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Thursday, June 18, 2020 at 4:00 p.m.

Agenda

1. **Call to Order**.....Turner Perrow, *Chair*
2. **Approval of Minutes: January 16, 2020** (Attachment #2).....Turner Perrow, *Chair*
3. **Public Hearing on Proposed FY 21-24 Central Virginia Transportation Improvement Program (CVTIP)** (Attachment #3)..... Turner Perrow, *Chair*
4. **Election of Officers for FY 20-21**.....Turner Perrow, *Chair*
5. **Consideration of Proposed FY 21-24 Central Virginia Transportation Improvement Program (CVTIP)** (Attachment #3)..... Scott Smith, *CVTPO*
6. **Consideration of Proposed FY 20-21 CVTPO Unified Planning Work Program (UPWP)** (Attachment #6).....Scott Smith, *CVTPO*
7. **Prioritized Project Listing for Connect Central Virginia 2045 Plan** (Attachment #7)EPR, *PC*
8. **Matters from the Members**..... Turner Perrow, *Chair*
9. **Adjournment**..... Turner Perrow, *Chair*
10. **Informational Items**
 - The Connect Central Virginia 2045 Long-Range Plan Public Workshop will be held via a web meeting on **June 30, 2020 at 5:30 p.m.** Information on how to participate will be emailed in advance, and will be posted at www.connectcentralvirginia2045.com
 - The next scheduled meeting of the CVMPO will be at **4:00 p.m. on Thursday, July 16, 2020.** Location/format TBD.

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 regard to this project or need 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 434-845-3491 to request an interpreter.



Central Virginia Metropolitan Planning Organization (CVMPO)

June 18, 2020

Staff Report

1. Call to Order

2. Approval of Minutes: January 16, 2020 Meeting (Attachment 2)

The minutes of the January 16, 2020 meeting of the CVMPO are attached for your review and approval.

Recommendation: Staff recommends approval.

3. Public Hearing on Proposed FY 21-24 Central Virginia Transportation Improvement Program (CVTIP) (Attachment 3)

Overview:

Each metropolitan planning organization (MPO) is required, under 49 U.S.C. 5303(j), to develop a Transportation Improvement Program (TIP)—a list of upcoming transportation projects—covering a period of at least four years. The TIP must be developed in cooperation with the state and public transit providers. The TIP should include capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects included in the State's Strategic Highway Safety Plan. The TIP should include all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required, in addition to non-federally funded projects that are consistent with the Metropolitan Transportation Plan (MTP). Furthermore, the TIP must be fiscally constrained.

The TIPs from all fourteen Virginia MPOs are incorporated into the Statewide Transportation Improvement Program (STIP). The current Central Virginia Transportation Improvement Program (CVTIP) covers fiscal years 2018-2021. The new CVTIP being considered today will cover fiscal years 2021-2024.

A duly advertised public comment period was held between Friday, March 13, 2020 and Monday, April 13, 2020. No comments were received. Comments from the public are also welcome during this hearing. The CVTPO Policy Board will consider the adoption of the CVTIP later in this meeting.

Recommendation: Listen to and consider comments from the public.

4. Election of Officers for FY 20-21

At its July 2019 meeting, the CVTPO Policy Board adopted an informal officer rotation (by member locality) for future years:

	Chair	Vice Chair
2019-2020	City of Lynchburg	Campbell County
2020-2021	Campbell County	Amherst County
2021-2022	Amherst County	Bedford County
2022-2023	Bedford County	Amherst Town
2023-2024	Amherst Town	City of Lynchburg
2024-2025	City of Lynchburg	Campbell County

Based on this rotation, the following slate is proposed for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Chair	John Hardie	Campbell County
Vice Chair	TBD	Amherst County

Recommendation: Participate in the discussion and election.

5. Consideration of Proposed FY 21-24 Central Virginia Transportation Improvement Program (CVTIP) (Attachment 3)

An overview of the TIP process can be found under Item 3 (above). The CVTIP is a living document and is added to and amended several times each year. Projects are added, removed, and funding amounts are altered throughout the life of the TIP.

Recommendation: Adoption of the CVTIP and associated resolution.

6. Consideration of Proposed FY 20-21 CVTPO Unified Planning Work Program (UPWP) (Attachment 6)

The CVMPO's Work Program and Budget for FY 21 (attached as #6) is presented for the members' consideration and approval. The UPWP is the document that will guide the staff activities for the coming year. Projects of note in the UPWP include the completion of the 2045 update to the Central Virginia Long Range Transportation Plan. This is a major 18-month process that will end in the fall of 2020. One component of the LRTP that will be completed this year is utilizing the MySidewalk (www.mysidewalk.com) interface to launch an interactive web-based LRTP that will be more engaging and informative to the general public.

At the request of Campbell County, the CVTPO will be undertaking a study of the Village Highway corridor in Rustburg (see UPWP for details).

Other activities include working with localities on the SMART SCALE project submittal process, providing technical assistance to area localities, continued support for the Lynchburg Regional Connectivity Study and continuing efforts related to alternative transportation (bicycle and pedestrian opportunities). CVMPO staff also provide support to several local committees, including the LRBA's Lynchburg Regional Transportation Advocacy Group (LRTAG) and the Lynchburg Pedestrian Advisory Committee.

Additionally, planning assistance is provided to the GLTC, including providing support in implementing GLTC's Transit Development Plan (TDP) and Strategic Plan, prioritizing ADA improvements at bus stops, and working with GLTC to consolidate bus stops and make route adjustments, as needed.

The Transportation Technical Committee (TTC) has reviewed and recommends the UPWP and its two associated resolutions (located within the document) be adopted.

Recommendation: Staff recommends adoption of the UPWP and associated resolutions.

7. Prioritized Project Listing for Connect Central Virginia 2045 Plan (Attachment 7)

MEMO

TO: Scott Smith, CVTPO
CVTPO POLICY BOARD
FROM: Will Cockrell, EPR-PC
DATE: June 12th, 2019

RE: Connect Central Virginia 2045, Round 2 Project Evaluation

PURPOSE: The purpose of this memo is to discuss the next round of project evaluation for the **CONNECT CENTRAL VIRGINIA 2045** (LRTP) planning process. EPR, P.C. updated and affirmed projects costs from the Candidate List of Projects, then calculated the draft benefit-cost scores for an initial ranking of projects.

BACKGROUND: In 2019, EPR, P.C. assembled a list of proposed transportation improvements from all known plans, studies, and reports in the region. EPR vetted this initial list of 2045 Candidate Projects with CVTPO and VDOT staff in late 2019. In February 2020, EPR met with CVTPO and VDOT staff at the CVPDC offices for a more detailed review of the Candidate List of Projects, which would eventually form the Constrained List of Projects and Vision List. On March 12, the TTC held their regular meeting to review the Candidate List of Projects, finetuning and affirming what projects are included in the evaluation process. In April, CVTPO staff organized individual calls with TTC members to explain the forthcoming project scores and answer questions before receiving scoring sheets.

During the April calls, EPR invested additional time refining project descriptions and costs. The purpose of this additional effort was to validate project scoring by increasing confidence in the cost denominator for benefit-cost calculations. The more detailed project descriptions and costs also align with the way Virginia evaluates projects for funding under Smart Scale. The TTC held their May 14th meeting remotely, reviewing the Benefit

Scores calculated for each project. There were no comments on those scores, though several TTC members asked that EPR confirm the history and need for listed projects.

ISSUES: Since the TTC's March meeting, EPR finalized its refinement of project descriptions and cost estimates. EPR also conducted a call with VDOT staff to review the list of projects, requesting that the Lynchburg District examine the list and provide additional guidance on scoring. Attached is the updated list of projects by benefit-cost score.

The attached spreadsheets list the projects evaluated through the 2045 process, per the vetting done by the TTC. Due to the constrained nature of funding at this time, not all Vision projects can be funded to be eligible for the Constrained List. All other projects will be recorded in the Vision List and are still eligible for funding, despite their exclusion from the Constrained List of Projects. EPR displayed the top 30 projects by benefit-cost scores. Note: the list of top 30 projects does not necessarily represent the Constrained List of Projects, as staff continues to finalize the constrained budget and must include funded projects from the TIP.

Overview of Results

The latest ranking of projects is consistent with expected results. Low-cost projects tend to score well, which is also consistent with the results of Smart Scale typically as well, due to the cost/benefit filtering. Lynchburg City has the highest share of the top 30 projects as might be expected, due to its higher traffic counts and concentrations of employment. Almost half of the top ten projects involve Lynchburg Expressway or Candler Mountain Road. However, the top 30 list also includes projects in all localities in the MPO area. Campbell and Amherst counties each have three projects represented and Bedford County has two.

City of Lynchburg

As would be expected, City projects account for much of the top 30 list. The 22 Lynchburg projects total \$118,195,000. The most expensive city project on the list is \$23,770,000 for Candler Mountain Road (Project ID: 60). The top-rated project (Project ID: 96) is a \$70,000 effort to close an unsignalized intersection at Murray Place on the Lynchburg Expressway.

Amherst County

The top 30 list includes three projects from Amherst County, totaling \$16,810,000. The highest rated Amherst County project is traffic operations and signal coordination on South Amherst Highway (ranking 7 out of 30). The two remaining projects are ranked 28th and 29th, involving Amelon Expressway and a second South Amherst Highway project.

Campbell County

Campbell County projects in the top 30 total \$12,350,000. All three are in the top 15 for benefit-cost scores. All three projects are for access management improvements on Timberlake Road.

Bedford County

The Bedford County projects in the top 30 total \$8,500,000. The higher rated project (ranked 11th) is an intersection reconstruction at Forest Road and Enterprise Drive. The second project (ranked 23rd) is a roadway

expansion on Graves Mill Road. The later includes sidewalks, turn lanes, an additional lane with curb and gutter, as well as signal and utility upgrades.

ACTIONS NEEDED: In the attachment, EPR included a ranked list of all projects, plus versions for each locality. The Policy Board should review this next round of rankings and provide feedback. Most importantly, Policy Board members should comment on any highly desirable projects that received low benefit-cost scores. This is a critical element of the process, as EPR can reevaluate and restructure those projects for a final round of scoring. Project restructuring could not only assist with LRTP ranking but could help position projects for the state's funding processes.

While comments should be forward to MPO staff, other questions can be directed to Will Cockrell, at w.cockrell@epr-pc.com.

Recommendation: Participate in the discussion.

8. Matters from the Members

9. Adjournment

10. Informational Items

The CVTPO will be meeting at 4:00 p.m. on the following dates unless otherwise noted or notified.

July 16, 2020

August 20, 2020

October 15, 2020

January 21, 2021

The Connect Central Virginia 2045 Long-Range Plan Public Workshop will be held via a web meeting on **June 30, 2020 at 5:30 p.m.** Information on how to participate will be emailed in advance, and will be posted at www.connectcentralvirginia2045.com

CENTRAL VIRGINIA METROPOLITAN PLANNING ORGANIZATION



Central Virginia Metropolitan Planning Organization

Lynchburg Regional Business Alliance

~ MINUTES~

January 16, 2020, 4:00 pm

MEMBERS PRESENT

Sara Carter Town of Amherst
Jon Hardie Campbell County
Amanda Kaufman (proxy for Robert Hiss) Bedford County
Turner Perrow, Chair City of Lynchburg
Dean Rodgers..... Amherst County
Frank Rogers..... Campbell County
Bonnie Svrcek..... City of Lynchburg
Dwayne Tuggle..... Town of Amherst
Chris Winstead..... VDOT Lynchburg District

MEMBERS ABSENT

Brian Booth..... Greater Lynchburg Transit Company
Kenneth Campbell Amherst County
Kenny Craig..... Liberty University
Robert Hiss..... Bedford County
John Sharp..... Bedford County
Daniel Sonenklar..... Dept. of Rail and Public Transportation

OTHERS PRESENT

Gary Christie..... CVPDC
Will Cockrell..... EPR
Mallory Cook..... CVPDC
Philipp Gabathuler CVPDC
W. Scott Smith..... CVPDC/CVMPPO
Phil White EPR

1. Call to Order

Turner Perrow, Chair, called the meeting to order at 4:00 pm.

2. Approval of Minutes: October 17, 2019

Upon a motion made by Frank Rogers and seconded by Dean Rodgers to approve the minutes of the October 17, 2019 meeting, the minutes were approved, with Sara Carter and Bonnie Svrcek abstaining.

3. Opportunity for Public Comment - There were none.

4. Election of New Vice Chair

Turner Perrow reported that the MPO former vice chair, Charlie Watts, has resigned from the MPO.

A motion was made by Frank Rogers and seconded by Sara Carter to nominate Jon Hardie as Vice Chair to fill the unexpired term through June 30, 2020, and was unanimously approved.

5. Update on Organization Name Change

Scott Smith reported that all of the surrounding localities adopted resolutions authorizing the MPO name change back in October 2019. In order to move forward with the name change from MPO to Transportation Planning Organization (TPO), a new MOU between the PDC, MPO, GLTC and Secretary of Transportation must be developed, outlining the duties of the MPO.

Scott asked for consideration of adopting the MOU, and reported that the public comment period is underway and will conclude on February 15, 2020. Scott asked that the MPO adopt the MOU at this time, contingent upon no negative comments being received during the public comment period in order to move forward with the Long Range Transportation Plan updates.

Upon a motion made by Frank Rogers and seconded by Bonnie Svrcek, the resolution was approved unanimously contingent upon no negative comments received.

6. Transportation Improvement Program (TIP) Amendment, 221/501 Improvements

Scott Smith reported that as the 221/501 split pairs project has been funded via SmartScale, and in order to receive federal funding must be added to the TIP. A public advertisement was run in November, but no comments were received by the public.

Upon a motion by Bonnie Svrcek, and seconded by Frank Rogers, the proposed TIP amendment was unanimously approved.

7. Setting Goals and Performance Measures for Connect Central Virginia 2045 Plan

Will Cockrell of EPR reviewed the Long Range Transportation Plan by discussing the goals, performance measures and targets. In order for the region to receive funding, a long-range plan is imperative. Will also reviewed the TTC discussion from the January 13, 2020 meeting, as the committee supported the proposed goals and measures, as well as support of using ActiveTrans for bike and pedestrian only projects.

Dean Rodgers asked about Placemaking and whether the weight and placement was best in the economic development section of the LRTP. Sara Carter expressed that such a percentage weight is necessary, otherwise these types of projects will get overlooked.

A motion was made by Frank Rogers and seconded by Turner Perrow to adjust the weighted percentages of the “Economy” section 3.1 to make Placemaking weighted 15%, CEDS 30%, Surrounding Employment Density 30%, and Freight Volumes to remain at 25%.

The vote was:

Sara Carter: Nay

Jon Hardie: Yes

Amanda Kaufman: Nay

Turner Perrow: Yes

Dean Rodgers: Nay

Frank Rogers: Yes

Bonnie Svrcek: Nay

Dwayn Tuggle: Nay

Chris Winstead: Nay

The vote failed to approve the motion for adjusting the weighted percentages.

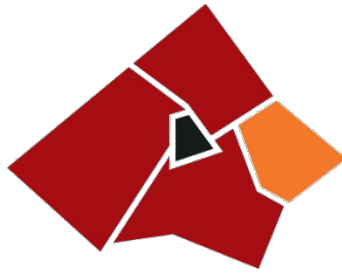
Upon a motion by Frank Rogers, and seconded by Sara Carter, the MPO approved the goals and measures with some changes to the language to help clarify the specifics of Placemaking and was unanimously approved.

Will Cockrell shared the next steps for the 2045 LRTP as: working with the MPO to finalize the list of projects, reviewing the scoring of the projects in February with VDOT and the MPO, and working with the TTC to determine what modifications or consolidations can be made to all of the projects.

8. Matters from the Members

Frank Rogers reported that Campbell County has a Smart Scale project centered for Laxton Road, Greenview Drive, and Timberlake Road intersections at Lowes. Frank requested that it be discussed at the April meeting regarding the MPO's sponsorship of the application.

9. Adjourn: There being no further business, the meeting adjourned at 5:00 p.m.



CVTPO

Central Virginia Transportation
Planning Organization

Central Virginia Transportation Improvement Program Fiscal Years 2021-2024

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:** n/a
- **Amended:** n/a
- **Adjusted:** n/a
- **Edited:** n/a

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SECTION 1: Narrative

Introduction

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

The CVTIP FY2021-2024 begins on October 1, 2020 and is applicable until September 30, 2024. 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.

Required by federal law, the Long-Range Transportation Plan (LRTP) is the document that directs transportation decisions over a minimum 20-year horizon. The CVTIP 2021-2024 represents the programmed implementation of selected recommendations from the CVTPO's most recently adopted Long-Range Transportation Plan. The projects listed in the CVTIP FY2021-2024 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 FY2021-2024, 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 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").

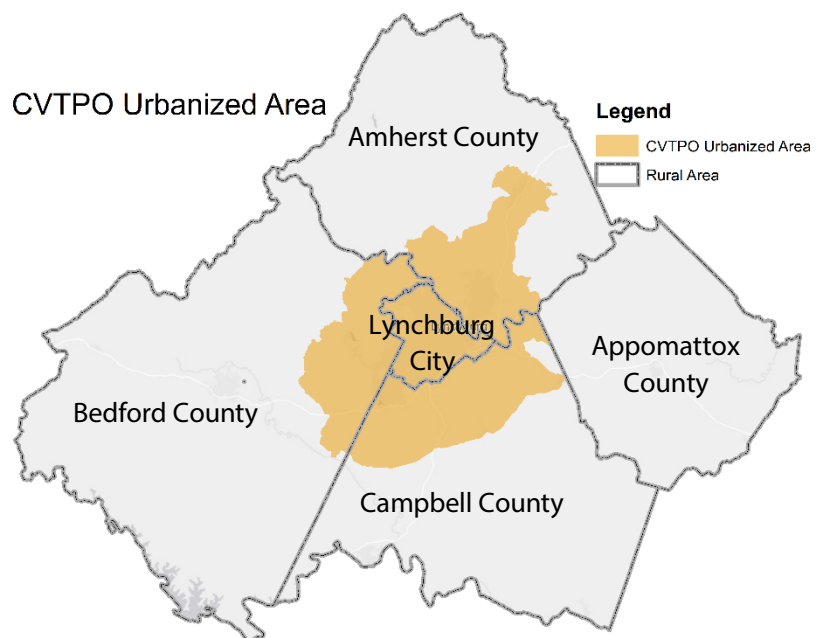
Purpose and Powers

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 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 the City of Lynchburg, Town of Amherst, and portions of Amherst, Bedford, and Campbell Counties (see map below).



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 which 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 PDC's 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. 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 2021-2024 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 2021-2024 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 2021-2024, they may be amended or deleted as conditions warrant.

The agencies involved in the development this program, through their participation on 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 held a public hearing on June 18, 2020 to receive input, suggestions and comments pertaining to the CVTIP FY2021-2024.

Project Chart Summary

Each project listing in the CVTIP FY2021-2024 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

1	UPC NO	58012	3	SCOPE	ENVIRONMENTALLY RELATED		
2	SYSTEM	Primary	JURISDICTION	Amherst County	4	OVERSIGHT	FO
5	PROJECT	RTE 29 - WETLAND MITIGATION			ADMIN BY	VDOT	
6	DESCRIPTION	FROM: 0.562 KILOMETER NORTH ROUTE 130 CONNECTOR TO: 0.112 KILOMETER SOUTH ROUTE 661 (8.7000 KM)					
7	ROUTE/STREET	0029	TOTAL COST	\$320,219			
8	FUND SOURCE	MATCH	FY09	FY10	FY11	FY12	
9		\$0	\$0	\$0	\$0	\$0	
10	MPO Note						

Project Group Listings Chart

GROUPING		Construction : Bridge Rehabilitation/Replacement/Reconstruction						
ROUTE/STREET							TOTAL COST	\$25,312,308
	FUND SOURCE	MATCH	FY09	FY10	FY11	FY12		
PE	MG/EB AC CONVERSION	\$10,002	\$0	\$0	\$0	\$40,006		
	STP AC CONVERSION	\$60,100	\$0	\$0	\$91,920	\$148,481		
PE TOTAL		\$70,102	\$0	\$0	\$91,920	\$188,487		
PE AC		\$47,122	\$0	\$188,487	\$0	\$0		
RW	BR AC CONVERSION	\$18,450	\$73,800	\$0	\$0	\$0		
	STP	\$29,076	\$0	\$116,302	\$0	\$0		
	STP AC CONVERSION	\$36,520	\$20,714	\$125,364	\$0	\$0		
RW TOTAL		\$84,045	\$94,514	\$241,666	\$0	\$0		
CN	BR	\$36,475	\$145,901	\$0	\$0	\$0		
	EB	\$21,428	\$85,710	\$0	\$0	\$0		
	MG/EB AC CONVERSION	\$51,737	\$0	\$64,322	\$63,071	\$79,554		
	STP AC CONVERSION	\$359,584	\$0	\$385,712	\$521,181	\$531,444		
CN TOTAL		\$469,224	\$231,611	\$450,034	\$584,252	\$610,998		
CN AC		\$0	\$1,220,197	\$0	\$0	\$0		
MPO Note								

Grouped Projects Chart Shown in Appendix A

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	1028	Amherst	UNION HILL ROAD (0659)	\$4,213,907
RTE 659 - RECONSTRUCTION AND BRIDGE OVER RUTLEDGE CREEK				
FROM: ROUTE T-606 TO: 0.090 KM WEST NORFOLK SOUTHERN RAILWAY (1.6200 KM)				

Glossary of Terms Used in Project Charts

OBJECT #	TERM	DEFINITION			
1	System	Indicates which system, program, or mode of transportation the project falls within: Interstate, Primary, Secondary, Urban, Rail, Transportation Alternatives, or Miscellaneous			
2	UPC No.	Universal Project Code. Number assigned to each project at its conception and remains with the project until completion.			
3	Scope	This is a brief statement regarding the nature of the project			
4	Federal Oversight Indicator (FO & NFO)	FO: Indicates Federal Oversight in the project construction contracting and management. NFO: Indicates No Federal Oversight in the construction contracting and management issues and does not affect the standard environmental review process for transportation projects. All federally funded transportation projects must include the required environmental documents regardless of whether there is federal oversight in the construction contracting and management phase of a project.			
5	Admin By	The agency that is administrating the project or a phase of the project.			
6	Project Cost	The summation of all shares to the project for all phases.			
7	MPO/TPO Note	This is a place where the TPO can insert further explanation for a project.			
8	Fund Source	The FHWA program which is the primary source of the funding for the project. FHWA funding sources are described below:			
		AC	Advance Construction Funds	M	Urban Funds
		AC Conversion	Breakdown of the allocated amount of the advance construction (AC)	MG/EB	Minimum Guarantee & Equity Bonus Funds
		BR	Bridge Replacement Funds	NHS	National Highway System Funds
		BR-OS	Bridge off -system Funds for Secondary Road Projects	PPTA	Public Private Transportation Act of 1995
		CM	Congestion Mitigation and Air Quality Funds	RRP	Railway-Highway Crossing Funds
		EB	Equity Bonds	RSTP	Regional Surface Transportation Program
		EN/TA	Transportation Enhancement/ Alternatives Funds	S	State Construction Funds Only
		HES	Hazard Elimination Funds	STP	Surface Transportation Program Funds
		HSIP	Highway Safety Improvement Program Funds	STP/RR	Surface Transportation Program and Railroad Funds
		HMO	Highway Maintenance & Operating Funds	STP Statewide	Surface Transportation Program Funds
		HPD	High Priority Funds	TDM	Transportation Demand Management
		IM	Interstate Maintenance Funds	VTA	Virginia Transportation Act
9	Match	Most federal fund sources require a match of some sort; most often 80-20 i.e. the federal government reimburses 80% of the total cost. For a full chart of match requirements, please refer to the Funding Sources and Funding Ratios section of this document.			

10	Current and Future Obligation	The budget for the indicated phase of work provided by the indicated funding source.
11	Grouping	This indicates the group in which the project falls. For more information about the groups, please refer to the TIP Format section of this document.
12	Estimate	The cost estimate reflects the current estimate for the listed phase of the project.

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

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

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

The TIP deals with fiscal years, not calendar years. As such, the project listing charts summarize planned expenditures for October 1 to September 30. Fiscal year 2021 begins on October 1, 2020.

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: Financial Plan

Introduction

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 2021.

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 years

Information only, funding being pursued

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.)

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 year 2021 - 2024. 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.

HIGHWAY FUNDING PROGRAMS	
Bridge Rehabilitation and Replacements (BR/BROS)	Provides funding for bridge improvements both on and off the National Highway System (NHS)
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Provides flexible funding for congestion reduction and air quality improvement projects and programs; funding only available for areas not meeting federal air quality standards or maintenance areas
Demonstration Program (DEMO)	Provides specialized funding to demonstration, priority, pilot, or special interest projects
Highway Safety Improvement Program (HSIP)	Funds projects to reduce traffic fatalities and serious injuries on public roads; set aside for Railway Highway Crossings Program
National Highway Freight Program (NHFP)	Provides funding to improve the movement of freight on the National Highway Freight Network (NHFN)
National Highway System/National Highway Performance Program (NHS/NHPP)	Funds projects to construct new facilities on or improve the condition and performance of the National Highway System (NHS)
Regional Surface Transportation Program	Provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. Allocated directly to the regional MPO.
Surface Transportation Program/Surface Transportation Block Grant Program (STP/STBG)	Provides flexible funding for wide range of eligible projects and programs to address state and local transportation needs
Transportation Alternatives Program/Transportation Alternative Set-Aside (TAP/TA Set-Aside)	Provided for bicycle and pedestrian facilities through the Surface Transportation Block Grant. A set aside from each state's allocation of STBG funds must be used for Transportation Alternatives activities.
Urbanized Area Formula Grants (5307)	Provides funding to public transit systems in large urban areas for capital, planning, job access projects, and some operating expenses such as ADA paratransit and preventive maintenance
Fixed Guideway Capital Investment Grants (5309)	Discretionary program for funding major transit capital projects such as BRT, light rail, and streetcars
Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	Program to assist local transit agencies, governments, and nonprofit groups in meeting needs of elderly and persons with disabilities
Rural Area Formula Grants (5311)	Provides funding for capital, planning and operating assistance to support public transportation in small urban and rural areas under 50,000 in population
State of Good Repair Formula Program (5337)	Provide capital assistance for maintenance, replacement, and rehabilitation of existing fixed guideway (e.g., rail lines, bus lanes) facilities to maintain state of good repair
Bus and Bus Facilities Formula Program (5339a)	Provides funding to transit agencies and states to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities
Bus and Bus Facilities Discretionary Grants (5339b)	Discretionary component of the program to fund the same bus and bus facility improvements; includes Low or No Emissions Bus Program

Financial Assumptions

The TIP financial plan is required to include only committed and/or reasonably available 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 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 through the CVTPO or responsible local governments and agencies. Maintenance and construction program financial planning assumptions used for the FY21 – FY24 TIP are consistent with assumptions and distribution methodology used for the adopted Transportation Plan.

Table 1: Highway Projects

Fund Source	FFY 2021		FFY 2022		FFY 2023		FFY 2024		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
Federal										
HSIP	\$50,000	\$50,000	\$65,166	\$65,166	\$1,019,523	\$1,019,523	\$0	\$0	\$1,134,689	\$1,134,689
NHS/NHPP	\$3,292,986	\$3,292,986	\$0	\$0	\$0	\$0	\$0	\$0	\$3,292,986	\$3,292,986
RAIL	\$0	\$0	\$0	\$0	\$0	\$0	\$450,000	\$450,000	\$450,000	\$450,000
STP/STBG	\$4,451,001	\$4,451,001	\$0	\$0	\$0	\$0	\$0	\$0	\$4,451,001	\$4,451,001
Subtotal -- Federal	\$7,793,987	\$7,793,987	\$65,166	\$65,166	\$1,019,523	\$1,019,523	\$450,000	\$450,000	\$9,328,676	\$9,328,676
Other										
State Match	\$721,796	\$721,796	\$7,241	\$7,241	\$113,280	\$113,280	\$50,000	\$50,000	\$892,317	\$892,317
Subtotal -- Other	\$721,796	\$721,796	\$7,241	\$7,241	\$113,280	\$113,280	\$50,000	\$50,000	\$892,317	\$892,317
Total	\$8,515,783	\$8,515,783	\$72,407	\$72,407	\$1,132,803	\$1,132,803	\$500,000	\$500,000	\$10,220,993	\$10,220,993
Federal - ACC (1)										
HSIP	\$0	\$0	\$104,834	\$104,834	\$143,601	\$143,601	\$0	\$0	\$248,435	\$248,435
NHFP	\$0	\$0	\$0	\$0	\$141,082	\$141,082	\$0	\$0	\$141,082	\$141,082
NHPP/E	\$0	\$0	\$0	\$0	\$0	\$0	\$495,057	\$495,057	\$495,057	\$495,057
NHS/NHPP	\$1,062,256	\$1,062,256	\$2,563,644	\$2,563,644	\$3,206,665	\$3,206,665	\$5,677,284	\$5,677,284	\$12,509,849	\$12,509,849
STP/STBG	\$0	\$0	\$1,553,094	\$1,553,094	\$3,754,073	\$3,754,073	\$1,421,886	\$1,421,886	\$6,729,053	\$6,729,053
Subtotal -- Federal - ACC (1)	\$1,062,256	\$1,062,256	\$4,221,572	\$4,221,572	\$7,245,421	\$7,245,421	\$7,594,227	\$7,594,227	\$20,123,476	\$20,123,476
Maintenance - Federal (4)										
STP/STBG	\$15,913,019	\$15,913,019	\$22,187,317	\$22,187,317	\$23,657,244	\$23,657,244	\$22,442,680	\$22,442,680	\$84,200,260	\$84,200,260
Subtotal -- Maintenance - Federal (4)	\$15,913,019	\$15,913,019	\$22,187,317	\$22,187,317	\$23,657,244	\$23,657,244	\$22,442,680	\$22,442,680	\$84,200,260	\$84,200,260

- (1) ACC -- Advance Construction -- Funding included in Federal Category based on year of AC Conversion
- (2) CMAQ/RSTP includes funds for TRANSIT projects
- (3) Statewide and/or Multiple MPO - Federal - Funding to be obligated in Multiple MPO Regions and/or Statewide for projects as identified
- (4) Maintenance Projects - Funding to be obligated for maintenance projects as identified

SECTION 3: Highway Transportation Improvement Program

Interstate Projects

UPC NO	115852	SCOPE	Traffic Management/Engineering			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	ITTF FY20 Micro Transit				ADMIN BY	DRPT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	9999				TOTAL COST	\$500,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE AC	Federal - AC OTHER	\$0	\$500,000	\$0	\$0	\$0

Primary Projects

UPC NO	64773	SCOPE	Safety			
SYSTEM	Primary	JURISDICTION	Lynchburg		OVERSIGHT	NFO
PROJECT	RTE 29/460 - ACCESS MANAGEMENT				ADMIN BY	VDOT
DESCRIPTION	FROM: 0.163 MILE EAST INT. RTE 501 TO: 1.475 MILE EAST INT. RTE 501 (1.3110 MI)					
PROGRAM NOTE	Waiting Financial Closure.					
ROUTE/STREET	RICHMOND HIGHWAY (0460)				TOTAL COST	\$21,217,452
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$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 \$379,889 GARVEE Debt Service Interest Prev, \$309,640 GARVEE Debt Service Interest FFY21, \$303,254 GARVEE Debt Service Interest FFY22, \$285,095 GARVEE Debt Service Interest FFY23, \$266,016 GARVEE Debt Service Interest FFY24, \$1,428,681 GARVEE Debt Service Interest FFY25-35. Total GARVEE Debt Service Interest \$2,972,574					
ROUTE/STREET		0682			TOTAL COST		\$2,972,574
	FUND SOURCE		MATCH	FY21	FY22	FY23	FY24
PE	Federal - AC CONVERSION		\$0	\$0	\$303,254	\$285,095	\$266,016
	Federal - STP/STBG		\$0	\$309,640	\$0	\$0	\$0
PE TOTAL			\$0	\$309,640	\$303,254	\$285,095	\$266,016
PE AC	Federal - AC		\$0	\$2,283,046	\$0	\$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 \$1,819,786 GARVEE Debt Service Interest Prev, \$573,808 GARVEE Debt Service Interest FFY21, \$536,505 GARVEE Debt Service Interest FFY22, \$497,319 GARVEE Debt Service Interest FFY23, \$456,150 GARVEE Debt Service Interest FFY24, \$1,897,402 GARVEE Debt Service Interest FFY25-FFY33. Total GARVEE Debt Service Interest \$5,780,970. Corresponding CN UPC 109554 which is included in the Lynchburg MPO CN: Safety/ITS/Operational Improvements grouping.					
ROUTE/STREET	9999			TOTAL COST	\$5,780,970	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - AC CONVERSION	\$0	\$0	\$536,505	\$497,319	\$456,150
	Federal - STP/STBG	\$0	\$573,808	\$0	\$0	\$0
PE TOTAL		\$0	\$573,808	\$536,505	\$497,319	\$456,150
PE AC	Federal - AC	\$0	\$3,387,375	\$0	\$0	\$0

UPC NO	106320	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	NFO	
PROJECT	UR-6056 - D/B WIDEN FROM 2 TO 4 LANES (GREENVIEW DRIVE)			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.010 MI NORTH OF SC 1541 (HERMITAGE RD) TO: 0.215 MI SOUTH OF UR-6066 (LEESVILLE RD) (0.6200 MI)					
ROUTE/STREET	GREENVIEW DRIVE (6056)			TOTAL COST	\$14,285,241	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - AC CONVERSION	\$0	\$0	\$495,561	\$513,854	\$532,876
	Federal - STP/STBG	\$0	\$471,643	\$0	\$0	\$0
CN TOTAL		\$0	\$471,643	\$495,561	\$513,854	\$532,876
CN AC	Federal - AC	\$0	\$4,609,064	\$0	\$0	\$0
	Federal - AC OTHER	\$0	\$721,862	\$0	\$0	\$0
CN AC		\$0	\$5,330,926	\$0	\$0	\$0

UPC NO	106537	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Lynchburg	OVERSIGHT	NFO	
PROJECT	UR-6056 - D/B WIDEN FR 2-4 LNS (GREENVIEW DR) DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION	FROM: SC-1541 (HERMITAGE RD) TO: 0.220Mi. S. UR-6066 (LEESVILLE RD) (0.4500 MI)					
PROGRAM NOTE	Includes \$1,371,074 GARVEE Debt Service Interest Prev, \$241,639 GARVEE Debt Service Interest FFY21, \$217,774 GARVEE Debt Service Interest FFY22, \$192,688 GARVEE Debt Service Interest FFY23, \$166,844 GARVEE Debt Service Interest FFY24, \$454,548 GARVEE Debt Service Interest FFY25-FFY31. Total GARVEE Debt Service Interest \$2,644,567. Corresponding CN UPC 106320.					
ROUTE/STREET	GREENVIEW DRIVE (6056)			TOTAL COST	\$2,644,567	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - AC CONVERSION	\$0	\$0	\$217,774	\$192,688	\$166,844
	Federal - STP/STBG	\$0	\$241,639	\$0	\$0	\$0
PE TOTAL		\$0	\$241,639	\$217,774	\$192,688	\$166,844
PE AC	Federal - AC	\$0	\$1,031,853	\$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					
ROUTE/STREET	RICHMOND HIGHWAY (6029)				TOTAL COST	\$40,982,810
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0

UPC NO	112842	SCOPE	Safety			
SYSTEM	Urban	JURISDICTION	Lynchburg		OVERSIGHT	NFO
PROJECT	ADAPTIVE SIGNAL CONTROL - RIVERMONT - FIBER INSTALLATION				ADMIN BY	Locally
DESCRIPTION	FROM: UR 6012 TO: UR 6020 (1.0200 MI)					
PROGRAM NOTE	All funding obligated based on current allocations/estimate.					
ROUTE/STREET	RIVERMOUNT AVENUE (0501)				TOTAL COST	\$105,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$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		FROM: BREEZEWOOD DRIVE TO: RTE 501 (DESMOND T. DOSS MEM. EXP.) (_)					
ROUTE/STREET		ROUTE 501 (LYNCHBURG EXPRESSWAY) (0221)				TOTAL COST	\$38,538,037
	FUND SOURCE		MATCH	FY21	FY22	FY23	FY24
PE	Federal - AC CONVERSION		\$0	\$0	\$0	\$0	\$3,195,066
RW	Federal - AC CONVERSION		\$0	\$0	\$0	\$2,406,199	\$2,977,275
RW AC	Federal - AC		\$0	\$5,383,474	\$0	\$0	\$0
	Federal - AC OTHER		\$0	\$4,941,728	\$0	\$0	\$0
RW AC			\$0	\$10,325,202	\$0	\$0	\$0
CN AC	Federal - AC OTHER		\$0	\$0	\$24,162,681	\$0	\$0

UPC NO	106533	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Lynchburg		OVERSIGHT	FO
PROJECT	RTE 29/460 - INTCHG & EXT (ODD FELLOWS RD) DEBT SERVICE				ADMIN BY	VDOT
DESCRIPTION	FROM: VARIOUS TO: Various					
ROUTE/STREET	VARIOUS (6029)				TOTAL COST	\$47,034,618
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - NHS/NHPP	\$0	\$3,292,986	\$0	\$0	\$0
PE AC	Federal - AC	\$0	\$30,549,818	\$0	\$0	\$0

Project Groupings

GROUPING		Construction : Bridge Rehabilitation/Replacement/Reconstruction				
ROUTE/STREET					TOTAL COST	\$47,845,437
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - AC CONVERSION	\$1,708,141	\$1,062,256	\$2,563,644	\$3,206,665	\$0

GROUPING		Construction : Rail				
ROUTE/STREET					TOTAL COST	\$1,950,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - RAIL	\$5,556	\$0	\$0	\$0	\$50,000
CN	Federal - RAIL	\$44,444	\$0	\$0	\$0	\$400,000

GROUPING		Construction : Safety/ITS/Operational Improvements				
ROUTE/STREET					TOTAL COST	\$101,148,668
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - AC CONVERSION	\$11,648	\$0	\$104,834	\$0	\$0
	Federal - HSIP	\$15,000	\$50,000	\$0	\$85,000	\$0
PE TOTAL		\$26,648	\$50,000	\$104,834	\$85,000	\$0
RW	Federal - AC CONVERSION	\$15,956	\$0	\$0	\$143,601	\$0
	Federal - HSIP	\$7,241	\$0	\$65,166	\$0	\$0
	Federal - STP/STBG	(\$2,672)	(\$10,688)	\$0	\$0	\$0
RW TOTAL		\$20,524	(\$10,688)	\$65,166	\$143,601	\$0
CN	Federal - HSIP	\$103,836	\$0	\$0	\$934,523	\$0
	Federal - STP/STBG	\$716,240	\$2,864,959	\$0	\$0	\$0
CN TOTAL		\$820,076	\$2,864,959	\$0	\$934,523	\$0

GROUPING		Construction : Transportation Enhancement/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$2,000,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$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	\$60,798,374
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - STP/STBG	\$0	\$12,169,660	\$16,124,118	\$16,033,673	\$16,470,923

GROUPING		Maintenance : Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$17,615,173
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - STP/STBG	\$0	\$2,690,090	\$4,917,611	\$6,249,068	\$3,758,404

GROUPING		Maintenance : Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$5,786,713
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - STP/STBG	\$0	\$1,053,269	\$1,145,588	\$1,374,503	\$2,213,353

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

TRANSIT COSTS (in \$1,000's)

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
CENTRAL VIRGINIA TRANSPORTATION PLANNING ORGANIZATION							
STIP ID:	GLTC001	Title: Operating Assistance			Recipient: Greater Lynchburg Transit Co.		
FTA 5307		2,037	2,132	2,212	2,297	FTA 5307	8,678
State		2,044	2,095	2,125	2,156	State	8,420
Local		3,041	3,268	3,469	3,680	Local	13,458
Revenues		1,367	1,389	1,411	1,438	Revenues	5,605
Year Total:		8,489	8,884	9,217	9,571	Total Funds:	36,161
Description:							
STIP ID:	GLTC006	Title: Replacement Rolling Stock			Recipient: Greater Lynchburg Transit Co.		
Flexible STP		1,428	8,207	2,059	2,594	Flexible STP	14,288
State		286	1,641	412	519	State	2,858
Local		71	410	103	130	Local	714
Year Total:		1,785	10,258	2,574	3,243	Total Funds:	17,860
Description:							
STIP ID:	GLTC010	Title: Expansion Rolling Stock			Recipient: Greater Lynchburg Transit Co.		
Flexible STP		-	990	-	-	Flexible STP	990
State		-	198	-	-	State	198
Local		-	49	-	-	Local	49
Year Total:		-	1,237	-	-	Total Funds:	1,237
Description:							
STIP ID:	GLTC012	Title: Spare Parts			Recipient: Greater Lynchburg Transit Co.		
Flexible STP		240	-	-	-	Flexible STP	240
State		48	-	-	-	State	48
Local		12	-	-	-	Local	12
Year Total:		300	-	-	-	Total Funds:	300
Description:							

STIP ID:		Title: Transfer Location Improvements			Recipient: Greater Lynchburg Transit Co.		
Flexible STP		-	118	-	-	Flexible STP	118
State		-	24	-	-	State	24
Local		-	6	-	-	Local	6
Year Total:		-	148	-	-	Total Funds:	148
Description:							
STIP ID:	GLTC018	Title: Purchase Passenger Shelters			Recipient: Greater Lynchburg Transit Co.		
Flexible STP		-	133	102	-	Flexible STP	235
State		-	27	20	-	State	47
Local		-	7	5	-	Local	12
Year Total:		-	167	127	-	Total Funds:	294
Description:							
STIP ID:	GLTC020	Title: ADP Hardware			Recipient: Greater Lynchburg Transit Co.		
Flexible STP		403	-	-	-	Flexible STP	403
State		81	-	-	-	State	81
Local		20	-	-	-	Local	20
Year Total:		504	-	-	-	Total Funds:	504
Description:							
STIP ID:	GLTC021	Title: Purchase Support Vehicles			Recipient: Greater Lynchburg Transit Co.		
Flexible STP		-	-	312	144	Flexible STP	456
State		-	-	62	29	State	91
Local		-	-	16	7	Local	23
Year Total:		-	-	390	180	Total Funds:	570
Description:							
STIP ID:	CVACL01	Title: Paratransit Vehicles			Recipient: Central VA Alliance for Community Living		
FTA5310		72	-	-	-	FTA 5310	72
State		-	-	-	-	State	-
Local		18	-	-	-	Local	18
Year Total:		90	-	-	-	Total Funds:	90
Description:							
STIP ID:	CVACL02	Title: Operating Assistance			Recipient: Central VA Alliance for Community Living		
FTA5310		41	-	-	-	FTA 5310	41
State		33	-	-	-	State	33
Local		8	-	-	-	Local	8
Year Total:		82	-	-	-	Total Funds:	82
Description:							

SECTION 5: Six-Year Airport Project Grant Fund

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
RESOURCES					
Federal Aviation Administration	\$1,260,000	\$10,350,000	\$900,000	\$1,800,000	\$2,700,000
Virginia Department of Aviation	140,000	1,150,000	100,000	200,000	300,000
Local (Airport) Pay-As-You-Go					
TOTAL ESTIMATED RESOURCES	\$1,400,000	\$11,500,000	\$1,000,000	\$2,000,000	\$3,000,000
PROPOSED PROJECTS					
North GA Development Area, Phase II (Taxiway/Apron Construction)	1,400,000				
Runway 4-22 Rehabilitation & Lighting (LED HIRL)		11,500,000			
Runway 4-22 MALSF			1,000,000		
Taxiway "B" Rehabilitation				2,000,000	
North GA Development Area, Phase III (Final Apron Construction)					3,000,000
TOTAL PROPOSED PROJECTS	\$1,400,000	\$11,500,000	\$1,000,000	\$2,000,000	\$3,000,000

APPENDIX A: Projects by Grouping

Construction: Bridge Rehabilitation/Replacement/Reconstruction

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T19026	Lynchburg District-wide BRIDGE REHABILITATION/REPLACEMENT	0000	\$0
Primary	104600	Campbell County WARDS ROAD (0029) 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)		\$17,161,661
Secondary	97711	Bedford County RTE. 621 OVER IVY CREEK (STR. ID 02707) - BRIDGE REPLACEMENT FROM: 1.1 Mi. East of Rte. 662 TO: 0.5 Mi. West of Rte. 660 (0.2500 MI)	0621	\$3,160,819
Secondary	51916	Bedford County #SGR Rt 668 Over NSRR(STR 02785) Replace Brg & Improve Appr FROM: 0.33 mi North of Rt. 702 (Prophet Rd) TO: 0.37 mi South of Rt. 840 (Pilgrim Rd) (0.1990 MI)	GOODE ROAD (0668)	\$4,819,174
Urban	104599	Lynchburg 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)	RICHMOND HIGHWAY (0029)	\$15,861,218
Urban	111279	Lynchburg #SGR - RTE 29 SBL - BRIDGE & APPR OVER NSRR (FED ID 20579) FROM: 0.118 MILES WEST OF NS RAILROAD TO: 0.096 MILES EAST OF NS RAILROAD (0.2140 MI)	RICHMOND HIGHWAY (0029)	\$6,842,565
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total				\$47,845,437

Construction: Rail

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T23508	Lynchburg District-wide CN RAIL	0000	\$0
Miscellaneous	112018	Statewide Highway-Rail Safety Inventory Section 130 PE Only FROM: Statewide TO: Statewide	HIGHWAY-RAIL SAFETY (0000)	\$700,000
Miscellaneous	112213	Statewide Highway-Rail Section 130 Pre Scoping PE Only FROM: Statewide TO: Statewide	HIGHWAY RAIL SAFETY (0000)	\$300,000
Miscellaneous	112497	Statewide ENVIRONMENTAL EQ429 FORM PROCESSING CHARGES FROM: FOR HIGHWAY/RAIL SAFETY PROJECTS WITHOUT PE NUMBERS TO: ASSIGNED	VARIOUS (0000)	\$500,000
Urban	115031	Lynchburg CHAPEL LANE - INSTALL FLASHING LIGHTS & GATES FROM: OLD FOREST RD TO: 0.220 MILE NORTH OF OLD FOREST ROAD (0.2200 MI)	CHAPEL LANE (9999)	\$450,000
Construction : Rail Total				\$1,950,000

Construction: Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	109730	Lynchburg	STONERIDGE STREET (EN16)		\$112,422
			SRTS - DEARINGTON ELEMENTARY SCHOOL (TAP GRANT)		
			FROM: CAROLINE STREET TO: KIRBY STREET (0.0860 MI)		
Interstate	107802	Statewide	9999		\$918,907
			Incident Management Emergency Evacuation and Detour Plans		
			FROM: Various TO: Various		
Interstate	110551	Statewide	9999		\$362,560
			Traffic Video Expansion - 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	111892	Statewide	9999		\$0
			ATMS - Phase 1, 2, 3, 4		
			FROM: Various TO: Various		
Interstate	114400	Statewide	9999		\$300,000
			Drone Technology Project		
			FROM: Various TO: Various		
Interstate	115854	Statewide	9999		\$1,250,000
			ITTF FY20 Arterial Operations Program Dashboard		
			FROM: n/a TO: n/a		
Interstate	115855	Statewide	9999		\$4,700,000
			ITTF FY20 High Speed Communications		
			FROM: Various TO: Various		
Miscellaneous	T19022	Lynchburg District-wide	0000		\$0
			CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		
Miscellaneous	105481	Statewide	0000		\$1,400,000
			Impement iPeMS (Iteris Performance Measurement System)		
			FROM: various TO: various		
Miscellaneous	109817	Lynchburg District-wide	VARIOUS (9999)		\$515,576
			SAFETY PRESCOPING - LYNCHBURG		
			FROM: VARIOUS TO: VARIOUS		
Miscellaneous	114193	Statewide	VARIOUS (9999)		\$0
			PEDESTRIAN IMPROVEMENTS AT PRIORITY CORRIDOR STATEWIDE		
			FROM: VARIOUS TO: VARIOUS		
Primary	114093	Amherst County	NORTH AMHERST HIGHWAY (0029)		\$2,879,985
			RTE 29 - SHOULDER WIDENING AND RUMBLE STRIPS (AMHERST)		
			FROM: 0.19 MILE NORTH US-29 NB ON RAMP FROM BUS US-29 S. INT. TO: US-29 NB AMHERST NELSON LINE (8.7700 MI)		
Primary	114094	Campbell County	US-29 WARDS ROAD (0029)		\$1,338,194
			RTE 29 - SHOULDER WIDENING AND RUMBLE STRIPS (CAMPBELL)		
			FROM: RTE 24 TO: RTE 738 (4.5800 MI)		

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	109577	Amherst County	RICHMOND HIGHWAY (0060)		\$711,613
			RTE 60 - CONSTRUCT SIDEWALK		
			FROM: RTE 1102 / 1112 (WASHINGTON ST / WHITEHEAD ST) TO: BUS 29 Business (0.3070 MI)		
Primary	108914	Bedford County	FOREST ROAD (0221)		\$8,137,995
			#HB2.FY17 Route 221 Congestion and Safety Improvements		
			FROM: Graves Mill Road TO: Gristmill Drive (0.4000 MI)		
Primary	109555	Lynchburg	TIMBERLAKE ROAD (0460)		\$3,233,297
			#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	111976	Campbell County	LUSARDI DR / BROOKNEAL HWY / CAMPBELL HWY (0501)		\$126,079
			PM3B18 CAMPBELL COUNTY - RTE 501 - CENTERLINE RUMBLE STRIPS		
			FROM: HALIFAX / CAMPBELL COUNTY LINE TO: 0.04 MILES NORTH ROUTE 898 (TRESTLE RD) (23.2400 MI)		
Primary	107015	Amherst County	SOUTH AMHERST HIGHWAY (7029)		\$2,930,241
			BUS 29 - SHOULDER WIDENING/RUMBLE STRIPS/GR - AMHERST COUNTY		
			FROM: 0.03 MILE NORTH RTE 646 TO: 0.16 MILE NORTH RTE 661 (5.8200 MI)		
Primary	109586	Amherst County	SOUTH AMHERST HIGHWAY (7029)		\$2,038,648
			BUS 29 - CONSTRUCT SIDEWALK (MADISON HEIGHTS)		
			FROM: 0.011 MILE SOUTH RTE 1054 (LAKEVIEW DR) TO: 0.01 MILE NORTH RTE 682 (WOODYS LAKE RD) (1.4210 MI)		
Primary	108054	Lynchburg District-wide	VARIOUS (9999)		\$922,398
			DISTRICTWIDE - ADA COMPLIANCE CURB RAMP IMPROVEMENTS		
			FROM: VARIOUS TO: VARIOUS		
Primary	112887	Lynchburg District-wide	VARIOUS (9999)		\$620,498
			DISTRICTWIDE CENTERLINE RUMBLE STRIP INSTALLATION		
			FROM: VARIOUS TO: VARIOUS		
Primary	113933	Lynchburg District-wide	VARIOUS (9999)		\$749,968
			DISTRICTWIDE ON-CALL RUMBLE STRIP INSTALLATION		
			FROM: VARIOUS TO: VARIOUS		
Secondary	109550	Amherst County	WOODY'S LAKE ROAD (0682)		\$7,855,088
			#HB2.FY17 RTE 682 - RECONSTRUCTION		
			FROM: 0.195 MI. EAST OF RTE. BUS 29 TO: 0.776 MILE EAST OF RTE BUS 29 (0.5800 MI)		
Secondary	5542	Campbell County	LYNBROOK ROAD (0622)		\$11,520,435
			#SMART18 #SGR - RTE 622 - 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)		\$633,550
			RTES 1520 & 9070 - CONSTRUCT SIDEWALK		
			FROM: VARIOUS TO: VARIOUS		
Urban	114064	Lynchburg	GRAVES MILL ROAD (6009)		\$462,500
			GRAVES MILL ROAD - INSTALL ADAPTIVE SIGNAL CONTROLS		
			FROM: RTE 6073 (MCCONVILLE RD) TO: WCL LYNCHBURG (1.4900 MI)		
Urban	114062	Lynchburg	KEMPER STREET (0501)		\$250,845
			BUS 501 - CONSTRUCT SIDEWALK (KEMPER STREET)		
			FROM: 0.086 MILE SOUTH OF BUS 29 TO: 0.346 MILE SOUTH OF BUS 29 (0.2550 MI)		

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	108165	Lynchburg	LIBERTY MOUNTAIN DRIVE (0906)		\$607,096
			RTE F906 - CONSTRUCT SIDEWALK & INSTALL ROADWAY LIGHTING		
			FROM: 0.021 MILE EAST OF RTE F907 TO: 0.176 MILE EAST OF RTE F907 (0.1550 MI)		
Urban	8759	Lynchburg	MIDTOWN CONN. (U000)		\$26,180,934
			MIDTOWN CONNECTOR - NEW 2-LANE, W/ FLUSH MED., C&G,S/W.		
			FROM: INT. RTE. 29 BUS. TO: INT. MEMORIAL AVE. (1.0200 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)		\$844,779
			UR 6044 - PEDESTRIAN IMPROVEMENTS (OLD FOREST ROAD)		
			FROM: UR 6081 (FOREST BROOK RD) TO: RTE 221 (LAKESIDE DR) (2.2680 MI)		
Urban	109702	Lynchburg	RIVERMONT AVENUE (0501)		\$416,864
			ADAPTIVE SIGNAL CONTROL - RIVERMONT AVENUE		
			FROM: UR 6012 TO: UR 6020 (1.0200 MI)		
Urban	115489	Lynchburg	RIVERMONT AVENUE (9999)		\$485,000
			#SMART20 RIVERMONT AND BEDFORD AVE INTERSECTION IMPROVEMENT		
			FROM: 0.047 MILE SOUTH OF BEDFORD AVENUE TO: 0.047 MILE NORTH OF BEDFORD AVENUE (0.0950 MI)		
Construction : Safety/ITS/Operational Improvements Total					\$101,148,668

Construction: Transportation Enhancement/Byway/Non-Traditional

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	81757	Lynchburg	NA (EN06)		\$0
			CITY OF LYNCHBURG - RIVERSIDE PARK MASTER PLAN		
			FROM: NA TO: NA		
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)		
Enhancement	17595	Amherst	NA (EN97)		\$0
			TOWN OF AMHERST - DEPOT RELOCATION & RENOVATION		
			FROM: NA TO: NA		
Miscellaneous	T19016	Lynchburg District-wide	0000		\$0
			CN: TRANSPORTATION ENHANCEMENT/BYWAY/OTHER NON-TRADITIONAL		
Construction : Transportation Enhancement/Byway/Non-Traditional Total					\$2,000,000

Maintenance: Preventive Maintenance and System Preservation

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14716	Lynchburg District-wide	0000		\$60,798,374
			STIP-MN Lynchburg: Preventive MN and System Preservation		
Maintenance : Preventive Maintenance and System Preservation Total					\$60,798,374

Maintenance: Preventative Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14715	Lynchburg District-wide	0000		\$17,615,173
			STIP-MN Lynchburg: Preventive MN for Bridges		
Maintenance : Preventive Maintenance for Bridges Total					\$17,615,173

Maintenance: Traffic and Safety Operations

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14714	Lynchburg District-wide	0000		\$5,786,713
			STIP-MN Lynchburg: Traffic and Safety Operations		
Maintenance : Traffic and Safety Operations Total					\$5,786,713

Lynchburg MPO Total					\$237,144,365
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APPENDIX B: Statement of Certification and Resolution of Adoption



STATEMENT OF CERTIFICATION LYNCHBURG URBANIZED AREA

The Central Virginia Metropolitan Planning Organization (MPO) and the Virginia Department of Transportation (VDOT) hereby certify that the transportation planning process conducted within the Central Virginia Metropolitan Study Area by its agents and/or representatives, and funded under the latest Unified Planning Work Program (UPWP), is addressing the major issues facing the area and is being carried out in conformance with all applicable requirements of:

- 1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303, 5304, 23 CFR part 530, and 23 CFR part 450.218;
- 2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101 (b) of MAP-21, 23 U.S.C. and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 6) The provisions of the Americans with Disabilities of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 7) In States containing 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;
- 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.

ATTEST

By:



By:

Gary F. Christie, Secretary

Date:

ATTEST

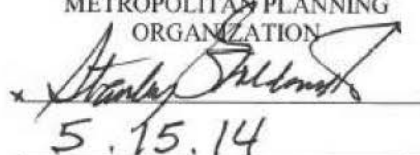
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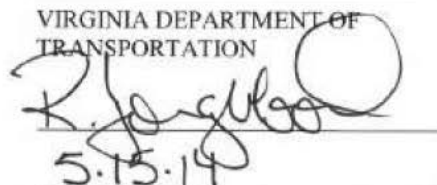
By:

Date:

CENTRAL VIRGINIA
METROPOLITAN PLANNING
ORGANIZATION


5.15.14

VIRGINIA DEPARTMENT OF
TRANSPORTATION


5.15.14



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

FISCAL YEARS 2021 – 2024

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

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

WHEREAS, the Transportation Improvement Program has been prepared to initiate review by the Central Virginia Transportation Planning Organization of proposed transportation improvements for fiscal years 2021 – 2024; and,

WHEREAS, the Transportation Technical Committee has reviewed this document and has recommended that the Central Virginia Transportation Planning Organization forward the Transportation Improvement Program to the Virginia Department of Transportation for inclusion in the State Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED THAT, the Central Virginia Transportation Planning Organization, in regular session, does hereby duly adopt the Central Virginia Transportation Improvement Program Fiscal Years 2021 – 2024.

ADOPTED this 18th day of June 2020 by the Central Virginia Transportation Planning Organization.

ATTESTED BY:

CERTIFIED BY:

Gary F. Christie, *Secretary*

Central Virginia Transportation Planning
Organization

Edgar J. T. Perrow, Jr., *Chair*

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 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 2017 - 2021 Strategic Highway Safety Plan \(SHSP\)](#) and, starting in 2017, annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. The SHSP performance measure objectives are indicated in Table 1 below.

Table 1: 2017 – 2021 SHSP Safety Performance Objectives

	Performance Target	Per Year Reduction
1	Number of Fatalities	2%
2	Rate of Fatalities per 100 Million Vehicle Miles Travelled	3%
3	Number of Serious Injuries	5%
4	Rate Serious Injury Million Vehicle Miles Travelled	7%
5	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	4%

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

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

Connection to Other Performance Based Planning Documents

The federally required SHSP, a five-year multi-agency comprehensive plan focused on reducing fatalities and serious injuries on all public roads, serves as the coordinating document for other plans and programs that involve traffic safety. This coordination involves the long-range statewide transportation plan (LRSTP), the metropolitan transportation plans (MTP), and three plans that implement parts of the SHSP – the Highway Safety Plan (HSP), the HSIP, and the Commercial Vehicle Safety Plan (CVSP). This integration is important for improving overall safety coordination amongst various partners and leads to more comprehensive transportation safety planning.

The LRSTP, VTrans2040, guides the state's investment decisions for transportation improvements. Safety and performance management is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles:

¹ It is a federal requirement that safety performance measures 1, 2, and 3 are identical targets for NHTSA's Highway Safety Grants Program and FHWA's Highway Safety Improvement Program. This requirement allows States to align their safety performance targets and work collaboratively to achieve them.

Guiding Principle 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.

Guiding Principle 5: Ensure Transparency and Accountability, and Promote Performance Management – work openly with partners and engage stakeholders in project development and implementation, and establish performance targets that consider the needs of all communities, measure progress towards targets, and to adjust programs and policies as necessary to achieve the established targets.

Goal C: Safety for All Users – provide a safe transportation system for passengers and goods on all travel modes.

Objectives:

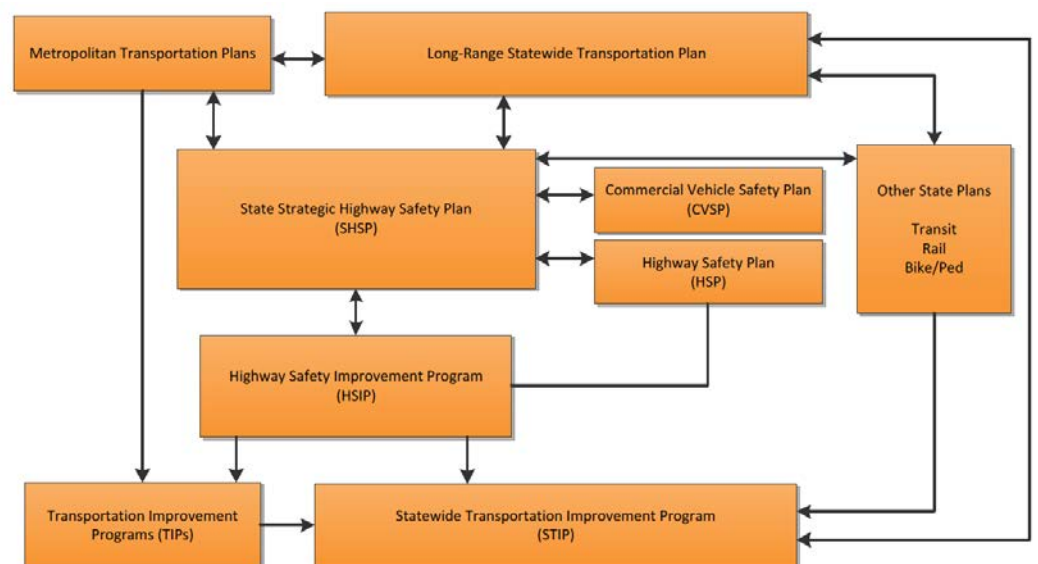
Reduce the number and rate of motorized fatalities and serious injuries.

Reduce the number of non-motorized fatalities and injuries.

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.

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.

Projects are selected and programmed for the last two or three years of the SYIP. At present there are over \$100 million of safety improvement proposals, with an expected benefit, that remain unfunded.

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 VTrans2040. 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 has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode.

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

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

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

For Tier II providers under the DRPT Group Plan, any Transportation Improvement Program (TIP) document or Metropolitan Transportation Plan (MTP) adopted after October 1, 2018 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 as reported in Virginia's Baseline Performance Period Report for 2018-2021.² This report, submitted to FHWA in October 2018, satisfies the federal requirement that State DOTs submit a Baseline Performance Period Report to FHWA by October 1st of the first year in a performance period. Performance measures for pavement condition are required for the National Highway System (NHS), while bridge condition requirements relate to structures identified as part of the National Bridge Inventory on the NHS. The pavement condition measures and established performance targets for the 2018-2021 performance period are indicated in Table 1 below.

² Virginia's Baseline Performance Period Report data is through December 2017
Central Virginia TIP FY 21-24

Table 1: Pavement Condition Measures and Performance Targets

Interstate Pavement Condition Measures³	CY 2018-2019	CY 2018-2021
Percentage of Pavements in Good Condition	N/A ⁴	45.0%
Percentage of Pavements in Poor Condition	N/A ³	3.0%
Non-Interstate NHS Pavement Condition Measures⁵	2018-2019	2018-2021
Percentage of Non-Interstate Pavements in Good Condition	25.0%	25.0%
Percentage of Non-Interstate Pavements in Poor Condition	5%	5.0%

Bridge condition measures and established performance targets for the 2018-2021 performance period are indicated in Table 2 below.

Table 2: NHS Bridge Condition Measures and Performance Targets

NHS Bridge Condition Measures	CY 2018-2019	CY 2018-2021
	Two Year Target	Four Year Target
Percentage of Deck Area of NBI Bridges on the NHS in Good Condition	33.5%	33.0%
Percentage of Deck Area of NBI Bridges on the NHS in Poor Condition	3.5%	3.0%

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.

³ Interstate condition measures are based on four distresses: International Roughness Index (IRI), cracking, rutting, and faulting.

⁴ During this first performance period, States are not required to establish 2-year targets for interstate pavements; however, Virginia has chosen to establish performance targets and are 45.0% and 3.0% for percentage of pavements in good and poor condition, respectively.

⁵ During this first performance period, Federal requirements for Non-Interstate NHS pavement condition and performance targets are based on a single distress, IRI. However, Federal guidance outlined in a September 27, 2018 Memorandum on State DOT Targets for Non-Interstate NHS Pavement Measures allows for the use of full distress data when reporting Non-Interstate NHS performance targets. Given the availability of full distress data, Virginia has chosen this approach and reported performance targets for Non-Interstate NHS pavements based on all four distresses. This allows for consistency in assessing the condition and setting performance targets for both Interstate and Non-Interstate NHS pavements.

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 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 VTrans2040.

Performance management, specifically as it relates to pavements and bridges, is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles as noted below:

- **Guiding Principle 5:** Ensure Transparency and Accountability, and Promote Performance Management - Work openly with partners and engage stakeholders in project development and implementation, and establish performance targets that consider the needs of all communities, measure progress towards targets, and to adjust programs and policies as necessary to achieve the established targets.
- **Goal D:** Proactive System Management - maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure.
 - Objectives:
 - Improve the condition of all bridges based on deck area.
 - Increase the lane miles of pavement in good or fair condition.

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 VTrans2040 and the TAMP through the strategies and actions that are priorities in Virginia.

Funding for Pavement and Bridge Projects

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

The SGR program requires funds be distributed proportionality between VDOT and localities, based on assessed needs. More details, including the requirements for pavements and bridges, and the SGR prioritization process methodology, can be found at: [State of Good Repair for Bridges](#) 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 VTrans2040. 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 1st 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 the 2018-2021 performance period are indicated in Table 1 below.

Table 1: National Highway System Travel Time Reliability Performance Measures and Targets

NHS Travel Time Reliability Performance	CY 2018-2019	CY 2018-2021
	Two Year Target	Four Year Target
Percent of Person Miles Traveled on the Interstate That Are Reliable	82.2%	82.0%
Percent of Person Miles Traveled on the Non-Interstate NHS That Are Reliable	N/A ⁶	82.5%

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 the 2018-2021 performance period are indicated in Table 2 below.

Table 2: Freight Reliability Performance Measure and Targets

Truck Travel Time Reliability Performance	CY 2018-2019	CY 2018-2021
	Two Year Target	Four Year Target
Truck Travel Time Reliability Index	1.53	1.56

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 VTrans2040.

VTrans2040 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.

⁶ During this first performance period, States are not required to establish 2-year targets for the Non-Interstate NHS reliability measure.

Performance management, as it relates to the reliability of the NHS and freight, is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles as noted below:

- 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.
- Goal A – Economic Competitiveness and Prosperity: invest in a transportation system that supports a robust, diverse, and competitive economy.
 - Objectives:
 - Reduce the amount of travel that takes place in severe congestion.
 - Reduce the number and severity of freight bottlenecks.
 - Improve reliability on key corridors for all modes.
- Goal B – Accessible and Connected Places: increase the opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs.
 - Objectives:
 - Reduce average peak-period travel times in Transportation areas.
 - Reduce average daily trip lengths in Transportation areas.
 - Increase the accessibility to jobs via transit, walking and driving in Transportation areas.

Additionally, the Virginia Freight Element (VFE), a component of VTrans2040, 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 VTrans2040 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 VTrans2040, 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 VTrans2040 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.

4/16/2020

UNIFIED PLANNING WORK PROGRAM (UPWP)

Fiscal Year (FY) 2020-2021



CENTRAL VIRGINIA TRANSPORTATION PLANNING ORGANIZATION (CVTPO)

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

Transportation Technical Committee (TTC) Recommendation: 14 May 2020

CVTPO Policy Board Adoption: 18 June 2020

The Central Virginia Transportation Planning Organization (CVTPO) serves as the federally mandated Metropolitan Planning Organization (MPO) for the Central Virginia Urbanized Area. 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 Transportation Planning Organization (CVTPO) Local Funds. The CVTPO 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 regarding this project or special assistance for persons with disabilities or limited English proficiency, please contact the CVTPO.

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Central Virginia Transportation Planning Organization

**RESOLUTION APPROVING THE FISCAL YEAR 2021
UNIFIED PLANNING WORK PROGRAM (UPWP)**

WHEREAS, the staff of the Central Virginia Transportation Planning Organization (CVTPO) has prepared the annual Unified Planning Work Program (UPWP) for fiscal year 2021; and,

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

WHEREAS, this UPWP is now before the CVTPO for approval.

NOW, THEREFORE, BE IT RESOLVED THAT that the Central Virginia Transportation Planning Organization does hereby approve the UPWP for Fiscal Year 2021 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 18th day of June 2020 by the Central Virginia Transportation Planning Organization.

ATTESTED BY:

CERTIFIED BY:

Gary F. Christie, *Secretary*
Central Virginia Transportation
Planning Organization

Edgar J. T. Perrow, Jr., *Chair*
Central Virginia Transportation
Planning Organization



**RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION
WITH THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
FOR GRANTS OF FEDERAL FUNDS UNDER
FEDERAL TRANSIT ADMINISTRATION SECTION 5303 PROGRAM
AND STATE MATCHING FUNDS**

WHEREAS, the contract for financial assistance will impose certain obligations upon this Body, including the provisions of the local funds to support project costs; and,

WHEREAS, a recipient of Federal Transit Administration Funding is required to provide certifications and assurances that all pertinent Federal statutes, regulations, executive orders and directives will be obeyed, and it is the intent of this Body to comply fully with all required certifications and assurances; and,

WHEREAS, it is the goal of this Body that minority business enterprises (disadvantaged business enterprise and women business enterprise) be utilized to the fullest extent possible in connection with this project, and that definitive procedures shall be established and administered to ensure that minority businesses shall have the maximum feasible opportunity to compete for contracts and purchase orders when procuring construction contracts, supplies, equipment contracts, or consultant and other services;

**NOW, THEREFORE, BE IT RESOLVED BY THE CENTRAL VIRGINIA
TRANSPORTATION PLANNING ORGANIZATION:**

1. That **Gary F. Christie, Secretary** is authorized to prepare and file an application on behalf of **Central Virginia Transportation Planning Organization** with the **Virginia Department of Rail and Public Transportation** for federal and state financial assistance under the Federal Transit Administration Section 5303 Program and State Aid Program.
2. That **Gary F. Christie, Secretary** is authorized to execute and file with such application all necessary certifications and assurances or any other documents or information required by **Virginia Department of Rail and Public Transportation** in connection with the application or the project.

3. That **Gary F. Christie, Secretary** is authorized to set forth and execute Minority business enterprise (disadvantaged enterprise business and woman enterprise) policies and procedures in connection with procurements under this project.
4. That **Gary F. Christie, Secretary** is authorized to execute a grant agreement on behalf of **Central Virginia Transportation Planning Organization** with the **Virginia Department of Rail and Public Transportation** to aid in the financing of the project.
5. That **Central Virginia Transportation Planning Organization** hereby certifies that the local share of the project costs identified in the application shall be made available to the project from resources available to this body.

The undersigned, **Gary F. Christie, 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 June 2020.

ATTESTED BY:

CERTIFIED BY:

Gary F. Christie, Secretary
Central Virginia Transportation
Planning Organization

Edgar J. T. Perrow, Jr., Chair
Central Virginia Transportation
Planning Organization

SECTION I

FHWA, VDOT, CVTPO 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) 2021 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 Transportation Planning Organization (CVTPO) through preparation of agendas, attendance, and scheduling meetings, reports, minutes, and other duties as needed for the CVTPO 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 CVTPO. 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 American Planning Association (APA) AND Virginia Chapter of the American Planning Association (APA VA) conferences, geographic information system (GIS) conferences, bicycle and pedestrian seminars, and other opportunities as identified. Funding for membership in the Virginia Association of Metropolitan Planning Organizations (VAMPO) is also included in this item.

Budget: \$30,000

Completion Date: June 30, 2021

1.02 Work Program Administration

Description: To meet the requirements of 23 CFR Part 420 and 23 CFR Part 450, the CVTPO, 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 CVTPO area, which will utilize Federal funding. The UPWP also identifies state and local matching dollars for these Federal planning programs.

Products: UPWP for FY 2022 and amendments to the FY 2021 UPWP.

Budget: \$3,000

Completion Date: June 30, 2021

2.0 LONG RANGE TRANSPORTATION PLANNING

2.01 Long Range Transportation Plan Update (Horizon Year 2045)

Description:

This transportation plan development effort is being undertaken to fully update the existing Central Virginia Long Range Transportation Plan to the new horizon year 2045. This plan must fulfill Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning requirements and the performance measures and management provisions of Moving Ahead for Progress in the 21st Century (MAP-21) and of 23 CFR 450.322.



Study Approach:

The scope of work shown below identifies the key tasks to be undertaken by this planning effort. The Lynchburg Regional Connectivity Study and Region 2000 Comprehensive Economic Development Strategy (CEDS) are considered to be foundational documents for this effort. As such these documents should be integrated into the conduct of this update, including development of goals, objectives, improvements, strategies, performance measures, and prioritization efforts. The Virginia Department of Transportation (VDOT) has developed the transportation demand forecasting model base layer for this area.

Scope of Work:

Task I: Data Collection

- Become familiar with the localities' comprehensive planning and related efforts to ensure an understanding of their vision, goals, and objectives as they may relate to this planning process;

- Identify existing safety needs within the study area, including obtaining motor vehicle crash data from VDOT and the City of Lynchburg for a three-year period, and analyze to identify potential safety conscious improvements or make safety conscious planning recommendations;
- Identify existing and future needs for the highway system as well as other modes of transportation, including collecting and summarizing data on existing conditions for freight, transit, air travel, passenger and freight rail, intercity bus, taxi, public service providers, and bicycle and pedestrian modes;
- Develop data for analysis of key problem locations within the study area, as suggested by the Transportation Technical Committee (TTC). Up to twenty machine counts may be requested, as needed;
- Perform preliminary consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies which shall develop the discussion for the draft plan on the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The Central Virginia Transportation Planning Organization (TPO) may establish reasonable timeframes for performing this consultation;
- Receive and review internally and externally produced planning documents that need to be integrated into the updated plan in an appropriate manner. These documents include, but are not limited to, the following:
 - Central Virginia Long Range Transportation Plan Year 2040
 - Lynchburg Regional Connectivity Study
 - Region 2000 Comprehensive Economic Development Strategy
 - The most recent environmental consultation discussion materials
 - State Highway Safety Plan Summary
 - As appropriate, emergency relief and disaster preparedness plans and strategies and policies that support homeland security
 - Coordinated Human Services Mobility Plan
 - Statewide Freight Study Plan
 - Central Virginia's Regional Action Plan for Coordinated Land Use and Transportation Planning
 - Region 2000 Greenways/Blueways/Trails Plan
 - Central Virginia Metropolitan Planning Organization Bike Plan
 - Region 2000 Rural Long-Range Transportation Plan
 - Greater Lynchburg Transit Company planning documents
 - Rideshare, Commuter Services Study, and Central Virginia Park and Ride Lot Location Study, and related documents

- Establish regional MAP-21 performance targets no later than 180 days after the date on which the relevant State or provider of public transportation establishes their performance targets or as target data are modified by FHWA. Integrate into the metropolitan transportation planning process, directly or by reference, of the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under chapter 53 of title 49 USC by providers of public transportation, required as part of a performance-based program. To ensure consistency to the maximum extent practicable, selection of performance targets by an MPO shall be coordinated with the State as well as the providers of public transportation involved in transit asset management of 49 USC 5326(c) and/or transit safety plans of 49 USC 5329(d). The regional performance targets shall address those for the highway system described in section 23 USC 150(c), where applicable. The regional performance measures shall be used in tracking progress towards achieving critical outcomes for the metropolitan region.
- Ensure that an update to the long-range transportation plan shall describe the applicable performance measures and targets, and include a system performance report that assesses and evaluates the condition and performance of the regional transportation system per 23 USC 134(i)(2)(B) and (C). Nonperformance might trigger federal corrective actions, funding program penalties or withholdings.
- Bring forward the coordinated land use and transportation planning efforts previously undertaken by the TPO through past efforts such as the Central Virginia's Regional Action Plan for Coordinated Land Use and Transportation Planning, Central Virginia Long Range Transportation Plan Year 2040, and various corridor studies;
- Bring forward the TPO's (and its localities, as appropriate) multimodal planning efforts into the Update.
- Fulfill the TPO's planning responsibilities of Code of Virginia 33.1-223.2:25 and coordinate with the state to ensure consistency of the MPO constrained transportation long range plan with the state transportation plan and six-year improvement program. An inconsistency might trigger the corrective provisions of Code of Virginia 33.1-12(f).

Task II: Public Involvement

- Create a public involvement approach to accomplishing this planning effort, to include, but not limited to compliance with the Public Participation Plan for the Central Virginia Transportation Planning Organization, as well as Federal Title VI/Environmental Justice requirements;
- Consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation (including state and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum

extent practicable) with such planning activities. The metropolitan transportation plans and TIPs shall be developed with due consideration of these other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by others in the region.

- Prepare presentation materials to support the public involvement process. These materials should be available to the TPO staff for use throughout the planning process. The materials can include, but are not limited to, handouts, presentations boards, power point presentations, and web-based materials.
- The public involvement process and its documentation are considered key elements of this planning process. Compliance with the Public Participation Plan for the Central Virginia Transportation Planning Organization, compliance with Title VI as it relates to the TPO and its planning process, and compliance with Environmental Justice is essential. Detailed documentation of the public involvement process and its compliance to requisite requirements shall be included in the Update document.

Task III: Goals and Objectives

- Create an approach to developing/refining goals and objectives or guiding principles for this planning effort.

Task IV: Constrained and Vision Transportation Plan Development

- Undertake a long-range plan alternatives development and analysis effort. A set of transportation improvements will be developed using an analysis of the no-build network, projects in the current Year 2040 plan, and projects identified through the public involvement process. These will be organized into a discreet set of alternatives to be tested using the 2045 transportation model preparatory to the development of the review draft for the CLRP update. A volume-to-capacity ratio analysis will be completed.
- Develop a vision plan. Projects that meet identified transportation goals and objectives will be included in the vision plan. Planning level cost estimates of the costs for implementing these projects will be developed in accordance with current VDOT cost estimating methodology.
- Identify the transportation funding stream in cooperation with the CVTPO and VDOT. Based on historic trends in transportation funding, current funding outlooks, and anticipated changes in funding, a year-by-year year-of- expenditure estimate of transportation funding will be developed. Funding projections will be provided to the FHWA for review in draft form. The financial planning for the vision and the constrained long-range transportation plan shall include and reflect system-level estimates of costs

and of the revenue sources that are reasonably expected to be available to adequately support operation and maintenance to highways and public transportation. The SMART SCALE methodology should be fully integrated into the plan. (This is in addition to considerations of the MAP-21 financial estimates for the national highway system asset management plan and the transit asset management plan).

- Accomplish an environmental planning review. Projects in the vision and the constrained plan will be assessed in terms of potential environmental impacts. These impacts will be assessed at a broad level only to identify (red flag) potential fatal flaws or mitigation needs affecting project selection. The environmental overview should include potential locations of threatened and endangered species, socio/cultural/historic/public interests/resources, wetlands, land management areas, hazardous materials sites, and environmental justice communities.
- Develop a review draft and a final vision and financially constrained plan to that extent funds are or shall be reasonably available. In cooperation with the TTC, a prioritization methodology will be developed to assist in prioritizing transportation projects. Such a methodology could include, but is not limited to, the current VDOT prioritization matrix, due consideration of the Region 2000 Comprehensive Economic Development Strategy, consideration of cost estimates and cost benefit analysis, potential impacts, conformity with local and state plans or transportation policies, and performance targets.

The prioritization effort must be well documented and understandable.

The current vision plan projects should be reviewed as part of the effort to determine, which, if any, can be removed from the plan.

- Additionally, the Plan shall address the multimodal nature of the Central Virginia transportation system.
- Further, the Plan shall address operational and management strategies, especially access management as a means of extending the life cycle of the Central Virginia region's transportation system, including identification of corridors that will benefit from this management approach and suggested policies or guiding principles.
- As part of the 2045 plan update, CVTPO/CVPDC staff will be integrating the region's existing Rural Long-Range Plan with the TPO LRTP. Because of the geographic makeup of the region, only Appomattox County has no portion of its territory in the urbanized area. Thus, the stakeholder groups for the urban and rural plans are largely the same, and there is some confusion about having two separate long-range plans. This new document will be referred to as the region's "Unified Long Range Transportation Plan."

Task VI: Document Production

- Prepare a review draft and a final long-range transportation plan document.
- Prepare a technical report documenting working procedures and information, public involvement, analysis, decisions, and project results, with associated text, graphics, tables, and figures. The technical reports should be printed in 8 ½ "x11" format, with 11"x17" fold out graphics as necessary. Twenty (20) copies of the report are required.
- Prepare a bound executive summary (150 copies) is required in 8 ½"x11" format. Maps showing the recommended year 2045 improvements shall be shown on 22"x17" sheets.
- Prepare a graphic representation of the final plan/map will be reproduced in a blue lined format for review and comment.
- Upon approval, the final plan will be printed on a wall-map style format. The plan will include the selected improvements as adopted and will be displayed in a maximum of five colors. The reverse side of the map will contain a summary of information extracted from the technical documentation. It shall include the recommendations list.
- All final products will also be presented in electronic format as determined by the TPO.
- CVTPO staff will develop an online version of the LRTP with a target launch date of September 2020.

Task VII: Project Management

- The TPO is required by FHWA to update the current transportation plan by October 2020. It is the desire of the TPO to accomplish the update, including the adoption process, by August 2020.
- Collaboration with TTC and TPO: The project management plan should include significant involvement of the TTC throughout the course of the planning process, as well as the TPO Policy Board.
- Integration with VDOT: The project management plan should clearly indicate how this plan development process will be consistent with VDOT's latest VTM policy and procedures manual and coordinated with VDOT's transportation model update development process.
- Reporting: The project management plan should include reporting procedures.
- Understandable, meaningful communication: The transportation planning process often is confusing to non-transportation planning professionals. The proposer should suggest means to communicate the planning process and the pertinent information, analysis, decision-making, conclusions, and recommendations in an understandable, meaningful manner.

The anticipated audiences for this effort will include the TPO, TTC, public officials, economic development officials, and general public. Graphics, mapping, GIS

techniques, and web-based approaches are some possible communication avenues to be considered.

L RTP FUNDING PLAN

Due to the cost and scope of the LRTP, the CVTPO traditionally “banks,” or transfers a certain amount of funds from each fiscal year towards the next plan update to reduce fiscal strain on the TPO’s budget during plan update years. This process is described below:

	FISCAL YEAR	CONTRIBUTION	TOTAL BANKED	ACTIVITY
YEAR 1/5	20-21	\$115,000*	\$50,000 for LRTP 2050	2045 Plan completion by October 2020
YEAR 2	21-22	\$50,000	\$100,000	
YEAR 3	23-24	\$50,000	\$150,000	
YEAR 4	24-25	\$50,000	\$200,000	2050 Plan process begin July 2024
YEAR 1/5	25-26	\$100,000**	\$250,000 for LRTP 2050 \$50,000 for LRTP 2055	2050 Plan completion by October 2025
YEAR 2	27-28	\$50,000	\$100,000	
YEAR 3	28-29	\$50,000	\$150,000	
YEAR 4	29-30	\$50,000	\$200,000	2055 Plan process begin July 2029
YEAR 1/5	30-31	\$100,000***	\$250,000 for LRTP 2055 \$50,000 for LRTP 2060	2055 Plan completion by October 2030

*65,000 in FY 20-21 budgeted to complete LRTP 2045; \$50,000 banked toward LRTP 2050

**50,000 in FY 25-26 budgeted to complete LRTP 2050; \$50,000 banked toward LRTP 2055

***\$50,000 in FY 30-31 budgeted to complete LRTP 2055; \$50,000 banked toward LRTP 2060

Note: Dollar amounts are subject to change due to inflation, scope changes, etc. The above chart merely serves to guide TPO staff in planning for the banking of funds to complete the LRTP update every five years. There are two ways in which PL funds can be carried over into a future fiscal year: 1) **“Passive” carryovers** skip a year (for example, unexpended or “banked” funds from FY 21-22 will automatically [passively] skip FY 22-23 and will reappear in the TPO’s funding mix in FY 23-24); 2) **“Direct” carryovers** transfer directly into the next fiscal year. Direct carryovers must be requested through the VDOT District Planner each spring. As the next LRTP update approaches, it is important to manage passive or direct carryovers so that the funds to pay for the LRTP appear at the appropriate time (typically the fiscal year ending in a year divisible by 5 [19-20, 24-25, etc.] and the year after).

Budget: \$130,000
 \$65,000 to complete 2045 LRTP
 \$10,000 for web-based LRTP
 \$50,000 banked for 2050 LRTP

Completion Date: ongoing through June 30, 2021

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: \$5,000

Completion Date: June 30, 2021

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 CVTPO basis, as needed. This task includes, but is not

limited to, providing transportation technical input and resources to the CVTPO'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 address the transportation elements and 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 CVTPO.

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 CVTPO transportation component of the Central Virginia Planning District Commission'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 CVPDC website to include the annual work program, Long Range Transportation Plan, Transportation Improvement Program, project data, transportation studies, meeting information, public participation plan, and related information in compliance with federal regulations;
- Assistance to localities in the development of transportation priorities for the CVMTO and region;
- Creation of GIS data and maps for transportation planning activities and grants;
- Assistance on comprehensive plan transportation elements;
- Assistance on other transportation related matters.
- Provide leadership or support, as appropriate, to regional initiatives including the Lynchburg Area Connectivity Study, which serves as the transportation element of the regional Comprehensive Economic Development Strategy (CEDS) and is being merged into the Connect Central Virginia 2045 Long Range Transportation Plan. The TPO is the lead agency on the Local Bottlenecks and Access on Key Highway Corridors chapters of the Connectivity Study. The TPO may provide support, as requested, to other initiatives including Placemaking,

Transit and Transportation Demand, Intercity Passenger Rail, Air Service Development, and Cargo-Oriented Development initiatives.

Budget: \$64,000

Completion Date: June 30, 2021

3.02 Central Virginia Alternative Transportation Initiative

The following is a continuation of CVTPO staff efforts to continue expansion of alternative transportation planning and implementation activities in the region.

Bike/Ped component of CVMPO/CVPDC website

Description: Staff will, as necessary, update and contribute to this dedicated section within the CVTPO/CVPDC website devoted to bicycle, pedestrian, and transit activity. Staff will manage and maintain the CVTPO/CVPDC website and social media channels.

Product: User friendly, maintained, updated component of the new CVTPO/CVPDC website and social media channels.

Grant Application Assistance

Description: Assist locality/organization partners in grant projects seeking funds towards alternative transportation initiatives including technical assistance, planning, or facility implementation. Grants such as Transportation Alternatives Program, DCR Recreational Trails, HSIP, and private or public foundation programs – where the creation of an alternative transportation corridor/facility are the focus – represent eligible grant assistance activity.

This activity includes staff support for development and expansion of the RiverEdge Park Trail (Amherst County), James River Heritage Trail (Amherst County & City of Lynchburg), Blackwater Creek Bikeway (City of Lynchburg) and related interconnections.

Product: 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 and Clean Commute Challenge. CVTPO/CVPDC and RIDE Solutions serve as the hosting entities, however, staff is expanding partnerships, activities, and events.

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

Continue Efforts to Coordinate the Work Healthy Sustainable Community Team

Activities include leading the development of temporary pedestrian/bicycle facility projects to guide design and community support. This also includes staffing the Lynchburg Pedestrian Advisory Committee.

Continue Development of a Pedestrian and Bicycle Data Program for the Area

One of the greatest challenges facing the advancement to pedestrian and bicycle facility implementation is the lack of documentation on usage and demand. The lack of accurate demand and usage measurements, especially in contrast with traditional transportation data, it can be difficult to quantify the positive benefits and need for multimodal investments. The value of establishing baseline and measurable data is recognized by the Institute of Transportation Engineers (ITE) as vital step in program advancement and one of the challenge categories from the Mayor's Challenge for Safer People, Safer Streets.

Staff will lead a series of first pedestrian and bicycle data collection efforts that will specifically target areas within City of Lynchburg, and possibly additional TPO-targeted areas. Staff will undertake this effort utilizing the National Bicycle & Pedestrian Documentation Project methodology. Lynchburg College and Randolph College students may serve to assist in the organized data development area.

Manage the CVPDC pedestrian/bicycle count program to facilitate active transportation data and inform pedestrian, bicycle, and transit planning and implementation decisions. Mobile counter devices will allow data collection at multiple locations to develop trend data, partner with multiple partners, and ultimately, guide facility type and installation location decisions.

Product: A pedestrian and bicycle data foundation that will be permanently maintained and updated, as a result of mobile counting devices and a bi-annual National Bicycle and Pedestrian Documentation Project implementation.

VDOT Bicycle Advisory Committee

Description: Serve as the liaison and participant to 1) the VDOT Bicycle Advisory Committee; and 2) VA Bicycle Federation. Participation in these statewide bike/pedestrian committees ensures that the region is represented and abreast of key bicycling and pedestrian programs within Virginia.

Product: Summary of participation activities, results, liaison activities as presented to TTC, CVTPO, Greenway Alliance, etc. as requested.

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.

Product: Summary of participation activities, results, liaison activities presented to TTC, CVTPO, Greenway Alliance, etc. as requested.

Budget: \$26,000

Completion Date: June 30, 2021

3.03 Consultant Support

Village of Rustburg Corridor Study

Description: The CVTPO will be undertaking a study of the VA Route 24 / US 501 Corridor (Village Highway) from Patricks Drive on the west to Rustburg High School on the east. The study will evaluate traffic flow and safety, especially as it relates to the elementary, middle, and high schools along the corridor. Bicycle and pedestrian improvements will also be explored. PDC staff will assist the CVTPO-procured consultant in executing this project, including conducting research, participating in project management meetings, coordinating and participating in public meetings, and executing other public involvement activities related to the project.

Response to MAP-21 and SMART SCALE and its Project Prioritization Initiative

Description: Consultant support may be needed to support CVMPO response to FAST Act along with SMART SCALE and its requirement to prioritize projects within the Commonwealth. This item allows for this support, if needed.

Product: Summary of support provided, if any.

Budget: \$65,000

Completion Date: June 30, 2021

3.04 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 CVTPO will report as required to VDOT's Civil Rights Division regarding the CVTPO's activities and practices.

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

This fiscal year, TPO staff will continue its comprehensive review of its Title VI and Public Participation Plans and make changes based on the findings of the review and guidance from state and federal partners.

Budget: \$3,843

Completion Date: June 30, 2021

SECTION II

FTA, VDRPT, CVMPO FUNDED ACTIVITIES

44.21.00 Program Support and Administration

Description: CVTPO 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 2021 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 CVTPO through preparation of agendas, attendance and scheduling meetings, reports, minutes, and other duties as needed for the CVTPO board and subcommittees. This task allows for amendments to the current UPWP and preparation of the FY 2022 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 CVTPO; amendments to the UPWP; and preparation of the FY 2022 UPWP.

Budget: \$35,000

Completion Date: June 30, 2021

44.22.00 General Development and Comprehensive Planning

Description: This item allows for ongoing transportation planning support services for GLTC and the CVTPO. The CVTPO 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 an efficient system operation and management.

Tasks:

1. Implementation of GLTC's Transit Development Plan (FY2019-2028): Activities include supporting GLTC with any examinations of existing transit services, current funding sources and implementation of the plan's recommendations as well as continuing to engage stakeholders to implement the future vision for the GLTC's transit services. Activities may also include transit route analysis for modified or expanded transit services, changes in the route schedule or other assistance needed to implement the TDP recommendations.
2. The Department of Rail and Public Transportation has chosen the Greater Lynchburg Transit Company as a pilot program for new Strategic Plans required for the Commonwealth's 16 largest transit agencies. The purpose of the state-mandated plan is to enhance transit services by identifying needs and resources required to meet those demands. The Strategic Plan will also examine fixed route service into underserved areas and how to address those issues. CVTPO staff will assist this effort by identifying, mapping, and providing additional information on underserved areas and assist with making recommendations on how to address identified concerns.
3. Further the ADA (Americans with Disabilities Act) Bus Stop Accessibility Survey by proposing short-term, cost-effective solutions for making heavily used bus stops ADA accessible. CVTPO staff will work closely with bus stop boarding/alighting data to determine the most used stops that aren't fully ADA accessible.
4. CVTPO Staff will work directly with the GLTC Route Advisory committee to recommend route adjustments and realignments that will improve the overall efficiency of the route system. The overall objective of this planning effort is to provide scenarios showing route alternatives based on input from the

committee, GLTC operations staff, and CVTPO staff. All users of the transit system—motorized, non-motorized, and ADA users—will be considered in the planning and implementation of this task.

5. General Transit Planning: As needed, staff will incorporate transit components into other studies and plans identified in this Work Program and support any coordination of urban transit service planning with the rural area or other intercity transit services.

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 Google Transit.
- An up to date bus stop database to be maintained by CVTPO staff.
- A document with a short-term recommendation for making the most heavily used stops in the GLTC System into ADA accessible stops.
- Produce short-range planning reports for GLTC as requested.
- Completed regional van pool study (if not completed in FY 19-20)

Budget: \$83,570

Completion Date: June 30, 2021

44.23.01 Long Range Transportation Plan Update

Description: CVTPO Staff will oversee the development of the 2045 Long Range Transportation Plan, which will be completed by October 2020.

Products:

- Public Assistance and information, as well as preparation for any updates that are necessary

Budget: \$7,000

Completion Date: June 30, 2021

44.25.00 Transportation Improvement Program

Description: CVTPO 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: \$2,000

Completion Date: June 30, 2021

CVMPO PROPOSED EXPENDITURES FY '21							
SECTION I - FHWA, VDOT, & CVMPO ACTIVITIES*				FHWA PL	State	Local	Total
1.00 Administration							
1.01 General Admin & Operations				\$ 24,000.00	\$ 3,000.00	\$ 3,000.00	\$ 30,000.00
1.02 Work Program Administration				\$ 2,400.00	\$ 300.00	\$ 300.00	\$ 3,000.00
SUBTOTAL				\$ 26,400.00	\$ 3,300.00	\$ 3,300.00	\$ 33,000.00
2.00 Long Range Planning							
2.01 Long Range Transportation Plan (CVLRP)				\$ 104,000.00	\$ 13,000.00	\$ 13,000.00	\$ 130,000.00
2.02 Transportation Improvement Program (CVTIP)				\$ 4,000.00	\$ 500.00	\$ 500.00	\$ 5,000.00
SUBTOTAL				\$ 108,000.00	\$ 13,500.00	\$ 13,500.00	\$ 135,000.00
3.00 Technical Assistance							
3.01 General Technical Assistance				\$ 51,200.00	\$ 6,400.00	\$ 6,400.00	\$ 64,000.00
3.02 Alternative Transportation				\$ 20,800.00	\$ 2,600.00	\$ 2,600.00	\$ 26,000.00
3.03 Consultant Support				\$ 52,000.00	\$ 6,500.00	\$ 6,500.00	\$ 65,000.00
3.04 Environmental Justice				\$ 3,074.40	\$ 384.30	\$ 384.30	\$ 3,843.00
SUBTOTAL				\$ 127,074.40	\$ 15,884.30	\$ 15,884.30	\$ 158,843.00
SECTION I TOTAL				\$ 261,474.40	\$ 32,684.30	\$ 32,684.30	\$ 326,843.00
SECTION II - FTA, DRPT, & CVMPO ACTIVITIES				FTA 5303	State	Local	Total
44.21.00 Program Support & Administration				\$ 28,000.00	\$ 3,500.00	\$ 3,500.00	\$ 35,000.00
44.22.00 General Dev. & Comprehensive Planning				\$ 66,856.00	\$ 8,357.00	\$ 8,357.00	\$ 83,570.00
44.23.01 Long Range Transportation Plan (CVLRP)				\$ 5,600.00	\$ 700.00	\$ 700.00	\$ 7,000.00
44.25.00 Transportation Improvement Program (CVTIP)				\$ 1,600.00	\$ 200.00	\$ 200.00	\$ 2,000.00
SECTION II TOTAL				\$ 102,056.00	\$ 12,757.00	\$ 12,757.00	\$ 127,570.00
GRAND TOTAL				\$ 363,530.40	\$ 45,441.30	\$ 45,441.30	\$ 454,413.00
* Origin of PL Funding:							
FY 21 PL Funding				\$ 197,474	\$ 24,684	\$ 24,684	\$ 246,843
FY 20 Direct Carryover				\$ 28,000	\$ 3,500	\$ 3,500	\$ 35,000
FY 19 Passive Carryove				\$ 36,000	\$ 4,500	\$ 4,500	\$ 45,000
							\$ 326,843

EXPLANATORY NOTE REGARDING USDOT PLANNING EMPHASIS AREAS

The USDOT has identified three planning emphasis areas: FAST Act Implementation, Regional Models of Cooperation, and Ladders of Opportunities. The CVTPO's UPWP FY 2018 addresses these areas as follows:

FAST Act Implementation: The CVTPO maintains its Central Virginia Long Range Transportation Plan(updated every five years). This plan prepares for FAST Act and its performance measures, i.e. making the Plan 'FAST Act' ready is a key element to this effort.

Regional Models of Cooperation: The CVTPO coordinates its planning efforts with the Greater Lynchburg Transit Company as well as the Central Virginia Planning District Commission, the body responsible for rural transportation planning. GLTC operating practices are a factor in the development of the Plan's project prioritization efforts. Further, GLTC staff sit on the Transportation Technical Committee, ensuring coordination of activities.

Ladders of Opportunity: The CVTPO's UPWP directs significant resources to alternative transportation. This targeted effort promotes improving safe bicycle and pedestrian access throughout our community. Additionally, the UPWP directs funding to GLTC planning efforts (undertaken by CVTPO staff). All users of the transit system—motorized, non-motorized, and ADA users—are considered in the planning and implementation efforts.

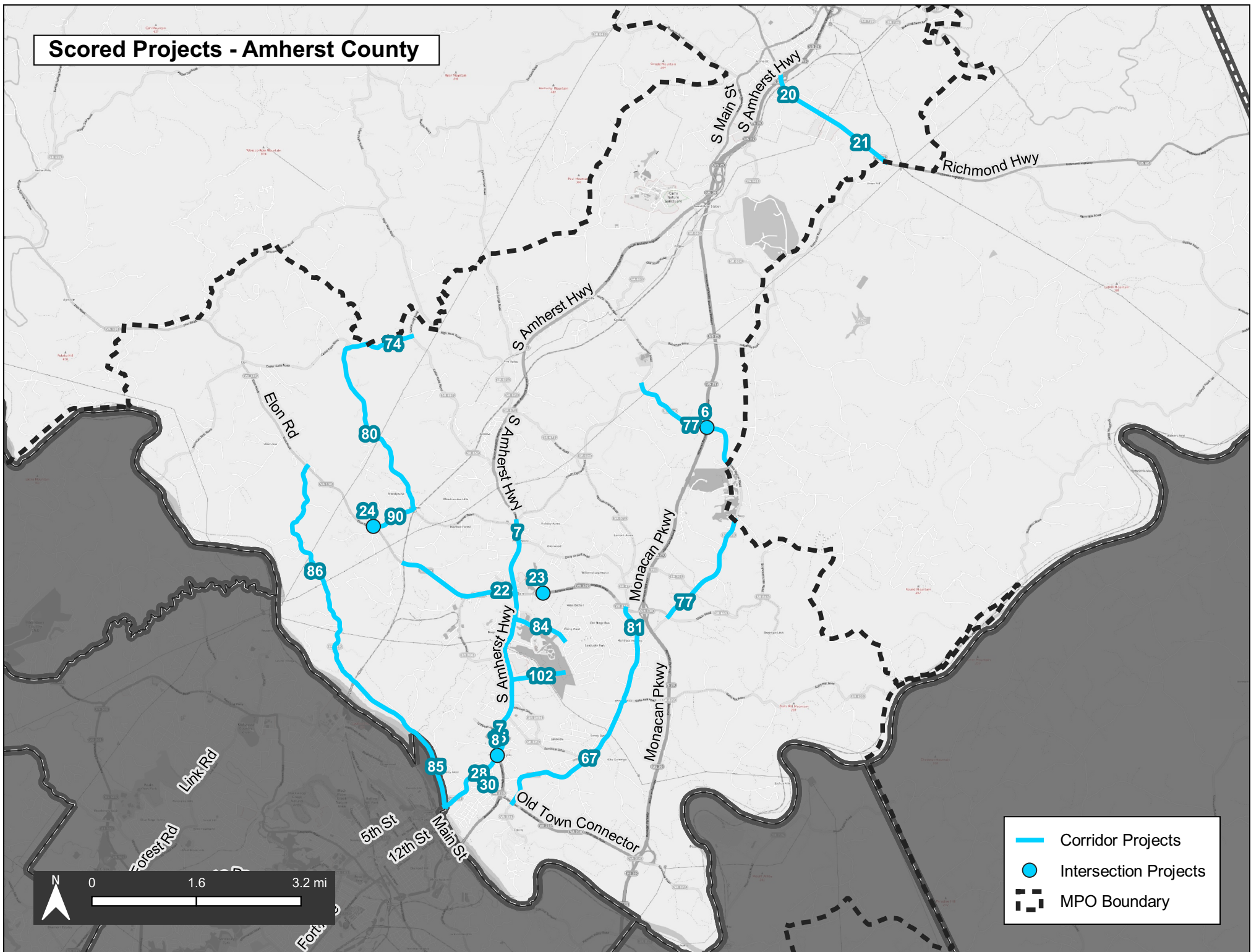
Connect Central Virginia 2045 DRAFT Roadway Projects Scores												
No.	Locality	Road Name	From	To	Project Type	Project Description	Cost	Benefit Score	Benefit Rank	Benefit-Cost Score	Benefit-Cost Score	Priority Ranking
96	City of Lynchburg	Lynchburg Expressway	Murray Pl	-	Access Management and Safety	Close unsignalized intersection	\$ 70,000	80.6	2	66,375.3	1	1
59	City of Lynchburg	Campbell Ave	Mayflower Dr	Florida Ave	Multimodal Capacity Expansion	Road Diet - restriping	\$ 930,000	74.2	7	1,484.0	8	2
43	Campbell County	Timberlake Rd	Sunny Bank Dr	-	Access Management and Safety	Restricted Crossing U-Turn	\$ 2,990,000	78.4	4	1,044.0	11	3
2	City of Lynchburg	Lynchburg Expressway	Miller Street/Robbin Road	-	Roadway Reconstruction	Closing the northbound Lynchburg Expressway entrance ramp from Robins Road (acceleration lane length- 1,700 feet shorter than the minimum AASHTO recommended)	\$ 375,000	71.2	15	9,528.1	2	4
62	City of Lynchburg	Candlers Mountain Rd	Murray Pl	-	Intersection Reconstruction	Convert four-leg intersection to three-leg intersection and install left turn lane	\$ 7,300,000	80.3	3	633.9	16	5
63	City of Lynchburg	Candlers Mountain Rd	Mayflower Dr (Rt 128)	-	Roadway Capacity Expansion	Install left turn lane and extend right turn lane	\$ 2,800,000	74.4	6	569.2	17	6
7	Amherst County	South Amherst Highway	Route 163	S Coolwell Road (Rt 694)	Traffic Operations/ Signal Coordination	Traffic Opps/Signal Coordination	\$ 2,500,000	71.7	13	1,087.7	10	7
42	Campbell County	Timberlake Rd	Brush Tavern Dr	Crowell Ln	Access Management and Safety	Restricted Crossing U-Turn	\$ 3,650,000	72.6	11	791.7	14	8
27	City of Lynchburg	Memorial Ave	NS Railway	Langhorne Ave	Roadway Reconstruction	Reconstruct road and ped, add streetscape	\$ 2,320,000	73.0	9	479.7	21	9
58	City of Lynchburg	Campbell Ave	Fairview Ave	Mayflower Dr	Multimodal Capacity Expansion	Road Diet - restriping	\$ 1,230,000	70.1	21	1,101.8	9	10
33	Bedford County	Forest Rd	Enterprise Dr (Rt 1415)	-	Intersection Reconstruction	Intersection Reconstruction, install two RT turn lanes, sidewalks, ped features/modify signal, r/w	\$ 5,000,000	73.9	8	476.8	22	11
57	City of Lynchburg	Campbell Ave	Florida Ave	-	Intersection Reconstruction	Construct 2 lane Roundabout	\$ 5,800,000	76.3	5	336.3	27	12
95	City of Lynchburg	Lynchburg Expwy	Candlers Mountain Rd (Rt 501)	-	Roadway Reconstruction	Install auxiliary lanes and realign NB entrance ramp	\$ 18,800,000	81.3	1	249.2	32	13
44	Campbell County	Timberlake Rd	Shelor Dr	Enterprise Dr	Access Management and Safety	Restricted crossing U-turn and intersection improvements	\$ 5,710,000	71.3	14	496.8	19	14
46	City of Lynchburg	Timberlake Rd	Wood Rd	Hooper/Charlie's Entrance	Access Management and Safety	Restricted crossing U-turn and intersection improvements	\$ 5,590,000	70.5	18	495.5	20	15
56	City of Lynchburg	Campbell Ave	Kemper St	Otey St	Multimodal Capacity Expansion	VUL Gateway Roundabout, Road Diet (Kemper St to Otey St)	\$ 3,800,000	72.2	12	362.5	26	16
117	City of Lynchburg	Graves Mill Rd	Creekside Dr	-	Roadway Reconstruction	Priority II Projects: widening & pedestrian improvements (RT turn lane, ped features, modify signal, utility adjustments, stormwater, sidewalk,r/w)	\$ 1,600,000	65.5	34	2,085.4	4	17
104	City of Lynchburg	Wards Ferry Rd	Harvard St.	-	Intersection Reconstruction	Construct Single Lane Roundabout	\$ 4,000,000	73.0	10	310.4	30	18

Connect Central Virginia 2045 DRAFT Roadway Projects Scores												
No.	Locality	Road Name	From	To	Project Type	Project Description	Cost	Benefit Score	Benefit Rank	Benefit-Cost Score	Benefit-Cost Score	Priority Ranking
119	City of Lynchburg	Graves Mill Rd	Millrace Dr	-	Intersection Reconstruction	Priority II Projects: install turn lane & access management (turn lane, sidewalk, utility adjustments, signal modifications, ped features)	\$ 1,700,000	64.5	37	1,932.4	5	19
120	City of Lynchburg	Graves Mill Rd	Millrace Dr	Millside Dr	Roadway Reconstruction	Priority II Projects: install median, widening & add multiuse path	\$ 8,800,000	70.5	19	408.1	24	20
48	City of Lynchburg	Timberlake Rd	Timber Ridge II Apartments Entrance	-	Access Management and Safety	Restricted crossing U-Turn	\$ 740,000	62.9	42	2,371.8	3	21
118	City of Lynchburg	Graves Mill Rd	McConville Rd	-	Intersection Reconstruction	Priority II Projects: install single lane roundabout	\$ 4,000,000	71.2	16	313.6	29	22
116	Bedford County	Graves Mill Rd	Gristmill Dr (Rt 1426)	-	Roadway Capacity Expansion	Priority I Projects (Sidewalk, turn lanes, add lane, curb and gutter, replace signal, ped features, overhead and underground utilities)	\$ 3,500,000	65.8	33	958.0	13	23
97	City of Lynchburg	Lynchburg Expressway	Carroll Avenue	-	Intersection Reconstruction	Extend northbound acceleration lane	\$ 5,250,000	66.6	32	650.2	15	24
49	City of Lynchburg	Timberlake Rd	Whitten Timberlake Chapel Entrance	Heritage Business Center Entrance	Access Management and Safety	Access Management Improvements	\$ 1,870,000	64.6	36	963.5	12	25
5	City of Lynchburg	Lynchburg Expressway	Odd Fellows Road	-	Roadway Reconstruction	Extend SB acceleration lane & NB deceleration lanes & install auxiliary lane between Odd Fellows & Carroll Ave interchanges	\$ 8,570,000	69.1	27	413.3	23	26
60	City of Lynchburg	Candlers Mountain Rd	Wards Rd (US 29)	-	Roadway Capacity Expansion	Replace two-way-left-turn lane with raised median and install left and right turn lanes	\$ 23,770,000	70.8	17	171.8	37	27
23	Amherst County	Amelon Expressway	Amelon Center	-	Intersection Reconstruction	Add traffic signal at industrial park entrance	\$ 400,000	61.1	50	1,510.8	7	28
8	Amherst County	South Amherst Highway	Route 163	-	New Roadway	Add ramp to complete interchange	\$ 13,910,000	69.5	25	190.1	35	29
4	City of Lynchburg	Lynchburg Expressway	James Street/Stadium Road	-	Roadway Reconstruction	Extend SB deceleration lane & reconfigure ramps	\$ 8,880,000	65.3	35	377.2	25	30
105	City of Lynchburg	Wards Ferry Rd	Atlanta Ave	-	Intersection Reconstruction	Add turn lanes	\$ 570,000	60.3	54	1,800.5	6	31
122	City of Lynchburg	Graves Mill Rd	Us 501 Interchange	-	Roadway Reconstruction	Priority III Projects: install diverging diamond, includes bridge replacement	\$ 30,400,000	69.7	24	154.1	38	32
19	Campbell County	Wards Rd	Colonial Highway (Rt 24)	City of Lynchburg corp limits	Access Management and Safety	Access Management and Intersection Improvements	\$ 21,230,000	69.7	23	92.6	41	33
24	Amherst County	Elon Rd	Berg Dr	-	Intersection Reconstruction	Two left turn lanes	\$ 1,143,000	61.6	48	536.9	18	34
69	Campbell County	Waterlick Rd	Bedford County Corp Limit	Rainbow Forest Dr (Rt 1520)	Roadway Capacity Expansion	Widen to 4 lanes	\$ 28,990,000	69.8	22	52.1	44	35

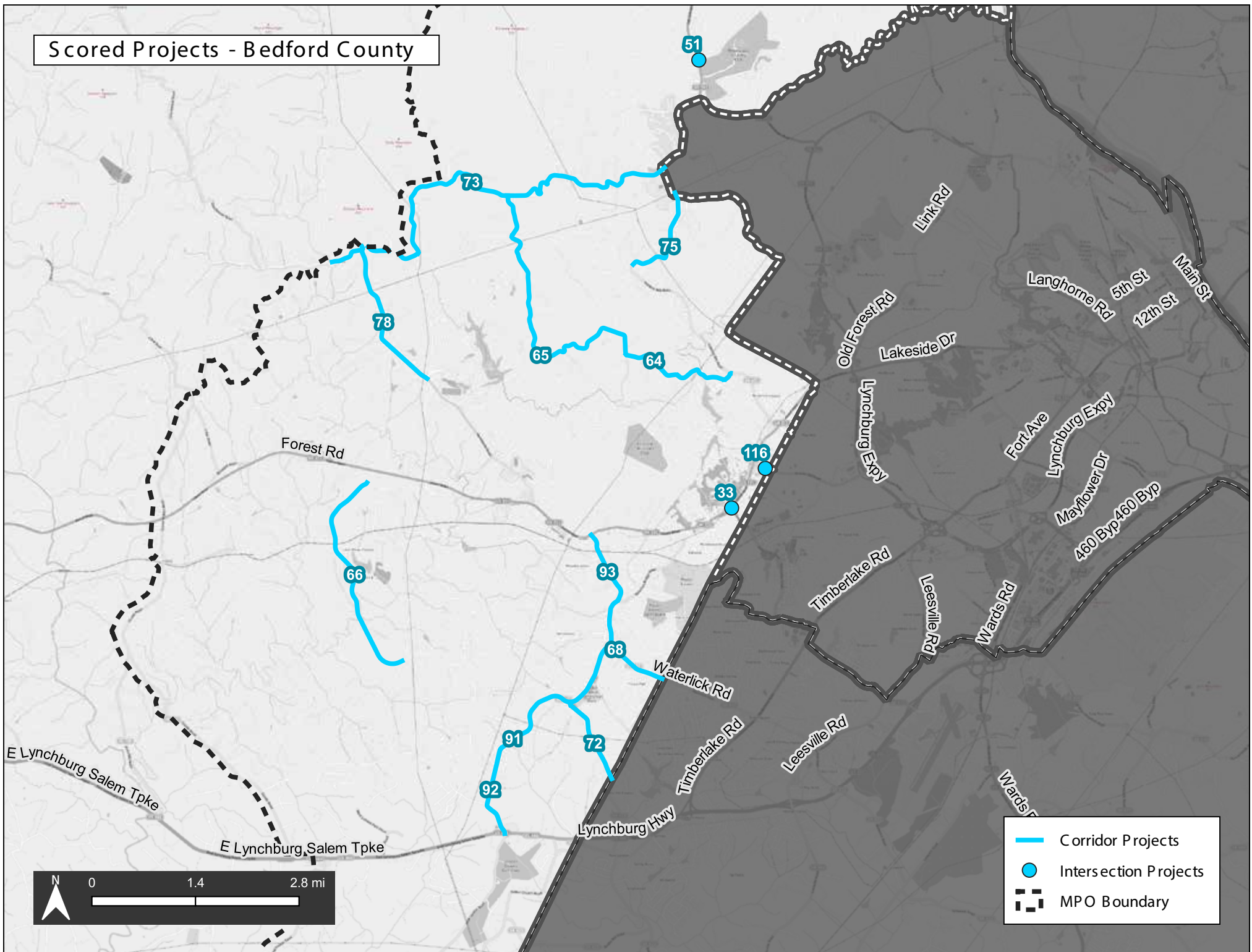
Connect Central Virginia 2045 DRAFT Roadway Projects Scores												
No.	Locality	Road Name	From	To	Project Type	Project Description	Cost	Benefit Score	Benefit Rank	Benefit-Cost Score	Benefit-Cost Score	Priority Ranking
115	City of Lynchburg	Graves Mill Rd	US 501 Southbound Ramp	-	Intersection Reconstruction	Priority I Projects: additional EB lane on Creekside, widen SB ramp	\$ 6,540,000	64.1	38	291.3	31	36
98	City of Lynchburg	Lynchburg Expressway	Miller St	Kemper St	Roadway Capacity Expansion	Install southbound auxiliary lane	\$ 9,700,000	62.4	44	322.6	28	37
79	City of Lynchburg	Candlers Mtn Rd	Mayflower Dr (Rt 128)	Richmond Highway (US 460)	Roadway Capacity Expansion	Widen to 4 lanes	\$ 20,040,000	68.4	28	46.4	45	38
38	City of Lynchburg	Lakeside Dr	Lynchburg Expressway (Rt 501)	Forest Brook Rd	Roadway Capacity Expansion	Widen to 4 lanes	\$ 19,163,000	67.0	31	65.6	43	39
47	City of Lynchburg	Timberlake Rd	Timbrook Pl	Roundelay Rd	Access Management and Safety	Restricted crossing U-Turn	\$ 9,480,000	63.3	41	224.4	33	40
40	Campbell County, City of Lynchburg	East Lynchburg Salem Turnpike	Waterlick Rd (Rt 622)	Campbell Ave (Rt 501)	Roadway Capacity Expansion	Increase to 6 lanes	\$ 200,970,000	70.4	20	19.9	56	41
89	Campbell County	English Tavern Rd	Wards Rd (US 29)	Suburban Rd (Rt 680)	Roadway Reconstruction	Widen to 24 ft	\$ 11,630,000	67.8	29	37.3	49	42
84	Amherst County	Woody's Lake Rd	South Amherst Highway (US 29 Business)	End	Roadway Reconstruction	Reconstruct roadway	\$ 8,350,000	69.5	26	26.5	53	43
15	Amherst County	Lynchburg Expressway	Amherst St (Rt 163)	Lyttleton Ln	Roadway Capacity Expansion	Widening/Improvement	\$ 13,110,000	61.6	49	178.8	36	44
70	Campbell County	Waterlick Rd	Timberlake Rd (US 460)	Leesville Rd (Rt 682)	Roadway Capacity Expansion	Widen to 4 lanes	\$ 24,220,000	63.7	40	43.7	46	45
28	Amherst County	South Amherst Highway	River Road (Rt 685)	US 29 Business	Roadway Capacity Expansion	Widen to 4 lanes with bike lane	\$ 23,000,000	63.8	39	32.5	50	46
52	Campbell County	Campbell Highway	Village Rd (Rt 24)	Suburban Rd (Rt 680)	Roadway Capacity Expansion	Widen to 4 lanes	\$ 58,230,000	67.4	30	14.2	61	47
68	Bedford County	Waterlick Rd	Thomas Jefferson Rd (Rt 811)	Campbell County Corp Limits	Roadway Capacity Expansion	Widen to 4 lanes	\$ 24,000,000	62.6	43	41.7	48	48
20	Amherst County	Richmond Highway	US 29 Bypass	Rt 606W	Roadway Reconstruction	2 lane imprvovements	\$ 10,840,000	61.7	46	42.7	47	49
30	Amherst County	Colony Road	Rt 163	Rt1034	Roadway Reconstruction	2 lane reconstruction with shoulder	\$ 4,234,000	60.6	52	72.9	42	50
6	Amherst County	Monacan Parkway	Izaak Walton Rd (Rt 663)	-	New Roadway	Construct on/off ramps	\$ 11,590,000	58.2	58	102.8	40	51
51	Bedford County	Boonsboro Rd	Winding Creek Ln (Rt 647)	-	Roadway Reconstruction	Relocate intersection, construct turn lane	\$ 1,880,000	57.8	60	103.7	39	52
103	City of Lynchburg	Downtown Streets	-	-	Multimodal Capacity Expansion	Implement downtown complete streets	\$ 57,960,000	61.8	45	21.3	54	53
67	Amherst County	New Wright Shop Rd	Colony Rd (Rt 210)	Dixie Airport Rd (Rt 677)	Roadway Reconstruction	Reconstruct 2 lane road	\$ 19,629,000	61.6	48	19.5	58	54
123	City of Lynchburg	McConville Rd	Wyndale Rd	Lakeside Dr (Rt 221)	New Roadway	Extend McConville Rd to intersect Rt 221 at a signalized intersection	\$ 1,900,000	50.3	73	206.9	34	55
92	Bedford County	Thomas Jefferson Rd	Great Oak Rd (Rt 704)	US 460	Roadway Capacity Expansion	Widen to 4 lanes	\$ 29,690,000	60.5	53	20.3	55	56
83	Campbell County	Leesville Rd	City of Lynchburg corp limits	Richmond Highway (US 460)	Roadway Capacity Expansion	Widen to 4 lanes	\$ 29,000,000	57.8	59	29.6	51	57
88	Campbell County	English Tavern Rd	Suburban Rd (Rt 680)	Wards Rd (US 29)	Roadway Reconstruction	Widen to 24 ft	\$ 14,500,000	60.6	51	12.9	62	58
22	Amherst County	Elon Rd	NS Railroad	S. Amherst Highway (US 29 Bus)	Roadway Capacity Expansion	Widen to four lanes	\$ 25,000,000	58.4	57	19.5	57	59
87	Campbell County	Mt. Athos Rd	Richmond Highway (US 460)	Babcock and Wilcox	Roadway Reconstruction	Upgrade existing 2 lane road	\$ 15,780,000	57.4	64	29.0	52	60
93	Bedford County	Thomas Jefferson Rd	Forest Rd (Rt 221)	Turkey Foot Rd (Rt 623)	Intersection Reconstruction	Intersection improvements and capacity expansion	\$ 87,000,000	59.7	55	12.7	63	61
64	Bedford County	Cottontown Rd	Hooper Rd (Rt 662)	Hawkins Mill Rd (Rt 660)	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 14,830,000	57.7	61	14.6	60	62
90	Amherst County	Winridge Rd	Rt 130	Rt 675	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 10,930,000	58.4	56	9.0	65	63
21	Amherst County	Richmond Highway	Dulwich Dr (Rt 606W)	CVMPO Eastern Boundary	Roadway Capacity Expansion	Widening/Improvement	\$ 54,460,000	57.4	64	9.9	64	64
77	Amherst County	Izaak Walton Rd	Glade Rd (Rt 130)	S Coolwell Rd (Rt 604)	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 29,740,000	57.7	62	6.9	69	65
81	Amherst County	Dixie Airport Rd	Amelon Rd (Rt 699)	Galts Mill Rd (Rt 622)	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 11,890,000	50.3	72	18.5	59	66
112	City of Lynchburg	James River Scenic Parkway	Concord Tpke	Main St	New Roadway	Design and build the James River Scenic Parkway	\$ 48,200,000	57.2	65	7.3	68	67
91	Bedford County	Thomas Jefferson Rd	Waterlick Rd (Rt 622)	Great Oak Rd (Rt 704)	Roadway Capacity Expansion	Widen to 4 lanes	\$ 56,910,000	54.7	67	8.9	66	68

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78	Bedford County	Perrowville Rd	Quail Ridge Rd (Rt 1431)	Coffee Rd (Rt 644)	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 17,440,000	57.2	66	6.4	72	69
65	Bedford County	Cottontown Rd	Coffee Rd (Rt 644)	Hooper Rd (Rt 662)	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 33,220,000	53.7	68	1.8	76	70
66	Bedford County	Everett Rd	Kensington Pkwy	Gladden Cir (Rt 646)	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 25,000,000	51.7	71	2.0	75	71
72	Bedford County	Turkey Foot Rd	Thomas Jefferson Rd (Rt 811)	Campbell County Corp Limits	Roadway Reconstruction	Widen pavement to 24 ft	\$ 10,470,000	47.5	79	7.8	67	72
74	Amherst County	Cedar Gate Rd	Rt 657	Rt 675	Roadway Reconstruction	2 lane reconstruction	\$ 7,270,000	49.6	75	6.6	71	73
86	Amherst County	River Rd	Rt 130	NS Railroad	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 31,160,000	53.0	69	1.1	77	74
102	Amherst County	New Road	S. Amherst Highway (US 29 Bus)	Fernwood Dr	New Roadway	New 2 lane connector road	\$ 7,220,000	48.9	77	6.8	70	75
85	Amherst County	River Rd	NS Railroad	Rt 163	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 24,880,000	49.7	74	2.4	74	76
73	Bedford County	Coffee Rd	Elk Valley Rd (Rt 665N)	Lynchburg Corp Limit	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 52,330,000	52.1	70	0.7	79	77
75	Bedford County	Hawkins Mill Rd	Old Farm Rd (Rt 660)	Lynchburg Corp Limits	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 25,000,000	49.2	76	3.2	73	78
80	Amherst County	Winesap Rd	Rt 652	Rt 795	Roadway Reconstruction	Widen pavement to 22 ft	\$ 20,490,000	47.5	78	1.1	78	79

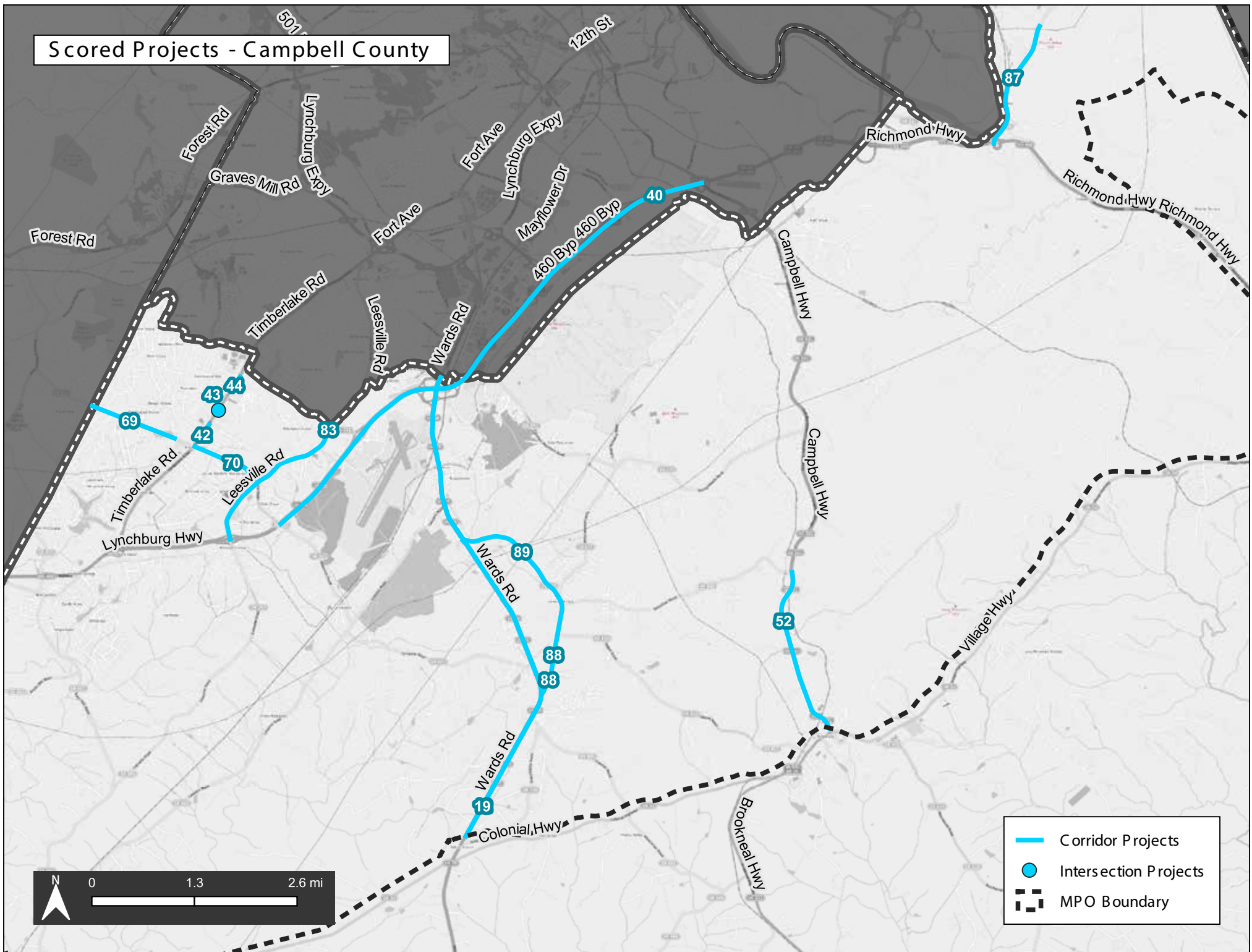
Scored Projects - Amherst County



Scored Projects - Bedford County



Scored Projects - Campbell County



Scored Projects - City of Lynchburg

