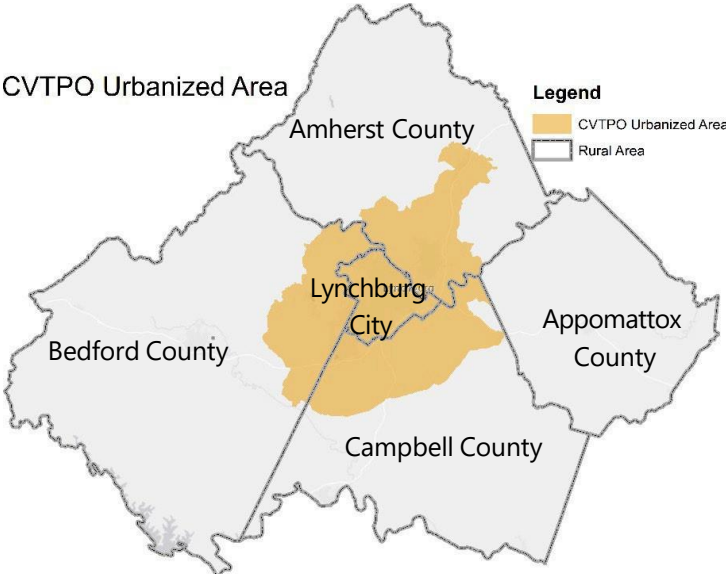
Organization (MPO) for the Greater Lynchburg Area Transportation Study Area, also known as the Central Virginia TPO Urbanized Area (hereinafter also referred to as the “urbanized area” or “study area”).

Purpose and Powers

The CVTPO is the policy decision-making body for the purpose of carrying out the continuing, cooperative, comprehensive (3-C) transportation planning and programming process as defined in the United States Code Title 23, Section 134 and Title 49 Section 1607; and in accordance with the constitution and statutes of the Commonwealth of Virginia, particularly Title 33, Chapter 32 of the Code of Virginia. In carrying out its responsibilities, the CVTPO:

- Establishes policy for the continuing, comprehensive, and cooperative (3-C) transportation planning process.
- Develops the long-range transportation plan (LRTP) for the study area known as the Central Virginia TPO Urbanized Area.
- Reviews the LRTP for the study area on an annual basis.
- Updates the LRTP no less frequently than every five years.
- Recommends action by other appropriate agencies.
- Coordinates and conducts transportation planning and conceptual design studies with local governments, transit providers, and state/federal agencies.
- Revises the Central Virginia TPO Urbanized Area.
- Develops, in coordination with local governments and the state/federal partners, socio-economic data for the regional traffic model.
- Reviews systems and proposals required by federal and state agencies.
- Develops and approves the annual planning and programming documents as described in the U.S. Department of Transportation regulations, as amended.
- Performs other studies, reviews, evaluations, and tasks that may be required.

Central Virginia TPO Urbanized Area
The CVTPO CVTIP must include all of the federally funded or regionally significant transportation projects that are located within the CVTPO Urbanized area. The urbanized area must encompass the existing urbanized area as defined by the United States Census, as well as the adjacent areas anticipated to be included in the defined urbanized area boundaries in the next twenty years. For the CVTPO, this area includes all of the City of Lynchburg and Town of Amherst, and portions of Amherst, Bedford and Campbell Counties.



The Central Virginia Planning District Commission

The Central Virginia Planning District Commission (CVPDC) is established under section 15.2-4200 of the Code of Virginia as one of 21 planning districts that serve the local governments of the Commonwealth. It was formed in 1969 and covers the City of Lynchburg and the Counties of Amherst, Appomattox, Bedford, and Campbell.

The CVPDC works to provide services for member localities and identify and develop opportunities for coordination among the region's local governments. It provides staffing for the CVTPO, in addition to many other roles. Additionally, the CVPDC encourages and facilitates collaboration among local governments in addressing challenges and opportunities of greater-than-local significance. Areas where the CVPDC is active in the region include Consolidated Services, Regional Initiatives, Workforce Development, Housing and Community Development, and Transportation.

The purpose of planning district commissions, as set out in the Code of Virginia, Section 15.2-4207, is:

"...to encourage and facilitate local government cooperation and state-local cooperation in addressing, on a regional basis, problems of greater than local significance. The cooperation resulting from this chapter is intended to facilitate the recognition and analysis of regional opportunities and take account of regional influences in planning and implementing public policies and services. The planning district commission shall also promote the orderly and efficient development of the physical, social and economic elements of the district by planning, and encouraging and assisting localities to plan for the future."

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

For the Commonwealth, PDCs serve as an accessible network that gives quick and complete statewide coverage. Each serves as the Affiliate State Data Center for the region. In this role they provide important information to businesses as well as citizens. PDCs are the regional contact for the Commonwealth Intergovernmental Review Process and provide input for a host of agencies and commissions.

The program work of PDCs has been meeting the needs of local and state government for the last 50 years. Within their region they may serve to build regional approaches to issues like economic development, solid waste management and legislative priorities.

Regional Consensus

The production of the CVTIP 2027-2030 is the culmination of the transportation planning process and represents a consensus among state, regional, and local officials as to projects selected for implementation. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

After the CVTIP 2027-2030 is approved by the CVTPO, it is submitted to the Virginia Department of Transportation (VDOT) for inclusion in the Statewide Transportation Improvement Program (STIP), which is then submitted to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for approval. The inclusion of projects from the Long-Range Transportation Plan into the TIP is based on the priority listing developed in that plan (which is revised as conditions warrant) and modified by financial constraints. Once projects are listed in the CVTIP 2024-2027, they may be amended or deleted as conditions warrant.

The agencies involved in the development of the program, through their participation in the Central Virginia Transportation Planning Organization and its Transportation Technical Committee, are:

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

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

* *Rural member*

** *Non-voting member*

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

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

Project Chart Summary

Each project listing in the CVTIP FY 2027-2030 has an information chart. The information for the projects listed in the Primary, Secondary and Urban categories appears in the chart format shown below. Project group listing charts and the associated project detail from Appendix A is shown on the following page. These project listings are provided to the CVTPO by the Virginia Department of Transportation. Definitions for the numbered terms appear in the corresponding Glossary of Terms table.

Primary, Secondary, and Urban Category Project Chart

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

Glossary of Terms Used in Project Charts

OBJECT #	TERM	DEFINITION
1	System	Indicates which system, program, or mode of transportation the project falls within: Interstate, Primary, Secondary, Urban, Rail, Transportation Alternatives, or Miscellaneous
2	UPC No.	Universal Project Code. Number assigned to each project at its conception and remains with the project until completion.
3	Scope	This is a brief statement regarding the nature of the project
4	Federal Oversight Indicator (FO & NFO)	FO: Indicates Federal Oversight in the project construction contracting and management. NFO: Indicates No Federal Oversight in the construction contracting and management issues and does not affect the standard environmental review process for transportation projects. All federally funded transportation projects must include the required environmental documents regardless of whether there is federal oversight in the construction contracting and management phase of a project.
5	Admin By	The agency that is administrating the project or a phase of the project.

6	Project Cost	The summation of all shares to the project for all phases.			
7	MPO/TPO Note	This is a place where the TPO can insert further explanation for a project.			
8	Fund Source	The FHWA program which is the primary source of the funding for the project. FHWA funding sources are described below:			
		AC	Advance Construction Funds	M	Urban Funds
		AC Conversion	Breakdown of the allocated amount of the advance construction (AC)	MG/EB	Minimum Guarantee & Equity Bonus Funds
		BR	Bridge Replacement Funds	NHS	National Highway System Funds
		BR-OS	Bridge off-system Funds for Secondary Road Projects	PPTA	Public Private Transportation Act of 1995
		CM	Congestion Mitigation and Air Quality Funds	RRP	Railway-Highway Crossing Funds
		EB	Equity Bonds	RSTP	Regional Surface Transportation Program
		EN/TA	Transportation Enhancement/ Alternatives Funds	S	State Construction Funds Only
		HES	Hazard Elimination Funds	STP	Surface Transportation Program Funds
		HSIP	Highway Safety Improvement Program Funds	STP/RR	Surface Transportation Program and Railroad Funds
		HMO	Highway Maintenance & Operating Funds	STP Statewide	Surface Transportation Program Funds
		HPD	High Priority Funds	TDM	Transportation Demand Management

		IM	Interstate Maintenance Funds	VTA	Virginia Transportation Act
9	Match	Most federal fund sources require a match of some sort; most often 80-20, i.e., the federal government reimburses 80% of the total cost. For a full chart of match requirements, please refer to the Funding Sources and Funding Ratios section of this document.			
10	Current and Future Obligation	The budget for the indicated phase of work provided by the indicated funding source.			
11	Grouping	This indicates the group in which the project falls. For more information about the groups, please refer to the TIP Format section of this document.			
12	Estimate	The cost estimate reflects the current estimate for the listed phase of the project.			

AGENCY ABBREVIATIONS			
CVTPO (TPO)	Central Virginia Transportation Planning Organization	GLTC	Greater Lynchburg Transit Company
FAA	Federal Aviation Administration	MPO	Metropolitan Planning Organization
FHWA	Federal Highway Administration	VDOT	Virginia Department of Transportation

FTA	Federal Transit Administration	VDRPT	Virginia Department of Rail and Public Transportation
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OTHER ABBREVIATIONS			
CFR	Code of Federal Regulations	PE	Preliminary Engineering
CE	Categorical Exclusion	RTE	Route
CN	Construction	RW	Right of Way
FAST ACT	Fixing America's Surface Transportation Act	SOP	Standard Operating Procedure
FO, NFO	Federal Oversight, No Federal Oversight	TDM	Transportation Demand Management
FY	Funding Year / Fiscal Year	TIP	Transportation Improvement Program
HWY	Highway	TO	Total Project Cost
ITE	Intelligent Transportation System	TSM	Transportation System Management
MAP-21	Moving Ahead for Progress in the 21st Century Act		

Important points to remember when interpreting the data in the project listing charts:

- The TIP deals with fiscal years, not calendar years. As such, the project listing charts summarize planned expenditures for October 1 to September 30. Fiscal year 2027 begins on October 1, 2026.
- Expenditures for known programs that did not have specific projects identified at the time this document was developed are not shown; however, they will be amended into the program when the projects are identified.

SECTION 2: TIP Financial Information

TIP Financial Plan

The Code of Federal Regulations (23 CFR 450.324(h)) specifies the inclusion of a financial plan in the TIP that shows how the projects or project phases identified in the TIP can reasonably be expected to be implemented, with the available public and private revenues identified. TIP projects or project phases are required to be consistent with the LRTP and must be fully funded in the TIP. To the extent that funding is available or shall be reasonably available, priority projects or project phases have been cooperatively selected for inclusion in this TIP. VDOT, DRPT, GLTC and the CVTPO have cooperatively developed financial forecasts for the TIP based on the latest official planning assumptions and estimates of revenue(s) and cost(s). The financial information is given by funding category for the projects listed and expected to be implemented during the four-year period beginning Fiscal Year 2027.

Some projects listed in the TIP may show \$0 for planned obligations. There are several reasons this may occur and include:

- Project is complete and awaiting closeout;
- Subsequent phases beyond four years;
- Information only, funding being pursued; and
- Project to be funded from [category] group funding.

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

- Transportation Studies;
- Ground Transportation System Improvement Projects (fixed-guide, highway, bicycle, pedestrian, commuter lots, etc.);
- Public Transit Systems and Services (components of coordinated human service mobility plans);
- System Maintenance (monitoring, repair and/or replacement of system facilities and support sites; snow removal; mowing; painting; rest area or weigh station sites; etc.); and
- System Operations (ITS-TSM applications; traffic operations such as signalization, signal coordination, ramp meters, or message signs; roadside assistance; incident management; for the urbanized TMAs, their Congestion Management Process activities; VDOT traffic management centers; bridge-tunnel management; toll road or congestion pricing management; etc.).

Funding Sources

The TIP funding summary tables summarize by year and by funding source the revenue amounts estimated and committed for fiscal years 2027 – 2030. The tables include expenditures and estimated

revenues expected for each funding source and show that the program is financially constrained by year. The financial summary tables are based on total funds available, which include annual allocations of funds including any state and local matching dollars. These revenue sources are all reasonably expected to be made available and committed to the project phase during the programmed year of the TIP. The following provides a general overview of funding programs utilized in the development of the TIP. Note: not all funding sources below are applicable in all projects and geographic areas. Additionally, as there are changes in programming, all programs may not be reflected.

HIGHWAY FUNDING PROGRAMS	
Bridge Rehabilitation and Replacements (BR/BROS)	Provides funding for bridge improvements both on and off the National Highway System (NHS).
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Provides flexible funding for congestion reduction and air quality improvement projects and programs; funding only available for areas not meeting federal air quality standards or maintenance areas.
Demonstration Program (DEMO)	Provides specialized funding to demonstration, priority, pilot, or special interest projects.
Highway Safety Improvement Program (HSIP)	Funds projects to reduce traffic fatalities and serious injuries on public roads; set aside for Railway Highway Crossings Program.
National Highway Freight Program (NHFP)	Provides funding to improve the movement of freight on the National Highway Freight Network (NHFN).
National Highway System/National Highway Performance Program (NHS/NHPP)	Funds projects to construct new facilities on or improve the condition and performance of the National Highway System (NHS).
Regional Surface Transportation Program	Provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. Allocated directly to the regional MPO.
Surface Transportation Program/Surface Transportation Block Grant Program (STP/STBG)	Provides flexible funding for wide range of eligible projects and programs to address state and local transportation needs.
Transportation Alternatives Program/Transportation Alternative Set-Aside (TAP/TA Set-Aside)	Provided for bicycle and pedestrian facilities through the Surface Transportation Block Grant. A set aside from each state's allocation of STBG funds must be used for Transportation Alternatives activities.

TRANSIT FUNDING PROGRAMS	
Urbanized Area Formula Grants (5307)	Provides funding to public transit systems in large urban areas for capital, planning, job access projects, and some operating expenses such as ADA paratransit and preventive maintenance
Fixed Guideway Capital Investment Grants (5309)	Discretionary program for funding major transit capital projects such as BRT, light rail, and streetcars
Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	Program to assist local transit agencies, governments, and nonprofit groups in meeting needs of elderly and persons with disabilities
Rural Area Formula Grants (5311)	Provides funding for capital, planning and operating assistance to support public transportation in small urban and rural areas under 50,000 in population
State of Good Repair Formula Program (5337)	Provide capital assistance for maintenance, replacement, and rehabilitation of existing fixed guideway (e.g., rail lines, bus lanes) facilities to maintain state of good repair

Bus and Bus Facilities Formula Program (5339a)	Provides funding to transit agencies and states to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities
Bus and Bus Facilities Discretionary Grants (5339b)	Discretionary component of the program to fund the same bus and bus facility improvements; includes Low or No Emissions Bus Program

Financial Assumptions

The TIP financial plan is required to include committed and/or reasonably anticipated transportation funding sources. The estimates on funding sources and costs are based on reasonable financial principles and recent information. The financial estimates for both revenues and costs are given in the year of expenditure dollars and reflect growth and inflation factors. VDOT cost estimates are from the VDOT Project Cost Estimating System. For projects not administered by the state, cost estimates are developed cooperatively by local governments and transportation program agencies. Maintenance and construction program financial planning assumptions used for the FY27 – FY30 TIP are consistent with assumptions and distribution methodology used for the adopted Long-Range Transportation Plan.

Highway Projects

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

SECTION 3: Highway Transportation Improvement Program

Secondary Projects

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

Urban Projects

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

UPC NO	106537	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	NFO	
PROJECT	UR-6056 - D/B WIDEN FR 2-4 LNS (GREENVIEW DR) DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION	FROM: SC-1541 (HERMITAGE RD) TO: 0.220Mi. S. UR-6066 (LEESVILLE RD) (0.4500 MI)					
ROUTE/STREET	GREENVIEW DRIVE (6056)			TOTAL COST	\$9,638,117	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	\$0	\$0	\$699,595	\$240,873	\$240,898
	Federal - NHS/NHPP	\$0	\$699,678	\$0	\$0	\$0
PE TOTAL		\$0	\$699,678	\$699,595	\$240,873	\$240,898
PE AC	Federal - AC	\$0	\$0	\$1,422,224	\$0	\$0

UPC NO	106320	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	NFO	
PROJECT	UR-6056 - D/B WIDEN FROM 2 TO 4 LANES (GREENVIEW DRIVE)			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.010 MI NORTH OF SC 1541 (HERMITAGE RD) TO: 0.215 MI SOUTH OF UR-6066 (LEESVILLE RD) (0.6200 MI)					
ROUTE/STREET	GREENVIEW DRIVE (6056)			TOTAL COST	\$13,612,461	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
RW	Federal - STP/STBG	\$0	\$145,562	\$0	\$0	\$0
CN	Federal - STP/STBG	\$0	\$8,809,769	\$0	\$0	\$0

UPC NO	105515	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	FO	
PROJECT	RTE 29/460 - D/B INTERCHANGE & EXTENSION (ODD FELLOWS ROAD)			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.48 MI. W. OF ODD FELLOWS ROAD TO: 0.54 MI. E. OF ODD FELLOWS ROAD (1.0220 MI)					
ROUTE/STREET	RICHMOND HIGHWAY (6029)			TOTAL COST	\$33,716,693	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
RW	Federal - NHS/NHPP	\$0	\$2,968,555	\$0	\$0	\$0
CN	Federal - NHS/NHPP	\$0	\$30,477,911	\$0	\$0	\$0

UPC NO	113116	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	NFO	
PROJECT	#SMART20 RTE 221/501 - INTERSECTION IMPROVEMENT (SPLIT PAIR)			ADMIN BY	Locally	
DESCRIPTION						
ROUTE/STREET	ROUTE 501 (LYNCHBURG EXPRESSWAY) (0221)			TOTAL COST	\$93,638,040	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - STP/STBG	\$0	\$500,639	\$0	\$0	\$0
	Other	\$0	\$2,431,179	\$0	\$0	\$0
PE TOTAL		\$0	\$2,931,818	\$0	\$0	\$0
RW	Other	\$0	\$11,938,492	\$0	\$0	\$0
CN	Other	\$0	\$68,495,045	\$0	\$0	\$0

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

Miscellaneous Projects

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

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

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

Project Groupings

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

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

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

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

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

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

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

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

Public Transportation Performance Measures

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

TAM Performance Measures by Asset Category

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

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

Two definitions apply to these performance measures:

Useful Life Benchmark (ULB): "The expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment." For example, FTA's default ULB of a bus is 12 years.

FTA Transit Economic Requirements Model (TERM) Scale: A rating system used in FTA's TERM to describe asset conditions. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent). The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires that all transit agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital

assets used in the provision of public transportation create a TAM plan. Agencies are required to fulfill this requirement through an individual or group plan. The TAM rule provides two tiers of requirements for transit agencies based on size and operating characteristics:

A Tier I agency operates rail or has 101 vehicles or more all fixed route modes, or has 101 vehicles or more in one non-fixed route mode.

A Tier II agency is a subrecipient of FTA 5311 funds, or is an American Indian Tribe, or has 100 or fewer vehicles across all fixed route modes or has 100 vehicles or less in 1 non-fixed route mode.

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group Plan. The Central Virginia Transportation Planning Organization programs federal transportation funds for Greater Lynchburg Transit Company (GLTC). GLTC is a Tier II agency participating in the DRPT-sponsored group TAM Plan. GLTC utilizes the TAM targets within its TIP project description to highlight agency project connections to the TAM targets. The MPO has integrated the goals, measures, and targets described in the Federal Fiscal Year 2022-2025 Virginia Group Tier II Transit Asset Management Plan into the MPO's planning and programming process. Performance targets for the Tier II Group TAM Plan are included in the table below. As the TAM is updated, any relevant changes will be made in subsequent CVTIP adjustments or amendments as needed.

TAM Targets for Rolling Stock and Facilities: Percentage of Revenue Vehicles that have not met or exceeded their ULB by Asset Type

Asset Category - Performance Measure	Asset Class	FFY2022
Revenue Vehicles		
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	5%
	BU - Bus	15%
	CU - Cutaway	10%
	MV - Minivan	20%
	BR - Over-the-Road Bus	15%
	VN - Van	20%
Equipment		
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	30%
	Trucks and other Rubber Tire Vehicles	30%
Facilities		
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative Facilities	10%
	Maintenance Facility	10%
	Passenger Facilities	15%
	Parking Facilities	10%

Transit Projects

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 5: Six-Year Airport Project Grant Fund

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

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

APPENDIX A: Projects by Grouping

Construction: Bridge Rehabilitation/Replacement/Reconstruction

Construction : Bridge Rehabilitation/Replacement/Reconstruction

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T19026	Lynchburg District-wide	0000		\$0
			BRIDGE REHABILITATION/REPLACEMENT		
Primary	120771	Lynchburg District-wide	VARIOUS (9999)		\$3,807,440
			#BF - LYNCHBURG YEAR 1 STRUCTURE RECOATING #1		
			FROM: VARIOUS TO: VARIOUS		
Urban	119384	Lynchburg	CANDLERS MOUNTAIN RD (0501)		\$64,959,995
			#SMART22 #SGR21VB RTE 501 - BRDG & INTERCHANGE IMPROVEMENTS		
			FROM: 0.156 Mi. West of Rte. 29 Bus. SBL TO: 0.150 Mi East of Rte. 29 Bus. SBL (0.4450 MI)		
Urban	104599	Lynchburg	RICHMOND HIGHWAY (0029)		\$17,864,837
			RTE 29 SBL & NBL - BR & APPR OVER NSRR FED ID 20579 & 20580		
			FROM: 0.320 MILES WEST OF NS RAILROAD TO: 0.300 MILES EAST OF NS RAILROAD (0.6200 MI)		
Urban	111279	Lynchburg	RICHMOND HIGHWAY (0029)		\$6,777,870
			#SGR18VB - RT 29 SBL - BRIDGE & APPR OVER NSRR (Fed 20579)		
			FROM: 0.118 MILES WEST OF NS RAILROAD TO: 0.096 MILES EAST OF NS RAILROAD (0.2140 MI)		
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total					\$93,410,142

Construction: Rail

Construction : Rail

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

Construction: Safety/ITS/Operational Improvements

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	125429	Statewide	0064		\$0
			#I64CIP - SSP TECHNOLOGY ADVANCEMENTS		
Interstate	118193	Statewide	0095		\$0
			#I95CIP SSP RICHMOND DISTRICT FY23-26		
			FROM: I95 Various TO: I-95 Various		
Interstate	115854	Statewide	9999		\$0
			#ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD		
			FROM: n/a TO: n/a		
Interstate	119199	Statewide	9999		\$500,000
			#ITTF22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE		
			FROM: Various TO: Various		
Interstate	119332	Statewide	9999		\$300,000
			#ITTF22 DATA-DRIVEN MGMT PROGRAM FOR PAVEMENT MARKING		
			FROM: Various TO: Various		
	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	121564	Statewide	9999		\$0
			#ITTF23 LEVERAGING CONNECTED CAR DATA FOR IMPROVED SAFETY		
			FROM: Various TO: Various		
Interstate	121667	Statewide	9999		\$0
			#ITTF23 RM3P DEP Data Services		
			FROM: Various TO: Various		
Interstate	121670	Statewide	9999		\$500,000
			#ITTF23 ADVANCED ROAD WEATHER INFORMATION SYSTEMS STUDY		
			FROM: VARIOUS TO: VARIOUS		
Interstate	122048	Statewide	VARIOUS (9999)		\$500,000
			#ITTF23 - RM3P SYSTEM MONITORING & ENHANCEMENTS		
			FROM: various TO: various		
Miscellaneous	T19022	Lynchburg District-wide	0000		\$0
			CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		
Miscellaneous	109817	Lynchburg District-wide	VARIOUS (9999)		\$0
			SAFETY PRESCOPING - LYNCHBURG		
			FROM: VARIOUS TO: VARIOUS		
Miscellaneous	126636	Lynchburg District-wide	VARIOUS (9999)		\$0
			VHSIP SAFETY PRESCOPING - LYNCHBURG		
			FROM: VARIOUS TO: VARIOUS		
Miscellaneous	125595	Salem District-wide	VARIOUS (9999)		\$2,324,808
			TWO LANE RURAL ROAD PROGRAM		
			FROM: Various TO: Various		

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

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	127527	Campbell County	WARDS RD (0029)		\$30,407,170
		#SMART26 RTE 29 - ACCESS MANAGEMENT - SOUTHERN SECTION			
		FROM: RTE 9076 (DENNIS RIDDLE DR) TO: 0.14 MILE SOUTH OF RTE 685 (CALOHAN RD) (2.2380 MI)			
Primary	119168	Amherst County	RICHMOND HWY (0060)		\$2,236,523
		#SMART22 RTE 60 - RECONSTRUCT MEDIAN/TURN LANES AT RTE 29 IN			
		FROM: RTE T-1102 (WASHINGTON STREET) TO: 0.24 MILE SOUTH OF RTE T-1102 (WASHINGTON STREET) (0.2400 MI)			
Primary	108914	Bedford County	FOREST ROAD (0221)		\$6,055,669
		#HB2.FY17 Route 221 Congestion and Safety Improvements			
		FROM: Graves Mill Road TO: Gristmill Drive (0.4000 MI)			
Primary	119460	Bedford County	ROUTE 460 - LYNCHBURG-SALEM TURNPIKE (0460)		\$6,715,570
		#SMART22 - Blackwater Rd (668) at Rte 460 Intersection			
		FROM: 0.063 Miles west of Route 668 TO: 0.488 Miles east of Route 668 (0.5500 MI)			
Primary	127525	Campbell County	TIMBERLAKE RD (0460)		\$33,364,620
		#SMART26 BUS 460-CONSTRUCT TURN LANES AT GREENVIEW/LAXTON RD			
		FROM: RTE 1511 (OAKDALE CIRCLE) TO: WOOD ROAD (RTE 118) (0.3900 MI)			
Primary	122912	Lynchburg	VARIOUS (9999)		\$1,363,164
		VHSIP LYN CITYWIDE-FLASHING YELLOW ARROW/HIGH VIS BACKPLATE			
Primary	119588	Lynchburg District-wide	VARIOUS (9999)		\$1,138,779
		HSIP20 - DISTRICTWIDE - UNSIGNALIZED INTERSECTIONS			
		FROM: VARIOUS TO: VARIOUS			
Primary	119672	Lynchburg District-wide	VARIOUS (9999)		\$1,439,269
		VHSIP20 - DISTRICTWIDE - PEDESTRIAN CROSSINGS			
		FROM: VARIOUS TO: VARIOUS			
Primary	120764	Lynchburg District-wide	VARIOUS (9999)		\$0
		PROGRAM UPC (HSIP FUNDS) - CENTERLINE RUMBLES			
		FROM: VARIOUS TO: VARIOUS			

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

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

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

Construction: Transportation Enhancement/Byway/Non-Traditional

Construction : Transportation Alternatives/Byway/Non-Traditional

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

Maintenance: Preventive Maintenance and System Preservation

Maintenance : Preventive Maintenance and System Preservation

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14716	Lynchburg District-wide	0000		\$42,334,000
			STIP-MN Lynchburg: Preventive MN and System Preservation		

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

Maintenance: Preventative Maintenance for Bridges

Maintenance : Preventive Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14715	Lynchburg District-wide	0000		\$32,918,243
			STIP-MN Lynchburg: Preventive MN for Bridges		

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

Maintenance: Traffic and Safety Operations

Maintenance : Traffic and Safety Operations

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14714	Lynchburg District-wide	0000		\$2,177,000
			STIP-MN Lynchburg: Traffic and Safety Operations		

Maintenance : Traffic and Safety Operations Total \$2,177,000

Lynchburg MPO Total \$380,388,479

APPENDIX B: Statement of Certification and Resolution of Adoption

HOLD FOR RESOLUTION

APPENDIX C: Performance-Based Planning and Programming

The Infrastructure Investment and Jobs Act (IIJA), similar to previous surface transportation funding programs MAP-21 and the FAST Act, establishes performance measure requirements to ensure States and Transportation planning organizations (MPOs) are investing transportation funds in projects that collectively will contribute towards the achievement of national goals. The USDOT recently published new rules for States and MPOs to collect data and establish performance targets that will support performance and outcome-based investment decisions.

The new federal performance measurement requirements focus on three main areas – safety, asset management (maintenance), and system performance. Safety measures are associated with highway fatalities and injuries as well as transit fatalities; injuries; and incidents such as derailments, collisions, and fires. Asset management measures are associated with the condition of roads and bridges while system measures are associated with congestion and reliability.

From the 23 CFR 450, Subpart B:

Prior to May 27, 2018, a State may adopt a long-range statewide transportation plan that has been developed using the SAFETEA-LU requirements or the provisions and requirements of this part. On or after May 27, 2018, FHWA/FTA may only approve a STIP update or amendment that a State has developed according to the provisions and requirements of this part, regardless of when the State developed the STIP.

On or after May 27, 2018, a State may make an administrative modification to a STIP that conforms to either the SAFETEA-LU requirements or to the provisions and requirements of this part.

Two years from the effective date of each rule establishing performance measures under 23

U.S.C. 150(c), 49 U.S.C. 5326, or 49 U.S.C. 5329, FHWA/FTA will only approve an updated or amended STIP that is based on a statewide transportation planning process that meets the performance-based planning requirements in this part and in such a rule.

On October 1, 2016, the Commonwealth of Virginia submitted to the U.S. Secretary of Transportation the required Initial State Performance Report. This report describes performance management efforts currently underway in Virginia and highlights the State's commitment to investing limited transportation funds in the best manner possible. Virginia is currently reviewing the Final Rules associated with the performance measure requirements; along with available data sources to determine the best manner in which to establish the required performance targets.

VDOT works with DRPT, TPB, MPOs, PDCs, and other agencies on the methodology, assumptions, and possible targets. Comments from all stakeholders will be considered when determining the performance measures, data sets, methodology, and targets. Statewide performance targets will be set first, in accordance with federally established compliance dates, followed by MPO establishment of performance targets.

In future years the STIP will describe, to the maximum extent possible, the anticipated effect of the

STIP toward achieving the performance targets in the following program areas: National Highway Performance Program (NHPP), Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Freight Movement, along with reference to associated state plans, (i.e. State Asset Management Plan, Strategic Highway Safety Plan (SHSP), State Freight Plan, etc.)

Additional information on performance management and performance measures may be found on FHWA’s Transportation Performance Management site located here: <https://www.fhwa.dot.gov/tpm/>.

Safety Performance Measures

Performance Targets

In accordance with the requirements of IJJA, MAP-21 and the FAST Act, Virginia has established safety performance objectives as published in [Virginia's 2022-2026 "Arrive Alive" Strategic Highway Safety Plan \(SHSP\)](#) and annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. The SHSP performance measure objectives are indicated in the Table below.

Table: 2024 SHSP Safety Performance Objectives

Measure	4-Year Target
Percentage of Pavement in Good Condition (Interstate)	45%
Percentage of Pavement in Poor Condition (Interstate)	3%
Percentage of Pavement in Good Condition (Non-Interstate NHS)	25%
Percentage of Pavement in Poor Condition (Non-Interstate NHS)	5%
Percentage of Person-Miles Traveled that are Reliable (Interstate)	85%
Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	88%
Truck Travel Time Reliability Index	1.64

For safety performance measures 1, 2, and 3, annual targets are developed collaboratively by the Department of Motor Vehicles (DMV) Highway Safety Office (HSO) and VDOT HSIP staff.¹ The DMV HSO includes these measures in their Highway Safety Plan submitted to the National Highway Traffic Safety Administration (NHTSA) every June.

The Commonwealth Transportation Board approves all five annual targets and VDOT includes these in the HSIP Annual Report submitted to FHWA every August. Within 180 days of VDOT’s annual report submission to FHWA, MPOs must indicate their support of the state targets or submit their unique regional targets for one or more of the safety measures.

Connection to Other Performance Based Planning Documents

The federally required SHSP, a five-year multi-agency comprehensive plan focused on reducing fatalities and serious injuries on all public roads, serves as the coordinating document for other plans and programs that involve traffic safety. This coordination involves the long-range statewide transportation plan (LRSTP), the metropolitan transportation plans (MTP), and three plans that implement parts of the SHSP – the Highway Safety Plan (HSP), the HSIP, and the Commercial Vehicle Safety Plan (CVSP). This integration is important for improving overall safety coordination amongst various partners and leads to more comprehensive transportation safety planning. MTPs are similar to the LRSTP however a MTP covers a specific metropolitan planning area. MTPs include goals and objectives for their respective areas/regions and identify strategies for advancing long-term transportation investments in a specific region. The HSP is an annual plan to address highway user behaviors that will improve safety through education and enforcement campaigns. The HSP and associated NHTSA grants are administered through the Highway Safety Office at the DMV. Furthermore, each year Virginia State Police (VSP) submits a Commercial Vehicles Safety Plan (CVSP) to Federal Motor Carrier Safety Administration as a requirement of obtaining related enforcement grants.

[VTrans](#), the state’s long-range multimodal plan, provides the overarching vision and goals for transportation in the Commonwealth. The long-range plan provides a vision for Virginia’s future transportation system and defines goals, objectives, and guiding principles to achieve the vision. It also provides direction to state and regional transportation agencies on strategies and policies to be incorporated into their plans and programs. VTrans was updated in 2025, including updating its transportation vision statement, which is: “Virginia’s **best-in-class multimodal transportation system** provides safe and reliable mobility, connects people and commerce, fosters economic growth and investment, embraces environmental stewardship, and enhances quality of life”.

Below are the 2025 VTrans Guiding Principles:

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

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

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

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

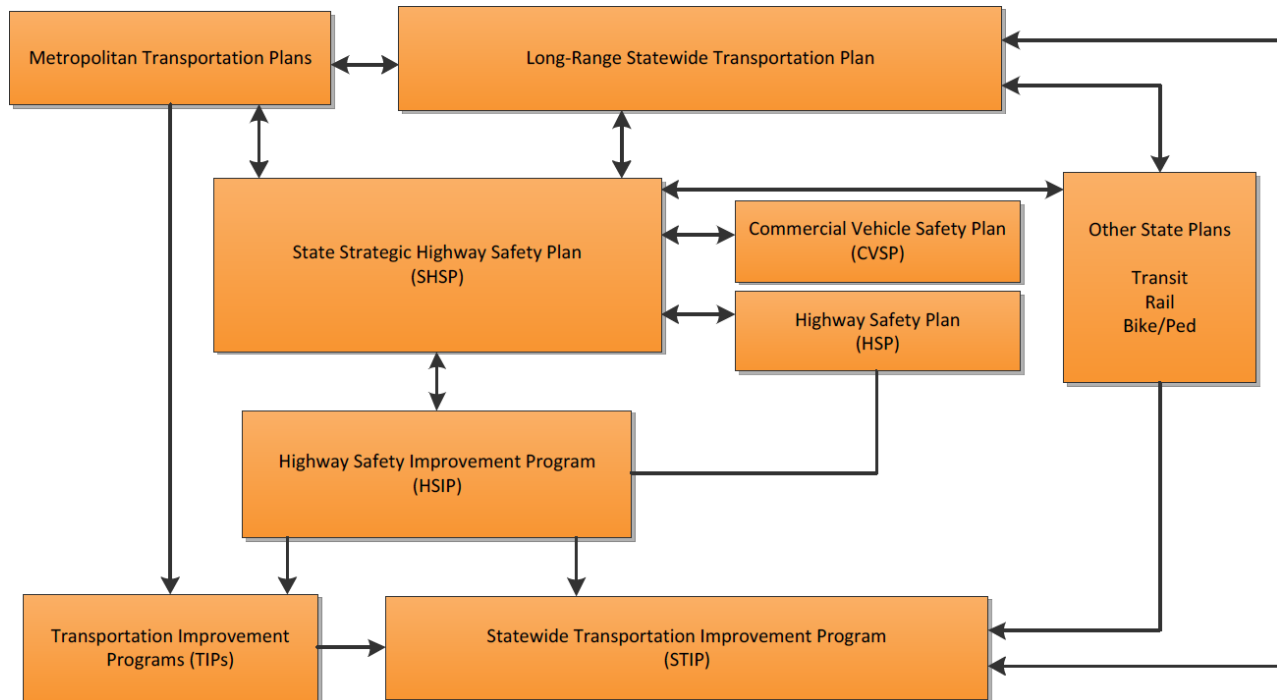
GP5: Ensure Transparency, Accountability, And Promote Performance Management Work with stakeholders in developing transportation plans and programs. Establish performance targets, measure progress, and adjust programs and policies as necessary.

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

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

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

The relationship between the various plans and programs is shown here:



Projects in the STIP are directly linked to the safety objectives outlined in the SHSP through the strategies and actions that are priorities in Virginia.

Funding for Safety Projects

Safety targeted improvements are implemented through HSIP projects. Each year Virginia is allocated ~\$55 Million for HSIP and \$5 Million for Railway Grade Crossing improvements. Virginia is also subject to a Penalty Transfer provision, Section 154 “Open Container”, such that 2.5% of NHPP funds are reserved for either NHTSA Alcohol-Impaired Driving or HSIP projects. The State determines what proportion goes to each program. Of the HSIP funds, about 10 percent is set aside for non-motorized safety projects and 20 percent of the remainder for improvements on locally maintained roadways.

How do Safety Projects get selected for Inclusion in the STIP?

The HSIP project planning and delivery follows these steps:

Each year highway segment and intersection locations that have the highest potential for safety improvement are identified based on the previous five years of traffic crash and volume data. These above average crash locations are provided to the VDOT Districts to determine appropriate locations and countermeasures for HSIP funding. The potential for vehicle-train crashes at each at-grade railroad crossing is also distributed.

HSIP project proposals are submitted through the SMART Portal for the appropriate safety program.

VDOT and locality submitted HSIP proposals are reviewed and prioritized based on the number of targeted crashes and the benefit to cost ratio or the potential risk reduction for non-motorized and rail highway grade crossing improvements.

In recent years, programmed priority HSIP projects have shifted from being higher cost spot intersection and segment improvements to lower cost systemic improvements that target specific crash types and/or roadway characteristics that are factors in crashes across the network.

Examples of systemic improvements include traffic signal devices and timing at intersections and curve signing, higher friction surfaces, and rumble strips on segments.

Safety improvements are also included within projects funded with non-HSIP funds. The SMART SCALE scoring and prioritization process for inclusion of projects in the SYIP, considers safety benefits from improvements addressing travel of all modes. Many of the large SMART SCALE projects, upon completion, will have distinct impacts on safety performance in the Commonwealth. In addition, projects funded through other state and federal sources in the SYIP, such as the Transportation Alternatives Program, including Safe Routes to School grants, Revenue Sharing, and even some CMAQ and maintenance projects, will also have crash reduction benefits that contribute to improved safety performance.

Thus, the funding to meet Virginia's safety objectives and targets is allocated to projects in the CTB approved SYIP and is consistent with VTrans. Since the SYIP is the foundation for the STIP, the program of projects in the STIP demonstrates support to achieve Virginia's safety performance objectives and targets and is consistent with Virginia's SHSP and the HSIP.

Transit Asset Management

The IJJA establishes performance measure requirements to ensure states and Transportation planning organizations (MPOs) are investing transportation funds in projects that collectively will contribute towards the achievement of national goals. The USDOT recently published new rules for states and MPOs to collect data and establish performance targets that will support performance and outcome-based investment decisions.

The new federal performance measurement requirement for transit agencies focuses on one area: transit asset management (TAM). The measures look specifically at the percentage of revenue vehicles that have exceeded their Useful Life Benchmark (ULB), the percentage of non-revenue and service vehicles that have exceeded their ULB, and percentage of facilities with a condition below 3.0 on the Federal Transit Administrator's TERM Scale. All transit agencies receiving grants from the FTA are required to complete a TAM plan. The FTA has established two tiers of agencies based on size

parameters.

A Tier I agency operates rail, or has 101 vehicles or more all fixed route modes, or has 101 vehicles or more in one non-fixed route mode.

A Tier II agency is a subrecipient of FTA 5311 funds, or is an American Indian Tribe, or has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non- fixed route mode.

The Department of Rail and Public Transportation (DRPT) has opted to sponsor a group TAM plan for Tier II providers. Tier I providers are not eligible for group plans.

For further details, refer to the plan of the Greater Lynchburg Transit Company.

For Tier II providers under the DRPT Group Plan, any Transportation Improvement Program (TIP) document or Metropolitan Transportation Plan (MTP) adopted after October 1, 2026, will be in compliance with the TAM Plans developed by DRPT and adopted by the Tier II transit providers within the MPO as well as the regional performance measures adopted by the MPO as a whole. The performance measurements and the targets can be found in the DRPT *Group Transit Asset Management Plan*.

The Central Virginia Transportation Planning Organization’s planning process will integrate, either directly or by reference, the goals, objectives, performance measures, and targets described in the applicable Tier I and Tier II group plan.

Pavement and Bridge Performance Measures

Performance Targets

In accordance with the requirements of IJJA, MAP-21 and the FAST Act, Virginia has established pavement and bridge condition performance targets. Each year, the Commonwealth submits a letter to FHWA to satisfies the federal requirement that State DOTs submit a Baseline Performance Period Report to FHWA by October 1st of the first year in a performance period. Performance measures for pavement condition are required for the National Highway System (NHS), while bridge condition requirements relate to structures identified as part of the National Bridge Inventory on the NHS. The pavement condition measures and established performance targets for the 2024 performance are indicated in the table below.

Pavement Condition Measures and Performance Targets

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

Background/History

Virginia’s history of monitoring asset conditions and utilizing performance information to determine investment strategies based on available funding levels spans over 10 years for pavements and bridges.

VDOT maintains a comprehensive inventory of all pavement and bridges on the state-maintained

network. This inventory, which includes location, maintenance responsibility, ownership, and current condition or inspection information, serves as the foundation for life cycle planning, performance forecasting, maintenance and rehabilitation needs estimation, as well as prioritization of work to maximize asset life given available funding. Condition information is also important for communicating with external stakeholders, including the general public.

VDOT's commitment to responsible Transportation Asset Management (TAM) practice is demonstrated through VDOT's annual condition data collection programs and its establishment and publication of network level pavement and bridge performance goals. VDOT's current condition measures and performance goals have been in place for many years and are fully integrated into VDOT's budgeting process and investment strategies.

The federal pavement and bridge performance measures apply to a limited portion of the network for which VDOT is responsible (less than 15% of all lane miles and 18% of the bridge inventory).

Connection to Other Performance Based Planning Documents

VTrans, the Commonwealth's long-range multimodal plan, specifically details goals and objectives related to performance management of pavement and bridges.

In particular, "Goal D"—Proactive System Management: Maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure, and its corresponding objectives are most relevant. Those objectives are:

- 1) Improve the condition of all bridges based on deck area
- 2) Increase the lane miles of pavement in good or fair condition.
- 3) Increase percent of transit vehicles and facilities in good or fair condition.

Other VTrans related goals can be found at <https://vtrans.virginia.gov/>.

Virginia's federally required Transportation Asset Management Plan (TAMP) presents pavement and bridge inventory and conditions, along with the Commonwealth's performance objectives, measures, and associated risks as they relate to the federal requirements. Asset funding, investment strategies, forecasts, goals, and gaps are also included. The TAMP is specific to the NHS and provides the Commonwealth's Transportation Asset Management (TAM) processes and methodology to meet federal requirements. Pavement and bridge projects included in the STIP are consistent with Virginia's reported TAM processes and methodology. The program of projects in the STIP are directly linked to the pavement and bridge objectives outlined in VTrans and the TAM through the strategies and actions that are priorities in Virginia.

Funding for Pavement and Bridge Projects

There are two key funding sources for pavement and bridge projects, the Highway Maintenance and Operations Fund (HMOF) and State of Good Repair (SGR) program funds. The pavement and bridge funding is used for differing projects from routine maintenance to reconstructive work. Funds are allocated to pavement and bridge projects based on an annual needs assessment process supported by a data-driven prioritization and selection process. The prioritization process is the same for the various funding sources; however, the [State of Good Repair](#) program funds are designated for deteriorated pavements and structurally deficient bridges.

The SGR program requires funds be distributed proportionality between VDOT and localities, based on assessed needs. More details, including the requirements for pavements and bridges, and the SGR prioritization process methodology, can be found at [State of Good Repair](#) and [Local Assistance Funding Programs](#).

VDOT has developed a robust asset management program, placing maintenance of the transportation network at the forefront of VDOT's investment decisions. This commitment to responsible asset management practice is demonstrated through VDOT's annual collection of condition data on pavements and bridges along with its establishment and publication of network-level pavement and bridge performance targets. For more than a decade, VDOT has monitored pavement and bridge conditions using performance information (measures and targets) to determine investment strategies based on available funding levels.

In the annual needs assessment process, VDOT assesses 100% of the pavement network on Virginia's Interstate and Primary systems and approximately 20% of the Secondary system. In 2016, VDOT assessed 100% of the Secondary pavement network to create a condition baseline. The pavement condition data is compiled, analyzed and reviewed to report the optimized needs at a roadway system and district level. VDOT's pavement program selects resurfacing projects, in relation to needs, and optimizes the timing of projects through a data-driven pavement management system.

For bridges, VDOT follows national standards in performing safety inspections and determining general condition of the structures. Condition assessments are performed by certified safety inspection personnel. The inspection program requires a qualified inspector to complete a "hands-on" review of the structure or bridge during each inspection. By federal regulation, VDOT is required to conduct detailed inspections of NBI structures at intervals not to exceed 24 months. VDOT uses BrM software to store bridge condition and inventory data for each structure and to program, schedule, and track bridge and structure inspections. The data collected during inspections allows VDOT to use a proactive approach to maintenance.

Preventive maintenance and timely intervention repairs are performed to avoid and slow deterioration that leads to greater rehabilitation or replacement cost. Virginia's bridge maintenance program is large and complex, so in order to direct its efforts more easily, performance targets have been developed.

VDOT uses a prioritization process when determining funding for the pavement and bridge programs and prioritizes work ranging from preventative maintenance to replacement. The prioritization processes take into account similar factors such as condition, cost effectiveness, maintenance history, and traffic volumes. While the systematic prioritization processes are a guide to assist in funding projects, districts direct the work performed as the local experts.

How do Pavement and Bridge Projects get selected for Inclusion in the STIP?

As noted above, the funding to meet Virginia's pavement and bridge objectives and targets is allocated to projects in the CTB-approved SYIP and is consistent with VTrans. Each spring, the public is invited to comment on projects included in the draft SYIP prior to CTB approval. Since the SYIP is the foundation for the STIP, the program of projects in the STIP demonstrates support to achieve Virginia's pavement and bridge performance objectives and targets and is consistent with Virginia's TAMP.

Highway System Performance

Performance Targets

In accordance with the requirements of IJJA, MAP-21 and the FAST Act, Virginia has established performance targets for three reliability performance measures to assess the Highway System Performance. All three measures are included in Virginia’s Baseline Performance Period Report for 2022-2025 and the report, along with other metrics regarding transportation performance are available in the “2022-2025 Baseline Performance Period Summary Report” [available here](#).

The Commonwealth Transportation Board (CTB) approves the performance measures and targets developed for Virginia’s surface transportation network. Such targets, including those for Highway System Performance, are linked to the goals and objectives in Virginia’s long-range transportation plan, or VTrans.

Connection to Other Performance Based Planning Documents

VTrans, the state’s long-range multimodal plan, provides the overarching vision and goals for transportation in the Commonwealth. The long-range plan provides a vision for Virginia’s future transportation system and defines goals, objectives, and guiding principles to achieve the vision. It also provides direction to state and regional transportation agencies on strategies and policies to be incorporated into their plans and programs. The most recent approved long-range multimodal plan is VTrans.

VTrans identifies the most critical transportation needs in Virginia to ensure the overarching transportation goals in the long-range plan are achieved. The screening process was informed by a data-driven approach that considers highway system performance measures and targets in addition to other performance indicators. Additionally, the Virginia Freight Element (VFE), a component of VTrans, discusses freight system trends, needs, and issues. The VFE also includes freight policies, strategies, and performance measures that guide Virginia’s freight-related investment decisions.

Projects included in the STIP are directly linked to the Highway System Performance objectives outlined in VTrans and associated needs analysis, and the VFE through the strategies and actions that are priorities in Virginia.

Funding for Highway System Performance Projects

SMART SCALE, Virginia’s data-driven prioritization process for funding transportation projects, considers the potential of a project to improve reliability. In order to be considered for SMART SCALE, a project must first meet a need identified in VTrans, thus strengthening the connection between the planning and programming processes. Congestion mitigation, safety, accessibility, economic development, environment, and land use are the factors used to score SMART SCALE projects. Freight considerations are included in the economic development factor.

The FAST Act established a National Highway Freight Program, including a freight-specific funding program to highlight the focus on freight transportation needs. Projects eligible for National Highway Freight Program (NHFP) funding must contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and be included in the VFE. VDOT uses NHFP funding to construct freight beneficial projects identified through the SMART SCALE process.

SMART SCALE screening and scoring results, along with public feedback and CTB guidance, are used to develop the SYIP.

Other projects selected for funding are subject to program specific prioritization processes approved by the CTB. All funding (federal, state, and other sources) for transportation projects are allocated to projects in the CTB approved SYIP.

How do Highway System Performance Projects Get Selected for Inclusion in the STIP?

As noted above, the funding for all transportation projects, including funding for projects to meet Virginia's NHS system performance and freight movement targets is allocated to projects in the CTB approved SYIP, and is consistent with VTrans and the VFE. Since the SYIP is the foundation of the STIP, the program of projects in the STIP demonstrates support to achieve Virginia's NHS and Freight Reliability performance objectives and targets.