

## Central Virginia Transportation Technical Committee (TTC)

Thursday, January 8, 2026 In-Person Meeting

10:30 a.m.

Join Zoom Meeting

<https://us02web.zoom.us/j/88458088863?pwd=7VnPiGmN28JbnsRRj9urHkZDlqlwdb>

Meeting ID: 884 5808 8863

Passcode: 696047

Phone: 1 312 626 6799

### Agenda

1. **Welcome & Call to Order** *Paul Harvey, Chair*
  
2. **Approval of Minutes: November 13, 2025** *Paul Harvey, Chair*  
(Attachment 2) Action Requested
  
3. **FY26 Work Program** *Kelly Hitchcock, CVPDC/CVTPO*
  - a. Long Range Transportation Plan
  - b. Lynchburg Multimodal Plan
  - c. USDOT Thriving Communities
  - d. GLTC Stop Inventory and Facility Recommendation Plan
  - e. Timberlake Service Expansion Assessment
  
4. **Title VI Implementation Plan & Public Participation Plan** *Bruce Vik, CVPDC/CVTPO*  
(Attachment 4a) (Attachment 4b)
  
5. **Draft FFY2027 – 2030 CVTIP** *Bruce Vik, CVPDC/CVTIP*  
(Attachment 5)
  
6. **FY27 Rural and Urban Work Program – Project Development** *Kelly Hitchcock, CVPDC/CVTPO*
  
7. **Central Virginia Commuter Services** *Ada Hunsberger, CVPDC/CVCS*
  
8. **Matters from the Committee** *All*
  - State and Federal Partner Program Updates
  - Locality Information
  - Other
  
9. **Adjourn:**
  - Next TTC Meeting – February 12, 2026

# Central Virginia Transportation Technical Committee

Thursday, November 13, 2025, 10:30 a.m.

Hybrid Meeting

## Draft Meeting Minutes

### PRESENT

Paul Harvey, Chair (U/R) ..... Campbell County  
Tyler Creasy (U/R) ..... Amherst County  
Erik Smedley (U/R) (virtual) ..... Bedford County  
Brad Butler (U/R) (virtual) ..... City of Lynchburg  
Rob Fowler (R) ..... Town of Appomattox  
Jay Brown (U/R) (virtual) ..... VDOT – Lynchburg District  
Rachel Frischeisen (U) ..... City of Lynchburg  
Erik Smedley (U/R) (virtual) ..... Bedford County  
Jamie Gillespie (R) (virtual) ..... Town of Altavista  
Katherine Reusch (U/R) (virtual) ..... Campbell County  
Brad Butler (U) (virtual) ..... City of Lynchburg  
Mariel Fowler (U/R) (virtual) ..... Bedford County  
Evan Tuten (U/R) (virtual) ..... Virginia Department of Rail and Public Transportation

### ABSENT

Mary Zirkle (R) ..... Town of Bedford  
Sara McGuffin (U) ..... Town of Amherst  
J.P. Morris (U/R) ..... VDOT-Salem District  
Josh Moore (U) ..... Greater Lynchburg Transit Company  
Johnnie Roark (R) ..... Appomattox County

*U- Members representing the urbanized area of the region*

*R- Members representing the rural area of the region*

### GUEST and STAFF PRESENT

Kelly Hitchcock ..... CVPDC/CVTPO  
Ada Hunsberger (virtual) ..... CVPDC/CVTPO  
Hannah Mitchell ..... CVPDC

#### **1. Welcome and Virtual Participation Acknowledgement**

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

#### **2. Approval of Minutes: September 11, 2025**

Paul Harvey entertained a motion to approve the September 11, 2025, minutes.

**MOTION:** Rob Fowler motioned for approval of the September 11, 2025, minutes as submitted. Erik Smedley seconded the motion. The motion passed unanimously.

#### **3. CVTPO 2026 Safety Performance Targets**

Kelly Hitchcock reported that this is MPO an annual process to establish safety performance targets in five categories: number of fatal accidents, fatality rates, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries. Each MPO reports to VDOT, which in turn must report to Federal Highway. Hitchcock noted

that the CVTPO has in the past adopted VDOT safety targets. Hitchcock noted the CVTPO workbook records rating factors through 2024. It was noted that MPOs are not subject to penalties for failure to achieve or make significant process toward targets. Of value, the CVSAP provides local supporting safety mitigation actions to advance safety targets. With approval, the Safety Targets will be submitted to VDOT.

**MOTION:** Tyler Creasy moved for the board to recommend that the TPO adopt the Virginia State Safety Performance Targets. Rob Fowler seconded the motion. All were in favor, and the motion passed.

#### 4. **Draft Central Virginia Safety Action Plan**

The resolution is the same as the state's: the reduction of serious and fatal accidents by 50% by 2045. Hitchcock noted draft changes, including the addition of projects requested by the City of Lynchburg and additional visuals/graphics. It has undergone the 30-day comment period and is ready for approval by the PDC. Once approved, the PDC will adopt the plan and present it to each locality for potential adoption. She noted that while there are no current federal funds available for the program, it commonly receives bipartisan support.

**MOTION:** Jamie Gillespie moved to recommend the TTC adopt the draft Central Virginia Safety Action Plan and recommend adoption by the CVTPO and CVPDC. Rachel Frischeisen seconded the motion. All were in favor, and the motion passed.

#### 5. **CVTPO FY25 Annual Obligation Report**

Hitchcock explained that this VDOT report summarizes the projects receiving federal funds are summarized in the Annual Obligation Report, which is a supporting document to the CVTIP. DRPT also provides an Obligation Report. Both documents must be posted to the CVTPO website by the end of the calendar year.

#### 6. **FY26 Urban Planning Work Program**

- Lynchburg Multimodal Plan: Hitchcock reported that the plan is underway and will be completed early next year.
- Long Range Transportation Plan – VDOT provided the CVTPO Long Range Constrained Revenue Forecast, a preliminary financial forecast. The Timmons Group has provided a Scope and partial constrained list information. Hitchcock confirmed the LRTP focus is to complete the Constrained Long Range Project list with the focus to amplify are priorities for VDOT program funding and advance evaluation that reflects the Commonwealth Transportation Board (CTB) and Office of Intermodal Planning and Investment (OIPI) priorities and program funding focus.
- GLTC Bus Stop Inventory & Facility Recommendation Plan: This project is underway. Bruce Vlk is coordinating with the GLTC using the DRPT's facility document. Hitchcock noted discussion with Kimley-Horn to provide technical project assistance.
- Timberlake Service Expansion Assessment: Campbell County expressed interest in expanding transit services on Timberlake Road. Vlk is in the beginning stages of developing public and employer outreach surveys.

#### 7. **CVTIP FY2027 – 2030 Update**

Hitchcock reminded the TTC that VDOT/DRPT are advancing the FFY2027-2030 STIP update and that all MPOs are on the same schedule advancing TIP updates, in coordination with and according to VDOT/DRPT development schedule. Bruce Vlk is leading the project and working directly with VDOT and DRPT contacts in developing the pending CVTIP update. The draft 27-30 CVTIP will be ready for TTC and CVTPO review at the beginning of the year, followed by public comment, and final adoption in April/May.

#### 8. **Title VI and Public Participation Plan Update**

Hitchcock reported that Vlk is updating the 2023 Title VI Implementation Plan and the Public Participation Plan to reflect updated federal language and program changes. This will be presented to the board for recommendation to the CVPDC and CVTPO on a similar CVTIP adoption timeline.

## 9. Central Virginia Commuter Services

- Ada Hunsberger reported that the Clean Commute Challenge was a success. In the two-week challenge, over 175 clean commute trips were recorded, saving 2,000+ vehicle miles traveled. She noted there will be more challenges in the spring.
- Hunsberger noted the DRPT launch of the Ride Home Rewards program, streamlined through the Connecting VA app. The program will cover the cost for commuters using carpooling or public transport to hire an emergency ride home.
- Hunsberger noted that commuter services entered into an agreement with Stimulus Advertising for marketing services in the upcoming year.
- Hunsberger mentioned the commuter assistance program grant application is due on February 1, 2026.

## 10. Matters from the Committee and Staff

State and Federal Partner Program Updates:

- Evan Tuten, DPRT, reported that DRPT grant cycle opens on December 1, 2025. Upcoming webinars include human service programs on the 18<sup>th</sup>, transit programs on the 19<sup>th</sup>, and commuter assistance programs on the 20<sup>th</sup>.

Locality Information/Updates:

- Hitchcock noted that VDOT held locality meetings about the next Smart Scale round, plus other future opportunities. Hitchcock noted that currently Campbell County is the only locality that will seek the CVPDC to be the Smart Scale applicant for the Gladys/501 passing lane project.

Other

- 2020-2024 Crash Data Analysis: Hitchcock reported that Altavista, the Town of Bedford, and the City of Lynchburg received updated crash analysis data assistance from VDOT Local Technical Assistance Program (LTAP), with Kimley-Horn as the project consultant.
- October State Bicycle and Pedestrian Meeting: This meeting was held in Lynchburg on October 28, 2025. Timmons presented the Lynchburg Multimodal Plan, with focus on the GIS data and evaluation methodology. Hitchcock noted that the TMPD has information available upon request for localities completing a road reconfiguration.
- The December 11, 2025 TTC meeting is tentatively cancelled, unless approval actions come up over the month.

## 11. Adjourn:

Paul Harvey entertained a motion to adjourn.

**MOTION:** Rob Fowler moved to adjourn the meeting. Tyler Creasy seconded the motion. The motion passed unanimously, and the meeting adjourned at 11:00 a.m.

Central Virginia Planning District Planning Commission (CVPDC)  
and Central Virginia Transportation Planning Organization (CVTPO)

# Title VI Implementation Plan

Transportation Technical Committee (TTC) Recommendation:

CVPDC Policy Board Adoption:

CVTPO Policy Board Adoption:

## Abstract

The Central Virginia Planning District Commission (CVPDC) and Central Virginia Transportation Planning Organization (CVTPO) Title VI Implementation Plan articulates that adopted measures which are undertaken to ensure compliance with the Title VI of the Civil Rights Act of 1964 which prohibits discrimination on the basis of race, color, or national origin. As an agency which receives federal financial assistance, the CVPDC ~~is~~ and CVTPO are subject to and must comply with Title VI. The CVPDC and CVTPO, to include all organizations and programs it staffs or funds, ~~including the Central Virginia Transportation Planning Organization (CVTPO),~~ will utilize ~~the CVPDC~~ this Title VI Implementation Plan to guide program execution.

### **CVPDC and CVTPO Title VI Policy**

As provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (Public Law 100.259), the CVPDC assures that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. Further, the CVPDC commits to ~~making~~ every effort to ensure nondiscrimination in the execution of all programs and activities, regardless of funding origin. The CVPDC and CVTPO, in the event of distribution of federal funds to other agencies, shall include Title VI language, to include compliance procedures, in all written agreements.

### **Acknowledgments**

~~The CVPDC acknowledges and thanks the assistance from the Thomas Jefferson Planning District Commission and the Virginia Association of Metropolitan Planning Organization.~~ This document was prepared in cooperation with the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transit (VDRPT), Greater Lynchburg Transit Company (GLTC), and the Federal Transit Administration (FTA). The contents do not necessarily reflect the official views or policies of the VDOT, VDRPT, GLTC, or FTA.

## Table of Contents

<a href="#">CVPDC Overview</a> .....	1
<a href="#">CVTPO Overview</a> .....	<u>1</u>
1. Title VI Program .....	2
1.1 <a href="#">CVPDC and CVTPO Communications and Public Participation</a> .....	3
1.2 Planning and Programming .....	4
1.3 Consultant Contract.....	4
<a href="#">Updated Guidance on Disadvantaged Business Enterprise</a> .....	4
1.4 Education and Training .....	5
2. <del>Limited English Proficiency</del> <a href="#">Special Accommodations</a> .....	5
2.1 Statement of Commitment .....	5
2.2 Implementation .....	6
Limited English Proficiency ( <a href="#">LEPELB</a> ) Encounter .....	6
Routine <a href="#">LEPELB</a> Implementation Activities.....	6
2.3 Monitoring and Updating.....	7
Four-Factor Analysis .....	7
3. Coordinators .....	8
4. Discrimination Complaints .....	9
4.1 Eligibility .....	9
4.2 Filing a Complaint .....	9
4.3 Complaint Processing .....	9
Appendix A: Title VI .....	10
Appendix B: Non-Discrimination Statement.....	11
Appendix C: Certificate of Assurance .....	12
Appendix D: Procedures for Conducting CVPDC <a href="#">and CVTPO</a> Title VI Program Reviews .....	21
Appendix E: Procedures for Conducting Title VI Review of Sub-recipients.....	23
Appendix F: Discrimination Complaint Form .....	24
Appendix G: Resolutions of Adoptions .....	28

## Overview

The Central Virginia Planning District Commission (CVPDC) is the contractual administrator of the Central Virginia Transportation Planning Organization (CVTPO). The CVTPO is a forum for cooperative, continuing and comprehensive planning. The CVTPO area encompasses the City of Lynchburg, as well as the urbanized sections of Bedford, Campbell and Amherst Counties. These areas also include sections that are likely to become urbanized in the foreseeable future. The CVTPO considers long-range regional projects, and combines public input, technical data and agency collaboration to develop innovative improvements for the region's transportation network.

For the purpose of this Title VI Implementation Plan, the CVTPO will have its own section for activities unique to the organization. For example, the Public Participation Plan is unique to the CVTPO. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin by agencies that receive federal financial assistance (see Appendix A: Title VI). The CVPDC, and all of its programs, as recipients of federal funding do not discriminate on the basis of race, color, or national origin (see Appendix B: Non-Discrimination Statement).

The CVPDC Title VI Implementation Plan articulates the adopted actions which will be enacted by CVPDC, to include all of its programs and projects, including the Central Virginia Transportation Planning Organization (CVTPO) to ensure compliance with Title VI in four sections:

1. Title VI Programs;
2. English Language Barrier/limited English Proficiency;
3. Coordinators; and
4. Discrimination Complaints.

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin by agencies that receive federal financial assistance (see Appendix A: Title VI). The CVPDC, and all of its programs, as recipients of federal funding do not discriminate on the basis of race, color, or national origin (see Appendix B: Non-Discrimination Statement).

The Title VI Implementation Plan outlines the process by which the CVPDC and the CVTPO will ensure nondiscrimination in program communication, public participation, planning and programming, consultant contracts, and education and training. Limited English Proficiency (LEP) describes that statement of commitment to LEP persons, implementation of LEP activities, and monitoring and update of LEP procedures. The relevant agency staff that will guide and oversee the program are the Title VI Manager and the ADA Coordinator. Discrimination Complaints (see Section 4) describes the complaint procedures.

The CVPDC Title VI Implementation Plan serves as the CVPDC policy insurance that Title VI of the Civil Rights Act of 1964 nondiscrimination will be enacted in all programs and projects staffed or funded by the CVPDC. The CVPDC is the contractual administrator of the Central Virginia Transportation Planning Organization (CVTPO), the Central Virginia Radio and Communications Board (CVRCB). This Plan applies to the following programs, and the subsequent federal or state funding agency:

- Central Virginia Transportation Planning Organization (CVTPO)
- CVPDC Rural Transportation Program

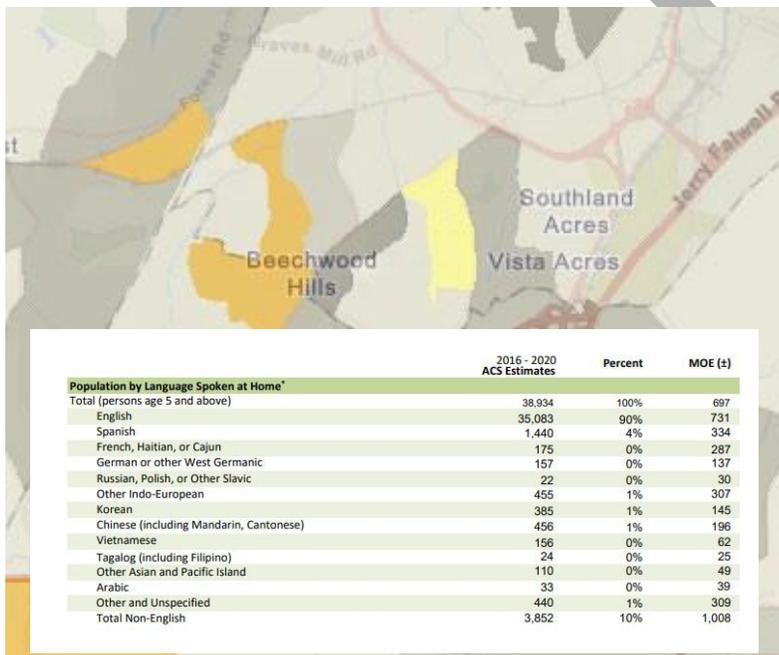
## CVPDC Title VI Implementation Plan

- [Chesapeake Bay Watershed Implementation Plan](#)
- [Comprehensive Economic Development Strategy](#)
- Hazard Mitigation Plan
- Central Virginia Radio and Communications Board (CVRCB)
- Virginia Housing Preservation Grant
- CVPDC Brownfields Program

Alec Brebner, Executive Director is responsible for oversight of the program areas listed above. Brebner will work with the Title VI Manager to ensure that all CVPDC [and CVTPO](#) programs and projects are Title VI compliant through staff training, Title VI policies for the agency, and program reviews. To ensure compliance, all agency staff will have access to Title VI relevant training and be made aware of the CVPDC [and CVTPO](#) Title VI Implementation Plan, its procedures and requirements.

The CVPDC [and CVTPO](#), in executing local or regional plans, coordinates with area jurisdictions, agencies, and other local stakeholders. In doing so, plans that may directly impact minority or low-income communities may be executed. The following procedures for conducting reviews of areas impacted are as follows. The Executive Director or Title VI Manager will review the CVPDC [and CVTPO](#) programs and staff activities each Fiscal

Year by meeting with agency staff to identify projects that need a Four Factor Analysis employed. Four Factor Analysis evaluations consist of data collection and subsequent analysis of that data. Evaluation tools include standard data collection and analysis methods. Guidance is provided by the US Department of Transportation (DOT) Federal Highway Administration Title VI Toolit (<https://highways.dot.gov/civil-rights/programs/title-vi/title-vi-toolkit-data-collection-and-analysis>). Each project manager will be instructed on how to complete the Four Factor Analysis and provided information of the Title VI evaluation tools. With analysis completion, the Title VI Coordinator will utilize the following steps to ensure compliance and non-discrimination on the basis of race, color, and national origin.



Source: EPA EJSscreen ACS Summary Report

## 1. Title VI Program

The CVPDC and CVTPO staff and the decision-makers of its organizations and programs, to comply with Title VI Compliance, will not discriminate on the basis of race, color, or national origin.

CVPDC staff will evaluate and monitor compliance with nondiscrimination authorities in its:

- Communications and Public Participation;
- Planning and Programming;
- Consultant Contracts; and
- Education and Training.

To comply with Title VI, the CVPDC and CVTPO:

- Maintains current Title VI Assurances (Appendix C: Certificate of Assurance).

### Limited English Proficiency (LEP) English Language Barrier (ELB) Four Factor Analysis

Factors to ensure meaningful access to programs and activities by LEP-ELB persons. The following outline the four factors that ensure fact-dependent and independent evaluation that balances response are employed to ensure Title VI nondiscrimination compliance.

The four factors are:

1. Number or proportion of LEP-ELB persons served or encountered in the eligible service population (“served or encountered” include persons who would be served or encountered if those persons received adequate education and outreach, to include sufficient language services). Utilization of data tools (e.g. Census) must be employed to evaluate this factor.
2. The frequency with which LEP-ELB persons come into contact with the program.
3. The nature and importance of the program, activity, or service provided by the program.
4. The resources available and costs to the recipient, including income level.

## CVPDC Title VI Implementation Plan

- Promptly corrects any identified deficiency.
- Conducts regular review of program areas and contactors (Appendix D).
- Reviews sub-recipients Title VI procedures on a regular basis (Appendix E).
- Documents and prepares reports of Title VI efforts on a regular basis.
- The CVPDC Executive Director designates a Title VI Manager (Section 3).

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## 1.1 Communications and Public Participation

### CVPDC

~~The CVPDC endeavors to communicate with and provide opportunities for minority, low-income, and disabled person to participate. The Central Virginia Transportation Planning Organization (CVTPO), which is staffed by the CVPDC, maintains a Public Participation Plan that describes the process by which it consults with interested and affected individuals, organizations, agencies, and governmental entities and includes them in the decision-making process. The CVTPO Public Participation Plan and all other CVPDC public participation opportunities and organizations and programs its staffs comply with Title VI requirements.~~

To ensure Title VI compliance in communications and public participation, CVPDC staff will:

- Include contact information for people needing accommodations in notifications for public participation opportunities.
- Post the Title VI Policy on CVPDC program website(s).
- Include the following statement in public notices:

*“CVPDC fully complies with Title VI of the Civil Rights Act of 1964 in all programs and activities. CVPDC provides reasonable accommodation for persons who require special assistance to participate in public involvement opportunities. For more information, or to obtain a Discrimination Compliant Form, contact (434) 845-3491 or [www.cvpdc.org](http://www.cvpdc.org).”*

### CVTPO

~~The CVTPO endeavors to communicate with and provide opportunities for minority, low-income, and disabled person to participate. The CVTPO, which is staffed by the CVPDC, maintains a Public Participation Plan that describes the process by which it consults with interested and affected individuals, organizations, agencies, and governmental entities and includes them in the decision-making process. The CVTPO Public Participation Plan and all other CVPDC public participation opportunities comply with Title VI requirements.~~

~~To ensure Title VI compliance in communications and public participation, CVTPO will:~~

- ~~Include contact information for people needing accommodations in notifications for public participation opportunities.~~
- ~~Post the Title VI Policy and the Public Participation Plan on CVTPO program website(s).~~
- ~~Include the following statement in public notices:~~

~~*“CVTPO fully complies with Title VI of the Civil Rights Act of 1964 in all programs and activities. CVTPO provides reasonable accommodation for persons who require special assistance to participate in public involvement opportunities. For more information, or to obtain a Discrimination Compliant Form, contact (434) 845-3491 or [www.cvtpo.org](http://www.cvtpo.org).”*~~

The CVPDC and CVTOP will:

- Provide reasonable accommodations for persons who require special assistance to participate in public involvement opportunities.

## CVPDC Title VI Implementation Plan

- Collect and monitor demographic data during public input opportunities, conduct additional target outreach if the data shows a deficiency in public input from particular groups.
- [Recruit-Be proactive in seeking](#) diverse applicants, including minorities, low-income persons, and disabled, for public participation opportunities, to include serving on program and project committees.



## 1.2 Planning and Programming

To ensure compliance in planning and programming, CVPDC and CVTPO staff will:

- ~~Prepare and update publicity available demographic profiles of the region using current and appropriate statistical information.~~
- Consider a high-level overview of benefits and burdens of CVPDC transportation project on minority and low-income populations, using maps and geographic demographic data to determine projects that could impact such populations. Lead agencies in individual projects are responsible for community demographic and targeted outreach environmental justice analyses evaluations in executing programs and projects.
- ~~Conduct an environmental justice analysis during the development of the Central Virginia Transportation Planning Organization Long Range Transportation Plan, and other required transportation planning documents.~~
- Evaluate programs to determine if there are Title VI implications and interpret how agency or program directives impact Title VI program areas.
- Include, as relevant, environmental justice aspects targeted of performance measures to evaluate success in in transportation, and other programs as required, performance-based the inclusion of representative citizen participation in planning and programming activities. -

## 1.3 Consultant Contract

CVPDC is and CVTPO are responsible for selection, negotiation, and administration of its consultant contracts. CVPDC complies with all relevant federal and state laws in contract selection and evaluate and monitor consultant contracts for nondiscrimination compliance. CVPDC and CVTPO will:

- Ensure inclusion of nondiscriminatory language in contracts and Request for Proposals.
- Ensure that all consultants verify their compliance with nondiscrimination authorities, procedures, and requirements.
- Assist any recipient or sub-recipient found to be not in nondiscrimination compliance to resolve deficiency status, to include writing remedial action plan.
- Review outreach activities to ensure small, disadvantaged, minority, women and disabled veteran businesses are not excluded to participate in opportunities to compete for consulting contracts.

The CVPDC and CVTPO, as a part of the Certifications and Assurances submitted to the Virginia Department of Rail and Public Transit (DRPT) with the Annual Grant Application and all Federal Transit Administration grants submitted to the DRPT, submits a Nondiscrimination Assurance which addresses compliance with Title VI, nondiscrimination in hiring (Equal Employment Opportunity) and contracting (Disadvantaged Business Enterprise), and nondiscrimination on the basis of disability. In signing and submitting this assurance, CVPDC and CVTPO confirms to DRPT the agency's commitment to nondiscrimination and compliance with federal and state requirements.

### Updated Guidance on Disadvantaged Business Enterprise

Disadvantaged Business Enterprises (DBE) are for-profit small business concerns where socially and economically disadvantaged individuals own at least 51% interest and control management and daily

business operations. ~~African Americans, Hispanics, Native Americans, Asian-Pacific and Subcontinent Asian Americans, and women are presumed to be socially and economically disadvantaged. Other individuals may qualify on a case-by-case basis.~~ The U.S. Department of Transportation's DBE

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regulations require state and local transportation agencies that receive federal financial assistance to establish goals for the participation of DBEs. Effective October 3, 2025, DBE business owners and applicants must demonstrate on a case-by-case basis that they satisfy the race- and sex-neutral criteria in the newly revised 49 Code of Federal Regulations (CFR) parts 23 and 26.

The Interim Final Rule removes race- and sex-based presumptions from the definitions of “socially and economically disadvantaged individual,” and provides that the DBE must demonstrate on a case-by-case basis that the individual meets the criteria described in 49 CFR § 26.67.8 Section 26.67 provides, in turn, that an owner must:

- (1) demonstrate that the owner is socially and economically disadvantaged based on his or her own experiences and circumstances that occurred within American society, and without regard to race or sex;
- (2) submit to the certifier a personal narrative establishing the existence of disadvantage by a preponderance of the evidence based on individualized proof regarding specific instances of economic hardship, systemic barriers, and denied opportunities that impeded the owner’s progress or success in education, employment, or business, including obtaining financing on terms available to similarly situated, non-disadvantaged persons;
- (3) state how and to what extent the impediments caused the owner economic harm, including a full description of type and magnitude, and establish the owner is economically disadvantaged in fact relative to similarly situated non-disadvantaged individuals; and
- (4) state how and to what extent the impediments caused the owner economic harm, including a full description of type and magnitude; and
- (5) attach to the Personal Narrative a current personal net worth statement and any other financial information the owner considers relevant

The CVPDC supports DBE program objectives:

See US DOT Office of Civil Rights Guidance, September 30, 2025

(<https://www.transportation.gov/sites/dot.gov/files/2025-09/DBE%20IFR%20Guidance.9-30-2025.pdf>)

To ensure nondiscrimination in the award and administration of Federal Highway Administration-assisted contracts.

To create a level playing field on which DBEs can compete fairly for Federal Highway Administration-assisted, and other federal agencies as required, contracts.

To ensure the DBE Program is narrowly tailored in accordance with applicable law.

To ensure that only firms that fully meet 49 CFR, Part 26 eligibility standards are permitted to participate as DBEs.

To help remove barriers to the participation of DBEs in federally assisted contracts, to include the Federal Highway Administration.

To assist the development of firms that can successfully compete in the marketplace outside of the DBE Program.

To provide appropriate flexibility to recipients of federal financial assistance in establishing and providing DBE participation opportunities.

## 1.4 Education and Training

To ensure nondiscrimination integration within ~~the CVPDC~~ programs, Title VI education and training will be integrated within the CVPDC and CVTPO staff education and training. ~~The CVPDC~~ Title VI Manager

CVPDC Title VI Implementation Plan  
will:

- Distribute information to staff, board and committee manager, and other stakeholders on training programs regarding Title VI and related nondiscrimination authorities.
- Train staff in Title VI nondiscrimination and implementation annually and with new employee orientation.
- Track Title VI nondiscrimination training of staff and board and committee members.

## 2. ~~Limited English Proficiency (LEP)~~ Special Accommodations

~~Special accommodations will be made for communication, outreach, and other efforts for all persons that may need special outreach, accommodation services, and to include those with English language barriers (ELB). Individuals who do not speak English as their primary language and who may have a limited ability to read, speak, write, or understand English are, for the purpose of CVPDC and CVTPO planning and outreach purposes, defined as persons with~~ are Limited English Proficient (LEP) Language Barrier (ELB). ~~Language, understanding or using, for a LEP person, can present a barrier to accessing benefits and services, understanding and exercising important rights, complying with applicable responsibilities, or understanding other information provided by federally funded programs and activities.~~ LEP ~~The CVPDC and CVTPO, to advance the commitment of equal access to all persons, shall, as necessary provide~~ ELB ~~persons may be entitled to~~ language assistance at no cost to them with respect to a service, benefit, or encounter.

CVPDC and CVTPO provides ~~LEP~~ELB persons meaningful access to programs and activities by providing adequate and understandable information and executing reasonable steps to remove participation barriers.

### 2.1 Statement of Commitment

Meaningful access to LEP persons needing special accommodations means ensuring ~~the LEP~~ELB ~~persons can they can~~ effectively communicate, such that they can adequately be provided the tools to interpret program communication and that any comments and actions provided can be equally understood and responded in the same quality, and level as those speaking English and that comments and actions can be appropriately responded based on provided communication. ~~CVPDC and CVTPO staff and program consultants~~ will take reasonable steps to ensure LEP persons needing special accommodations have meaningful access to programs, activities, services, and information that are normally provided in English. ~~Failure to ensure that LEP persons can~~

~~effectively participate in federally assisted programs and activities may violate the prohibiting of discrimination against national origin per Title VI of the Civil Rights Act of 1964.~~

## 2.2 Implementation

The following Implementation guidelines describe the process that should be taken when an ~~LEP person is encountered or an LEP person accommodations~~ request is made. Routine activities to maintain LEP program information and training ~~is are~~ also included.

### ~~LEPELB~~ Encounter

When CVPDC, or program consultants, encounter ~~LEPELB~~ persons or request for language assistance, the guidelines will be used to determine what assistance can be provided.

The language assistance services available to the CVPDC are:

- CyraCom: CVPDC has a Pay-As-You-Go account with Cyra-COM-On Demand Over-the-Phone Interpretation ([www.cyracom.com](http://www.cyracom.com)) service. CyraCom maintains telephone assisted interpretation capability for over 100 languages, costs on a per minute rate, and additional service-for-fee written translation services.
- Translation services available through CVPDC's CyraCom may be utilized. Access and cost information inquiries are directed to ~~Hannah Mitchell, Office Manager Kirsten Trautman, Executive Assistant~~, by phone at 434- 845-3491 or [hannah.mitchell@cvpdc.org](mailto:hannah.mitchell@cvpdc.org), [kirsten.trautman@cvpdc.org](mailto:kirsten.trautman@cvpdc.org).

The need for ~~LEPELB~~ services depends on the type of contract.

- In-person Contract: Use the Language Identification Flashcard, posted in the CVPDC entrance, to attempt to identify the language spoken. Enlist the assistance of staff and/or Cyra-COM service to obtain the ~~LEPELB~~ person's name and contact information.
- Telephone Contact: Enlist the assistance of staff and/or Cyra-Com service as needed.
- Written Contract or Documents: Engage translation service such as Cyra-Com.
- Requests for meeting translation: Use Cyra-Com service or employ another translation service.

Cost alone will not determine whether a request is granted. Language assistance services deemed appropriate will be made available at the expense of the CVPDC ~~or CVTPO~~.

- Request for under \$100: Will be granted. For Spanish, a phone call that might last up to 30 minutes or a document that includes one-typed page in English, exemplifies this likely funding criterion.
- Requests for over \$100: Title VI Coordinator, and if needed the CVPDC Executive Director, review based on the Four-factor Analysis (see pages 2 and 8) and grant if deemed necessary.

### Routine ~~LEPELB~~ Implementation Activities

The Title VI Manager will:

- Post written notices on the website and/or in a public area regarding the right to free language assistance for persons conducting business with the CVPDC ~~or CVTPO~~ in the most likely to be encountered languages (as determined by the Four-Factor Analysis).
- Ensure that public notices and publications include statements that CVPDC ~~and CVTPO~~ provides reasonable accommodations for persons who require special assistance to participate in public

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- Maintain that language assistance resource list, updating with current resources.
- Ensure CVPDC and CVTPO staff and program consultants understand:
  - The right to free LEPELB person language assistance.
  - How to use the language assistance resources.
  - To include information in public notices and publications that CVPDC provides reasonable LEPELB accommodations.

### 2.3 Monitoring and Updating

CVPDC and CVTPO will monitor, review through the Four-factor Analysis process, and as needed, update its LEPELB policies and practices. Monitoring by the Title VI Coordinator will include:

- Review the CVPDC and CVTPO activities on a regular basis.
- Document requests for translation services and encounters with LEPELB persons and provide reports when requested.

#### Four-Factor Analysis

The Four-factor Analysis is used to assess the need for language assistance services:

1. Demography: Refers to the number and proportion of LEPELB persons served and language spoken in a project service area.
2. Frequency: Refers to the rate of contact with service or program.
3. Importance: Refers to the nature and importance of program/service to persons' lives.
4. Resources: Refers to available resources, including language assistance services.

The CVPDC and CVTPO staff will:

- Regularly review demographic data based on the Four-factor Analysis. If a language other than English represents the primary language for greater than five percent (> 5%) of the population, the LEPELB guidelines may need to be modified to accommodate communication needs.
- Collect and maintain demographic statistics on persons who are affected in their projects and studies.
- Solicit feedback from local social services departments and community-based organizations serving LEPELB persons to evaluate how well its practices meet their needs.

Locality social services departments and community-based organizations serving LEPELB persons include:

- Lynchburg Community Action Group
- Locality Social Service Departments
- Virginia Department of Social Services

The feedback solicited from these departments and organizations may include:

- Nature and importance of projects, studies, and activities to LEPELB persons and/or populations.
- The effectiveness of current language assistance measures in meeting the needs of LEPELB persons and/or populations.
- Changes in the frequency of contact with LEPELB language groups.
- Changes in the availability of resources, including technological advances or financial resources.

### 3. Coordinators

The following presents the CPVDC and CVTPO Title VI Implementation Plan staff structure for the execution of program actions to ensure enactment of initiatives to ensure nondiscrimination as stated in Title VI of the Civil Rights Act of 1964.

The ~~CVPDC~~ Title VI Coordinator has access to the CVPDC Executive Director, the final arbitrator on ~~all~~ ~~of all the~~ CVPDC and CVTPO program and contract activities.

Title VI Coordinator

~~Kelly Hitchcock, Deputy Director of Planning~~  
Bruce Vlk, Senior Transportation Planner

Central Virginia Planning District Commission and Central Virginia Transportation Planning Organization

828 Main Street, 12<sup>th</sup> Floor

Lynchburg, Virginia 24504

(434) 818-~~7604~~7603

~~kelly.hitchcock@cvpdc.org~~bruce.vlk@cvpdc.org

Alexander W. Brebner, Executive Director  
Central Virginia Planning District Commission  
828 Main Street, 12<sup>th</sup> Floor  
Lynchburg, Virginia 24504  
(434) 845-3491  
alec.brebner@cvpdc.org

## 4. Discrimination Complaints

Any person who believes the CVPDC, ~~the CVTPO~~, or its consultants, has unlawfully discriminated against them may file a complaint. The following complaint steps are presented to publicly present the procedures that the CVPDC ~~and CVTPO~~ staff will follow. Included are the actions that a person who believes there has been discrimination may use, to include the ~~CVPDC~~ Title VI Discrimination Complaint Form (Appendix F), to register a complaint and ensure response to said complaint.

### 4.1 Eligibility

Any person who believes they – or a specific class of persons – were subjected to discrimination on the basis of race, color, or national origin in the programs and activities of a Subrecipient that received federal financial assistance through the CVPDC ~~or CVTPO~~ program primary recipient may file a Title VI complaint.

### 4.2 Filing a Complaint

A discrimination complaint form is available in the Title VI Implementation Plan as Appendix F, or directly at <https://cvpdc.org/resources/TitleVIPlan>. A paper copy can be obtained at 828 Main Street, 12<sup>th</sup> Floor, Lynchburg, Virginia or requested by mail. Assistance in filing the Discrimination Complaint Form may be requested through a direct request ~~to Hannah Mithcell at hannah.mitchell@cvpdc.org~~ ~~to Kirsten Trautman at kirsten.trautman@cvpdc~~ or at (434) 845-3491.

Per US DOT regulations, 49 CFR §21.11(b), a complaint must be filed not later than 180 days after the date of the last instance of alleged discrimination, unless the time for filing is extended by the processing agency.

### 4.3 Complaint Processing

Complaints, depending on the CVPDC program to which the complaint is directed, will be routed to the program's corresponding State or Federal agency. All incidents will be tracked to ensure a direct Complainant response is determined.

All CVPDC and CVPTO transportation program complaints will be routed to the FHWA Headquarters Office of Civil Rights (OCR) for processing. OCR is responsible for all determinations regarding whether to accept, dismiss, or transfer Title VI complaints filed against State DOTs or subrecipients of Federal Financial ~~assistance~~ Assistance.

Complaints will be forwarded from the initial receiving agency through the Federal-aid highway oversight hierarchy until the complaint reaches OCR. For example, if a complaint is filed with the CVPDC, CVPDC will forward the complaint to the Virginia Department of Transportation, which should forward the complaint to Virginia's FHWA Division Office, which should forward the complaint to OCR.

When OCR decides on whether to accept, dismiss, or transfer the complaint, OCR will notify the Complainant, the FHWA Division Office, the Virginia Department of Transportation, and the CVPDC.

## Appendix A: Title VI

The Civil Rights Act of 1964, which ended segregation in public places and banned employment discrimination on the basis of race, color, religion, sex or national origin. The eleven titles with the Civil Rights Act are:

- I. Voting Rights
- II. Public Administration
- III. Desegregation of Public Facilities
- IV. Desegregation of Public Education
- V. Commission on Civil Rights
- VI. Nondiscrimination of Federally Assisted Program and Activities**
- VII. Equal Employment Opportunity
- VIII. Registration and Voting Statistics
- IX. Intervention and Procedure after Removal in Civil Rights Cases
- X. Establishment of Community Relations Service
- XI. Miscellaneous

Title VI of the Civil Rights Act of 1964 addresses nondiscrimination in federally assisted programs and activities. The CVPDC [and CVIPO](#) Title VI Implementation Plan addresses the program actions to adhere to Title VI requirements, as required by any agency receiving Federal funding.

Title VI states “no person” shall be subject to discrimination because of race, color, or national origin. Title VI further declares it to be the policy of the United States that discrimination on the ground of race, color, or national origin shall not occur in connection with programs and activities receiving federal financial assistance and authorizes and directs the appropriate federal departments and agencies to take action to carry out this policy.” Subsequent nondiscrimination laws expanded the range and scope of Title VI coverage and applicability. Executive orders and federal agency orders and memos clarify implementation of nondiscrimination policy.

## Appendix B: Non-Discrimination Statement

The Central Virginia Planning District Commission (CVPDC), to include all programs therein, give public notice of its policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 (PL 100.259), and ~~all~~ related statutes. The CVPDC is committed to ensuring that no person shall, on the grounds of race, color, or national origin be excluded from ~~the participation~~participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the CVPDC receives Federal financial assistance.

Any person who believes that he or she has, individually, or as a member of any specific class of person, been excluded from the participation in, been denied the benefits of, or been otherwise subjected to discrimination under any program or activity for which the CVPDC engages, and believes the discrimination is based upon race, color, or national origin has the right to file a formal complaint.

The CVPDC ~~Deputy Director of Planning~~Senior Transportation Planner is responsible for initiating and monitoring Title VI activities, preparing required reports, and other responsibilities as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFP Part 21.

If a complaint addresses a particular service provider, the complaint should be logged with that provider.

For complainants who may be unable to file a written complaint, verbal information may be accepted by CVPDC at 434-818-7704 or in person,

To submit a formal complaint or to request additional information on Title VI obligations, contact ~~Kelly Hitchcock~~Bruce Vlk, CVPDC ~~and CVTPO~~ Title VI Coordinator, 828 Main Street, 12<sup>th</sup> Floor, Lynchburg, VA 24504; phone 434- 818-~~7604~~7603; email ~~kelly.hitchcock@cvpdc.org~~bruce.vlk@cvpdc.org.

## Appendix C: Certificate of Assurance

The CVPDC Certificate of Assurance provides the confirmation of Title VI actions and procedures. The CVPDC Certificate of Assurance, which includes Appendices A through E, begins on the next page.

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~~Central Virginia Planning District Commission  
Title VI Nondiscrimination Assurance  
(DOT Order No.1050.2A)~~

The ~~Central Virginia Planning District Commission~~, (herein referred to as the "Recipient"); HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through the *Federal Highway Administration (FHWA)*, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- ~~• Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);~~
- ~~• 49 C.F.R. Part 21 (entitled *Nondiscrimination In Federally Assisted Programs Of The Department Of Transportation - Effectuation Of Title VI Of The Civil Rights Act Of 1964*);~~
- ~~• 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);~~

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurance

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity," for which the Recipient receives Federal financial assistance from DOT, including the Federal Highway Administration.*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Nondiscrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its federally assisted Highway Program:

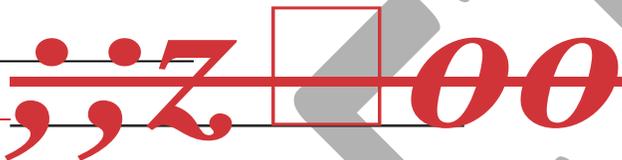
- ~~1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23 (b) and 21.23 (c) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.~~
- ~~2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal-Aid Highway Program and, in adapted form, in all proposals for negotiated agreements regardless of funding source:~~

~~*"The Central Virginia Planning District Commission in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."*~~

- ~~3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.~~
- ~~4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.~~
- ~~5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.~~
- ~~6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.~~
- ~~7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - ~~a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and~~
  - ~~b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.~~~~
- ~~8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
  - ~~a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or~~
  - ~~b. the period during which the Recipient retains ownership or possession of the property.~~~~
- ~~9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.~~
- ~~10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.~~

By signing this ASSURANCE, the ~~Central Virginia Planning District Commission~~ also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the ~~FHWA or the Virginia Department of Transportation (VDOT)~~ access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by ~~FHWA or VDOT~~. You must keep records, reports, and submit the material for review upon request to ~~FHWA or VDOT~~, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The ~~Central Virginia Planning District Commission~~ gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the ~~Federal Aid Highway Program~~. This ASSURANCE is binding on the ~~Commonwealth of Virginia~~, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors, transferees, successors in interest, and any other participants in the ~~Federal Aid Highway Program~~.

~~by~~ 

Alexander W. Brebner, Executive Director

DATED ~~April 6, 2023~~

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**APPENDIX A**  
**Contractor/ Consultant/Supplier Agreement: U.S. DOT 1050.2A -- Appendix A**

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, the Federal Highway Administration, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Nondiscrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Federal Highway Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the Federal Highway Administration, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:
  - a. withholding payments to the contractor under the contract until the contractor complies; and/or
  - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

**APPENDIX B**  
**CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY**

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the *Central Virginia Planning District Commission* will accept title to the lands and maintain the project constructed thereon in accordance with the Virginia General Assembly, the Regulations for the Administration of the Federal-Aid Highway Program and the policies and procedures prescribed by the *Federal Highway Administration* of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the *Central Virginia Planning District Commission* all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto the *Central Virginia Planning District Commission* and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the *Central Virginia Planning District Commission*, its successors and assigns.

The *Central Virginia Planning District Commission* in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]\* (2) that the *Central Virginia Planning District Commission* will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended[, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

**APPENDIX C**  
**CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE**  
**ACTIVITY, FACILITY, OR PROGRAM**

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the *Central Virginia Planning District Commission* pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
  1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Nondiscrimination covenants, the *Central Virginia Planning District Commission* will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.\*
- C. With respect to a deed, in the event of breach of any of the above Nondiscrimination covenants, the *Central Virginia Planning District Commission* will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the *Central Virginia Planning District Commission* and its assigns.\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

**APPENDIX D**  
**CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE**  
**ACTIVITY, FACILITY OR PROGRAM**

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by the *Central Virginia Planning District Commission* pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Nondiscrimination covenants, the *Central Virginia Planning District Commission* will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.\*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, the *Central Virginia Planning District Commission* will there upon revert to and vest in and become the absolute property of the *Central Virginia Planning District Commission* and its assigns.\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

**APPENDIX E**  
**Contractor/ Consultant/Supplier Agreements: U.S. DOT 1050.2A -- Appendix E**

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

**Pertinent Nondiscrimination Authorities:**

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*).

## Appendix D: Procedures for Conducting CVPDC and CVTPO Title VI Program Review

Evaluation and procedural review are the foundation of the CVPDC and CVTPO Title VI Implementation Plan. Program review will be completed for all programs and projects receiving federal funds. Per Federal regulations which state:

*All entities that receive federal financial assistance are required to create establish and maintain effective internal control over the Federal award that provides reasonable assurance that the entity is managing the award in compliance with Federal statutes, regulations, and the terms and conditions of the Federal award. 2 C.F.R. §200.303(a)*

*Entities may not directly or through contractual or other arrangements, utilize criteria or methods of administration which have the effect of subjecting individuals to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program as respects individuals of a particular race, color, or national origin. 49 C.F.R. §21.5(b); 28 C.F.R. §42.104(b)*

The CVPDC directly or indirectly receives federal funding through the following programs:

- Central Virginia Transportation Planning Organization (CVTPO)
- Rural Transportation Program
- Transit Service Program
- RIDE Solutions
- Hazard Mitigation Plan
- Central Virginia Radio and Communications Board (CVRCB)
- Virginia Housing Preservation Grant
- CVPDC Brownfields Program
- Chesapeake Bay Watershed Implementation Program
- Region 2000 Services Authority

The CVPDC and CVTPO are committed to the assurance that all persons are provided equal opportunities to participate in CVPDC program activities regardless of race, color, ability or national origin. Title VI requires non-discrimination based on race, color or national origin and the Americans with Disabilities Act requires entities open to the public to reasonably accommodate people with disabilities.

The CVPDC and CVTPO program review procedure endeavors to ensure that all CVPDC programs and projects do not discriminate based on race, color, national origin or ability. The CVPDC and CVTPO staff will use the Title VI Implementation Plan, to include accompanying statements, interpretation services as needed, and regular program reviews to meet this non-discrimination and accommodation mission.

CVPDC and CVTPO programs operate on a July 1 to June 30 fiscal basis following a work program. The Executive Director will review the CVPDC and CVTPO, to include all partners, work plans at the beginning of each Fiscal Year by meeting each project manager to identify projects that need the *Four Factor Analysis*. During the annual program review, the Title VI Coordinator will review the Title VI Implementation Plan which includes:

- Instructions to ensure non-discrimination in communications and public participation;
- Instructions to ensure non-discrimination in planning and programming;
- Instructions to evaluate and monitor consultant contracts for compliance with nondiscrimination authorities and disadvantaged business enterprise goals;

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- Instructions for accommodating a person with ~~limited~~ English proficiency language barriers and limited English Proficient requests.

The Title VI Coordinator will help the program manager identify program areas or project that need a *Four Factor Analysis*, the program manager will be instructed on how to complete the *Four Factor Analysis* and give Title VI resources.

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## Appendix E: Procedures for Conducting Title VI Reviews of Sub-recipients

Evaluation and procedural review are the foundation of the CVPDC and CVTPO Title VI Implementation Plan. Program review will be completed for all programs and projects receiving federal funds. Per Federal regulations which state:

*All entities that receive federal financial assistance are required to create establish and maintain effective internal control over the Federal award that provides reasonable assurance that the entity is managing the award in compliance with Federal statutes, regulations, and the terms and conditions of the Federal award. 2 C.F.R. §200.303(a)*

*Entities may not directly or through contractual or other arrangements, utilize criteria or methods of administration which have the effect of subjecting individuals to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program as respects individuals of a particular race, color, or national origin. 49 C.F.R. §21.5(b); 28 C.F.R. §42.104(b)*

The CVPDC directly or indirectly receives federal funding through the following programs:

- Central Virginia Transportation Planning Organization (CVTPO)
- Rural Transportation Program
- Transit Service Program
- RIDE Solutions
- Hazard Mitigation Plan
- Central Virginia Radio and Communications Board (CVRCB)
- Virginia Housing Preservation Grant
- CVPDC Brownfields Program
- Chesapeake Bay Watershed Implementation Program
- Region 2000 Services Authority

The CVPDC and CVTPO is committed to the assurance that all persons are provided equal opportunities to participate in CVPDC program activities regardless of race, color, ability or national origin. The CVPDC is and CVTPO are responsible for the selection, negotiation, and administration of consultant contracts and grant sub-recipients. This review procedure endeavors to ensure that CVPDC the program and project sub-recipients do not discriminate.

CVPDC and CVTPO staff, with guidance from the Title VI Coordinator, will evaluate and review consultant contracts and sub-recipient agreements for compliance with nondiscrimination authorities and will:

- Ensure inclusion of nondiscriminatory language in contacts and Request for Proposals (RFPs).
- Ensure that all consultants verify their compliance with nondiscrimination authorities, procedures, and requirements.
- If a recipient or sub-recipient is found not to be in compliance, will execute a plan in coordination with the recipient or sub-recipient to resolve the deficiency status. This includes setting a timeline and course of action to resolve the matter.
- Review outreach activities to ensure accommodation to meet the needs of all persons regardless of race, color, ability or national origin.

## Appendix F: Discrimination Complaint Form

The **CVPDC** Discrimination Complaint Form, available in print form and online on the CVPDC website at: <https://cvpdc.org/resources/TitleVI>, and on the CVPTPO website at: <https://cvtrpo.org/title-vi.html>.

The **CVPDC** Discrimination Complaint Form can be submitted by email, by mail, or in person at 828 Main Street, Lynchburg, Virginia. The Title VI Coordinator can assist the person in filing a complaint. The CVPDC office can be reached Monday – Friday from 8:30 a.m. to 5:00 p.m. at (434) 845-3491, or by email at [info@cvpdc.org](mailto:info@cvpdc.org).

The **CVPDC** Discrimination Complaint Form begins on the next page.

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# Title VI Discrimination Complaint Form

Please use this form if you have a complaint alleging discrimination under Title VI of the Civil Rights Act of 1964 against the Central Virginia Planning District Commission (CVPDC), Central Virginia Transportation Planning Organization (CVTPO), or any of its programs, projects or sub-contractors.

In order to process your Title VI complaint, please provide the following information. Assistance is available upon request at the CVPDC office, Monday – Friday, 8:30 a.m. to 5:00 p.m., or by calling (434) 845-3491, or by email at [info@cvpdc.org](mailto:info@cvpdc.org).

Mail or deliver this completed form to:  
 Central Virginia Planning District Commission  
 C/O Title VI Coordinator  
 828 Main Street, 12<sup>th</sup> Floor  
 Lynchburg, VA 24503

## Central Virginia’s Metropolitan Planning Organization (CVMPO) Title VI Complaint Form

<b>Section I:</b>				
Name:				
Address:				
Telephone (Home):			Telephone (Work):	
Email:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	
<b>Section II:</b>				
Are you filing this complaint on your own behalf?			Yes*	No
*If you answered "yes" to this question, go to Section III.				
If an authorized representative is filling out this complaint form on behalf of another person, his/her personal information must also be included.				
Name:				
Address:				
Telephone (Home):			Telephone (Work):	

Email: \_\_\_\_\_

Relationship to the complainant: \_\_\_\_\_

Please explain why you have filed for a third party: \_\_\_\_\_

Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.	Yes	No
---	-----	----

**Section III:**

I believe the discrimination I experienced was based on (check all that apply):

Race                       Color                       National Origin

Date of Alleged Discrimination (Month, Day, Year): \_\_\_\_\_

Time of incident (approximately): \_\_\_\_\_ Location (address) of incident: \_\_\_\_\_

As clearly as possible explain what happened and why you believe you were discriminated against. Describe all persons involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Section IV**

Have you previously filed a Title VI complaint with this agency?	Yes	No
--	-----	----

**Section V**

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?

Yes                       No

If yes, check all that apply:

Federal Agency: \_\_\_\_\_

Federal Court \_\_\_\_\_                       State Agency \_\_\_\_\_

State Court \_\_\_\_\_                       Local Agency \_\_\_\_\_

Please provide information about a contact person at the agency/court where the complaint was filed.
Name:
Title:
Agency:
Address:
Telephone:
<b>Section VI</b>
Name of agency complaint is against:
Contact person:
Title:
Telephone number:

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below

\_\_\_\_\_

Signature Date

Please submit this form in person at the address below, or mail this form to:

~~Kelly Hitchcock~~Bruce Vlk, Title VI Compliance Officer  
 Central Virginia Planning District Commission  
 828 Main Street, 12th Floor Lynchburg, Virginia 24504  
 (434) 845 - 3491 ~~Kelly.hitchcock@cvpdc.org~~bruce.vlk@cvpdc.org

Appendix G: Resolutions of Adoption

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## CVTPO Public Participation Plan



**Transportation Technical Committee (TTC) Recommendation:**

**CVTPO Policy Board Adoption:**

*Acknowledgments and Disclaimer*

This document was prepared by the CVPDC staff in cooperation with the United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), and the Virginia Department of Transportation (VDOT), as funded in the ~~FY2022-FY2025-2023-2026~~ Unified Planning Work Program. ~~The CVPDC acknowledges review of and assistance from the Richmond Regional Transportation Planning Organization and Roanoke Valley Transportation Planning Organization. Thomas Jefferson Planning District Commission and the Virginia Association of Metropolitan Planning Organization.~~ This document was prepared in cooperation with the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transit (VDRPT), Greater Lynchburg Transit Company (GLTC), and the Federal Transit Administration (FTA). The contents do not necessarily reflect the official views or policies of the VDOT, VDRPT, GLTC or FTA.

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## Table of Contents

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Introduction .....	3
Purpose .....	3
Policy Statement .....	4
CVTPO Public Engagement Goals and Strategies .....	4
Goal 1. Innovative practices making it easier for public engagement .....	4
Goal 2. Provide information that supports public information and involvement.....	5
Goal 3. Provide opportunities for public engagement and public comment .....	6
Public Engagement Procedures .....	7
Appendix A: How to Get Involved.....	10
Appendix B: CVTPO Policy Board and Committees .....	11
Appendix C: Resolution of Adoption (blank, will be provided upon adoption) .....	13

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## Introduction

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The Central Virginia Transportation Planning Organization (CVTPO) is an organization charged with coordinating transportation planning and project evaluation for the urbanized area in and around Lynchburg Virginia. -The CVTPO area encompasses the City of Lynchburg, as well as the urbanized, or densely populated sections, of Bedford, Campbell and Amherst counties, an area with a combined population of approximately 261,593 (2020 U.S. Census).

The CVTPO, through comprehensive public input and technical data analysis, collaborates to develop long-range, regional transportation programs and projects. -Included within the federally-mandated actions of the CVTPO, every five years the CVTPO develops a Long Range Transportation Plan (LRTP), a comprehensive assessment of the region's future transportation needs and goals and guides transportation – to include facilities for roads, rail, freight, pedestrian, bikes and transit – public facility investment. -The CVTPO is also responsible for creating and maintaining the Transportation Improvement Program (TIP), as well as a list of publicly funded transportation projects, ~~and developing the~~ (~~Learn~~learn more at [cvtpo.org/about](http://cvtpo.org/about)).

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## Purpose

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Federal regulation requires that designated Metropolitan Planning Organizations (MPOs) establish and utilize a documented participation plan by which public stakeholders and interested parties are provided reasonable opportunities to be engaged, involved, and provide comment to transportation planning programs and projects that take place in the urbanized area.

The CVTPO Public Participation Plan (PPP) outlines the proactive public involvement process for transportation planning efforts of the CVTPO, as contained in the Code of Federal Regulations 23 §450.316, to support effective participation, communication, and consultation with all interested parties are provided in the transportation planning efforts and products of the CVTPO. The process includes, but is not limited to:

- Adherence to state and federal regulations regarding public notices and public hearings;
- Complete access to information barring legal or fiduciary restraints;
- Input to key decisions;
- Development of a demographic profile in the MPO study area; and
- Development and deployment of innovative public involvement strategies.

This plan also outlines standard procedures for the development, adoption, and amendment of major planning documents including, the Long Range Transportation Plan (LRTP), the Unified Planning and Work Program (UPWP), and the Transportation Improvement Program (TIP).

Additionally, the CVTPO Public Participation Plan (PPP) specifies the following:

- CVTPO plans and programs will include a public participation component.

- The CVTPO will endeavor to coordinate with local, state, and federal public involvement processes and initiatives whenever possible to enhance public involvement, promote the democratic process and reduce redundancies and costs through economics of scope and scale.
- A public comment period will be provided prior to the adoption of a public involvement process and/or any significant amendment to the process.- See Public Engagement Procedures for timing and length details.
- The PPP will be reviewed every three years and revised or amended as needed, in consultation with the public, and with the review of all CVTPO committees.

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## Policy Statement

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It is the policy of the CVTPO to facilitate public information, access and involvement under a collaborative planning process through which the interests of all parties, including public and private stakeholders, are duly considered.- To the extent permissible by law and budget constraints, the policy and technical processes will be made inclusive of and accessible to the forementioned stakeholders.

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## CVTPO Public Engagement Goals and Strategies

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The following express the CVTPO public engagement goals, and supporting program actions, which support the CVTPO policy statement to “facilitate public information, access and involvement”. Included within each goal are the indicators that will be measured and the metrics which will be used to evaluate the strategy effectiveness in meeting the public participation goals.

**Goal 1: Initiative practices that make it easier for the public, regardless of race, color, age, gender, national origin, English speaking proficiency, income, or mobility capabilities, to engage and participate in CVTPO transportation planning programs and projects.**

Strategies:

- Hold meetings at accessible times and locations.
- Choose meeting locations whereby persons with limited mobility, disabled, and those traveling by transit, bicycle, or walking may have access.
- Utilize maps, images, and other visual aids to present projects and programs such that they are understandable.

- ~~As appropriated, utilize targeted project demographic data (e.g., Limited English Proficiency or income status) to develop~~ Develop outreach notices and advertisements in formats and in publications most likely to support information access.
- Coordinate with focus groups, agencies, and organizations that serve ~~low-income, minority, elderly, and limited English proficiency groups~~ the community to advance program communication and participation.
- As appropriate, offer childcare services at workshops or public meetings to allow caregivers to be involved.
- Make access to interpretation and translation services clear and simple to request.

Evaluation:

Measured Elements	Strategy Effectiveness
Meeting attendance	Increased attendance in number and stakeholder diversity representation
Number of public comments received or participation in interactive initiatives (e.g. surveys)	Increase in project comments or survey participation
Website visits	Increase in website use analytics
Subscribers to CVPDC newsletter	Increase in subscriber mailing list
Translation or interpretation service request	Increase in translation or interpretation services

**Goal 2: Provide information that supports public involvement in transportation planning, need identification, and project prioritization.**

Strategies:

- Develop and maintain an informative and engaging website that provides easy and understandable access to program and project documents.
- Establish relationships with and consistently share program and project content with local media outlets to include but not limited to the following:
  - Local radio
  - Local and regional newspapers
  - Local and regional magazines

- Utilize jurisdiction, organization, and agency partners to share program and project information via their websites, social media postings and newsletters.
- Utilize, and as necessary expand options, information technology and social media to promote meetings, workshops, hearings, and project information.
- Create visually appealing and -not overly technical documents that articulate key program and/or project components and clearly presents how the public can participate and provide comments.
- Offer a range of participation venues to include but not limited to:
  - Table set up at local community events, festivals, or general pop-up locations that correspond to project area(s).
  - Attending local government, organization, business, or agency meetings or events.

Evaluation:

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Measured Elements	Strategy Effectiveness
CVTPO website engagement	Increase in website use analytics
Number of media (radio, newspaper, journals) program and project stories	Increase in print media, broadcast stories and direct media interaction
Social media engagement	Increase in access and story click analytics
Number of local meeting and events participation request and number of events attended	Increase in the event attendance request by area stakeholders and increase in number of events and meetings attended
Creation of clear and understandable program and project documents and informational products	Increase in the number of persons that attend project meetings and an increase in the number of questions and engagement from the public

**Goal 3: Provide opportunities, obtain, and incorporate public comments, reactions, and perceptions received, as appropriate, during the planning process and, share such comments with local, state and federal program partners.**

Strategies:

- Incorporate in all planning and project initiatives clear direction on how the public has the right to and process by which they can provide comment.

- Provide opportunities for the public to comment in writing or in person on all programs and projects being advanced by the CVTPO.
- Provide a range of means that staff may respond to comments to include multiple but not limited to:
  - Email
  - Mail in postcards
  - Voice mail
  - Handwritten comments
- Incorporate the process and location by which public comments received can be viewed and will be maintained.

Evaluation:

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Measured Elements	Strategy Effectiveness
Number of public comments received	Increase in the number of comments received
Number of staff documented responses to comments, questions, or concerns	Increase in print media, broadcast stories and direct media interaction

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## Public Engagement Procedures

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The section of the CVTPO Public Participation Plan documents the procedures, or general operating practices, employed by the CVTPO, its committees, and staff to support public access and participation into the transportation planning programs and projects participated in by the CVTPO.

### MPO Policy Board and Committee Meetings

- CVTPO Policy Board, Transportation Technical Committee, and other MPO project committees, meeting will provide the format for public interaction.
- CVTPO Policy Board and Transportation Technical Committee meetings will be open to the public and will be held in locations accessible to persons with handicaps and served by public transit.- In those circumstances where electronic meetings are authorized and held, the meeting access information will be posted on the CVTPO website at the time that the agenda is posted.
- CVTPO Policy Board and Transportation Technical Committee meeting information will be distributed electronically.

- Effort will be made to public hearings, meetings, or workshops to be scheduled at times that are convenient to most of the public. –Meetings and workshops will include information to obtain information and participation to those that are not able to physically attend.
- When requested, sign language or ~~non-English~~ language interpreters will be made available at ~~Public-public Hearings~~hearings, meetings and workshops.– Request for these services is to be made no later than 14 days prior to the meeting. –For those projects that engage with English Language Barrier populations, as documented in the CVTPO Title VI Implementation Plan, ~~have a known population of Limited English Proficiency (LEP) exceeds 5% of the population~~, translated documents will be developed and made available.

### Public Notice and Comment Documentation of Major Document Adoption

- The CVTPO Policy Board will hold a minimum of two (2) public hearings and a 30-day comment period prior to the adoption of the Long Range Transportation Plan (LRTP). –The first hearing will be advertised at least fourteen (14) days and no more than twenty-one (21) days in advance of the meeting date. –The second meeting notice shall be published seven (7) days prior to the proposed meeting date. –Each meeting will be posted on the CVTPO website.
- The CVTPO Policy Board will hold at least one (1) public hearing and a 30-day comment period prior to the adoption of the Transportation Improvement Program (TIP).
- The CVTPO Policy Board will hold at least one (1) public hearing and at least a ~~2~~two-week comment period prior to the adoption of:
  - the Unified Planning and Work Program; and
  - any planning documents developed by the CVTPO required approval.
- Notice of CVTPO transportation planning document adoption will be made by, but not limited to, the following actions:
  - Publishing of a legal notice in the *News & Advance* ~~and/or Cardinal News or other approved public circular~~, at least seven (7) days prior to a public hearing;
  - Emailing notice to CVTPO stakeholder mailing list and the media two weeks prior to the public hearing;
  - Posting information to the CVPDC office and posting on the CVTPO and CVPDC websites;
  - When timing corresponds to its publication, providing information in the CVPDC newsletter; and
  - Provide information, to include written or electronic notices, to low-income or minority areas.
- Documentation of all public comments received, and where developed staff, consultant, or Policy Board responses are provided, will be maintained, documented, and included in the LRTP and TIP, and, as required, other CVTPO planning documents.

### Public Communication and Outreach Process

- The CVTPO will develop outreach strategies that support participation by all persons, including underserved, low-income, minority, those with limited English ~~speaking skills~~, and disabled

persons, are able to participate in and provide comment to transportation planning (see Goals and Strategies).

- The *CVPDC Title VI Implementation Plan*, will be followed to evaluate, through GIS-based data analysis, those locations within the MPO area that may need targeted outreach or communication formats (e.g. interpretation or translated documents) that support access, comfort, and communication with these areas and/or populations.

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## Appendix A: How to Get Involved

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The following provides the locations and opportunities by which the public can stay informed of and become involved in CVTPO transportation planning initiatives.

### Online Access

- CVTPO Website: <https://www.cvtpo.org/>
- Facebook: <https://www.facebook.com/centralvapdc/>
- LinkedIn: <https://www.linkedin.com/company/cvpdc>

### Visit the Central Virginia Planning District Commission (CVPDC) Office

The CVTPO is an organization of and staffed by the CVPDC.

- 828 Main Street, 12<sup>th</sup> Floor  
Lynchburg, VA 24504
- Normal business hours are Monday ~~through~~ Friday, 8:30 a.m. to 5:00 p.m.
- The CVPDC office is located with the Bank of the James Building. -Parking is available along Main Street or in the 4<sup>th</sup> floor Parking Deck, the area with orange columns, accessed directly from Main Street.

### Call the Office

- (434) 834 – 3491

### Send an Email

- [communications@cvpdc.org](mailto:communications@cvpdc.org)  
Please include in the subject line as to the program or topic of interest.

### Attend in a Program Event

- Visit the CVPTO website to learn about specific urban area transportation projects. Throughout the year specific meetings and public engagement opportunities will be presented.
- ~~Register Sign up~~ to receive the CVPDC Newsletter [at www.cvpdc.org](http://www.cvpdc.org).
- Attend a CVTPO Policy or Transportation Technical Committee (TTC) meeting.
  - The CVTPO Policy Board meets at least five (5) times per year on the 3<sup>rd</sup> Thursday of the month, beginning at 4:00 p.m. -Visit <https://www.cvtpo.org/> for meeting details.
  - The TTC meets on the 2<sup>nd</sup> Thursday of the month at 10:30 a.m. -Go to

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<https://www.cvtpo.org/central-virginia-transportation-planning-organization-cvtpo-agendas-and-minutes/cvtpo-agendas-minutes-fy21.html> for upcoming meeting details.

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## Appendix B: CVTPO Policy Board and Committees

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The following summarizes the CVTPO Policy Board and ~~it's~~ its current designated program committee, the Transportation Technical Committee (TTC).

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The CVTPO may establish advisory committees for specific studies or program projects where expanded participation is warranted. -These advisory committees may provide functions to or be guided by the CVTPO Policy Board or the Transportation Technical Advisory Committee.

All localities within the CVTPO shall be represented on the CVTPO and the TTC. -The meetings schedules for each of these bodies are available on the CVTPO website, <https://www.cvtpo.org/>.

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### Central Virginia Transportation Planning Organization (CVTPO)

The CVTPO is the decision-making body for the purpose of executing "continuing, cooperative, and comprehensive" transportation planning and programming, per United States Code Title 23, Section 134 and Title 49 Section 1607, and in accordance with the Code of Virginia.

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In carrying out these transportation planning or programming functions the CVTPO Policy Board agrees that they will:

- ◆ Develop, and update at a minimum every five (5) years, -a Long Range Transportation Plan (LRTP) for the federally designated urbanized area.
- ◆ Develop at least every five (5) years), in coordination with area governments, Virginia Department of Transportation (VDOT), establish socio-economic and development data to guide the regional traffic model.
- ◆ Develop and approve the annual Transportation Improvement Program (TIP), and as necessary and requested by funding partners and receipts of public funding, amend or adjust as required.
- ◆ Develop and approve the Unified Planning Work Program (UPWP), the summary of yearly planning and programming activities to be undertaken by staff and reflects the program funding from local, state (VDOT and DRPT), and federal partners.
- ◆ Develop the Public Participation Plan, reviewed at least every three (3) years, that outlines the actions and process to ensure public access to information and the opportunity to provide comment to transportation programming.
- ◆ Develop or establish a Title VI process such that the is compliance with Title VI of the Civil Rights Act of 1964 that prohibits discrimination to persons on the basis of race,

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color, or national origin. -See the Draft CVPDC Title VI Implementation Plan at [www.cvpdc.org](http://www.cvpdc.org).

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#### CVTPO Member Representation

Voting Members: Two City of Lynchburg Representatives, Two Amherst, Bedford, and Campbell County Representatives, Two Town of Amherst Representatives, VDOT-Lynchburg District Representative, Greater Lynchburg Transit Company (GLTC) Representative,

Non-Voting members: Central Virginia Planning District Commission Representative, DRPT Representative, Liberty University Representative

#### **CVTPO - Transportation Technical Committee (TTC)**

The TTC serves as the technical expertise representatives from the TPO member localities, VDOT, DRPT, GLTC, and other organization representatives. The TTC provides guidance, plan and program review and recommendation, and overall action guidance on behalf of the CVTPO.

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The TTC shall utilize its knowledge of local initiatives, concerns, knowledge of land use, Comprehensive Plans, and local transportation needs and issues to guide evaluation, oversight, and consideration of transportation planning and programming recommendations to the CVTPO. -Thus, the TTC serves as the ~~an~~ essential operating arm of the CVTPO.

Key roles of the TTC include:

- Assist in evaluation of and determination of data to be utilized within the execution of transportation studies and inclusion in regional transportation plans;
- Guide CVTPO staff and local, state, and federal partners in the review, comment and recommendations associated with the LRTP, TIP, Public Participation Plan, and Unified Planning Work Programs. -Guidance and program oversight of special transportation projects is also a key function of the TTC.

#### TTC Member Representation

The TTC is comprised of staff-level local and state agencies with technical knowledge of multi-modal transportation matters and may include representation from each of the following jurisdictions, agencies, and organizations. -In addition, and as warranted, the TTC may include representatives from interest groups and local citizens.

- Planning and engineering divisions of the City of Lynchburg;
- Community Development division of the counties of Amherst, Appomattox, Bedford and Campbell;
- Planning or Administration staff from Altavista, Amherst, Appomattox, Bedford and Brookneal towns ~~towns~~;
- Up to one citizen with technical knowledge from each of the member jurisdictions;

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- Virginia Department of Transportation (VDOT) Lynchburg and Salem District staff representation;
- Virginia Department of Rail and Public Transit (DRPT) representative;
- Greater Lynchburg Transit Company (GLTC) representative;
- Lynchburg Regional Airport representative; and
- Liberty University representative.

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**Appendix C: Resolution of Adoption**

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# Central Virginia Transportation Improvement Program Fiscal Years ~~2024-2027~~2027-2030

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

**This document was funded in part by the Federal Highway Administration, the Federal Transit Administration, the Virginia Department of Transportation and the Virginia Department of Rail and Public Transportation.**

**Revision History:**

- **Adopted:** 18 May 2023
- ~~Amended:~~ 18 January 2024
- ~~Adjusted:~~ 22 February 2024
- ~~Adjusted:~~ 11 March 2024
- ~~Amended:~~ 18 April 2024
- ~~Amended:~~ 18 July 2024

## Table of Contents

<b>SECTION 1: Narrative.....</b>	<b>4</b>
Introduction.....	4
What is the Central Virginia Transportation Planning Organization? .....	4
Purpose and Powers.....	5
Central Virginia TPO Urbanized Area.....	5
CVTPO Staff.....	6
The Central Virginia Planning District Commission .....	6
Regional Consensus.....	7
Project Chart Summary.....	8
Primary, Secondary, and Urban Category Project Chart .....	8
Glossary of Terms Used in Project Charts.....	8
<b>SECTION 2: Financial Plan .....</b>	<b>11</b>
TIP Financial Plan.....	11
Funding Sources.....	11
Financial Assumptions.....	13
Highway Projects .....	13
<b>SECTION 3: Highway Transportation Improvement Program.....</b>	<b>14</b>
Interstate Projects.....	14
Primary Projects.....	14
Secondary Projects.....	15
Urban Projects.....	15
Project Groupings.....	17
<b>SECTION 4: Public Transportation &amp; Transportation Demand Management (TDM) Projects ....</b>	<b>19</b>
Public Transportation Performance Measures.....	19
Transit Asset Management (TAM) Targets for Rolling Stock and Facilities .....	20
Transit Projects.....	21
<b>SECTION 5: Six-Year Airport Project Grant Fund.....</b>	<b>28</b>

<b>APPENDIX A: Projects by Grouping .....</b>	<b>29</b>
Construction: Bridge Rehabilitation/Replacement/Reconstruction.....	29
Construction: Rail .....	29
Construction: Safety/ITS/Operational Improvements.....	30
Construction: Transportation Enhancement/Byway/Non-Traditional.....	33
Maintenance: Preventive Maintenance and System Preservation.....	34
Maintenance: Preventative Maintenance for Bridges.....	34
Maintenance: Traffic and Safety Operations .....	35
<b>APPENDIX B: Statement of Certification and Resolutions of Adoption .....</b>	<b>36</b>
<b>APPENDIX C: Performance-Based Planning and Programming.....</b>	<b>39</b>
Safety Performance Measures.....	40
Performance Targets.....	41
Connection to Other Performance-Based Planning Documents.....	41
Funding for Safety Projects.....	42
How Do Safety Projects Get Selected for Inclusion in the STIP? .....	42
Transit Asset Management.....	43
Pavement and Bridge Performance Measures .....	44
Performance Targets.....	44
Background/History .....	44
Connection to Other Performance-Based Planning Documents.....	45
Funding for Pavement and Bridge Projects.....	45
How Do Pavement and Bridge Projects Get Selected for Inclusion in the STIP?.....	46
Highway System Performance .....	47
Performance Targets.....	47
Connection to Other Performance-Based Planning Documents.....	47
Funding for Highway System Performance Projects .....	48
How do Highway System Performance Projects Get Selected for Inclusion in the STIP? .....	48

## 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 ~~2024-2027~~2027-2030 begins on October 1, ~~2024~~6, and is applicable until September 30, ~~2030~~27. Section 3 is made up of the current projects, projects from the CVTIP FY 2018-2021 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 ~~2024-2027~~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~~2024-2027, 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, also known as the Central Virginia TPO Urbanized Area (hereinafter also referred to as the “urbanized area” or “study area”).

#### Purpose and Powers

The TPO 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 TPO:

- 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 TIP 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.



#### CVTPO Staff

The CVTPO is staffed by the Central Virginia Planning District Commission (PDC #11) which was formed in 1969 and covers the City of Lynchburg and the Counties of Amherst, Appomattox, Bedford, and Campbell.

#### 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. The CVPDC works to provide services for member localities and identify and develop opportunities for coordination among the region's local governments. 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, 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."

Virginia's PDCs provide a variety of technical and program services to member local governments. They include grant application assistance, management services for program implementation, land use planning services, and mapping. The merging of mapping and information services has created the field of geographic information systems, where PDCs often lead the way. Transportation planning is another role for PDCs, who may deal with highway development, ridesharing, airport planning, and specialized transit.

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. [Areas where the CVPDC is active in the region include:](#)

- [Consolidated services](#)
- [Regional initiatives](#)
- [Community development](#)

- Transportation

In other states, organizations like PDCs are known as regional councils, regional commissions, and councils of government.

One important duty of the PDC's is to create a strategic plan for their region of service. This plan is created in cooperation with local governments, businesses, citizen organizations, and other interested parties. The plan is intended to help promote the orderly and efficient development of the PDC by stating goals and objectives, strategies to meet those goals, and mechanisms for measuring progress.

## Regional Consensus

The production of the CVTIP 2024-2027 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 2024-2027 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 this program, through their participation in the Central Virginia Transportation Planning Organization and its Transportation Technical Committee, are:

Town of Altavista*	Campbell County
Town of Brookneal*	City of Lynchburg
Amherst County	Greater Lynchburg Transit Company
Town of Amherst	Lynchburg Regional Airport
Appomattox County*	Liberty University**
Town of Appomattox*	Virginia Department of Transportation
Bedford County	Virginia Department of Rail & Public Transportation
Town of Bedford*	

\* Rural member

\*\* Non-voting member

In keeping with the CVTPO's efforts to encourage public participation in the planning process, the CVTPO will hold a public comment period between April and May 11, with a public hearing to be held on May 18, 2023, in order to receive input, suggestions and comments pertaining to the proposed CVTIP FY 2024-2027.

[Public participation is vital in the TIP development process to ensure that transportation projects address needs identified by the community. 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/>.](#)

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.

Consistency With Other State and Regional Planning Documents

Federal regulations require the TIP to be consistent with other federal, state, and regional transportation planning documents. These documents include the Statewide Transportation Improvement Program (STIP), and Six Year Improvement Program (SYIP). Upon approval by the CVPDC Board, the TIP is submitted to VDOT and DRPT for approval and inclusion into the STIP, which is then forwarded to the FHA and FTA for federal approval.

### Project Chart Summary

Each project listing in the CVTIP FY 2024-2027 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 TPO 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

UPC NO	58013	SCOPE	ENVIRONMENTALLY RELATED			
SYSTEM	Primary	JURISDICTION	Amherst County		OVERSIGHT	FO
PROJECT	RTE 29 - WETLAND MITIGATION				ADMIN BY	VDO
DESCRIPTION	FROM: 0.562 KILOMETER NORTH ROUTE 130 CONNECTOR TO: 0.112 KILOMETER SOUTH ROUTE 661 (8.7000 KM)					
ROUTE/STREET	0029	TOTAL COST			\$320,213	
FUND SOURCE	MATCH	FY09	FY10	FY11	FY12	
	\$	\$0	\$0	\$0	\$	
MPO Note						

### Glossary of Terms Used in Project Charts

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

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

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

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

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

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

The TIP deals with fiscal years, not calendar years. As such, the project listing charts summarize planned expenditures for October 1 to September 30. Fiscal year 2024 begins on October 1, 2024.

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 ~~2024~~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 ~~4~~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 2024 – 2027. The tables include expenditures and estimated

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

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

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

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

**Financial Assumptions**

The TIP financial plan is required to include committed and/or reasonably anticipated transportation funding sources. The estimates on funding sources and costs are based on reasonable financial principles and recent information. The financial estimates for both revenues and costs are given in the year of expenditure dollars and reflect growth and inflation factors. VDOT cost estimates are from the VDOT Project Cost Estimating System. For projects not administered by the state, cost estimates are developed cooperatively by local governments and transportation program agencies. Maintenance and construction program financial planning assumptions used for the FY24-FY27 - FY27-FY30 TIP are consistent with assumptions and distribution methodology used for the adopted Long-Range Transportation Plan.

**Highway Projects**

Highway Projects  
FFY 2024 - 2027

Fund Source	FFY 2024		FFY 2025		FFY 2026		FFY 2027		TOTAL	
	Projected Obligation Authority	Planned Obligation								
<b>Federal</b>										
BR	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$859,000	\$859,000	\$959,000	\$959,000
HSIP	(\$244,561)	(\$244,561)	\$1,114,054	\$1,114,054	\$426,195	\$426,195	\$0	\$0	\$1,295,688	\$1,295,688
NHS/NHPP	\$8,910,553	\$8,910,553	\$19,419,181	\$19,419,181	\$0	\$0	\$0	\$0	\$28,329,734	\$28,329,734
STP/STBG	\$10,699,747	\$10,699,747	\$0	\$0	\$0	\$0	\$0	\$0	\$10,699,747	\$10,699,747
<b>Subtotal -- Federal</b>	<b>\$17,365,739</b>	<b>\$17,365,739</b>	<b>\$20,533,235</b>	<b>\$20,533,235</b>	<b>\$526,195</b>	<b>\$526,195</b>	<b>\$859,000</b>	<b>\$859,000</b>	<b>\$39,284,169</b>	<b>\$39,284,169</b>
<b>Other</b>										
State Match	\$1,950,048	\$1,950,048	\$4,978,579	\$4,978,579	\$47,355	\$47,355	\$0	\$0	\$6,975,982	\$6,975,982
<b>Subtotal -- Other</b>	<b>\$1,950,048</b>	<b>\$1,950,048</b>	<b>\$4,978,579</b>	<b>\$4,978,579</b>	<b>\$47,355</b>	<b>\$47,355</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,975,982</b>	<b>\$6,975,982</b>
<b>Total</b>	<b>\$19,315,787</b>	<b>\$19,315,787</b>	<b>\$25,511,814</b>	<b>\$25,511,814</b>	<b>\$573,550</b>	<b>\$573,550</b>	<b>\$859,000</b>	<b>\$859,000</b>	<b>\$46,260,151</b>	<b>\$46,260,151</b>
<b>Federal - ACC (1)</b>										
HSIP	\$256,939	\$256,939	\$89,082	\$89,082	\$0	\$0	\$1,152,631	\$1,152,631	\$1,498,652	\$1,498,652
NHS/NHPP	\$0	\$0	\$2,678,745	\$2,678,745	\$7,996,494	\$7,996,494	\$5,631,803	\$5,631,803	\$18,505,042	\$18,505,042
STP/STBG	\$0	\$0	\$1,341,046	\$1,341,046	\$1,277,110	\$1,277,110	\$1,210,054	\$1,210,054	\$3,828,210	\$3,828,210
<b>Subtotal -- Federal - ACC (1)</b>	<b>\$256,939</b>	<b>\$256,939</b>	<b>\$4,106,873</b>	<b>\$4,106,873</b>	<b>\$9,273,604</b>	<b>\$9,273,604</b>	<b>\$8,194,488</b>	<b>\$8,194,488</b>	<b>\$21,831,904</b>	<b>\$21,831,904</b>
<b>Statewide and/or Multiple MPO - Federal (3)</b>										
NHS/NHPP	\$1,031,697	\$1,031,697	\$0	\$0	\$0	\$0	\$0	\$0	\$1,031,697	\$1,031,697
<b>Subtotal -- Statewide and/or Multiple MPO - Federal (3)</b>	<b>\$1,031,697</b>	<b>\$1,031,697</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,031,697</b>	<b>\$1,031,697</b>
<b>Maintenance - Federal (4)</b>										
BR	\$2,221,800	\$2,221,800	\$7,472,500	\$7,472,500	\$1,746,850	\$1,746,850	\$0	\$0	\$11,441,150	\$11,441,150
NHS/NHPP	\$818,182	\$818,182	\$818,182	\$818,182	\$4,179,582	\$4,179,582	\$818,182	\$818,182	\$6,634,128	\$6,634,128
STP/STBG	\$32,126,488	\$32,126,488	\$32,562,120	\$32,562,120	\$33,001,475	\$33,001,475	\$33,450,431	\$33,450,431	\$131,143,514	\$131,143,514
<b>Subtotal -- Maintenance - Federal (4)</b>	<b>\$35,166,470</b>	<b>\$35,166,470</b>	<b>\$40,852,802</b>	<b>\$40,852,802</b>	<b>\$38,927,907</b>	<b>\$38,927,907</b>	<b>\$34,268,613</b>	<b>\$34,268,613</b>	<b>\$149,218,792</b>	<b>\$149,218,792</b>

## SECTION 3: Highway Transportation Improvement Program

### Interstate Projects

UPC NO	117220		SCOPE	Safety		
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#ITTF21 I-81 OPERATIONAL IMPROVEMENTS - PROGRAM UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	0081				TOTAL COST	\$9,618,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - NHS/NHPP	\$0	\$118,206	\$0	\$0	\$0
PE AC	Federal - AC OTHER	\$0	\$9,499,794	\$0	\$0	\$0

UPC NO	115889		SCOPE	Safety		
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#ITTF20 STATEWIDE TECHNOLOGY FOR OPERATIONS				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	9999				TOTAL COST	\$2,000,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - NHS/NHPP	\$0	\$913,491	\$0	\$0	\$0
PE AC	Federal - AC OTHER	\$0	\$1,086,509	\$0	\$0	\$0

### Primary Projects

UPC NO	T26574		SCOPE	Bridge Rehab w/o Added Capacity		
SYSTEM	Primary	JURISDICTION	Campbell County		OVERSIGHT	NFO
PROJECT	#BF - LYNCHBURG YEAR 5 STRUCTURE RECOATING				ADMIN BY	VDOT
DESCRIPTION						
ROUTE/STREET	WARDS ROAD (0029)				TOTAL COST	\$959,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - BR	\$0	\$0	\$0	\$100,000	\$0
CN	Federal - BR	\$0	\$0	\$0	\$0	\$859,000

UPC NO	121775		SCOPE	Safety		
SYSTEM	Primary	JURISDICTION	Lynchburg District-wide		OVERSIGHT	NFO
PROJECT	#ITTF23 ATSPM OPERATIONS EVALUATION				ADMIN BY	VDOT
DESCRIPTION	FROM: VARIOUS TO: VARIOUS					
ROUTE/STREET	VARIOUS (9999)				TOTAL COST	\$1,200,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC OTHER	\$0	\$100,000	\$0	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$1,100,000	\$0	\$0	\$0

## Secondary Projects

UPC NO	110390		SCOPE			
SYSTEM	Secondary	JURISDICTION	Amherst County		OVERSIGHT	NFO
PROJECT	#HB2.FY17 RTE 682 - RECONSTRUCTION GARVEE DEBT SERVICE				ADMIN BY	VDOT
DESCRIPTION						
PROGRAM NOTE	Includes \$900,872 GARVEE Debt Service Interest Prev, \$233,335 FFY24 GARVEE Debt Service Interest, \$228,451 GARVEE Debt Service Interest FFY25, \$210,030 GARVEE Debt Service Interest FFY26, \$190,713 GARVEE Debt Service Interest FFY27, \$828,740 GARVEE Debt Service Interest FFY28-38. Total GARVEE Debt Service Interest \$2,592,141. Corresponding CN UPC 109550.					
ROUTE/STREET	0882				TOTAL COST	\$4,949,775
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - AC CONVERSION		\$0	\$0	\$228,451	\$210,030
	Federal - STP/STBG		\$0	\$233,335	\$0	\$0
PE TOTAL			\$0	\$233,335	\$228,451	\$210,030
PE AC	Federal - AC		\$0	\$1,457,934	\$0	\$0

## Urban Projects

UPC NO	110391		SCOPE			
SYSTEM	Urban	JURISDICTION	Lynchburg		OVERSIGHT	NFO
PROJECT	#HB2.FY17 ODDFELL'S RD SEG B2 RECON GARVEE DEBT SERVICE				ADMIN BY	VDOT
DESCRIPTION						
PROGRAM NOTE	Includes \$3,427,366 GARVEE Debt Service Interest Prev, \$456,096 FFY24 GARVEE Debt Service Interest, \$412,848 GARVEE Debt Service Interest FFY25, \$367,407 GARVEE Debt Service Interest FFY26, \$319,863 GARVEE Debt Service Interest FFY27, \$797,027 GARVEE Debt Service Interest FFY28-33. Total GARVEE Debt Service Interest \$5,780,407. Corresponding CN UPC 109554.					
ROUTE/STREET	9999				TOTAL COST	\$13,562,105
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - AC CONVERSION		\$0	\$0	\$412,848	\$367,407
	Federal - STP/STBG		\$0	\$456,096	\$0	\$0
PE TOTAL			\$0	\$456,096	\$412,848	\$367,407
PE AC	Federal - AC		\$0	\$1,896,945	\$0	\$0

UPC NO	106320		SCOPE			
SYSTEM	Urban	JURISDICTION	Lynchburg		OVERSIGHT	NFO
PROJECT	UR-8056 - 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-8056 (LEESVILLE RD) (0.6200 MI)					
PROGRAM NOTE	All funds obligated based on current allocations/estimate					
ROUTE/STREET	GREENVIEW DRIVE (8056)				TOTAL COST	\$13,812,461
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
			\$0	\$0	\$0	\$0

UPC NO	106537	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	NFO	
PROJECT	UR-8056 - 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-8066 (LEESVILLE RD) (0.4500 MI)					
ROUTE/STREET	GREENVIEW DRIVE (8056)			TOTAL COST	\$8,585,829	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - AC CONVERSION	\$0	\$0	\$699,747	\$699,673	\$699,678
	Federal - STP/STBG	\$0	\$899,720	\$0	\$0	\$0
PE TOTAL		\$0	\$899,720	\$699,747	\$699,673	\$699,678
PE AC	Federal - AC	\$0	\$3,521,322	\$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)					
PROGRAM NOTE	All funding obligated based on current allocations/estimate. Linked with UPC 106533 & 100023					
ROUTE/STREET	RICHMOND HIGHWAY (8029)			TOTAL COST	\$33,716,693	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
		\$0	\$0	\$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						
PROGRAM NOTE	TIP AMD - move \$4,226,365 (STP/STBG) FFY24 from RW phase to PE phase FFY24; release \$4,765,337 (AC-Other) & add \$5,103,940 (REV/SH) FFY24 RW phase					
ROUTE/STREET	ROUTE 501 (LYNCHBURG EXPRESSWAY) (0221)			TOTAL COST	\$77,767,287	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - STP/STBG	\$0	\$4,226,365	\$0	\$0	\$0
RW	Federal - STP/STBG	\$0	\$1,440,298	\$0	\$0	\$0
	Other	\$5,103,940	\$5,103,940	\$0	\$0	\$0
RW TOTAL		\$5,103,940	\$6,544,238	\$0	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$32,244,450	\$0	\$0

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

UPC NO	100023	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	NFO	
PROJECT	LYNCHBURG - ODD FELLOWS/GREENVIEW - D/B DEVELOPMENT			ADMIN BY	VDOT	
DESCRIPTION	FROM: VARIOUS TO: VARIOUS					
PROGRAM NOTE	Linked with UPC 105515 & 106533					
ROUTE/STREET	VARIOUS (0460)			TOTAL COST	\$2,526,865	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - STP/SU	\$0	(\$38,178)	\$0	\$0	\$0
RW	Federal - STP/STBG	\$0	\$7,198	\$0	\$0	\$0

UPC NO	106533	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	FO	
PROJECT	RTE 29/480 - INTCHG & EXT (ODD FELLOWS RD) DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION	FROM: VARIOUS TO: Various					
PROGRAM NOTE	Linked with UPC 106533 & 100023					
ROUTE/STREET	VARIOUS (8029)			TOTAL COST	\$37,759,481	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - AC CONVERSION	\$0	\$0	\$2,676,745	\$2,676,594	\$2,676,522
	Federal - NHS/NHPP	\$0	\$2,676,581	\$0	\$0	\$0
PE TOTAL		\$0	\$2,676,581	\$2,676,745	\$2,676,594	\$2,676,522
PE AC	Federal - AC	\$0	\$16,173,336	\$0	\$0	\$0

### Project Groupings

GROUPING	Construction : Bridge Rehabilitation/Replacement/Reconstruction					
ROUTE/STREET				TOTAL COST	\$111,342,892	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
RW	Federal - NHS/NHPP	\$1,058,493	\$4,233,872	\$0	\$0	\$0
CN	Federal - AC CONVERSION	\$2,118,795	\$0	\$0	\$5,319,900	\$3,155,281
	Federal - NHS/NHPP	\$4,452,362	\$0	\$17,809,447	\$0	\$0
CN TOTAL		\$6,571,157	\$0	\$17,809,447	\$5,319,900	\$3,155,281
CN AC	Federal - AC OTHER	\$0	\$0	\$31,101,682	\$0	\$0

GROUPING	Construction : Rail					
ROUTE/STREET				TOTAL COST	\$450,000	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
		\$0	\$0	\$0	\$0	\$0

GROUPING	Construction : Safety/ITS/Operational Improvements					
ROUTE/STREET				TOTAL COST	\$138,967,387	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - HSIP	\$19,000	\$171,000	\$0	\$0	\$0
PE AC	Federal - AC OTHER	\$0	\$350,000	\$0	\$0	\$0
RW	Federal - AC CONVERSION	\$4,156	\$0	\$37,406	\$0	\$0
	Federal - HSIP	\$11,018	\$31,662	\$67,500	\$0	\$0
	Federal - NHS/NHPP	\$402,434	\$0	\$1,009,734	\$0	\$0
	Federal - STP/STBG	\$53,240	\$212,960	\$0	\$0	\$0
RW TOTAL		\$470,848	\$244,622	\$1,714,640	\$0	\$0
RW AC	Federal - AC OTHER	\$0	\$41,563	\$4,484,650	\$0	\$0
CN	Federal - AC CONVERSION	\$162,361	\$256,939	\$51,676	\$0	\$1,152,631
	Federal - HSIP	\$113,947	(\$447,223)	\$1,046,554	\$426,195	\$0
	Federal - STP/STBG	\$865,488	\$3,461,953	\$0	\$0	\$0
CN TOTAL		\$1,141,796	\$3,271,669	\$1,098,230	\$426,195	\$1,152,631
CN AC	Federal - AC OTHER	\$0	\$670,579	\$1,113,945	\$0	\$0

GROUPING	Construction : Transportation Alternatives/Byway/Non-Traditional					
ROUTE/STREET					TOTAL COST	\$2,000,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
		\$0	\$0	\$0	\$0	\$0

GROUPING	Maintenance : Preventive Maintenance and System Preservation					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$109,397,318
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - STP/STBG	\$0	\$20,725,567	\$27,136,691	\$27,554,174	\$27,980,886

GROUPING	Maintenance : Preventive Maintenance for Bridges					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$35,452,434
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - AC CONVERSION	\$0	\$281,400	\$485,100	\$1,746,850	\$0
	Federal - BR	\$0	\$1,940,400	\$6,987,400	\$0	\$0
	Federal - NHS/NHPP	\$0	\$818,182	\$818,182	\$4,179,582	\$818,182
	Federal - STP/STBG	\$0	\$3,495,559	\$3,509,232	\$3,523,137	\$3,537,278
CN TOTAL		\$0	\$6,535,541	\$11,799,914	\$9,449,569	\$4,355,460
CN	Federal - AC OTHER	\$0	\$485,100	\$1,746,850	\$1,080,000	\$0
AC						

GROUPING	Maintenance : Traffic and Safety Operations					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$7,680,990
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - STP/STBG	\$0	\$1,908,362	\$1,916,197	\$1,924,164	\$1,932,267

## 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

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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 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.

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

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

Transit Projects

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
<b>CENTRAL VIRGINIA TRANSPORTATION PLANNING ORGANIZATION</b>							
STIP ID:	GLTC002	Title: ADA Accessible Minivans (Microtransit)			Recipient: Greater Lynchburg Transit Co.		
FTA 5339			\$180,000			FTA 5339	\$180,000
State		\$168,000	\$22,500			State	\$190,500
Local		\$42,000	\$22,500			Local	\$64,500
<b>Year Total:</b>		<b>\$210,000</b>	<b>\$225,000</b>			<b>Total Funds:</b>	<b>\$435,000</b>
Description:	Expansion: Revenue Vehicle – Small, Light-duty Minivan with ramp; 4 years/100,000 miles. Three ADA assessable minivans are being funded through a state demonstration project.						
STIP ID:	GLTC003	Shelter Replacement			Recipient: Greater Lynchburg Transit Co.		
FTA 5339		-	\$50,400	-	-	FTA 5339	\$50,400
State		-	\$6,300	-	-	State	\$6,300
Local		-	\$6,300	-	-	Local	\$6,300
<b>Year Total:</b>		<b>-</b>	<b>\$63,000</b>	<b>-</b>	<b>-</b>	<b>Total Funds:</b>	<b>\$63,000</b>
Description:	Replacement: Transit Infrastructure – Passenger Shelters and Amenities						
STIP ID:	GLTC004	Title: Support Vehicle Replacements			Recipient: Greater Lynchburg Transit Co.		
FTA 5307			\$40,000			FTA 5307	\$40,000
State			\$5,000			State	\$5,000
Local			\$5,000			Local	\$5,000
<b>Year Total:</b>			<b>\$50,000</b>			<b>Total Funds:</b>	<b>\$50,000</b>
Description:	Replacement: Support Vehicle – Van, Sedan, Station Wagon, SUV, Pickup Truck, etc. 4 years/100,000 miles						
STIP ID:	GLTC005	Title: ADP Hardware			Recipient: Greater Lynchburg Transit Co.		
FTA 5307		\$44,800				FTA 5307	\$44,800
State		-				State	-
Local		\$11,200				Local	\$11,200
<b>Year Total:</b>		<b>\$56,000</b>				<b>Total Funds:</b>	<b>\$56,000</b>
Description:	Replacement: IT – This project includes replacement of GLTC’s network storage and the replacement of two (2) computers. Adjustment: Move to FY2024 and change amount from \$50,000 to \$56,000. Funded through FY2022 5307 funds. No state funding.						

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
STIP ID:	GLTC0006	Title: IT Software Replacement			Recipient: Greater Lynchburg Transit Co.		
FTA 5307			\$24,800			FTA 5307	\$24,800
State			\$3,100			State	\$ 3,100
Local			\$3,100			Local	\$ 3,100
<b>Year Total:</b>			<b>\$31,000</b>			<b>Total Funds:</b>	<b>\$31,000</b>
Description:	Replacement: IT – Software Replacement						
STIP ID:	GLTC0007	Title: HVAC Hardware/Software Updates			Recipient: Greater Lynchburg Transit Co.		
FTA 5307			\$40,000			FTA 5307	\$40,000
State			\$5,000			State	\$10,000
Local			\$5,000			Local	\$10,000
<b>Year Total:</b>			<b>\$50,000</b>			<b>Total Funds:</b>	<b>\$50,000</b>
Description:	Replacement: Property & Facilities - Facility Equipment - Mechanical Equipment.						
STIP ID:	GLTC0009	Title: 3 Replacement 35' Buses			Recipient: Greater Lynchburg Transit Co.		
FTA 5339				\$178,400		FTA 5339	\$178,400
State				\$22,300		State	\$22,300
Local				\$22,300		Local	\$22,300
<b>Year Total:</b>				<b>\$223,000</b>		<b>Total Funds:</b>	<b>\$223,000</b>
Description:	Replacement: Revenue Vehicle - Large, heavy-duty transit 35'-40' bus: 12 years/500,000 miles						

STIP ID:	GLTC0010	Title: 3 Replacement 35' Buses			Recipient: Greater Lynchburg Transit Co.		
FTA 5339				\$2,000,000		FTA 5339	\$2,000,000
State				\$250,000		State	\$250,000
Local				\$250,000		Local	\$250,000
<b>Year Total:</b>				<b>2,500,000</b>		<b>Total Funds:</b>	<b>2,500,000</b>
Description:	Replacement: Revenue Vehicle - Large, heavy-duty transit 35'-40' bus: 12 years/500,000 miles						
STIP ID:	GLTC0011	Title: Support Vehicle Replacements			Recipient: Greater Lynchburg Transit Co.		
FTA 5339				\$108,840		FTA 5339	\$108,840
State				\$13,605		State	\$13,605
Local				\$13,605		Local	\$13,605
<b>Year Total:</b>				<b>\$136,050</b>		<b>Total Funds:</b>	<b>\$136,050</b>
Description:	Replacement: Support Vehicle - Van, Sedan, Station Wagon, SUV, Pickup Truck, etc. 4 years/100,000 miles						

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
STIP ID:	GLTC0012	Title: Radio System Equipment Replacement			Recipient: Greater Lynchburg Transit Co.		
FTA 5307				\$496,000		FTA 5307	\$496,000
State				\$62,000		State	\$62,000
Local				\$62,000		Local	\$62,000
<b>Year Total:</b>				<b>\$620,000</b>		<b>Total Funds:</b>	<b>\$620,000</b>
Description:	Replacement: Vehicle Support Equipment - Radios						
STIP ID:	GLTC0013	Title: Replacement and Upgrade of Security System - (Cameras, Gates, Access Control) O & M Facility			Recipient: Greater Lynchburg Transit Co.		
FTA 5307				\$120,000		FTA 5307	\$120,000
State				\$15,000		State	\$15,000
Local				\$15,000		Local	\$15,000
<b>Year Total:</b>				<b>\$150,000</b>		<b>Total Funds:</b>	<b>\$150,000</b>
Description:	Replacement: Property & Facilities - Surveillance / Security Equipment - Facility						
STIP ID:	GLTC0014	Title: 3 Replacement BOC's			Recipient: Greater Lynchburg Transit Co.		
FTA 5307				\$288,000		FTA 5307	\$288,000
State				\$36,000		State	\$36,000
Local				\$36,000		Local	\$36,000
<b>Year Total:</b>				<b>\$360,000</b>		<b>Total Funds:</b>	<b>\$360,000</b>
Description:	Replacement: Revenue Vehicle - Small, Light-duty Van with lift; 4 years/100,000 miles						
STIP ID:	GLTC0015	Title: Replacement of Maintenance Truck			Recipient: Greater Lynchburg Transit Co.		
FTA 5307				\$60,000		FTA 5307	\$60,000
State				\$7,500		State	\$7,500
Local				\$7,500		Local	\$7,500
<b>Year Total:</b>				<b>\$75,000</b>		<b>Total Funds:</b>	<b>\$75,000</b>
Description:	Replacement: Support Vehicle - Tow or Dump Truck, Wrecker, Cleaning Vehicle, Fork Lift, etc: 10 years/100,000 miles						
STIP ID:	GLTC0016	Title: IT Software Replacements			Recipient: Greater Lynchburg Transit Co.		
FTA 5339					\$48,000	FTA 5339	\$48,000
State					\$6,000	State	\$6,000
Local					\$6,000	Local	\$6,000
<b>Year Total:</b>					<b>\$60,000</b>	<b>Total Funds:</b>	<b>\$60,000</b>
Description:	Replacement IT: ADP Hardware - Operations						

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
STIP ID:	GLTC0017	Title: IT Software Replacements			Recipient: Greater Lynchburg Transit Co.		
FTA 5339					\$48,000	FTA 5339	\$48,000
State					\$6,000	State	\$6,000
Local					\$6,000	Local	\$6,000
<b>Year Total:</b>					<b>\$60,000</b>	<b>Total Funds:</b>	<b>\$60,000</b>
Description:	Replacement: IT - ADP Hardware - Operations						
STIP ID:	GLTC0018	Title: 4 Replacement BOC's			Recipient: Greater Lynchburg Transit Co.		
FTA 5339					\$384,000	FTA 5339	\$384,000
State					\$48,000	State	\$48,000
Local					\$48,000	Local	\$48,000
<b>Year Total:</b>					<b>\$480,000</b>	<b>Total Funds:</b>	<b>\$480,000</b>
Description:	Replacement: Revenue Vehicle - Small, Light-duty Van with lift; 4 years/100,000 miles						
STIP ID:	GLTC0019	Title: Support Vehicle Replacements			Recipient: Greater Lynchburg Transit Co.		
FTA 5339					\$115,800	FTA 5339	\$115,800
State					\$14,475	State	\$14,475
Local					\$14,475	Local	\$14,475
<b>Year Total:</b>					<b>\$144,750</b>	<b>Total Funds:</b>	<b>\$144,750</b>
Description:	Replacement: Support Vehicle - Van, Sedan, Station Wagon, SUV, Pickup Truck, etc. 4 years/100,000 miles						
STIP ID:	GLTC0020	Title: Replacement of Stop Signage			Recipient: Greater Lynchburg Transit Co.		
FTA 5339					\$84,000	FTA 5339	\$84,000
State					\$10,500	State	\$10,500
Local					\$10,500	Local	\$10,500
<b>Year Total:</b>					<b>\$105,000</b>	<b>Total Funds:</b>	<b>\$105,000</b>
Description:	Replacement: Transit Infrastructure - Route Signage (Bus Stop Signs)						
STIP ID:	GLTC0021	Title: Addition of Solar Lighting and Displays			Recipient: Greater Lynchburg Transit Co.		
FTA 5307					\$80,960	FTA 5307	\$80,960
State					\$10,120	State	\$10,120
Local					\$10,120	Local	\$10,120
<b>Year Total:</b>					<b>\$101,200</b>	<b>Total Funds:</b>	<b>\$101,200</b>
Description:	Expansion: Transit Infrastructure - Other Signage						

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
STIP ID:	GLTC0022	Title: Property & Facilities - Construction of Customer Facility			Recipient: Greater Lynchburg Transit Co.		
FTA 5339					\$460,000	FTA 5339	\$460,000
State					\$57,500	State	\$57,500
Local					\$57,500	Local	\$57,500
<b>Year Total:</b>					<b>\$575,000</b>	<b>Total Funds:</b>	<b>\$575,000</b>
Description:	Expansion: Kemper Street Bus Bay Expansion Construction						
STIP ID:	GLTC0023	Title: Forklift Replacement			Recipient: Greater Lynchburg Transit Co.		
FTA 5307					\$52,000	FTA 5307	\$52,000
State					\$6,500	State	\$6,500
Local					\$6,500	Local	\$6,500
<b>Year Total:</b>					<b>\$65,000</b>	<b>Total Funds:</b>	<b>\$65,000</b>
Description:	Replacement: Support Vehicle - Tow or Dump Truck, Wrecker, Cleaning Vehicle, Fork Lift, etc: 10 years/100,000 miles						
STIP ID:	GLTC0024	Title: Replacement of Maintenance Truck			Recipient: Greater Lynchburg Transit Co.		
FTA 5339					\$60,000	FTA 5339	\$60,000
State					\$7,500	State	\$7,500
Local					\$7,500	Local	\$7,500
<b>Year Total:</b>					<b>\$75,000</b>	<b>Total Funds:</b>	<b>\$75,000</b>
Description:	Replacement: Support Vehicle - Tow or Dump Truck, Wrecker, Cleaning Vehicle, Fork Lift, etc: 10 years/100,000 miles						
STIP ID:	GLTC0025	Title: Operating Assistance			Recipient: Greater Lynchburg Transit Co.		
FTA 5307	\$ 8,410,608	\$4,769,270	\$4,916,725	\$5,064,227	\$5,216,154	FTA 5307	\$19,966,376
State		\$1,790,245	\$1,804,544	\$1,858,679	\$1,914,439	State	\$7,367,907
Local		\$1,806,153	\$1,883,001	\$1,939,491	\$1,997,676	Local	\$7,626,321
Revenues		\$1,790,757	\$1,856,848	\$1,912,554	\$1,969,930	Revenues	\$7,530,089
<b>Year Total:</b>	<b>\$8,410,608</b>	<b>\$10,156,425</b>	<b>\$10,461,118</b>	<b>\$10,774,951</b>	<b>\$11,098,199</b>	<b>Total Funds:</b>	<b>\$42,490,693</b>
Description:	Increased FTA 5307 FY2024 \$2,481; decreased State \$336K; decreased Local \$1,87K						
STIP ID:	GLTC0026	Title: Support Vehicle Replacements			Recipient: Greater Lynchburg Transit Co.		
FTA 5307	\$26,362	\$26,362				FTA 5307	\$26,362
State	\$64,022	\$64,022				State	\$64,022
Local	\$3,766	\$3,766				Local	\$3,766
<b>Year Total:</b>	<b>\$94,150</b>	<b>\$94,150</b>				<b>Total Funds:</b>	<b>\$94,150</b>
Description:							

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
STIP ID:	GLTC0027	Title: Replacement Rolling Stock – 35ft			Recipient: Greater Lynchburg Transit Co.		
Flexible STP	\$719,211	\$719,211				Flexible STP	\$719,211
FTA 5339	\$106,761	\$106,761				FTA 5339	\$106,761
Adjustment	\$52,363	\$52,363				Adjustment	\$52,363
State	\$5,610,001	\$3,229,071				State	\$3,229,071
Local	\$1,815,027	\$1,590,437				Local	\$1,590,437
<b>Year Total:</b>	<b>\$8,250,000</b>	<b>\$5,644,480</b>				<b>Total Funds:</b>	<b>\$5,644,480</b>
Description:	Replacement: Revenue Vehicle - Large, heavy-duty transit 35'-40' bus: 12 years/500,000 miles Purchase nine (9) Large, heavy-duty transit 35' buses in FY2025 from previous funding received instead of fifteen (15). Federal grant is executed. State grant needs to be adjusted to reflect this change and contract written. Adjustment: Increase in State and Local Funding for change order #1 to the existing Gillig Purchase Order to allow for updates in the bus build process. State Funding increased \$251,811; Local Funding increased \$144,828.						
STIP ID:	GLTC0028	Title: Spare Parts, ACM Items			Recipient: Greater Lynchburg Transit Co.		
FTA 5339	\$61,320	\$61,320				FTA 5339	\$61,320
State	\$148,920	\$148,920				State	\$148,920
Local	\$8,760	\$8,760				Local	\$8,760
<b>Year Total:</b>	<b>\$219,000</b>	<b>\$219,000</b>				<b>Total Funds:</b>	<b>\$219,000</b>
Description:	Federal Grant needs to be applied for in FY2024						
STIP ID:	GLTC0029	Title: IT Upgrades			Recipient: Greater Lynchburg Transit Co.		
FTA 5307	\$44,800	\$44,800				FTA 5307	\$44,800
State						State	
Local	\$11,200	\$11,200				Local	\$11,200
<b>Year Total:</b>	<b>\$56,000</b>	<b>\$56,000</b>				<b>Total Funds:</b>	<b>\$56,000</b>
Description:	Replacement – ADP Hardware-This project includes replacement of GLT's network storage and the replacement of two (2) computers. The IT upgrades are being funded through FY2022 5307 funds; no State funding.						
STIP ID:	GLTC0030	Title: Microtransit Hardware and Software			Recipient: Greater Lynchburg Transit Co.		
FTA 5339						FTA 5339	
State		\$40,000				State	\$40,000
Local		\$10,000				Local	\$10,000
<b>Year Total:</b>		<b>\$50,000</b>				<b>Total Funds:</b>	<b>\$50,000</b>
Description:	Microtransit: Hardware and Software to operate microtransit service; funded through Route 6 & 7 Demonstration Grant						
STIP ID:	GLTC0031	Title: Microtransit Service (Operating)			Recipient: Greater Lynchburg Transit Co.		
FTA 5339						FTA 5339	
State		\$771,600				State	\$771,600
Local						Local	
<b>Year Total:</b>		<b>\$771,600</b>				<b>Year Total:</b>	<b>\$771,600</b>
Description:	Microtransit: Operating expenses for GLTC's new microtransit service. These costs will be funded through the Route 6 & 7 State Demonstration Grant						

Greater Lynchburg Transit Company	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
FTA 5307	\$8,481,770	\$4,840,432	\$5,061,525	\$6,028,227	\$5,349,114	FTA 5307	\$21,279,298
FTA 5339	\$167,081	\$167,081	\$248,400	\$2,287,240	\$1,199,800	FTA 5339	\$3,902,521
Flexible STP	\$719,211	\$719,211				Flexible STP	\$719,211
Other Federal						Other Federal	
State	\$5,822,943	\$5,960,047	\$1,853,444	\$2,265,084	\$2,081,034	State	\$12,159,609
Local	\$1,838,753	\$3,327,488	\$1,931,901	\$2,345,896	\$2,164,271	Local	\$9,769,556
Revenues		\$1,790,757	\$1,856,848	\$1,912,554	\$1,969,930	Revenues	\$7,530,089
<b>Totals</b>	<b>\$17,029,758</b>	<b>\$16,805,016</b>	<b>\$10,952,118</b>	<b>\$14,839,001</b>	<b>\$12,764,149</b>	<b>Totals</b>	<b>\$55,360,284</b>

STIP ID:	CVACL01	Title: Paratransit Vehicles				Recipient: Central VA Alliance for Community Living	
FTA 5310		\$108	\$108	\$108	\$108	FTA 5310	\$432
State						State	-
Local		\$27	\$27	\$27	\$27	Local	\$108
<b>Year Total:</b>		<b>\$135</b>	<b>\$135</b>	<b>\$135</b>	<b>\$135</b>	<b>Total Funds:</b>	<b>\$540</b>
Description:	Replacement: Support Vehicle - Tow or Dump Truck, Wrecker, Cleaning Vehicle, Fork Lift, etc: 10 years/100,000 miles						
STIP ID:	CVACL02	Title: Operating Assistance				Recipient: Central VA Alliance for Community Living	
FTA 5310		\$46	\$46	\$46	\$46	FTA 5310	148
State		\$37	\$37	\$37	\$37	State	148
Local		\$9	\$9	\$9	\$9	Local	36
<b>Year Total:</b>		<b>\$92</b>	<b>\$92</b>	<b>\$92</b>	<b>\$92</b>	<b>Total Funds:</b>	<b>332</b>
Description:	Replacement: Support Vehicle - Tow or Dump Truck, Wrecker, Cleaning Vehicle, Fork Lift, etc: 10 years/100,000 miles						

UPC NO	120532	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#SMART22 #I81CIP - INTERCITY RAIL SERVICE EXPANSION				ADMIN BY	DRPT
DESCRIPTION	FROM: Western Rail Initiative: Rte 46 DC TO: Roanoke					
PROGRAM NOTE	TIP AMD - add \$15,296,413 (CM), \$232,218,890 (Other: State) & \$4,688,475 (AC-CM) FFY24, add \$670,243 (ACC-CM) FFY25, \$819,001 (ACC-CM) FFY26 & \$3,199,231 FFY27					
ROUTE/STREET	NA (9999)				TOTAL COST	\$257,200,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - AC CONVERSION	\$1,172,119	\$0	\$670,243	\$819,001	\$3,199,231
	Federal - CMAQ	\$3,824,103	\$15,296,413	\$0	\$0	\$0
	Other	\$0	\$232,218,890	\$0	\$0	\$0
CN TOTAL		\$4,996,222	\$247,515,303	\$670,243	\$819,001	\$3,199,231
CN AC	Federal - AC	\$1,172,119	\$4,688,475	\$0	\$0	\$0

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

UPC NO	124309	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	Transforming Rail in Virginia / VPRA				ADMIN BY	DRPT
DESCRIPTION	FROM: DC Rte 46, Rte 47, Rte 50 adn Rte 151 TO: Roanoke, Newport News, Norfolk and Richmond					
PROGRAM NOTE	TIP AMD - add \$81,901,009 (CM), \$43,296,138 (AC-CM) & \$117,578,455 (Other: State) FFY24, add \$19,197,761 (ACC-CM) FFY25, \$22,302,363 (ACC-CM) FFY26, \$1,796,014 (ACC-CM) FFY27					
ROUTE/STREET	9999				TOTAL COST	\$274,074,889
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - AC CONVERSION	\$10,824,035	\$0	\$19,197,761	\$22,302,363	\$1,796,014
	Federal - CMAQ	\$20,475,252	\$81,901,009	\$0	\$0	\$0
	Other	\$0	\$117,578,455	\$0	\$0	\$0
PE TOTAL		\$31,299,287	\$199,479,464	\$19,197,761	\$22,302,363	\$1,796,014
PE AC	Federal - AC	\$10,824,035	\$43,296,138	\$0	\$0	\$0

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

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

### AIRPORT PROJECTS GRANT FUND Summary of Appropriations

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
<b>RESOURCES</b>					
Federal Aviation Administration		\$1,350,000	\$2,250,000	\$1,350,000	\$2,700,000
Virginia Department of Aviation	1,200,000	150,000	250,000	150,000	300,000
Airport Pay-As-You-Go	300,000				
<b>TOTAL ESTIMATED RESOURCES</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$2,500,000</b>	<b>\$1,500,000</b>	<b>\$3,000,000</b>
<b>PROPOSED PROJECTS</b>					
Terminal Baggage System Upgrade	1,000,000				
Terminal HVAC System Upgrade	500,000				
Runway 4-22 MALSF		1,500,000			
Taxiway "B" Rehabilitation			2,500,000		
GA Terminal Apron / Taxiway "G" Rehabilitation				1,500,000	
North GA Development Area, Phase III					3,000,000
<b>TOTAL PROPOSED PROJECTS</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$2,500,000</b>	<b>\$1,500,000</b>	<b>\$3,000,000</b>

## APPENDIX A: Projects by Grouping

### Construction: Bridge Rehabilitation/Replacement/Reconstruction

Lynchburg MPO					
Construction : Bridge Rehabilitation/Replacement/Reconstruction					
	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T19028	Lynchburg District-wide	0000		\$0
			BRIDGE REHABILITATION/REPLACEMENT		
Primary	104600	Campbell County	WARDS ROAD (0029)		\$17,858,150
			RTE 29 NBL - BRIDGE & APPR. OVER NS RR FED. ID. NO. (04144)		
			FROM: 0.006 MILE NORTH OF RTE 679 TO: 0.513 MILES NORTH OF RTE 679 (0.5070 MI)		
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)		\$64,657,203
			#SMART22 #SGR21VB RTE 501 - BRDG & INTERCHANGE IMPROVEMENTS		
			FROM: MURRAY PLACE TO: US 501 NB RAMP (0.5400 MI)		
Urban	104599	Lynchburg	RICHMOND HIGHWAY (0029)		\$18,000,994
			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)		\$7,019,105
			#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					\$111,342,892

### Construction: Rail

#### Construction : Rail

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T23508	Lynchburg District-wide	0000		\$0
			CN RAIL		
Urban	115031	Lynchburg	CHAPEL LANE (9999)		\$450,000
			RAIL20 CHAPEL LANE - INSTALL FLASHING LIGHTS & GATES		
			FROM: OLD FOREST RD TO: 0.220 MILE NORTH OF OLD FOREST ROAD (0.2200 MI)		
Construction : Rail Total					\$450,000

## Construction: Safety/ITS/Operational Improvements

### Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	117790	Statewide	0081		\$382,000
			#ITTF21 STUDY OF ADVANCED TECHNOLOGIES -I-81		
			FROM: various TO: various		
Interstate	118193	Statewide	0095		\$5,744,292
			#I95CIP CRO SSP FY23-26		
			FROM: I95 Various TO: I-95 Various		
Interstate	110551	Statewide	9999		\$307,192
			TRAFFIC VIDEO EXPANSION (PSAP) - STATEWIDE		
			FROM: Various TO: Various		
Interstate	110912	Statewide	9999		\$813,019
			Statewide Truck Parking Management System - Phase 1		
			FROM: Various TO: Various		
Interstate	111613	Statewide	9999		\$1,807,000
			STATEWIDE TRUCK PARKING MANAGEMENT SYSTEM - PHASE 2		
			FROM: Various TO: Various		
Interstate	115854	Statewide	9999		\$0
			#ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD		
			FROM: n/a TO: n/a		
Interstate	115856	Statewide	9999		\$1,950,000
			#ITTF20 PARKING DEMAND MANAGEMENT SYSTEM		
			FROM: Various TO: Various		
Interstate	119197	Statewide	9999		\$1,500,000
			#ITTF22 OSPREY FIBER CONNECTIONS - STATEWIDE		
			FROM: Various TO: Various		
Interstate	119198	Statewide	9999		\$25,040
			#ITTF22 HIGH SPEED COMMUNICATIONS FOR SIGNALS (PHASE II)		
			FROM: Various TO: Various		
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		
Interstate	119379	Statewide	9999		\$0
			#ITTF22 CONNECTED WORK ZONES PROGRAM STATEWIDE		
			FROM: Various TO: Various		

Interstate	119401	Statewide	9999	\$250,000
		#ITTF22 PROJECT EVALUATIONS STATEWIDE		
		FROM: Various TO: Various		
Interstate	119402	Statewide	9999	\$1,030,000
		#ITTF22 INCIDENT RESPONSE OPTIMIZATION -STATEWIDE		
		FROM: Various TO: Various		
Interstate	119404	Statewide	9999	\$1,000,000
		#ITTF22 GUIDE LIGHTS FOR SPEED MANAGEMENT STATEWIDE		
		FROM: various TO: various		
Interstate	119406	Statewide	9999	\$0
		#ITTF22 AUTOMATED SPEED ENFORCEMENT PILOT STATEWIDE		
		FROM: Various TO: Various		
Interstate	121564	Statewide	9999	\$350,000
		#ITTF23 LEVERAGING CONNECTED CAR DATA FOR IMPROVED SAFETY		
		FROM: Various TO: Various		
Interstate	121653	Statewide	9999	\$3,000,000
		#ITTF23 - COOPERATIVE FREEWAY MANAGEMENT STUDY- NOVA/FRED		
		FROM: Various TO: Various		
Interstate	121654	Statewide	9999	\$1,000,000
		#ITTF23 OPERATIONALIZE TRAFFIC OPERATIONS SUPPORT CENTER		
		FROM: Various TO: Various		
Interstate	121655	Statewide	9999	\$500,000
		#ITTF23 IMPLEMENT AI-BASED INTEGRATED SECURITY PREDICTION		
		FROM: Various TO: Various		
Interstate	121666	Statewide	9999	\$500,000
		#ITTF23 ITTF PROJECT EVALUATIONS		
		FROM: Various TO: Various		
Interstate	121667	Statewide	9999	\$3,575,000
		#ITTF23 RM3P DEP Data Services		
		FROM: Various TO: Various		
Interstate	121668	Statewide	9999	\$1,000,000
		#ITTF23 REAL-TIME INFORMATION DISSEMINATION FOR CMVs		
		FROM: Various TO: Various		
Interstate	121670	Statewide	9999	\$500,000
		#ITTF23 ADVANCED ROAD WEATHER INFORMATION SYSTEMS STUDY		
		FROM: VARIOUS TO: VARIOUS		
Interstate	121712	Statewide	9999	\$650,000
		NETWORK OPERATIONS CENTER IMPLEMENTATION		
		FROM: Various TO: Various		
Interstate	121776	Statewide	9999	\$1,000,000
		HARD SHOULDER RUNNING FEASIBILITY STUDY-Technology component		
		FROM: Various TO: Various		
Interstate	121822	Statewide	9999	\$5,000,000
		#ITTF23 STATEWIDE FIBER NETWORK ENHANCEMENTS		
		FROM: Various TO: Various		

Interstate	122048	Statewide	VARIOUS (9999)	\$500,000
		#ITTF23 - RM3P EVALUATION		
		FROM: various TO: various		
Miscellaneous	T19022	Lynchburg District-wide	0000	\$0
		CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		
Miscellaneous	109817	Lynchburg District-wide	VARIOUS (9999)	\$526,700
		SAFETY PRESCOPING - LYNCHBURG		
		FROM: VARIOUS TO: VARIOUS		
Miscellaneous	119408	Lynchburg District-wide	9999	\$555,000
		#ITTF22 HIGH-WATER MONITORING SYSTEM - LYNCHBURG		
		FROM: Various TO: Various		
Miscellaneous	121643	Statewide	9999	\$1,000,000
		#ITTF23 SMART INTERSECTIONS DEPLOYMENT SUPPORT		
		FROM: Various TO: Various		
Primary	119180	Campbell County	WARDS RD (0029)	\$17,030,881
		#SMART22 PHASE I RTE 29 - ACCESS MANAGEMENT		
		FROM: 0.08 MILE SOUTH OF RTE 738 (ENGLISH TAVERN RD) TO: RTE 1433 (RANGOON STREET) (1.4200 MI)		
Primary	119162	Campbell County	WARDS RD (0029)	\$8,544,527
		#SMART22 PHASE II RTE 29 - ACCESS MANAGEMENT		
		FROM: 0.08 MILE SOUTH OF RTE 685 (CALOHAN RD) TO: 0.08 MILE SOUTH OF RTE 738 (ENGLISH TAVERN RD) (2.4100 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	107063	Bedford County	FOREST ROAD (0221)	\$2,550,000
		Rt. 221 Bedford Co. - Pedestrian Safety Improvements		
		FROM: 0.013 Mi. W. Int. Rte.663 and Rte. 221 TO: 0.013 Mi. W. Int. Rte.221 and Rte.1425 (0.6560 MI)		
Primary	108914	Bedford County	FOREST ROAD (0221)	\$6,106,144
		#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)	\$6,034,137
		#SMART22 - Blackwater Rd (668) at Rte 460 Intersection		
		FROM: Route 460 TO: Blackwater Road		
Primary	118254	Campbell County	0460	\$250,000
		ITTF SIGNAL COMMUNICATIONS - LYNCHBURG DISTRICT		
		FROM: VARIOUS TO: VARIOUS		
Primary	109555	Lynchburg	TIMBERLAKE ROAD (0460)	\$4,733,297
		#HB2.FY17 BUS 460 - RECONSTRUCT INTERSECTION AT RTE 622		
		FROM: 0.087 MILE WEST OF RTE 622 TO: 0.104 MILE EAST OF RTE 622 (0.1910 MI)		
Primary	109586	Amherst County	SOUTH AMHERST HIGHWAY (7029)	\$2,045,071
		BUS 29 - CONSTRUCT SIDEWALK (MADISON HEIGHTS)		
		FROM: 0.011 MILE SOUTH OF RTE 1054 (LAKEVIEW DR) TO: 0.010 MILE NORTH OF RTE 682 (WOODYS LAKE RD) (1.4210 MI)		
Primary	119588	Lynchburg District-wide	VARIOUS (9999)	\$851,550
		HSIP20 - DISTRICTWIDE - UNSIGNALIZED INTERSECTIONS		
		FROM: VARIOUS TO: VARIOUS		

Primary	119672	Lynchburg District-wide	VARIOUS (9999)	\$400,000
		HSIP20 - DISTRICTWIDE - PEDESTRIAN CROSSINGS		
		FROM: VARIOUS TO: VARIOUS		
Primary	120764	Lynchburg District-wide	VARIOUS (9999)	\$114,838
		PROGRAM UPC (HSIP FUNDS) - CENTERLINE RUMBLES		
		FROM: VARIOUS TO: VARIOUS		
Primary	120798	Lynchburg District-wide	VARIOUS (9999)	\$1,508,772
		PROGRAM UPC (HSIP FUNDS) - EDGE RUMBLES PRIMARIES		
		FROM: VARIOUS TO: VARIOUS		
Secondary	109550	Amherst County	WOODY'S LAKE ROAD (0682)	\$7,855,088
		#HB2.FY17 RTE 682 - RECONSTRUCTION		
		FROM: RTE. BUS 29 TO: 0.794 MILE EAST OF RTE BUS 29 (0.7940 MI)		
Secondary	5542	Campbell County	LYNBROOK ROAD (0622)	\$12,284,003
		#SMART18 #SGR18VB - RT 822 - RECONSTRUCTION		
		FROM: 0.004 MILE EAST OF ROUTE 683 TO: 1.231 MILE EAST OF ROUTE 683 (1.2270 MI)		
Secondary	114091	Campbell County	VARIOUS (1520)	\$833,550
		HSIP 19 RTE 1520 & 9070 - CONSTRUCT SIDEWALK		
		FROM: VARIOUS TO: VARIOUS		
Urban	114064	Lynchburg	GRAVES MILL ROAD (6009)	\$520,203
		GRAVES MILL ROAD - INSTALL ADAPTIVE SIGNAL CONTROLS		
		FROM: RTE 6073 (MCCONVILLE RD) TO: WCL LYNCHBURG (1.4900 MI)		
Urban	114062	Lynchburg	KEMPER STREET (0501)	\$873,543
		HSIP16 - BUS 501 - CONSTRUCT SIDEWALK (KEMPER STREET)		
		FROM: 0.098 MILE SOUTH OF BUS 29 TO: 0.346 MILE SOUTH OF BUS 29 (0.2550 MI)		
Urban	114063	Lynchburg	NATIONWIDE DRIVE (9999)	\$898,652
		HSIP21 - NATIONWIDE DRIVE - PEDESTRIAN IMPROVEMENTS		
		FROM: RTE 6073 (MCCONVILLE RD) TO: CENTRA HEALTH PROPERTY (0.2700 MI)		
Urban	109554	Lynchburg	ODDFELLOWS ROAD (9999)	\$16,023,177
		#HB2.FY17 ODDFELLOWS ROAD SEGMENT B2 - RECONSTRUCTION		
		FROM: 0.10 WEST OF ROUTE 128 (MAYFLOWER DR.) TO: BUS. 29 (LYNCHBURG EXPRESSWAY) (0.4070 MI)		
Urban	114065	Lynchburg	OLD FOREST ROAD (6044)	\$1,307,182
		HSIP21 - UR 6044 - PEDESTRIAN IMPROVEMENTS (OLD FOREST RD)		
		FROM: KINGS DRIVE TO: RR BRIDGE (0.5700 MI)		
Urban	119163	Lynchburg	WARDS FERRY ROAD (6070)	\$11,301,008
		#SMART22 RTE6070(WARDS FERRY RD)-CONSTRUCT ROUNDABOUT RTE368		
		FROM: 0.17 MILE WEST OF RTE 368 (CVCC CAMPUS DR) TO: 0.05 MILE EAST OF RTE 368 (CVCC CAMPUS DR) (0.2200 MI)		
Construction : Safety/ITS/Operational Improvements Total				\$138,967,387

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

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

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	111723	Lynchburg	BLACK WATER CREEK TRAIL (EN17)	\$2,000,000
		LANGHORNE ROAD TRAIL EXTENSION		
		FROM: ED PAGE PARKING LOT TO: LINKHORNE MIDDLE SCHOOL (0.5000 MI)		
Construction : Transportation Alternatives/Byway/Non-Traditional Total				\$2,000,000

## 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		\$109,397,318
			STIP-MN Lynchburg: Preventive MN and System Preservation		
Urban	121061	Lynchburg		CAMPBELL AVE (0501)	
			#SGR23LP RTE 501 (ID 8680) RESURFACING (CAMPBELL AVE)		
			FROM: 0.02 MILE SOUTH OF WOODROW ST TO: RAMP TO SOUTH RICHMOND HWY (0.2200 MI)		
Urban	121062	Lynchburg		LYNCHBURG EXPY (0029)	
			#SGR23LP BUS 29 NBL (ID 8682) RESURFACING (LYNCHBURG EXPY)		
			FROM: 0.01 MILE NORTH OF GRACE ST TO: JAMES RIVER BRIDGE (0.4960 MI)		
Urban	118969	Lynchburg		RTE 29 LYNCHBURG EXPY (0029)	\$0
			#SGR22LP BUS 29 NBL - (ID7774) RESURFACING (LYNCHBURG EXPY)		
			FROM: 0.020 MILE SOUTH OF CAMPBELL AVE TO: 0.120 MILE NORTH OF GRACE ST (1.0000 MI)		
Maintenance : Preventive Maintenance and System Preservation Total					\$109,397,318

## Maintenance: Preventative Maintenance for Bridges

### Maintenance : Preventive Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14715	Lynchburg District-wide	0000		\$35,452,434
			STIP-MN Lynchburg: Preventive MN for Bridges		
Primary	T26573	Campbell County		RTE. 29 SBL & RTE. 460 WBL BYPASS (0029)	
			#BF - LYNCHBURG YEAR 5 RESTORATIVE BRIDGE MN RIGID OVERLAYS		
Primary	T26571	Campbell County		RTE. 29 NBL & RTE. 460 EBL BYPASS (0029)	
			#BF - LYNCHBURG YEAR 4 RESTORATIVE BRIDGE MN RIGID OVERLAYS		
Primary	T26559	Lynchburg		CANDLERS MNT ROAD (0128)	
			#BF - LYNCHBURG YEAR 3 RESTORATIVE BRIDGE MN (RIGID OVERLAY)		
			FROM: 0.035 MILES WEST OF NS RAILWAY TO: 0.035 MILES EAST OF NS RAILWAY (0.0700 MI)		
Primary	122452	Lynchburg District-wide		VARIOUS (9999)	
			#BF - LYNCHBURG YEAR 2 STRUCTURE RECOATING		
			FROM: VARIOUS TO: VARIOUS		
Secondary	101043	Amherst County		SEMINOLE DRIVE (0681)	\$0
			#SGR17VB - RT 681 - BRIDGE REHAB OVER WILLIAMS RUN Fed 01524		
			FROM: 0.69 MILE EAST OF RTE 29 TO: 0.71 MILE EAST OF RTE 29		
Secondary	117017	Bedford County		ELKTON FARM ROAD (0666)	\$0
			#SGR21VB - RTE 666 OVER ELK CREEK (STR. 2781) - TOTAL REHAB		
			FROM: 1.9 Mi. E. Int. Rte. 622 TO: 1.60M. W. Int. Rte. 221 (0.3000 MI)		
Maintenance : Preventive Maintenance for Bridges Total					\$35,452,434

## Maintenance: Traffic and Safety Operations

### Maintenance : Traffic and Safety Operations

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14714	Lynchburg District-wide 0000 STIP-MN Lynchburg: Traffic and Safety Operations		\$7,680,990
Primary	121823	Lynchburg District-wide VARIOUS (9999) HSIP DISTRICTWIDE CURVE DELINEATION INSTALL TASK #1 FROM: VARIOUS TO: VARIOUS		
Maintenance : Traffic and Safety Operations Total				\$7,680,990
<b>Lynchburg MPO Total</b>				<b>\$405,291,021</b>

## APPENDIX B: Statement of Certification and Resolution of Adoption



Central Virginia Transportation Planning Organization

### METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT

In accordance with 23 CFR 450.336, the Virginia Department of Transportation and the Central Virginia Transportation Planning Organization for the Lynchburg urbanized area hereby certify that the transportation planning process is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450 Subpart C (Metropolitan Planning);
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
- (3) Title VI of Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 49 CFR part 21;
- (4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST ACT (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement);
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

Central Virginia MPO

  
Signature

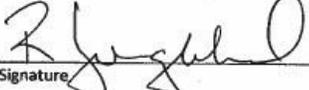
Secretary, CVTPO

Title

March 20, 2023

Date

Virginia Department of Transportation

  
Signature

District Planning Manager, VDOT-Lynchburg District

Title

March 20, 2023

Date



**RESOLUTION OF THE CENTRAL VIRGINIA TRANSPORTATION PLANNING ORGANIZATION TO ADOPT THE CENTRAL VIRGINIA TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2024 - 2027**

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

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

**WHEREAS**, the *Transportation Improvement Program* has been prepared to initiate review by the Central Virginia Transportation Planning Organization (CVTPO) of proposed transportation improvements for fiscal years 2024 – 2027; and

**WHEREAS**, public input has been sought pursuant to the Federal requirements and the CVTPO Public Participation Plan and the Transportation Technical Committee (TTC) has reviewed and recommended the CVTPO approve for inclusion in the State Transportation Improvement Program; and

**WHEREAS**, the thirty-day public comment period that ended on May 16, 2023 and the May 18, 2023 Public Hearing were executed and no adverse public comments were received.

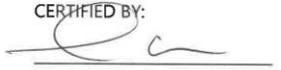
**NOW, THEREFORE, BE IT RESOLVED THAT** that the Central Virginia Transportation Planning Organization does hereby duly adopt the Central Virginia Transportation Improvement Program Fiscal Years 2024-2027.

Upon motion by Member John Sharp, duly seconded by Member Dwayne Luggie, adopted this 18<sup>th</sup> day of May, 2023.

ATTESTED BY:

  
Alexander W. Brebner, Secretary  
Central Virginia Transportation  
Planning Organization

CERTIFIED BY:

  
Frank Rogers, Chair  
Central Virginia Transportation  
Planning Organization



**RESOLUTION OF THE CENTRAL VIRGINIA TRANSPORTATION PLANNING ORGANIZATION TO ADOPT THE CENTRAL VIRGINIA TRANSPORTATION IMPROVEMENT PROGRAM**

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Upon motion by Member John Sharp, duly seconded by Member Dwayne Huggle, adopted this 18<sup>th</sup> day of May, 2023.

ATTESTED BY:

  
Alexander W. Brebner, Secretary  
Central Virginia Transportation  
Planning Organization

CERTIFIED BY:

  
Frank Rogers, Chair  
Central Virginia Transportation  
Planning Organization

The undersigned, **Alexander W. Brebner, Secretary**, certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the **Central Virginia Transportation Planning Organization** held on 18 May 2023.

ATTESTED BY:



**Alexander W. Brebner, Secretary**  
Central Virginia Transportation  
Planning Organization

## APPENDIX C: Performance-Based Planning and Programming

The two most recent federal transportation laws, MAP-21 and FAST Act establish 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 ~~will work~~ with DRPT, TPB, MPOs, PDCs, and other agencies ~~to discuss~~ 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 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.<sup>1</sup> The DMV HSO includes these measures in their Highway Safety Plan submitted to the National Highway Traffic Safety Administration (NHTSA) every June.

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

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#### 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.

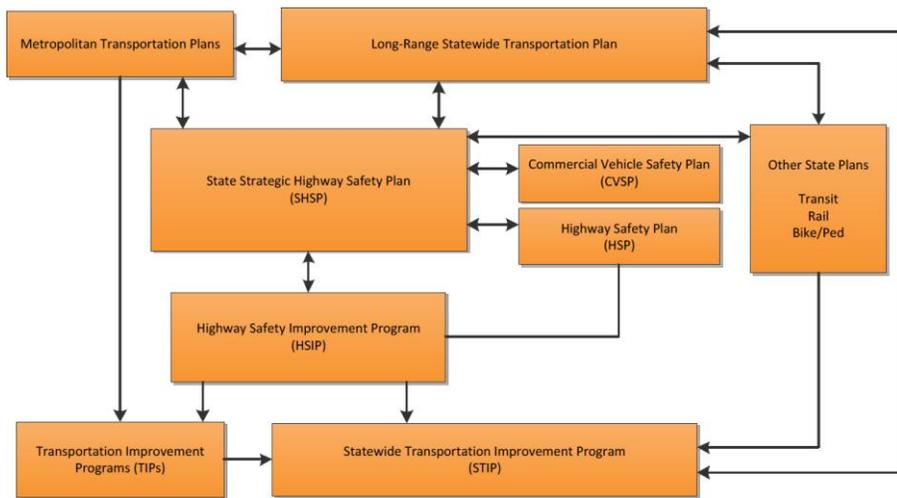
[VTrans](#), the state's long-range multimodal plan, provides the overarching vision and goals for transportation in the Commonwealth. The long-range plan provides a vision for Virginia's future transportation system and defines goals, objectives, and guiding principles to achieve the vision. It also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

VTrans details several guiding principles, listed below:

- GP 1: Optimize Return on Investments Implement the right solution at the right price, striving to meet current needs while advancing long-term prosperity and livability.
- GP 2: Ensure Safety, Security, and Resiliency Provide a transportation system that is safe for all users, responds immediately to short-term shocks such as weather events or security emergencies, and adapts effectively to long-term stressors such as sea level rise.
- GP 3: Efficiently Deliver Programs Deliver high-quality projects and programs in a cost-effective and timely manner.
- GP 4: Consider Operational Improvements and Demand Management First Maximize capacity of the transportation network through increased use of technology and operational improvements as well as managing demand for the system before investing in major capacity expansions.
- GP 5: Ensure Transparency and Accountability, and Promote Performance Management Work openly with partners and engage stakeholders in project development and implementation. Establish performance targets that consider the needs of all communities, measure progress towards targets. Adjust programs and policies as necessary to achieve the established targets.
- GP6: Improve Coordination Between Transportation and Land Use Encourage local governments to plan and manage transportation-efficient land development by providing incentives, technical support, and collaborative initiatives.

GP 7: Ensure Efficient Intermodal Connections Provide seamless connections between modes of transportation to harness synergies.

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 two most recent federal transportation laws, MAP-21 and FAST Act, establish 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-or has 101 vehicles or more all fixed route modes, OR-or has 101 vehicles or more in one non-fixed route mode.

A Tier II agency is a subrecipient of FTA 5311 funds, OR-or is an American Indian Tribe, OR-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, 2018-2026, 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 MAP-21 and the FAST Act, Virginia has established pavement and bridge condition performance targets. Each year, the Commonwealth submits a letter to FHWA to satisfy the federal requirement that State DOTs submit a Baseline Performance Period Report to FHWA by October 1<sup>st</sup> of the first year in a performance period. Performance measures for pavement condition are required for the National Highway System (NHS), while bridge condition requirements relate to structures identified as part of the National Bridge Inventory on the NHS. The pavement condition measures and established performance targets for the 2024 performance are indicated in the table below.

#### Pavement Condition Measures and Performance Targets

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 [vtrans.org](http://vtrans.org).

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 proportionally 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 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 2018-2021 which was submitted to FHWA in October 2018. This report satisfies the federal requirement that State DOTs submit a Baseline Performance Period Report to FHWA by October 1<sup>st</sup> of the first year in a performance period and establishes baseline performance as of December 31, 2017.

Performance of the NHS is measured by the level of travel time reliability. The travel time reliability performance measures and performance targets for FY 2024 performance are indicated in Table 1 below.

### National Highway System Travel Time Reliability Performance Measures and Targets

Percentage of Person-Miles Traveled that are Reliable (Interstate)	85%
Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	88%

The assessment for freight reliability is based on the truck travel time reliability index. The truck travel time reliability performance measure and performance targets for FY 2024 performance period are indicated in Table 2 below.

### Freight Reliability Performance Measure and Targets

Truck Travel Time Reliability Index	1.64
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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.

Performance management, as it relates to the reliability of the NHS and freight, is included in the VTrans, Guiding Principles as noted below:

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- Guiding Principle 4: Consider Operational Improvements and Demand Management First  
Maximize capacity of the transportation network through increased use of technology and operational improvements as well as managing demand for the system before investing in major capacity expansions.

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.