

# **CENTRAL VIRGINIA METROPOLITAN PLANNING ORGANIZATION (CVMPO)**

828 Main Street, 12<sup>th</sup> Floor  
Lynchburg, VA 24504  
434-845-3491

## **UNIFIED PLANNING WORK PROGRAM (UPWP)**

Fiscal Year (FY) 2015

**TRANSPORTATION TECHNICAL COMMITTEE (TTC)  
RECOMMENDATION: March 13, 2014**

**CVMPO ADOPTION: April 17, 2014**

Funding provided by the Federal Highway Administration (FHWA) the Federal Transit Administration (FTA), the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT) and Central Virginia Metropolitan Planning Organization (CVMPO) Local Funds

The CVMPO ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights in regards to this project or special assistance for persons with disabilities or limited English proficiency, please contact the CVMPO. Sign language or non-English language interpreters will be provided if needed and requested in advance of this meeting. Please contact the CVMPO at 434-845-5678 to request an interpreter no later than 14 days prior to meeting.

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**CENTRAL VIRGINIA  
METROPOLITAN  
PLANNING  
ORGANIZATION**

**RESOLUTION APPROVING THE FISCAL YEAR 2015  
UNIFIED PLANNING WORK PROGRAM (UPWP)**

**WHEREAS**, the staff of the Central Virginia Metropolitan Planning Organization (CVMPO) has prepared the annual Unified Planning Work Program (UPWP) for fiscal year 2015; and,

**WHEREAS**, the UPWP has been reviewed and recommended for approval by the Transportation Technical Committee; and,

**WHEREAS**, this UPWP is now before the CVMPO for approval.

**NOW, THEREFORE, BE IT RESOLVED THAT** that the Central Virginia Metropolitan Planning Organization does hereby approve the UPWP for Fiscal Year 2015 and authorizes it to be submitted to the Virginia Department of Transportation, the Federal Highway Administration, the Virginia Department of Rails and Public Transportation, and the Federal Transit Administration.

**ADOPTED** this 17th day of April, 2014, by the Central Virginia Metropolitan Planning Organization.

Upon motion by Member Jack HOBBS duly seconded by Member Chris WINSTEAD, adopted this 17 day of April 2014.

ATTESTED BY:

Gary F. Christie, Secretary  
Central Virginia Metropolitan  
Planning Organization

CERTIFIED BY:

Stan Goldsmith, Chair R. David Laurrell,  
Central Virginia Metropolitan member  
Planning Organization

## **SECTION I**

### **FHWA, VDOT, CVMPO FUNDED ACTIVITIES**

#### **1.00 ADMINISTRATION**

##### **1.01 General Administration & Operations**

Description: This task includes ongoing activities that ensure proper management and operation of the continuing, comprehensive, and coordinated (3-C) planning process. The objectives of this task are to implement the Fiscal Year (FY) 2015 Unified Planning Work Program (UPWP) throughout the fiscal year; provide all required administrative functions, including all accounting, personnel, contract, and office administration; and to support the activities of the Central Virginia Metropolitan Planning Organization (CVMPO) through preparation of agendas, attendance, and scheduling meetings, reports, minutes, and other duties as needed for the CVMPO board and subcommittees. Additionally, staff training is a component of this task.

Products: Efficient office operation, accurate financial information, preparation of quarterly reports and billings, as well as the various direct and indirect supporting roles to the CVMPO. A year end work summary will also be provided.

Additionally, this activity provides for staff training to enhance the transportation planning process, such as attendance at Virginia Chapter of the American Planning Association (VAPA) conferences, geographic information system (GIS) conferences, bicycle and pedestrian seminars, and other opportunities as identified. Funding for membership in the Virginia Association of Metropolitan Planning Organizations is also available.

Budget: \$44,712: staff

Completion date: June 30, 2015

##### **1.02 Work Program Administration**

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

Products: UPWP for FY 2016 and amendments to the FY 2015 UPWP.

Budget: \$11,000; staff  
Completion date: June 30, 2015

## **2.0 LONG RANGE TRANSPORTATION PLANNING**

### **2.01 Long Range Transportation Plan Updates**

Description: This task allows for the continuation of the update to Central Virginia Long Range Transportation Plan (Plan) as well as the review, explanation, and update of the current Plan. Contract management is an element of this effort.

Additionally, this task allows for banking of funds to support the update.

Products:

- Contract management for the update
- Staff support to the update
- Plan amendments, as necessary
- Banking of funds for the update

Budget: \$114,510; \$35,000 staff; \$79,510 consultant  
Completion date: ongoing through fall FY '16

### **2.02 Transportation Improvement Program**

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

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

Budget: \$4,000; staff  
Completion date: June 30, 2015

## **3.0 TECHNICAL ASSISTANCE**

### **3.01 General Technical Assistance (General Development and Comprehensive Planning)**

Description: This task allows for assistance to localities on transportation related activities on an individual basis or CVMPO basis, as needed. This task includes, but is not limited to, providing transportation technical input and resources to the CVMPO's localities to improve the overall effectiveness and efficiency of the transportation

network; promoting improved integration of the land use and transportation planning processes; assisting with the update of local comprehensive plans to ensure land use and other elements are consistent with the statewide transportation plan and other planning documents; and other duties as requested by VDOT, FHWA, and the CVMPO.

This task allows for the development and provision of Geographic Information System (GIS) information for use with transportation projects and planning efforts. This task also provides for the enhancement and maintenance of the CVMPO transportation component of the Local Government Council's website.

This task will provide staff support for transportation related grant writing by member jurisdictions, such as transportation enhancement program and safe routes to school program grants, and multimodal applications

And, finally, this task will provide for flexible staff time to assist with issues that arise during the fiscal year, as well as short term projects where a locality may need assistance.

Products:

- Development and submittal of transportation related grant applications, as needed;
- Enhanced and maintained transportation component of the Council website to include the annual work program, Long Range Transportation Plan, Transportation Improvement Program, project data, transportation studies, meeting information, public participation plan, and related information in compliance with MAP-21;
- Assistance to localities in the development of transportation priorities for the CVMPO and region;
- Creation of GIS data and maps for transportation planning activities and grants;
- Assistance on other transportation related matters.

Budget: \$21,000; staff

Completion date: June 30, 2015

### **3.02 Region 2000 Alternative Transportation Initiative**

The following items will be accomplished:

LGC Bike/Ped component of LGC website

Description: Staff will maintain and contribute to the dedicated section within the LGC website devoted to bicycle, pedestrian, and transit activity. Staff will be responsible for ensuring this section reflects local activities, events, and articles related to SRTS, local rides, and links to additional regional alternative transportation links (GLTS, RIDE Solutions, bike shops, etc.).

Deliverable Product: User friendly, maintained, updated component of the new Region 2000 LGC website.

#### Grant Submittal

Description: Apply for on behalf of, or contribute to, Region 2000 locality or organization grants that seek funding towards alternative transportation initiatives including technical assistance, planning, or facility implementation.

Deliverable: Copy of application or summary of contribution/partnership efforts and full summary of results.

#### Bike Week

Description: Activities to host the annual Greater Lynchburg Bike Month (extended to the full month of May) and Clean Commute Challenge. This is the premier event, with 2014 marking the 4th year, to promote the use and development of pedestrian and bicycle facilities and highlight all forms of alternative transportation in the Region 2000 area. The Lynchburg Area Greenway Alliance and RIDE Solutions serve as the hosting entities for Bike Month activities.

Deliverable: Summary of Bike Month/Clean Commute Challenge, which will include details on events, participants, sponsors, donated hours, volunteers, etc.

#### Facilitation of Bike/Pedestrian Fund Raising Partnership

Sponsored Bike Ride (possible fund raising event)

Description: Host a local bicycle ride, possible fund-raising event, for purpose of assisting in facilitation of bike or pedestrian facilities. Potential generated funds or donated contribution from existing events (such as VA 10-miler) to be used to implement identified alternative transportation facility (sharrows, marked crosswalks, benches, etc.).

Deliverable: A report that summarizes the activity, partnership development, stakeholders, anticipated or achieved funding.

#### Lynchburg Area Greenway Alliance

Description: Provide ½ staff support to the Lynchburg Area Greenway Alliance. Support will be for those meeting activities, meeting summaries, and reporting as required to the TTC, CVMPO, LGC, VDOT in execution of bike/pedestrian activities.

Deliverable: Report of activities.  
Bike/Pedestrian Annual Report

Description: Develop annual report that summarizes all the alternative transportation events, activities, planning, and facility implementation within the Region 2000. The document will include a detailed account of public and private contribution during the year; will include a highlight story of a key business or individual that was instrumental in the bicycle/pedestrian/alternative transportation activities (education, outreach, development, transit).

Deliverable: A photo-ready quality document/brochure that highlights Region 2000 alternative transportation successes, funds generated, etc.

#### VDOT Bicycle Advisory Committee

Description: Serve as the liaison and participant to 1) the VDOT Bicycle Advisory Committee, managed by John Bolecek, VA Statewide Bicycle and Pedestrian Planner; and 2) VA Bicycle Federation, on request of Champe Burnley, President. Participation in these statewide bike/pedestrian committees ensures that Region 2000 is represented and abreast of key bicycling and pedestrian programs within VA.

Deliverable: Summary of participation activities, results, liaison activities as presented to TTC, CVMPO, Greenway Alliance, etc.

#### Alternative Transportation Webinar Series

Continue to host webinar series from bike/pedestrian leaders - such as APBP (Association of Pedestrian and Bicycle Professionals), League of American Bicyclists, PBIC (Pedestrian and Bicycle Information Center), and America Walks – to serve as a learning and information tool to local planners, locality staff, and general public. Webinar series will continue to provide free and easily accessible CM and CEU credits for local planners and engineers.

Deliverable: Summary of webinars held, participants, and CM/CEU credits dispersed as result of webinars.

#### Yearly Update to the Bicycle/Pedestrian Facilities in Region 2000

Description: Through communication with each locality and VDOT office, obtain a summary of pedestrian and bicycle facility projects completed or planned in the following year. The yearly review cycle will be February to February to account for work that took place over the primary construction months.

#### Activities:

- Update existing GIS data and bike/pedestrian regional resources, to include sidewalks, crosswalks, trails, on-road bicycle facilities, to reflect changes in resources.



- All activities will be crossed referenced with local planning documents to provide a gauge of success of these documents in guiding facility development.

- Summary report and GIS data format of updated resources, connection to planning documents, if available, and summary of funding used to fund past year's facilities will be included.

Deliverables: Report that summarizes bike and pedestrian projects implemented in Region 2000 through February, 2015, will summarize anticipated projects as known, and will include a summary of funds used to facilitate resource development. A corresponding GIS data base and map will be provided.

#### Amherst County – Williams Run Trail Planning Effort

Description: Through a community lead effort assist Amherst County in a planning effort for a potential off-road trail along Williams Run, a stream that runs through the urbanized area of Madison Heights. As the approximate 5.4 miles stream corridor, which originates at Woody Lake near the Wal-Mart Supercenter of U. S. Route 29, traverses through one of Amherst County's most densely populated areas, it passes near primary shopping areas, Monelison Middle School, a recreational park, and numerous residential neighborhoods before ending at the James River and the James River Heritage Trail network. Developing this approximate 5 ½ mile multiuse trail, Madison Heights and Lynchburg City residents will be provided a safe alternative transportation corridor with which to access key community destinations along U. S. Route 29. This project represents the master planning and framework development phase for this envisioned alternative transportation corridor.

#### Tasks to be Accomplished and Deliverables by Task

##### Task 1: Research and Inventory

1A: Identify and map existing and planned sidewalks and trails;

1B: Identify and map existing and proposed development areas (comprehensive and other land use plans);

1C: Identify and map key historic and cultural resources;

1D: Identify and map community facilities such as schools, parks, and recreation centers, etc.;

1E: Identify and map environmental, geographical and physical features;

1F: Identify and map property owners and connection options.

Product: Developed Williams Run Region 2000 inventory map will serve as the basis for community meetings to identify and assess trail connection route options. Copies of both hard copy and electronic format will be provided to Amherst County for use as a planning tool.

**Task 2: Participate in Community Workshops**

Host community meetings throughout the area to receive input, establish linkage and entrance options, and establish long-term buy in and ownership of the established trail vision plan.

**Product:** Established consensus building and awareness of the Williams Run Trail Vision and identification of alternatives and ideas for establishing connectivity to existing and planned sidewalks, neighborhoods, and other destinations identified on the inventory map.

**Task 3: Develop Williams Run Multiuse Trail Plan**

Consolidate information into the Williams Run Multiuse Trail Plan

**Product:** A Draft Williams Run Multiuse Trail Plan that outlines a conceptual multiuse trail that will provide a safe walking and biking corridor for those living in the Madison Heights and downtown Lynchburg City area. The plan will also contain an Action Plan for Amherst County to move the conceptual plan into an implementable reality for the Amherst County community.

**Budget:** \$20,000: staff

**Completion date:** June, 2015

**3.03 Corridor Studies**

**Simon's Run Corridor Analysis**

**Description:** The following describes the approach to the Simon's Run Corridor Analysis. This effort is in support of the ongoing Campbell County community planning and development efforts.

**I. Traffic Data Collection & Define Existing Conditions**

The basis for the analysis will require the following traffic data items:

1. Conduct directional count (48 hour automatic tube data collection) on Simon's Run at Kohl's and at the approach to Leesville Road;
2. Collect AM and PM weekday and Saturday mid-day (11 AM – 2 PM) peak period turning movement counts at the Simon Run intersections with the retail commercial driveway entrance to/from Wards Ferry Road and with Leesville Road. Also count the intersection of Greenview Drive and Leesville Road (Note: Saturday mid-day counts will not be needed if commercial development excludes additional retail uses). Use traffic count at Simon Run intersection with Wards Ferry Road from *Wards Ferry Road Corridor Study*.
3. Compile existing land use data (include property line and parcel information) from County GIS resources; and,

4. Conduct capacity analysis on corridor using *Highway Capacity Manual* procedures.

## **II. Develop Forecasts of Traffic from Additional Development**

1. Coordinate with County staff to define potential commercial and/or residential development by parcel group along the Simon Run corridor. Each parcel group should be defined by type of commercial use and square feet of floor area and/or by type of residence and number of units;

2. Develop estimates of daily and peak hour trip generation volumes for each parcel group;

3. Develop trip distribution pattern and apply to trips generated by each parcel group. Assign trips to Simon Run and distribute trips at existing network intersections with Leesburg Road to the west and Wards Ferry Road to the east.

4. Modify trip assignment calculations in Task II.3 to reflect impact of proposed extension of Simon Run to Greenview Drive as a network improvement.

## **III. Evaluation of Existing Pavement Section**

1. Using the volumes developed in Task II.3 and II.4, the consultant will determine the appropriate roadway geometry based on provisions in the *VDOT Roadway Design Manual*. Simon Run is functionally classified as a secondary road. Compare the appropriate roadway geometry and typical section from *Roadway Design Manual* with the existing roadway geometry and pavement section. Also, based on existing roadway geometry, determine existing design speed. Deficiencies should be listed.

2. The consultant should estimate the volume of pedestrians and bicyclists based on the extent of proposed residential development to be considered. Using the *AASHTO Guide for the Design of Bicycle Facilities*, the *AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities*, and local and regional plans for multimodal facilities as references, the consultant should evaluate the degree to which the existing roadway should be modified to accommodate bicyclists and pedestrians.

3. Using Transit Cooperative Research Report (TCRP) 19: *Guidelines for the Location and Design of Bus Stops* and based on the proposed land use alternative, the consultant should identify appropriate location and type bus stops.

## **IV. Conduct Cost-Benefit Evaluation of Extension of Simon's Run to Airport Road**

1. Develop planning level cost estimate for extension of Simon Run to intersect Airport Road at existing median crossover immediately west of Route 460 interchange. Develop annualized costs through the design year.

2. Develop estimate of travel times to and from each parcel group and two destination points: 1) Route 460 Interchange with Airport Road, and 2) Greenview Drive

intersection with Leesville Road. Travel time estimates should be computed using the existing Simon Run alignment network and again using the Simon Run extension network.

- a. Compute the total travel time savings (in hours per day) produced by the addition of the extension.
  - b. Compute the daily savings by applying the average hourly wage for the Lynchburg Metropolitan Statistical Area (MAS) to the hours of time savings.
  - c. Based on average daily savings, compute annual savings from reduced travel time provided by extension through the design year.
3. In coordination with County Assessor, evaluate the potential change in property values and annual tax revenues to be realized from extension of Simon Run. Calculate annual added property tax revenues through the design year.
  4. Compare annual costs developed in Task IV.1 with annual travel time savings from task IV.2 and annual tax revenues from task IV.3. Determine total costs and benefits.

## **V. Development of Recommended Improvements to Simon's Run Roadway Section**

1. Using the volume forecasts developed in Task II.3, develop recommendations for the ultimate roadway section to accommodate planned development. Include multi-modal improvements in the planning level estimate of corridor improvement costs.
  - a. Based on roadway geometry, design speed, and sight distance, determine the appropriate posted speed limits along corridor.
  - b. Based on a rate of parcel group development (to be provided by County staff) develop a phased implementation schedule of improvements. Phases will be determined based on level of development (commercial and/or residential) occupied within parcel groups.
2. Develop conceptual plans (horizontal geometry only) showing location and pavement section at an appropriate scale superimposed over aerial photography. Plans will also detail recommended typical roadway section.
3. Summarize findings, conclusions and recommendations in a report.

Product: Draft plan documenting the effort.

### **Atlanta Avenue Corridor Analysis**

Description: The following describes the approach to the Atlanta Avenue Corridor Analysis. This analysis is in support of the ongoing City of Lynchburg community planning and development efforts.

#### **I. Traffic Data Collection & Define Existing Conditions**

The basis for the analysis will require the following data items:

1. Conduct directional count and speed study on Atlanta Avenue in the residential area west of the Church of the Brethren (48 hour automatic tube data collection);
2. Collect AM and PM weekday and Saturday mid-day (11 AM – 2 PM) peak period turning movement counts at the retail commercial driveway entrance (located approximately 400 feet west of Wards Road) and at the Wards Road intersections with Atlanta Avenue (the turning movement counts should include pedestrian and bicyclists as well as truck volumes, and the count at Wards Ferry Road and Atlanta Avenue intersection conducted as part of the *Wards Ferry Road Corridor Study* will also be used );
3. Evaluate added future traffic volumes from potential multi-family residential development as defined by the City;
4. Obtain and evaluate crash records for the most recent 3-year period;
5. Compile existing land use data (include property line and parcel information) from City GIS resources; and,
6. Conduct capacity analysis on corridor using *Highway Capacity Manual* procedures.

## **II. Traffic Calming Opportunities**

The guide for completing this process is defined in the City of Lynchburg document, *Neighborhood Traffic Management Program* (December 2005). It provides a step-by-step process for identify, evaluating and prioritizing traffic management measures. It also identifies community involvement steps. With the process mapped out, the principal role of the consultant should be to coordinate with City (and Region 2000) staff and to provide supporting evaluation and documentation.

The consultant should provide a list of potential traffic calming measures for the City and the community to consider. Suitable resources for developing this inventory include VDOT, FHWA and the Institute of Transportation Engineers (ITE). Using these resources, the consultant will assist the City in prioritizing traffic calming measures based on their effectiveness for addressing traffic issues provided by the community participation process.

In the community participation process, the consultant can provide images of calming measures so that residents can understand the options. Usually, residents will develop a favored set of measures that will balance convenience with speed impedance.

The final task will be a report that documents the need for traffic calming (assuming the speed and crash study findings substantiate perceptions), the specific problems to be managed, the preferred measures for speed management and the priority implementation project list. In this report, the consultant will present a list of recommended traffic calming improvement measures. The improvement description should include a planning level cost estimate.

The extent of the community involvement process should be developed in coordination with the City staff, but should include a minimum of two community meetings. A separate meeting with stakeholders in the retail commercial developments should also be conducted.

### **III. Opportunities for Pedestrian and Bicycle Movement Linkages**

The consultant should inventory the status of existing and planned bicycle and pedestrian (trail) facilities in the corridor vicinity. Where gaps are evident, opportunities for linkages should be identified and evaluated. The evaluation process should include development of a set of criteria (including cost and right of way impacts, among others) as a basis for comparison.

Preliminary concepts of each linkage should be developed on a horizontal scale. For the development of potential linkages, the *AASHTO Guide for the Design of Bicycle Facilities* and the *AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities* will be used as references.

Once the alternative linkages have been identified, estimates of bicycle and pedestrian demand should be developed based on the count data collected in Task I-2. Based on use, cost and impacts, a preferred link should be identified.

It should be recognized that along the residentially developed segment of Atlanta Avenue, the current pavement width is approximately 21 feet. Most of the corridor west of the Church of the Brethren is developed as single-family residential structures. The distance from the edge of pavement to a structure is approximately 55 feet. For adding bicycle and pedestrian improvements along the roadway, this pavement width and development configuration will likely preclude (in response to resident opposition) improvements to the roadway requiring right of way acquisition, and may likely generate resident opposition to any changes in the cross section of the roadway. Consequently, the scope detailing the search for linkages will also need to include identification of potential off-roadway trails.

### **IV. Analyze the Validity for a Roundabout on Atlanta Avenue at Driveways**

The analysis of the validity for a Mini-Roundabout at this location will follow the procedures and address issues defined in FHWA Technical Summary Mini-Roundabouts (FHWA-SA-10-007).

### **V. Develop Cross Sections for Improvements**

Based on the recommendations, the consultant should develop typical cross sections of roadway, trail and roundabout improvements. Dimensions of all key components should be detailed.

Product: Draft plans documenting the effort.

Budget: \$50,000; Consultant

Completion date: June, 2015

### **3.04 Campbell County Comprehensive Plan's Transportation Element**

Description: Campbell County is updating its comprehensive plan. Staff will develop the draft transportation element for the plan.

Product: Draft transportation element for the Campbell County comprehensive plan.

Budget: \$12,000, staff

Completion date: October, 2014

### **3.05 Environmental Justice**

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

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

Products: Documented Environmental Justice and Title VI response to VDOT's Civil Rights Division, as requested.

Budget: \$1,000; staff

Completion date: June, 2015

## **SECTION II**

### **FTA, VDRPT, CVMPO FUNDED ACTIVITIES**

#### **44.21.00 Program Support and Administration**

Description: Region 2000 Staff will assist in ongoing activities that ensure proper management and operation of a continuing, comprehensive, and coordinated (3-C) planning process. The primary objectives of this task are to implement the FY 2012 UPWP throughout the fiscal year; provide all required administrative functions, including all accounting, personnel, contract, and office administration; and to support the activities of the CVMPO through preparation of agendas, attendance and scheduling meetings, reports, minutes, and other duties as needed for the CVMPO board and subcommittees. This task allows for amendments to the current UPWP and preparation of the FY 2016 UPWP. Additionally, this task will allow for participation in the Community Health Action and Response Team, promoting alternative transportation that can access transit.

Product: Efficient office operation, accurate financial information, preparation of quarterly reports and billing, as well as the various direct and indirect supporting roles to the CVMPO; amendments to the UPWP; and preparation of the FY 2016 UPWP. Participation in the Community Health Action and Response Team.

Budget: \$35,000

Completion Date: June, 2015

#### **44.22.00 General Development and Comprehensive Planning**

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

Tasks:



1. Provide the major public transit agency in our area—GLTC—with the planning assistance associated with keeping the bus stop database current. Keeping a current inventory of bus stops will promote the overall efficiency of system operations and management. This item follows on the heels of the 2013 Bus Stop Inventory in which ADA accessibility was closely examined. The overall objective of this planning effort is to provide a current list of the bus stops in the Geographical Information System to improve overall transit efficiency. This item is essential in providing “Routematch”—the company that houses GLTC’s bus stop data in a real-time viewing mode—with accurate information which riders can use to determine when the next bus is approaching. The data and associated attributes will also be uploaded to Google Transit to reflect current conditions.
2. The arrival of the new GLTC transfer center—slated to open in July, 2014—will require the altering of several GLTC fixed routes. The re-routing analysis exercise for the fixed route system was completed in 2013. This project effort will address any snow routes or emergency routes that will have to be re-routed due to the new transfer center location. The overall objective of this effort is to create an up to date emergency/snow route routing system map that can be used in a Geographic Information system. This information will be available on GLTC’s website.
3. Roughly 15 years ago, GLTC provided trolley service to Lynchburg’s Central Business District. The trolley service was discontinued because of low ridership. The most recent US Census data show that the census tracts associated with the Central Business District have increased tremendously with the influx of residents to new downtown lofts and apartments. GLTC has several bus routes that service downtown Lynchburg, but still no trolley service. This project effort would focus on determining the feasibility of a shuttle service in downtown Lynchburg. The feasibility study will include a survey of downtown businesses and residents, the creation of various route scenarios, key findings, and recommendations. The information from this study will be presented to the GLTC board who will in turn advise on next steps.
4. The Transit Development Plan (TDP) developed in FY2010 has goals and objectives listed for yearly increments that need to be monitored. Region 2000 Staff will evaluate these goals and measures to assure that goals are being met in their given time frames. The overall objective of this planning effort is to ensure that the Transit Development Plan is a document that is being followed by the MPO and the various transit agencies in the region. Region 2000 staff time will be used to research existing versus future ridership, route profiles, route alignment, and service frequency and measure their implementation against the goals and objectives set forth by the TDP. This task will lead to the overall efficiency of systems operations and management of transit in the region. This is a task that has been carried out as part of the work program for the last four years.

Products:

- A current database of GLTC stops will be sent to the City of Lynchburg’s GIS department on a bi-annual basis (March/September).
- Quarterly reports to GLTC showing accurate fixed route system data that can be sent to “Routematch” and Google Transit.
- An up to date bus stop database to be maintained by Region 2000 staff.
- Document showing the feasibility of downtown shuttle service.
- Produce short-range planning reports for GLTC as requested.

Budget Total: \$ 81,074

Completion Date: June, 2015

#### **44.23.01 Long Range Transportation Plan Update**

Description: This task allows for the update to the Central Virginia Long Range Transportation Plan, Year 2040. The Plan is scheduled to be updated by the fall of 2015.

Region 2000 Staff will oversee the review, explanation, and update to any projects on the Central Virginia Long Range Transportation Plan, Year 2035 in the event that a project needs to be updated before the five year update. This task will also provide for explanations of the plan to interested parties such as CVMPO Board members and citizens. The section of the LRTP depicting transit will also be monitored and updated as needed in order to give a current assessment of transit in the area.

Products:

- Public Assistance and information, as well as preparation for any updates that are necessary
- Continued development of the long range plan update..
- Continued maintenance and updates to the Year 2035 Plan.

Budget: \$1,718

Completion date: June, 2015

#### **44.25.00 Transportation Improvement Program**

Description: Region 2000 Staff will oversee the maintenance of the Central Virginia Transportation Improvement Program (TIP), preparation of TIP amendments, and intergovernmental reviews of transportation projects. This task is justified because it keeps the TIP up to date. Any TIP project that is transit related—including bicycle and pedestrian facilities leading to public transit—will be updated as needed. The TIP program supports the economic vitality of the metropolitan area by enabling productivity and efficiency.

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

Budget: \$1,717

Completion date: June, 2015

Proposed Expenditures		FHWA	State	Local	Total	FTA5303	State	Local	Total
<b>1.00 Administration</b>		\$ 44,570	\$ 5,571	\$ 5,571	\$ 55,712	\$ 28,000	\$ 3,500	\$ 3,500	\$ 35,000
1.01 General Admin. & Oper.		\$ 35,770	\$ 4,471	\$ 4,471	\$ 44,712				
1.02 Work Prog. Admin.		\$ 8,800	\$ 1,100	\$ 1,100	\$ 11,000				
<b>2.00 Long Range Planning</b>		\$ 94,808	\$ 11,851	\$ 11,851	\$ 118,510	\$ 2,748	\$ 344	\$ 344	\$ 3,435
2.01 Long Range Trans. Plan		\$ 91,608	\$ 11,451	\$ 11,451	\$ 114,510	\$ 1,374	\$ 172	\$ 172	\$ 1,718
2.02 Transportation Imp. Prog.		\$ 3,200	\$ 400	\$ 400	\$ 4,000	\$ 1,374	\$ 172	\$ 172	\$ 1,717
<b>3.00 Short Range Planning</b>		\$ 83,200	\$ 10,400	\$ 10,400	\$ 104,000	\$ 64,859	\$ 8,107	\$ 8,107	\$ 81,074
3.01 General Development and Comprehensive		\$ 16,800	\$ 2,100	\$ 2,100	\$ 21,000	\$ 64,859	\$ 8,107	\$ 8,107	\$ 81,074
3.02 Alternative Transportation		\$ 16,000	\$ 2,000	\$ 2,000	\$ 20,000				
3.03 Corridor Studies		\$ 40,000	\$ 5,000	\$ 5,000	\$ 50,000				
3.04 Campbell County Comp Plan		\$ 9,600	\$ 1,200	\$ 1,200	\$ 12,000				
3.04 Environmental Justice		\$ 800	\$ 100	\$ 100	\$ 1,000				
		\$ -	\$ 0	\$ 0					
		\$ -	\$ 0	\$ 0					
<b>Total</b>	<b>Subtotal</b>			<b>PL</b>	<b>\$ 278,222</b>			<b>DRPT</b>	<b>\$ 119,509</b>
									<b>\$ 397,731</b>
<b>The following notes relate to VDOT funding arrangements. These funds are not controlled by the CVMPO</b>									
<b>Surface Planning and Research (SPR) FUNDING FOR VDOT STAFF SUPPORT</b>									
<b>ACTIVITY</b>									
Administration			<b>Total</b>	<b>Federal</b>	<b>State</b>				
State Transportation									
Planning			<b>\$150,000</b>	<b>\$120,000</b>	<b>\$30,000</b>				
VDOT's Transportation and Mobility Division (TMPD), located in the Central Office, will provide statewide oversight, guidance, and support for the federally mandated Metropolitan Transportation Planning and Programming Process. TMPD will provide technical assistance to VDOT Planning Managers, local jurisdictions, regional agencies and various divisions within VDOT, in the development of transportation planning documents for the MPO areas. TMPD will participate in special studies as requested.									
FY-13 Funding Available Statewide: \$150,000.									