

**Transportation Improvement Program
(TIP)
for the
New River Valley Metropolitan Planning
Organization**

Fiscal Years 2024 – 2027

DRAFT

This Transportation Improvement Program was approved as a Final Report by the New River Valley Metropolitan Planning Organization on _____.

It was prepared for the New River Valley Metropolitan Planning Organization by the Technical Advisory Committee of the New River Valley Metropolitan Planning Organization through a cooperative process involving the Towns of Blacksburg and Christiansburg, the City of Radford, the Counties of Montgomery and Pulaski, Blacksburg Transit, Radford Transit, Pulaski Area Transit, the Virginia Tech - Montgomery Executive Airport Authority, Virginia Tech, Radford University, New River Community College, the Virginia Department of Transportation, the Department of Rail and Public Transportation, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

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Table of Contents

- I. Introduction Pages 4-32

- II. Highway Projects Pages 33-43

- III. Passenger Rail Projects Page 44

- IV. Transit Projects Pages 45-54

- V. Airport Projects Page 55

Introduction

Purpose and Development

The Transportation Improvement Program (TIP) for the Blacksburg Urbanized Area is a comprehensive listing of transportation activities to be undertaken during the three-year interval for which it is developed. The basic purpose of the TIP is to recommend transportation projects for federal funding while combining the efforts of local jurisdictions into a regionally coordinated plan of improvements. The TIP is developed in accordance with provisions in federal legislation; Fixing America's Surface Transportation (FAST) Act. Information on the FAST Act can be found on the MPO website or at the following link: www.fhwa.dot.gov/fastact/.

Projects are proposed for the TIP by local officials, transit operating officials, the Virginia Department of Transportation and any other agencies or officials responsible for transportation projects within the region. These officials, through the New River Valley Metropolitan Planning Organization (MPO), select and schedule projects that they support for endorsement in the TIP. The Transportation Improvement Program is endorsed annually by the MPO and may be modified by amendments at any time. MPO membership currently includes officials from Montgomery and Pulaski Counties, the Towns of Blacksburg and Christiansburg, The City of Radford, Virginia Tech, Radford University, New River Community College, the New River Valley Regional Commission, Blacksburg Transit, Radford Transit, Pulaski Area Transit, the Virginia Tech/Montgomery Regional Airport Authority, the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, the Federal Highway Administration, and the Federal Transit Administration.

The Comprehensive, Continuing, Cooperative (3-C) process of the MPO, provides a natural mechanism by which the plan can be carefully reviewed and updated annually. Annual development of this program helps to clarify future needs, allow revisions to accommodate changing conditions, and allows developing local and regional plans to be continually incorporated. The Technical Advisory Committee to the MPO made up of representatives from local, state, and federal agencies, provides the professional expertise necessary to derive a plan, and ensure that all local and regional interests are considered. Once the program is developed, the MPO reviews and approves the program according to policies adopted by the local governments.

With few exceptions, any proposed transportation project should be included in the TIP to be considered eligible for federal funding. All phases of a project including preliminary engineering, right-of-way acquisitions, or construction should be documented in the TIP.

Understanding the TIP

The arrangement of the Transportation Improvement Program identifies those capital projects anticipated during fiscal years 2023-24, through 2026-27. The project tables generally include a brief description of each project and the projected funding required to complete the project. This document provides detailed project tables for highway improvements including Interstate, Primary, Urban and Secondary system projects; safety improvements, Transportation Alternative projects, public transportation improvements, and airport improvements.

Financial Plan

The New River Valley MPO Transportation Improvement Program (TIP) provides a summary of how transportation revenues in the program will be invested over a four-year period by the state and local agencies that have legal responsibility to build, operate, and maintain the state's highway, road, street, airport, and public transit systems. Federally funded expenditures are required by federal law to be consistent with the FY2040 Long Range Plan adopted in November 2015 and to be constrained to include only projects that we anticipate having enough revenue to complete. A portion of this money is used to maintain and operate the transportation systems. The remainder is for capital projects.

The project tables have been derived from information provided to the MPO staff by the state and local agencies responsible for funding participation. These tables represent the best estimate of project descriptions and costs that can be made in advance of final negotiation. The principal references for the compilation of the roadway improvements section was the Virginia Commonwealth Transportation Board's current Transportation Development Plan, and the reader is directed to this publication for further discussion of the majority of roadway projects included in this report, as well as the Six Year Secondary Road Improvement Program for Montgomery County.

Federal regulations require the TIP to be financially constrained by fiscal year. The STIP must demonstrate that there is enough money available each year to fund projects listed in the TIP for the year. The purpose of the included tables is to demonstrate financial constraint (for Highway Projects, see pp. 9-15; for Transit/Public Transportation Projects, see pp. 16-21; for Airport/Aviation Projects, see pp. 22-23). The tables compare estimated revenues and expenditures by funding source and indicate how much revenue is estimated will be available each year from federal, state and local sources.

Definitions and Abbreviations

- *AC - Advance Construction*
- *ADA - Americans with Disabilities Act*
- *Allocation - An administrative distribution of funds set apart or designated for a special purpose.*
- *Apportionment - A law that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program.*
- *BH – Bridge Rehabilitation Funds*
- *BR – Bridge Replacement Funds*
- *BROS – Bridge (off-system, not on the federal-aid system)*
- *DEMO – Demonstration*
- *Earmarked – To reserve or set aside for a specific purpose*

- *EB – Equity Bonus*
- *EN – Enhancement Funds*
- *IM – Interstate Maintenance Funds*
- *M – Urbanized Funds*
- *MG – Minimum Guarantee*
- *NHS – National Highway System Funds*
- *PAPI – Precision Approach Path Indicator*
- *PPMS – Project Planning Management System (VDOT Tracking System Number)*
- *RPZ – Runway Protection Zone RRP – Rail Highway Protective Devices Funds*
- *RRP – Rail Highway Protective Devices Funds*
- *RRS – Rail Highway Grade Separation Funds*
- *S – State Funds*
- *STP – Surface Transportation Program Funds*
- *UST – Underground Storage Tank*
- *[] – Signifies a Very Preliminary Estimate of Cost*

PUBLIC TRANSPORTATION PROGRAM

Federal Public Transportation Funding

Federal grants for public transportation programs are authorized by the FAST Act signed into law in December. Brief descriptions of funding categories for capital and operating expenses are given below for the programs typically used by transit agencies in the NRVMPPO. Descriptions are posted at <https://www.transit.dot.gov/grants>.

Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities (formerly section 16) - Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.

Section 5311 Formula Grants for Rural Areas (formerly Section 18) - Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.

Section 5339(a) Grants for Buses and Bus Facilities Formula Program - Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.

Grants for Buses and Bus Facilities Program - Provides funding through a formula and competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.

Section 5307 Urbanized Area Formula Grants - Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. Up to 80% of capital improvements and up to 50% for operating expenses may be federally funded. Project priority is determined by the state.

The Federal Transit Administration has several other funding programs that are for planning and other specialized purposes and are generally not referred to in the Transportation Planning and Research Program.

Public Transportation Project Justification Narratives

In accordance with FTA reporting procedures discussions of the justification for individual projects applied for under the federal transit program must be included in the TIP. Section 5310 projects, which are reported through the Virginia Department of Rail and Public Transportation Division, remain unaffected by this requirement.

Operating Assistance (Blacksburg Transit)

Blacksburg Transit, a department of the Town of Blacksburg, Virginia, is a designated recipient of state and federal aid programs for public transit service. BT provides transit service to roughly 74,000 residents of the MPO area. Transit service is provided within the Town of Blacksburg, with a route that runs through Montgomery County to the Town of Christiansburg. Since a majority of Blacksburg Transit ridership is associated with the local university, Virginia Tech, service schedules coincide with the class schedules at the university.

During full service the hours of operation for routes within the Town of Blacksburg town limits are

Monday – Thursday 7:00 am to 12:45 am

Friday 7:00 am to 2:45 am

Saturday 9:30 am 2:45 am

Sunday 11:30 am to 11:30 pm

During reduced service* the hours of operation are:

Monday – Friday 7:00 am to 9:45 pm

Saturday 9:30 am to 9:15 pm

Sunday 11:30 am to 7:15 pm

*note “reduced service” is during the summer and winter breaks.

Blacksburg Transit’s complementary paratransit service is known as BT ACCESS. BT ACCESS’ door-to-door service for persons with disabilities. It is available throughout the Town of Blacksburg during the times that fixed route service operates, and is widely recognized as one of the best in the state.

For routes in Blacksburg, Blacksburg Transit maintains an active fleet of 53 full-sized transit buses and 18 Body-On-Chassis (BOC) vehicles and vans for a total of 71. Blacksburg Transit’s fleet is 100 percent accessible. Morning pullout during full service is 47 vehicles. BT provided 3,241,640 passenger trips during fiscal year 2022.

Service for the Town of Christiansburg

Service in the Town of Christiansburg, provided by BT, covers all areas within the Town limits. The current routes include the Go Anywhere! (demand-response), and Explorer (deviated fixed route).

For year round service within Christiansburg, the hours of operation are

Monday – Friday 7:00 am to 6:40 pm

Saturday 9:30 am to 4:45 pm.

There is no Sunday service.

See the latest hours at <http://ridebt.org/hours-of-operation>

Blacksburg Transit, in cooperation with Virginia Tech, plans to construct a multi-modal transit facility (MMTF) to serve the existing and future riders in Blacksburg and the surrounding region. It is envisioned that this facility will be a hub for local and regional transit, creating a centralized transportation center that will promote alternative modes and facilitate non-automobile traffic. The facility, to include 17 bus bays on an east and west loop along with a 13,500 square foot building with a passenger waiting area, will allow future expansion of service to be better served by an expanded and comprehensive transit operation.

The NRV MPO Policy Board has authorized the Town Manager of the Town of Blacksburg on behalf of the NRV MPO to seek federal and state funding to support transit services. The projected program budget is for expenditures to be incurred for the provision of a standard level of transit service system-wide and represents no major changes in eligible expense categories from the previous grant year.

Operating Assistance (Radford Transit)

Radford Transit is a service provided by the City of Radford. Service is contracted through New River Valley Community Services and is a partnership between the City of Radford and Radford University. RT provides service to citizens and students in the City of Radford, Radford University, Fairlawn in Pulaski County, with connecting service to Christiansburg, and Blacksburg. Service is provided year-round with reduced service provided during times when Radford University is not in session.

At times when full service levels are provided, typical hours of operation are as follows:

Monday - Thursday: 6:50am – 10:50pm

Friday: 6:50am - 2:40am

Saturday: 9:50am - 2:40am

Sunday: 5:50pm – 11:50pm

Reduced service hours (when Radford University is not in session) are as follows:

Monday - Friday: 6:50am – 8:05pm

Saturday: 9:50am – 8:05pm

All Radford Transit service is "deviated fixed-route" which enables any person requesting a deviation to do so with 24-hour notice. Buses may deviate from fixed routes up to $\frac{3}{4}$ mile from the bus route.

Radford Transit's fleet consists of five (5) body-on-chassis (Cutaway) style buses, eleven (11) 23-passenger low floor body-on-chassis (Cutaway) style buses, two (2) 29-passenger medium duty body-on-chassis (Cutaway) style buses, and two (2) low floor heavy duty transit buses.

In fiscal year, 2019 RT provided 268,727 passenger trips, a drop from the previous year. RT employs approximately 60 full and part-time employees and is a functioning department of New River Valley Community Services within the agency's transit services department. NRVCS also provides Community Transit (CT) service throughout the New River Valley. This service targets human service transportation and provides some service for Radford Transit in the connection with the New River Valley Medical Center.

The NRV MPO Policy Board has authorized the City Manager of the City of Radford on behalf of the NRV MPO to seek federal and state funding to support transit services. The projected program budget is for expenditures to be incurred for the provision of a standard level of transit service system-wide and represents no major changes in eligible expense categories from the previous grant year.

Performance Measures

Federal legislation requires that all MPOs establish performance measures to help assure funding is being used appropriately. This can be accomplished by setting measures specifically for the MPO or adopting the measures that are set by the State. The NRV MPO has adopted the measures used by the State. Currently, performance measures have been established for Safety. Other measures will be adopted later this year. The State measures adopted by the MPO for Safety follow.

Appendix E, Addendum 1: Performance Based Planning and Programming – 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 transportation that is more comprehensive safety planning.

¹It 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.

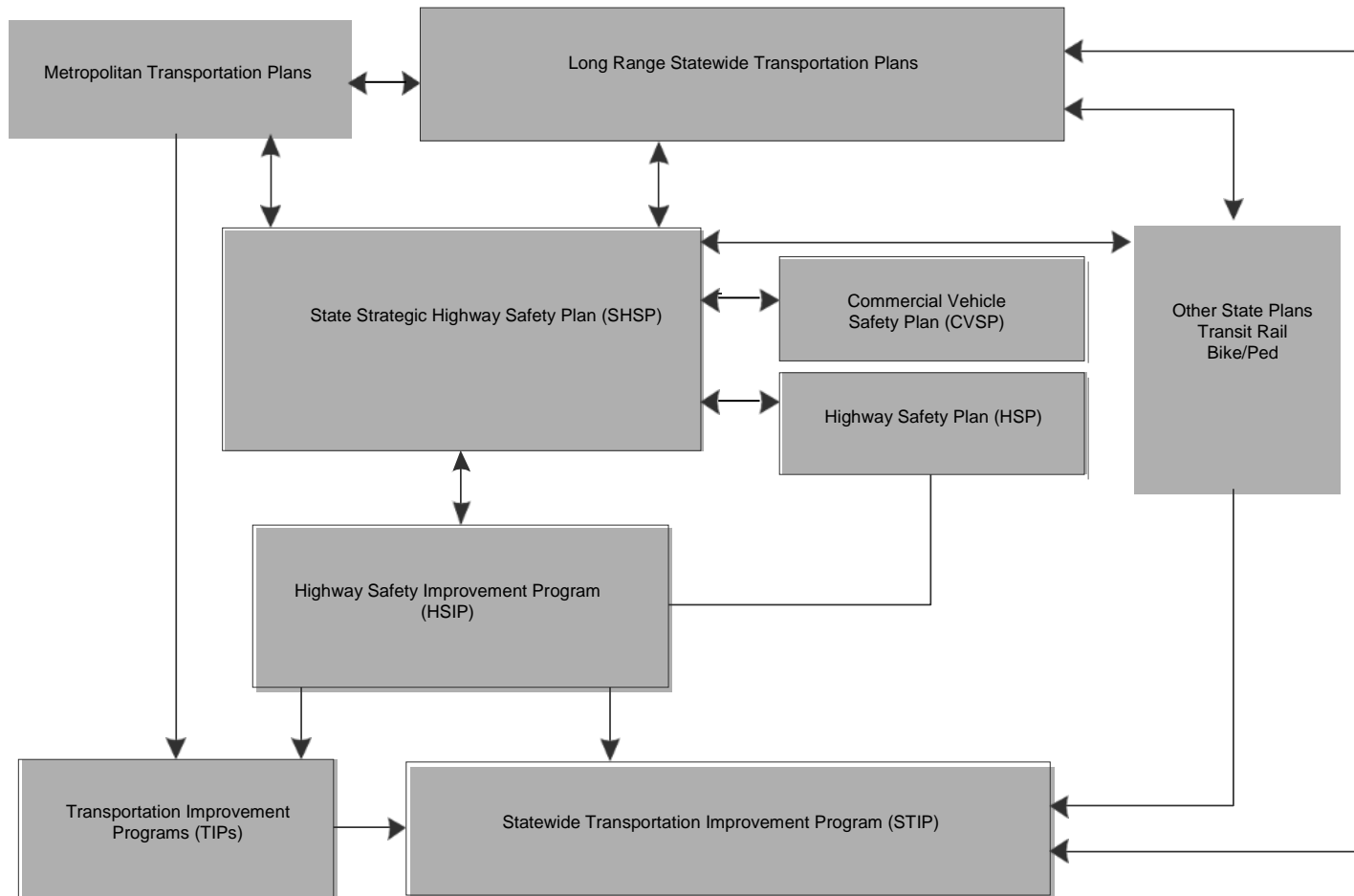
The LRSTP, VTrans2040, guides the state's investment decisions for transportation improvements. Safety and performance management is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles:

- 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 below:



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.

Appendix E, Addendum 3: Performance Based Planning and Programming – 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 2018-2021¹. 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.

Table 1: Pavement Condition Measures and Performance Targets

| Interstate Pavement Condition Measures² | CY 2018-2019 Two Year Target | CY 2018-2021 Four Year Target |
|---|---|--|
| Percentage of Pavements in Good Condition | N/A ³ | 45.0% |
| Percentage of Pavements in Poor Condition | N/A ³ | 3.0% |
| Non-Interstate NHS Pavement Condition Measures⁴ | 2018-2019 Two Year Target | 2018-2021 Four Year Target |
| 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.

¹ Virginia’s Baseline Performance Period Report data is through December 2017.

² Interstate condition measures are based on four distresses: International Roughness Index (IRI), cracking, rutting, and faulting.

³ 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.

⁴ 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.

Table 2: NHS Bridge Condition Measures and Performance Targets

| NHS Bridge Condition Measures | CY 2018-2019 Two Year Target | CY 2018-2021 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.

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.

Appendix E, Addendum 4: Performance Based Planning and Programming – 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 Two Year Target | CY 2018-2021 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 ¹ | 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 Two Year Target | CY 2018-2021 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.

¹ During this first performance period, States are not required to establish 2-year targets for the Non-Interstate NHS reliability measure.

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.

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 metropolitan areas.
 - Reduce average daily trip lengths in metropolitan areas.
 - Increase the accessibility to jobs via transit, walking and driving in metropolitan 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.

2022 TIER II GROUP TRANSIT ASSET MANAGEMENT PLAN

MPO PERFORMANCE MEASURES GUIDANCE

Background

The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires transit agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation create a Transit Asset Management (TAM) plan. Transit agencies can fulfill this requirement through an individual or group plan. A group plan is designed to collect TAM information about groups (typically smaller sub-recipients of 5311 or 5307 federal grant programs).

TAM requirements and eligibility is split into two tiers based on the size of a transit agency's vehicle fleet. The criteria for each tier are shown in Figure 1.

Figure 1. Tier I and Tier II Agency Providers

| Tier I | Tier II |
|--|---|
| Operates rail OR ≥ 101 vehicles across all fixed route modes OR ≥ 101 vehicles in one non-fixed route mode | Subrecipient of 5311 funds OR American Indian Tribe OR ≤ 100 vehicles across all fixed route modes OR ≤ 100 vehicles in one non-fixed route mode |

Important Dates
 TAM Adoption Date: 10/1/ 2022
 MPOs update TIP/CLRP: 3/30/2023

In Virginia, the Department of Rail and Public Transportation (DRPT) sponsors a [Tier II Group TAM Plan](#) that covers 33 transit agencies in Virginia (see Attachment 1 for a list of participating agencies).

The following larger agencies maintain their own Tier I TAM Plans:

- Hampton Roads Transit (HRT)
- Greater Richmond Transit Company (GRTC)
- Potomac and Rappahannock Transportation Commission (PRTC)
- Virginia Railway Express (VRE)

DRPT published a new [FFY22 Virginia Group Tier II Transit Asset Management Plan](#) on October 1, 2022, after The Plan was adopted by the 33 transit agencies who were eligible to participate in the plan. The plan includes a detailed inventory of capital transit assets (vehicles and facilities). A condition assessment of these inventoried assets along with a discussion of decision support tools and investment prioritization.

The TAM plan was developed from asset information provided by each participating transit agency. To facilitate the TAM planning process transit agencies are required to maintain asset inventory data statewide TransAM database. Information in the database is required to be updated twice annually (July 15 and January 15).

DRPT prioritizes State capital assistance provided to transit agencies via the [MERIT Capital Assistance Program](#).

The MERIT program is guided by a project prioritization process for capital needs that allows DRPT to allocate and assign limited resources to projects and investments identified as the most critical. The prioritization process is designed to favor projects that:

- Achieve the statewide policy objective of maintaining a state of good repair of existing assets and;
- Have the greatest impact on the provision of public transportation services throughout the state.

Over the plans, the 4-year planning horizon DRPT will provide MPOs with revised TAM performance Targets after October 1 of each calendar year. Each year MPOs will need to update the TAM performance Target table(s) in the TIP/CLRP to reflect the new targets.

TAM Plan Data

In addition to the plan, DRPT is making TAM inventory data available through the [DRPT Open Data Portal](#). The [TAM section](#) allows MPOs to review TAM Plan inventor data by MPO area or transit agency. The Open data portal provides access to current TAM Plan performance targets by asset type and asset class.

MPO Role in TAM

1. Background

With the publication of the FFY22 Tier II Group TAM Plan on October 1, 2022, MPOs have 180-days (from October 1, 2022) to update their planning documents to reflect the newly published TAM performance targets (Figure 1).

MPOs can use the targets developed for the Group TAM Plan or develop their own regionally specific targets. DRPT is providing MPOs with the Group TAM Plan targets and template language to facilitate the TIP/CLRP update process.

DRPT is providing a form letter that MPOs should use to notify DRPT of their intent to adopt the Statewide Tier II TAM targets.

When adopting the TAM targets MPOs should review their Public Participation Plan to determine the exact procedures for modifying the TIP. MPOs may be able to update targets and TAM language using the TIP modification procedures versus a full TIP amendment

Note: DRPT only provides the statewide targets for agencies participating in the Tier II Group Plan. Large, Tier I transit agencies are responsible for developing their own TAM Plans. If an MPO has a Tier I transit agency within its MPO area coordination should happen between the MPO and the transit agency.

2. TAM Target Setting

An MPO may use the language below in their TIP. Replace the appropriate highlighted text with relevant references.

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

Figure A: TAM Performance Measures by Asset Category

| Asset Category | Relevant Assets | Measure | Measure Type | Desired Direction |
|----------------|--|--|--------------|---------------------|
| Equipment | Service support, maintenance, and other non-revenue vehicles | Percentage of vehicles that have met or exceeded their ULB | Age-based | Minimize percentage |

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

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

Two definitions apply to these performance measures:

- **Useful Life Benchmark (ULB)**—“The expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment.” For example, FTA’s default ULB of a bus is 14 years.
- **FTA Transit Economic Requirements Model (TERM) Scale**—A rating system used in FTA’s TERM to describe asset conditions. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent).

The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires that all transit agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation create a TAM plan. Agencies are required to fulfill this requirement through an individual or group plan. The TAM rule provides two tiers of requirements for transit agencies based on size and operating characteristics:

- A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, Or has 101 vehicles or more in one non-fixed route mode.
- A Tier II agency is a subrecipient of FTA 5311 funds, OR is an American Indian Tribe, Or has 100 or fewer vehicles across all fixed route modes, OR has 100 vehicles or less in 1 non-fixed route mode.

Tier I Language (Optional for MPOs with Tier I agencies only) do not include if you only have a Tier II agency participating in the Group Plan.

For Tier I providers, any Transportation Improvement Program (TIP) or Metropolitan Transportation Plan (MTP) adopted after October 1, 2018, will be in compliance with the TAM Plans developed by the Tier I transit providers within the MPO as well as the regional performance measures adopted by the MPO as a whole. The performance measurements and targets for Tier I plans can be found in each agency’s individual TAM plan. Within the MPO NAME the TRANSPORTATION AGENCY NAME is a Tier 1 provider, as such TRANSPORTATION AGENCY NAME is responsible for the development of its TAM Plan. TRANSPORTATION AGENCY NAME TAM Plan was completed on DATE. It can be found here: LINK and is included in the Table below. The MPOs planning process integrates the goals, objectives, performance measures, and targets described in the plan into its planning and programming process.

Table Insert: Tier 1 Measures and targets by asset class.

Tier II Group Plan language

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group Plan. The MPO NAME programs federal transportation funds for TRANSPORTATION AGENCY NAME(S). TRANSPORTATION AGENCY NAME(S) is a Tier II agency participating in the DRPT-sponsored group TAM Plan. The MPO has integrated the goals, measures, and targets described in the [Federal Fiscal Year 2022-2025 Virginia Group Tier II Transit Asset Management Plan](#) into the MPO’s planning and programming process. Performance targets for the Tier II Group TAM Plan are included in the table below.

Table1: TAM Targets for rolling stock and facilities: Percentage of Revenue Vehicles that have met or exceeded their ULB by Asset Type.

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

Attachment 1: Tier II Group Plan Participants 2022

| Transit Service | MPO area (if any) |
|--|-------------------|
| AASC/Four County Transit | |
| Bay Aging/Bay Transit | HRTPO |
| CSPDC/BRITE Transit Service | SAWMPO |
| City of Bristol/Bristol Virginia Transit | Bristol TN/VA MPO |
| Charlottesville Area Transit | CAMPO |
| City of Harrisonburg | HRMPO |
| City of Petersburg/Petersburg Area Transit | Tri Cities |
| City of Radford/Radford Transit | NRVMPO |
| City of Suffolk/Suffolk Transit | HRTPO |
| City of Winchester/Win Tran | WinFred |
| Danville Transit System | |
| District Three Public Transit/Mountain Lynx Transit | Bristol TN/VA MPO |
| Farmville Area Bus | |
| Fredericksburg Regional Transit | FRED |
| Greater Lynchburg Transit Company | CVMPO |
| Greater Roanoke Transit Company/Valley Metro | RVTPO |
| Greensville-Emporia Transit | |
| JAUNT, Inc. | CAMPO |
| Lake Country Area Agency on Aging | |
| Loudoun County Transit | TPB |
| Mountain Empire Older Citizens, Inc. | |
| NVTC- Arlington County/Arlington Transit | TPB |
| NVTC- City of Alexandria/Alexandria Transit Company (DASH) | TPB |
| Pulaski Area Transit | |
| RADAR/Unified Human Services Transportation Systems, Inc. | RVTPO |
| STAR Transit | |
| Town of Altavista | |
| Town of Blacksburg | NRVMPO |
| Blackstone Areas Bus System | |
| Town of Bluefield/Graham Transit | |
| Town of Chincoteague/Pony Express | |
| Virginia Regional Transit | |
| Williamsburg Area Transit Authority | HRTPO |

Information and Resources

Additional information and guidance is available on FTAs Transit Asset Management website:
<https://www.transit.dot.gov/TAM>

FTA TAM planning factsheet:

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Planning%20for%20TAM%20fact%20sheet.pdf>

DRPT TAM page:

<https://drpt.virginia.gov/guidelines-and-requirements/transit-asset-management-plan/>

DRPT TAM Open Data Portal Site:

<https://data.drpt.virginia.gov/stories/s/FY2022-2025-TAM-Plan/h9nh-b94p>

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

OVERVIEW OF PTASP AND IMPORTANT DATES FOR MPOS
AUGUST 2020

Background

The Public Transportation Agency Safety Plan (PTASP) final rule (49 C.F.R. Part 673) intends to improve public transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems. It requires certain recipients and sub-recipients of Federal Transit Administration (FTA) grants that operate public transportation to develop and implement safety plans that, establish processes and procedures to support the implementation of Safety Management Systems (SMS).

The rule applies to all operators of public transportation systems that are recipients and sub-recipients of FTA grant funds. Specifically, recipients or sub-recipients who operate public transportation and are a recipient or sub-recipient of Urbanized Area Formula Grant Program funds under 49 U.S.C. § 5307 (Section 5307 Grant Program) see attachment A for a list of Transit agencies.

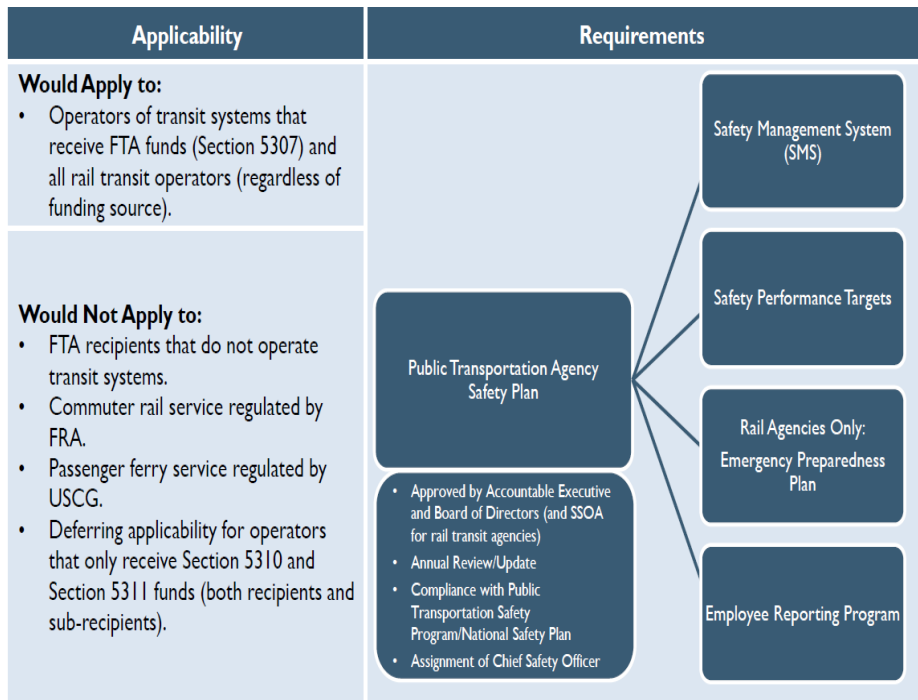
Important Dates

**Tier II PTASP plan effective date:
8/11/2020**

**MPO initial targets include in TIP
by: 2/7/2021**

DRPTs Role: DRPT has drafted a PTASP on behalf of small tier II transportation providers. Under the PTASP rule a small tier II transportation provider is defined as meeting all of the following criteria:

- Is a recipient or sub-recipient of FTA’s Urbanized Area Formula Program,
- Operates 100 or fewer vehicles in peak revenue service, and
- Does not operate rail/fixed-guideway public transportation



Performance-Based Planning

As part of PTASP requirements, transit agencies must set safety performance targets in their safety plans for each mode (Fixed route and paratransit) based on the following safety performance measures that FTA has established in the [National Public Transportation Safety Plan \(NSP\)](#):

| Measure | Target Type | | Desired Direction |
|--------------------|---------------------------------|---------------------------------|----------------------------|
| Fatalities | Total number | Rate per revenue miles | Decreasing number and rate |
| Injuries | Total number | Rate per revenue miles | Decreasing number and rate |
| Safety events | Total number per year | Rate per revenue miles | Decreasing number and rate |
| System reliability | Distance between major failures | Distance between minor failures | Decreasing number and rate |

MPOs must reference performance targets and plans within the MPO transportation improvement program (TIP) and long-range plan. The Safety performance targets and performance-based plans should inform a transit agency's investment priorities, and those investment priorities should be carried forward within the MPO's and State DOT's planning processes. MPOs should also make reference to the PTASP plan in their TIP.

MPO Role

The PTASP rule states that each transit provider must provide the MPO with safety performance targets to assist the MPO with capital program planning process (Long Range Transportation plan and TIP). The MPO will need to incorporate the performance targets and safety plan(s) (by reference) into the TIP and LRTP. Additional resources on the MPOs role in PTAS is available from the [FTA's MPO FAQ page](#).

For MPOs with tier II transit agencies(s) participating in the group plan, DRPT is providing the agency specific targets developed for the Statewide Tier II group PTASP plan to the MPOs for consideration and inclusion in MPO TIPs. (Attachment A) MPOs may consider adopting the targets provided in the group plan or adopting regionally specific targets of their own. For additional guidance please refer to [FTA's Safety performance Targets Guide](#). In many cases MPOs can add the targets to the TIP via an administrative update instead of an amendment.¹

For MPOs with Tier I transit agencies PTASP planning responsibility falls to the transit agency. Agencies should be coordinating with the MPOs to the extent feasible on PTASP target setting. As timeline may differ due to COVID-19 impacts MPOs with Tier I agencies should directly contact the transit providers.

As with other performance measures under MAP-21, MPOs will have **180 days** from the date the plans are certified to adopt measures into the TIP and LRTP. With the publication date of the Tier II group plan being **8/11/2021** MPOs will have to adopt initial targets by **2/7/2021**.

After the initial round in 2021 MPOs will have to update the PTASP performance targets when LRTP or TIP are updated or a transit agency make changes to their targets during an annual PTASP plan review. Transit agencies are required to review their PTASP annually by July 20th.

Public Transportation Agency Safety Plan (PTASP)

The Public Transportation Agency Safety Plan (PTASP) final rule (49 C.F.R. Part 673) intends to improve public transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems. It requires certain recipients and sub-recipients of Federal Transit Administration (FTA) grants that operate public transportation to develop and implement safety plans that, establish processes and procedures to support the implementation of Safety Management Systems (SMS). Agencies are required to fulfill this requirement through an individual or group plan. The PTASP rule provides two tiers of requirements for transit agencies based on size and operating characteristics:

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

¹ MPOs should follow their procedures as defined in their Public Participation Plans

- 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.

Tier II Group Plan

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group PTASP Plan. The New River Valley MPO programs federal transportation funds for Blacksburg Transit and the City of Radford. Blacksburg Transit and the City of Radford are Tier II agencies participating in the DRPT sponsored group PTASP Plan. The NRV MPO has adopted the Tier II PTASP into its TIP by reference and integrated the goals measures and targets described in the 2020 Commonwealth of Virginia Tier II Group Transit Asset Management Plan, August 11, 2020 into the MPO’s planning and programming process. Specific targets for the Tier II Group PTASP Plan are included in the table below.

Table 1: Tier II Transit Agency PTASP Performance Targets by Mode:

Blacksburg Transit

| Performance Measures | Targets by Mode | |
|--|--|--|
| | Fixed Route | Paratransit/ Demand Response |
| Fatalities (total number of reportable fatalities per year) | 0 | 0 |
| Fatalities (rate per total vehicle revenue miles by mode) | 0 | 0 |
| Injuries (total number of reportable injuries per year) | 5 | 0 |
| Injuries (rate per total vehicle revenue miles by mode) | Less than .5 injuries per 100,000 vehicle revenue miles | Less than .5 injuries per 100,000 vehicle revenue miles |
| Safety events (total number of safety events per year) | 10 | 1 |
| Safety events (rate per total vehicle revenue miles by mode) | Less than 1 reportable event per 100,000 vehicle revenue miles | Less than 1 reportable event per 100,000 vehicle revenue miles |
| Distance between Major Failures | 10,000 miles | 10,000 miles |
| Distance between Minor Failures | 3,200 miles | 3,200 miles |

City of Radford

| Performance Measures | Targets by Mode | |
|--|--|--|
| | Fixed Route | |
| Fatalities (total number of reportable fatalities per year) | 0 | |
| Fatalities (rate per total vehicle revenue miles by mode) | 0 | |
| Injuries (total number of reportable injuries per year) | 2 | |
| Injuries (rate per total vehicle revenue miles by mode) | Less than .5 injuries per 100,000 vehicle revenue miles | |
| Safety events (total number of safety events per year) | 3 | |
| Safety events (rate per total vehicle revenue miles by mode) | Less than 1 reportable event per 100,000 vehicle revenue miles | |
| Distance between Major Failures | 10,000 miles | |
| Distance between Minor Failures | 3,200 miles | |

Information and Resources

Additional information and guidance is available on FTAs Public Transportation Safety Plan webpage:

<https://www.transit.dot.gov/PTASP>

PTASP final rule factsheet:

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/safety/public-transportation-agency-safety-program/117281/ptasp-fact-sheet-02-06-2019.pdf>

DRPT Contact:

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Wood.hudson@drpt.virginia.gov

804-655-4567

Attachment A: Tier II Group PTASP Participants

TABLE 2: TIER 2 TRANSIT AGENCIES PARTICIPATING IN DRPT GROUP PLAN

| Transit Agency | MPO |
|--|-----------------------------|
| Blacksburg Transit | New River Valley |
| Blue Ridge Intercity Transit Express (BRITE) | Staunton Augusta Waynesboro |
| Charlottesville Area Transit | Charlottesville Albemarle |
| City of Bristol Transit | Bristol |
| City of Harrisonburg Transit | Harrisonburg Rockingham |
| City of Radford Transit | New River Valley |
| City of Suffolk | Hampton Roads TPO |
| City of Winchester Transit | Winchester-Frederick County |
| Fredericksburg Regional Transit | Fredericksburg Area |
| Greater Lynchburg Transit | Central Virginia |
| Greater Roanoke Transit | Roanoke Valley TPO |
| JAUNT | Charlottesville Albemarle |
| Mountain Lynx Transit (District 3 Transit) | |
| Petersburg Transit | Tri-Cities |
| Williamsburg Area Transit | Hampton Roads TPO |

Highway Projects
TABLE C New River Valley MPO
FEDERAL FUNDING CATEGORIES
FISCAL CONSTRAINT BY YEAR

Highway Projects
 FFY 2024 - 2027

| Fund Source | FFY 2024 | | FFY 2025 | | FFY 2026 | | FFY 2027 | | 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 | | | | | | | | | | |
| NHS/NHPP | \$1,631,694 | \$1,631,694 | \$765,611 | \$765,611 | \$0 | \$0 | \$0 | \$0 | \$2,397,305 | \$2,397,305 |
| STP/STBG | \$350,270 | \$350,270 | \$307,671 | \$307,671 | \$0 | \$0 | \$0 | \$0 | \$657,941 | \$657,941 |
| TAP | \$76,369 | \$76,369 | \$1,413,760 | \$1,413,760 | \$430,288 | \$430,288 | \$0 | \$0 | \$1,920,417 | \$1,920,417 |
| Subtotal -- Federal | \$2,058,333 | \$2,058,333 | \$2,487,042 | \$2,487,042 | \$430,288 | \$430,288 | \$0 | \$0 | \$4,975,663 | \$4,975,663 |
| Other | | | | | | | | | | |
| State Match | \$196,689 | \$196,689 | \$621,761 | \$621,761 | \$107,572 | \$107,572 | \$0 | \$0 | \$926,022 | \$926,022 |
| Subtotal -- Other | \$196,689 | \$196,689 | \$621,761 | \$621,761 | \$107,572 | \$107,572 | \$0 | \$0 | \$926,022 | \$926,022 |
| Total | \$2,255,022 | \$2,255,022 | \$3,108,803 | \$3,108,803 | \$537,860 | \$537,860 | \$0 | \$0 | \$5,901,685 | \$5,901,685 |
| Federal - ACC (1) | | | | | | | | | | |
| NHS/NHPP | \$0 | \$0 | \$0 | \$0 | \$2,284,000 | \$2,284,000 | \$1,572,276 | \$1,572,276 | \$3,856,276 | \$3,856,276 |
| Subtotal -- Federal - ACC (1) | \$0 | \$0 | \$0 | \$0 | \$2,284,000 | \$2,284,000 | \$1,572,276 | \$1,572,276 | \$3,856,276 | \$3,856,276 |
| Statewide and/or Multiple MPO - Federal (3) | | | | | | | | | | |
| NHS/NHPP | \$1,031,697 | \$1,031,697 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,031,697 | \$1,031,697 |
| Subtotal -- Statewide and/or Multiple MPO - Federal (3) | \$1,031,697 | \$1,031,697 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,031,697 | \$1,031,697 |
| Maintenance - Federal (4) | | | | | | | | | | |
| BR | \$850,620 | \$850,620 | \$6,450,972 | \$6,450,972 | \$19,947,300 | \$19,947,300 | \$11,502,750 | \$11,502,750 | \$38,751,642 | \$38,751,642 |
| NHFP | \$4,147,232 | \$4,147,232 | \$4,147,232 | \$4,147,232 | \$4,147,232 | \$4,147,232 | \$4,147,232 | \$4,147,232 | \$16,588,928 | \$16,588,928 |
| NHS/NHPP | \$4,678,788 | \$4,678,788 | \$10,709,744 | \$10,709,744 | \$4,678,788 | \$4,678,788 | \$4,678,788 | \$4,678,788 | \$24,746,108 | \$24,746,108 |
| STP/STBG | \$26,126,590 | \$26,126,590 | \$30,360,410 | \$30,360,410 | \$26,335,798 | \$26,335,798 | \$26,443,076 | \$26,443,076 | \$109,265,874 | \$109,265,874 |
| Subtotal -- Maintenance - Federal (4) | \$35,803,230 | \$35,803,230 | \$51,668,358 | \$51,668,358 | \$55,109,118 | \$55,109,118 | \$46,771,846 | \$46,771,846 | \$189,352,552 | \$189,352,552 |

- (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

New River Valley MPO
Interstate Projects

| | | | | | | |
|--------------|--|--------------|-----------|------------|-----------|------|
| UPC NO | 120396 | SCOPE | | | | |
| SYSTEM | Interstate | JURISDICTION | Statewide | OVERSIGHT | NFO | |
| PROJECT | #OTHERINT - I-77 OPERATIONAL IMPROVEMENTS - TRIP | | | ADMIN BY | VDOT | |
| DESCRIPTION | FROM: VARIOUS TO: VARIOUS | | | | | |
| ROUTE/STREET | 0077 | | | TOTAL COST | \$150,000 | |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| CN AC | Federal - AC OTHER | \$0 | \$150,000 | \$0 | \$0 | \$0 |

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

| | | | | | | |
|--------------|---|--------------|-------------|------------|-------------|------|
| UPC NO | 115869 | SCOPE | Safety | | | |
| SYSTEM | Interstate | JURISDICTION | Statewide | OVERSIGHT | NFO | |
| PROJECT | #ITTF20 STATEWIDE TECHNOLOGY FOR OPERATIONS | | | ADMIN BY | VDOT | |
| DESCRIPTION | FROM: Various TO: Various | | | | | |
| ROUTE/STREET | 9999 | | | TOTAL COST | \$2,000,000 | |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| PE | Federal - NHS/NHPP | \$0 | \$913,491 | \$0 | \$0 | \$0 |
| PE AC | Federal - AC OTHER | \$0 | \$1,086,509 | \$0 | \$0 | \$0 |

New River Valley MPO
Primary Projects

| | | | | | | |
|--------------|---|--------------|----------------------------------|------------|--------------|------|
| UPC NO | 99425 | SCOPE | Reconstruction w/ Added Capacity | | | |
| SYSTEM | Primary | JURISDICTION | Blacksburg | OVERSIGHT | NFO | |
| PROJECT | RTE 460 - Southgate Dr. Interchange & Connector | | | ADMIN BY | VDOT | |
| DESCRIPTION | FROM: 0.156 Mi. W. Int. Southgate Dr. TO: 0.799 Mi. E. Int. Southgate Dr. (0.9556 MI) | | | | | |
| ROUTE/STREET | RTE. 460 BYPASS (0460) | | | TOTAL COST | \$51,757,465 | |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| RW | Federal - STP/STBG | \$0 | \$49,482 | \$0 | \$0 | \$0 |
| CN | Federal - NHS/NHPP | \$0 | \$921,306 | \$0 | \$0 | \$0 |
| | Federal - STP/STBG | \$0 | \$300,788 | \$0 | \$0 | \$0 |
| CN TOTAL | | \$0 | \$1,222,094 | \$0 | \$0 | \$0 |
| CN AC | Federal - AC OTHER | \$0 | \$11,987,193 | \$0 | \$0 | \$0 |

New River Valley MPO Project Groupings

| | | | | | | |
|--------------|-------------|---|------|------|------------|--------------|
| GROUPING | | Construction : Bridge Rehabilitation/Replacement/Reconstruction | | | | |
| ROUTE/STREET | | | | | TOTAL COST | \$38,232,007 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| | | \$0 | \$0 | \$0 | \$0 | \$0 |

| | | | | | | |
|--------------|-------------|---------------------|------|------|------------|-------------|
| GROUPING | | Construction : Rail | | | | |
| ROUTE/STREET | | | | | TOTAL COST | \$1,131,404 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| | | \$0 | \$0 | \$0 | \$0 | \$0 |

| | | | | | | |
|--------------|-------------------------|--|-----------|-------------|-------------|---------------|
| GROUPING | | Construction : Safety/ITS/Operational Improvements | | | | |
| ROUTE/STREET | | | | | TOTAL COST | \$325,036,362 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| RW | Federal - NHS/NHPP | \$177,597 | \$710,388 | \$0 | \$0 | \$0 |
| | Federal - STP/STBG | \$76,918 | \$0 | \$307,671 | \$0 | \$0 |
| RW TOTAL | | \$254,515 | \$710,388 | \$307,671 | \$0 | \$0 |
| RW AC | Federal - AC OTHER | \$0 | \$0 | \$68,811 | \$0 | \$0 |
| CN | Federal - AC CONVERSION | \$964,069 | \$0 | \$0 | \$2,284,000 | \$1,572,276 |
| | Federal - NHS/NHPP | \$191,403 | \$0 | \$765,611 | \$0 | \$0 |
| CN TOTAL | | \$1,155,472 | \$0 | \$765,611 | \$2,284,000 | \$1,572,276 |
| CN AC | Federal - AC OTHER | \$0 | \$0 | \$4,820,346 | \$3,851,008 | \$0 |

| | | | | | | |
|--------------|--------------------|--|-------------|-------------|------------|-------------|
| GROUPING | | Construction : Transportation Alternatives/Byway/Non-Traditional | | | | |
| ROUTE/STREET | | | | | TOTAL COST | \$7,759,178 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| RW | Federal - TAP/F | \$18,525 | \$0 | \$74,100 | \$0 | \$0 |
| CN | Federal - TAP/F | \$461,579 | \$76,369 | \$1,339,660 | \$430,288 | \$0 |
| CN AC | Federal - AC OTHER | \$0 | \$1,373,324 | \$13,945 | \$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 | \$104,336,573 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| CN | Federal - NHFP | \$0 | \$2,981,154 | \$2,981,154 | \$2,981,154 | \$2,981,154 |
| | Federal - NHS/NHPP | \$0 | \$2,049,832 | \$2,049,832 | \$2,049,832 | \$2,049,832 |
| | Federal - STP/STBG | \$0 | \$20,922,848 | \$21,008,743 | \$21,096,099 | \$21,184,939 |
| CN TOTAL | | \$0 | \$25,953,834 | \$26,039,729 | \$26,127,085 | \$26,215,925 |

New River Valley MPO

| | | | | | | |
|--------------|-------------------------|---|-------------|--------------|--------------|--------------|
| GROUPING | | Maintenance : Preventive Maintenance for Bridges | | | | |
| PROGRAM NOTE | | Funding identified to be obligated districtwide as projects are identified. | | | | |
| ROUTE/STREET | | | | | TOTAL COST | \$77,508,932 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| CN | Federal - AC CONVERSION | \$0 | \$145,000 | \$1,428,329 | \$0 | \$0 |
| | Federal - BR | \$0 | \$705,620 | \$6,450,972 | \$19,947,300 | \$11,502,750 |
| | Federal - NHFP | \$0 | \$1,166,078 | \$1,166,078 | \$1,166,078 | \$1,166,078 |
| | Federal - NHS/NHPP | \$0 | \$1,350,842 | \$7,381,798 | \$1,350,842 | \$1,350,842 |
| | Federal - STP/STBG | \$0 | \$3,536,160 | \$6,248,910 | \$3,558,309 | \$3,569,666 |
| CN TOTAL | | \$0 | \$6,903,700 | \$22,676,087 | \$26,022,529 | \$17,589,336 |
| CN AC | Federal - AC OTHER | \$0 | \$3,078,000 | \$1,239,280 | \$0 | \$0 |

| | | | | | | |
|--------------|--------------------|---|-------------|-------------|-------------|--------------|
| GROUPING | | Maintenance : Traffic and Safety Operations | | | | |
| PROGRAM NOTE | | Funding identified to be obligated districtwide as projects are identified. | | | | |
| ROUTE/STREET | | | | | TOTAL COST | \$11,824,327 |
| | FUND SOURCE | MATCH | FY24 | FY25 | FY26 | FY27 |
| CN | Federal - NHS/NHPP | \$0 | \$1,278,114 | \$1,278,114 | \$1,278,114 | \$1,278,114 |
| | Federal - STP/STBG | \$0 | \$1,667,582 | \$1,674,428 | \$1,681,390 | \$1,688,471 |
| CN TOTAL | | \$0 | \$2,945,696 | \$2,952,542 | \$2,959,504 | \$2,966,585 |

Appendix A

Projects by Grouping

New River Valley MPO

Construction : Bridge Rehabilitation/Replacement/Reconstruction

| System | UPC Jurisdiction / Name / Description | Street(Route) | Estimate |
|---|---|---------------------|--------------|
| Interstate | 93074 Christiansburg | 0081 | \$34,014,401 |
| | #SGR17VB - RT 81 - APPROACHES & BR OVER RT 8 - 22513 & 22515 FROM: 0.381 Mile South of Christiansburg SCL TO: 0.510 Mile North of Christiansburg SCL (0.8910 MI) | | |
| Primary | 121020 Christiansburg | DEPOT STREET (0111) | \$4,217,606 |
| | #SGR23LB-RTE 111 OVER WALNUT BRANCH (STR. 22525) BRIDGE REPL FROM: 0.3 MI. INT. RTE. 460 (BUS) TO: 0.0 MI. INT. PARK STREET (0.0800 MI) | | |
| Construction : Bridge Rehabilitation/Replacement/Reconstruction Total | | | \$38,232,007 |

Construction : Rail

| System | UPC Jurisdiction / Name / Description | Street(Route) | Estimate |
|---------------------------|---|-------------------------|-------------|
| Urban | 105608 Christiansburg | CHRISMAN MILL RD (0000) | \$1,131,404 |
| | Chrisman Mill Rd -Realign N Side of Road at Crossing FROM: 1.1 Mi. N. of Silver Lake Road (SR 662) TO: 1.2 Mi. N. of Silver Lake Road (SR 662) | | |
| Construction : Rail Total | | | \$1,131,404 |

Construction : Safety/ITS/Operational Improvements

| System | UPC Jurisdiction / Name / Description | Street(Route) | Estimate |
|------------|---|-------------------------------|---------------|
| Interstate | 119446 Statewide | 0064 | \$0 |
| | I64CIP - PUBLIC SAFETY ADVISORY POINTS INTEGRATIONS FROM: various TO: various | | |
| Interstate | 116196 Montgomery County | I-81 (0081) | \$236,270,620 |
| | #I81CIP MM 116 TO MM 128 ADDING NB LANE (ID #31) FROM: MM 119.2 TO: MM 128 (8.8000 MI) | | |
| Interstate | 116198 Montgomery County | I-81 (0081) | \$11,360,720 |
| | #I81CIP EXIT 105 NB ACCELERATION LANE EXTENSION (ID #30) FROM: MM 106 TO: MM 106 | | |
| Interstate | 119469 Montgomery County | I-81 - PARK & RIDE LOT (0081) | \$7,742,940 |
| | #SMART22 - I-81/Route 8 (Exit 114) Park & Ride Lot FROM: Route 8 TO: Exit 114 | | |
| Interstate | 121672 Salem District-wide | 0081 | \$3,400,000 |
| | #ITTF23 VIRGINIA AUTOMATED / ELECTRIC HEAVY VEHICLE TESTBED FROM: Various TO: Various | | |
| Interstate | 116039 Statewide | 0081 | \$9,407,380 |
| | #I81CIP DMS INSTALLATION FROM: Various TO: Various | | |
| Interstate | 117790 Statewide | 0081 | \$382,000 |
| | #ITTF21 STUDY OF ADVANCED TECHNOLOGIES -I-81 FROM: various TO: various | | |
| Interstate | 118193 Statewide | 0095 | \$5,744,292 |
| | #I95CIP CRO SSP FY23-26 FROM: I95 Various TO: I-95 Various | | |

Appendix is for informational purposes only.

New River Valley MPO

Construction : Safety/ITS/Operational Improvements

| | System | UPC Jurisdiction / Name / Description | Street(Route) | Estimate |
|------------|--------|---|---------------|-------------|
| Interstate | 119154 | Statewide #I95CIP PUBLIC SERVICE ADVISORY (PSAP) INTEGRATIONS STATEWIDE FROM: Various TO: Various | 0095 | \$900,000 |
| Interstate | 119155 | Statewide #I95CIP WORK ZONE DEMONSTRATION SAFETY GRANT FROM: various TO: various | 0095 | \$0 |
| Interstate | 110551 | Statewide TRAFFIC VIDEO EXPANSION (PSAP) - STATEWIDE FROM: Various TO: Various | 9999 | \$307,192 |
| Interstate | 110912 | Statewide Statewide Truck Parking Management System - Phase 1 FROM: Various TO: Various | 9999 | \$813,019 |
| Interstate | 111613 | Statewide STATEWIDE TRUCK PARKING MANAGEMENT SYSTEM - PHASE 2 FROM: Various TO: Various | 9999 | \$1,807,000 |
| Interstate | 111892 | Statewide ATMS - PHASE 1, 2, 3, 4 FROM: Various TO: Various | 9999 | \$0 |
| Interstate | 115854 | Statewide #ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD FROM: n/a TO: n/a | 9999 | \$0 |
| Interstate | 115856 | Statewide #ITTF20 PARKING DEMAND MANAGEMENT SYSTEM FROM: Various TO: Various | 9999 | \$1,950,000 |
| Interstate | 119197 | Statewide #ITTF22 OSPREY FIBER CONNECTIONS - STATEWIDE FROM: Various TO: Various | 9999 | \$1,500,000 |
| Interstate | 119198 | Statewide #ITTF22 HIGH SPEED COMMUNICATIONS FOR SIGNALS (PHASE II) FROM: Various TO: Various | 9999 | \$25,040 |
| Interstate | 119199 | Statewide #ITTF22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE FROM: Various TO: Various | 9999 | \$500,000 |
| Interstate | 119332 | Statewide #ITTF22 DATA-DRIVEN MGMT PROGRAM FOR PAVEMENT MARKING FROM: Various TO: Various | 9999 | \$300,000 |
| Interstate | 119379 | Statewide #ITTF22 CONNECTED WORK ZONES PROGRAM STATEWIDE FROM: Various TO: Various | 9999 | \$0 |
| Interstate | 119401 | Statewide #ITTF22 PROJECT EVALUATIONS STATEWIDE FROM: Various TO: Various | 9999 | \$250,000 |
| Interstate | 119402 | Statewide #ITTF22 INCIDENT RESPONSE OPTIMIZATION -STATEWIDE FROM: Various TO: Various | 9999 | \$1,030,000 |

New River Valley MPO

Construction : Safety/ITS/Operational Improvements

| | System | UPC Jurisdiction / Name / Description | Street(Route) | Estimate |
|---------------|--------|--|----------------|-------------|
| Interstate | 119404 | Statewide #ITTF22 GUIDE LIGHTS FOR SPEED MANAGEMENT STATEWIDE FROM: various TO: various | 9999 | \$1,000,000 |
| Interstate | 119406 | Statewide #ITTF22 AUTOMATED SPEED ENFORCEMENT PILOT STATEWIDE FROM: Various TO: Various | 9999 | \$0 |
| Interstate | 121564 | Statewide #ITTF23 LEVERAGING CONNECTED CAR DATA FOR IMPROVED SAFETY FROM: Various TO: Various | 9999 | \$350,000 |
| Interstate | 121653 | Statewide #ITTF23 - COOPERATIVE FREEWAY MANAGEMENT STUDY- NOVA/FRED FROM: Various TO: Various | 9999 | \$3,000,000 |
| Interstate | 121654 | Statewide #ITTF23 OPERATIONALIZE TRAFFIC OPERATIONS SUPPORT CENTER FROM: Various TO: Various | 9999 | \$1,000,000 |
| Interstate | 121655 | Statewide #ITTF23 IMPLEMENT AI-BASED INTEGRATED SECURITY PREDICTION FROM: Various TO: Various | 9999 | \$500,000 |
| Interstate | 121666 | Statewide #ITTF23 ITTF PROJECT EVALUATIONS FROM: Various TO: Various | 9999 | \$500,000 |
| Interstate | 121667 | Statewide #ITTF23 RM3P DEP Data Services FROM: Various TO: Various | 9999 | \$3,575,000 |
| Interstate | 121668 | Statewide #ITTF23 REAL-TIME INFORMATION DISSEMINATION FOR CMVs FROM: Various TO: Various | 9999 | \$1,000,000 |
| Interstate | 121670 | Statewide #ITTF23 ADVANCED ROAD WEATHER INFORMATION SYSTEMS STUDY FROM: VARIOUS TO: VARIOUS | 9999 | \$500,000 |
| Interstate | 121712 | Statewide NETWORK OPERATIONS CENTER IMPLEMENTATION FROM: Various TO: Various | 9999 | \$650,000 |
| Interstate | 121776 | Statewide HARD SHOULDER RUNNING FEASIBILITY STUDY-Technology component FROM: Various TO: Various | 9999 | \$1,000,000 |
| Interstate | 121822 | Statewide #ITTF23 STATEWIDE FIBER NETWORK ENHANCEMENTS FROM: Various TO: Various | 9999 | \$5,000,000 |
| Interstate | 122048 | Statewide #ITTF23 - RM3P EVALUATION FROM: various TO: various | VARIOUS (9999) | \$500,000 |
| Miscellaneous | T19045 | Salem District-wide CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS | 0000 | \$0 |

New River Valley MPO**Construction : Safety/ITS/Operational Improvements**

| | System | UPC Jurisdiction / Name / Description | Street(Route) | Estimate |
|--|--------|---|------------------------------|---------------|
| Miscellaneous | 121643 | Statewide #ITTF23 SMART INTERSECTIONS DEPLOYMENT SUPPORT FROM: Various TO: Various | 9999 | \$1,000,000 |
| Primary | 119471 | Christiansburg #SMART22 - N. Franklin Street - Depot Street Intersection FROM: 0.05 mi west of Water St TO: 0.16 mi east of Depot St (0.2700 MI) | N. FRANKLIN STREET (0011) | \$5,086,968 |
| Primary | 120697 | Montgomery County Prices Fork/ Peppers Ferry Turn Lane Improvements FROM: 0.23 mi West of Route 685 (Prices Fork Road) TO: 0.03 mi East of Route 685 (Prices Fork Road) | PEPPERS FERRY ROAD (0114) | \$8,499,604 |
| Urban | 104387 | Christiansburg #HB2.FY17 Intersection Improv - N. Franklin St/Cambria St FROM: 0.25 mi N of intersection with Cambria St (Rte 111) TO: 0.02 mi N of intersection with Independence Blvd (0.7700 MI) | N. FRANKLIN / CAMBRIA (0460) | \$8,184,587 |
| Construction : Safety/ITS/Operational Improvements Total | | | | \$325,036,362 |

Construction : Transportation Alternatives/Byway/Non-Traditional

| | System | UPC Jurisdiction / Name / Description | Street(Route) | Estimate |
|-------------|--------|---|-------------------------------|-------------|
| Enhancement | 113355 | Blacksburg Town of Blacksburg - Main Street Pedestrian Improvements FROM: Roanoke Street TO: 125 ft south of Lee Street (0.1000 MI) | MAIN STREET (0000) | \$953,130 |
| Enhancement | 113352 | Christiansburg Roanoke Street Sidewalk at 460 By-Pass FROM: 600 ft. east of Falling Branch Rd TO: Hubble Drive on Roanoke Street | ROANOKE STREET (0000) | \$1,483,302 |
| Enhancement | 122102 | Christiansburg ROANOKE ST/DEPOT ST PEDESTRIAN ACCOMMODATIONS - CBURG FROM: Depot St TO: 400 Ft East of Depot St | ROANOKE ST (0000) | \$720,820 |
| Enhancement | 122103 | Christiansburg ROANOKE ST/1ST ST PEDESTRIAN ACCOMMODATIONS - CBURG FROM: 1st St TO: Roanoke St | ROANOKE ST (0000) | \$391,738 |
| Enhancement | 122104 | Christiansburg NORTH FRANKLIN SIDEWALK IN-FILL - CBURG FROM: Mill Ln TO: Water St | N FRANKLIN ST (0000) | \$1,037,856 |
| Enhancement | 122105 | Christiansburg ROANOKE ST CROSSING AND SIDEWALK - CBURG FROM: Depot St TO: Barkwood St | ROANOKE ST (0000) | \$797,843 |
| Enhancement | 111319 | Blacksburg Town of Blacksburg - Bike Parking FROM: Various TO: Various | BIKE PARKING AMENITIES (EN17) | \$150,998 |
| Enhancement | 111314 | Christiansburg Depot Park Trail Extension FROM: Mill Lane TO: Depot Park | DEPOT PARK TRAIL (EN17) | \$499,045 |
| Enhancement | 117997 | Christiansburg N. Franklin/Wades Ped. Improvements FROM: North Franklin Street TO: Wades Lane | NORTH FRANKLIN STREET (EN20) | \$920,788 |

New River Valley MPO**Construction : Transportation Alternatives/Byway/Non-Traditional**

| | System | UPC Jurisdiction / Name / Description | Street(Route) | Estimate |
|--|--------|---|------------------------------|-------------|
| Enhancement | 117998 | Christiansburg S. Franklin/First Ped. Improvements FROM: South Franklin Street TO: First Street | SOUTH FRANKLIN STREET (EN20) | \$803,658 |
| Miscellaneous | T19040 | Salem District-wide CN: TRANSPORTATION ENHANCEMENT/BYWAY/OTHER NON-TRADITIONAL | 0000 | \$0 |
| Construction : Transportation Alternatives/Byway/Non-Traditional Total | | | | \$7,759,178 |

Maintenance : Preventive Maintenance and System Preservation

| | System | UPC Jurisdiction / Name / Description | Street(Route) | Estimate |
|---------------|--------|---|-------------------------|---------------|
| Miscellaneous | T14722 | Salem District-wide STIP-MN Salem: Preventive MN and System Preservation | 0000 | \$104,336,573 |
| Primary | 118336 | Salem District-wide #SGR21VP FY21 Plant Mix Districtwide Primaries FROM: 0.14 MI. E. RTE. 700 TO: 0.08 MI. E. RTE. 679 (11.6000 MI) | VARIOUS (PM2C) | |
| Urban | 121975 | Blacksburg #SGR23LP - BLACKSBURG - NORTH MAIN ST - PRIMARY EXTENSION FROM: MP 1 TO: MP 1.432 | NORTH MAIN ST (0460) | \$0 |
| Urban | 121968 | Blacksburg #SGR23LP - BLACKSBURG - SOUTH MAIN ST - PRIMARY EXTENSION FROM: 0.09 TO: 0.29 | SOUTH MAIN ST (0460) | \$0 |
| Urban | 121973 | Christiansburg #SGR23LP - CHRISTIANSBURG - PEPPERS FERRY RD - PRIMARY EXT FROM: 9.59 TO: 10.012 | PEPPERS FERRY RD (0114) | |
| Urban | 118170 | Christiansburg #SGR21LP - Christiansburg FKEY 2437 Roanoke St FROM: 119.152 TO: 120.01 (0.8580 MI) | ROANOKE STREET (0000) | \$0 |
| Urban | 119592 | Christiansburg #SGR22LP - Roanoke St - Cburg FROM: Rte 460 Bypass TO: Tower Rd (1.2400 MI) | ROANOKE STREET (0011) | \$0 |
| Urban | 121970 | Christiansburg #SGR23LP - CHRISTIANSBURG FKEY 2686 ROANOKE ST (RTE 11NB) FROM: 118.152 TO: 119.152 | ROANOKE STREET (0011) | |
| Urban | 121972 | Christiansburg #SGR23LP - CHRISTIANSBURG FKEY 2687 ROANOKE ST (RTE 11SB) FROM: 118.152 TO: 120.01 | ROANOKE STREET (0011) | |
| Urban | 121976 | Radford #SGR23LP - RADFORD - EAST MAIN ST - PRIMARY EXTENSION FROM: 109.42 TO: 109.688 | EAST MAIN ST (0011) | \$0 |
| Urban | 121982 | Radford #SGR23LP - RADFORD - EAST MAIN ST - PRIMARY EXTENSION FROM: 109.688 TO: 110.688 | EAST MAIN ST (0011) | \$0 |
| Urban | 121984 | Radford #SGR23LP - RADFORD - EAST MAIN ST - PRIMARY EXTENSION FROM: 108.704 TO: 109.42 | EAST MAIN ST (0011) | \$0 |

New River Valley MPO**Maintenance : Preventive Maintenance and System Preservation**

| System | UPC Jurisdiction / Name / Description | Street(Route) | Estimate |
|--------|---|---------------------|----------|
| Urban | 121980 Radford | WEST MAIN ST (0232) | \$0 |
| | #SGR23LP - RADFORD - WEST MAIN ST - PRIMARY EXTENSION | | |
| | FROM: 1.9 TO: 1.988 | | |

Maintenance : Preventive Maintenance and System Preservation Total \$104,336,573

Maintenance : Preventive Maintenance for Bridges

| System | UPC Jurisdiction / Name / Description | Street(Route) | Estimate |
|---------------|--|---------------|--------------|
| Miscellaneous | T14721 Salem District-wide | 0000 | \$77,508,932 |
| | STIP-MN Salem: Preventive MN for Bridges | | |

| | | | |
|-----------|--|--------------------|--|
| Secondary | 117012 Montgomery County | WALTON ROAD (0663) | |
| | #SGR23VB RTE 663 OVER CRAB CREEK (STR 12292)-BR REPLACEMENT | | |
| | FROM: 2.7 Mi. N. Int. Rte. 11 TO: 2.95 Mi. N. Int. Rte. 11 (0.2500 MI) | | |

Maintenance : Preventive Maintenance for Bridges Total \$77,508,932

Maintenance : Traffic and Safety Operations

| System | UPC Jurisdiction / Name / Description | Street(Route) | Estimate |
|---------------|--|---------------|--------------|
| Miscellaneous | T14720 Salem District-wide | 0000 | \$11,824,327 |
| | STIP-MN Salem: Traffic and Safety Operations | | |

Maintenance : Traffic and Safety Operations Total \$11,824,327

New River Valley MPO Total \$565,828,783

NEW RIVER VALLEY PASSENGER RAIL - PLATFORM, SUPPORT INFRASTRUCTURE, AND CONNECTOR TRACK

This project includes the construction of a platform to allow passengers to board trains, and support infrastructure to serve the passenger rail service, and a railroad track that will connect the V-Line and Blacksburg Branch that allows trains to access a passenger stop in New River Valley. This project is located entirely within the NRV MPO boundary.

Budget

- Total Cost: \$31.2M
- Source of Funds: I-81 Funds

FISCAL YEAR ALLOCATIONS

| Total Budget | Prior Funding | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 |
|--------------|---------------|------|--------|---------|--------|------|------|------|
| \$31.2M | \$1M | \$4M | \$5.9M | \$10.5M | \$9.8M | - | - | - |

VIRGINIAN LINE (V-LINE) IMPROVEMENTS

The V-Line improvement project includes rail infrastructure improvements that support the future passenger rail service to and from New River Valley, and includes track and supportive rail infrastructure required by regulatory agencies for passenger rail service. This project extends along the 6.5 miles of V-Line in the NRV MPO boundary and into the neighboring MPO that serves Roanoke County and the City of Roanoke.

Budget

- Total Project Cost from Milepost 251 in Salem to Milepost 279 in Merrimac: \$43M
- Project Cost within NRV MPO Boundary (23% of Total Cost): \$9.9M
- Source of Funds: Commonwealth Rail Funds (CRF)

FISCAL YEAR ALLOCATIONS

| Total Budget | Prior Funding | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 |
|----------------|---------------|--------|--------|---------|---------|------|------|------|
| \$43M | - | \$5.7M | \$8.4M | \$14.9M | \$13.9M | - | - | - |
| Within NRV MPO | | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 |
| \$9.9M | - | \$1.3M | \$1.9M | \$3.4M | \$3.2M | - | - | - |

Transit Projects

| | Previous Funding | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total FY 2024-2027 | |
|------------------|------------------|-----------------------------|---------|---------|------------|---------------------------|--------------|
| STIP ID | BBT0001 | Title: Operating Assistance | | | Recipient: | Blacksburg Transit | TOTAL |
| FTA 5307 | - | 2,174 | 2,239 | 2,306 | 2,375 | FTA 5307 | 9,094 |
| CARES/CRRSAA/ARP | 2,173 | 756 | - | - | - | CARES/CRRSAA/ARP | 756 |
| State | 2,976 | 2,976 | 3,065 | 3,157 | 3,252 | State | 12,450 |
| Local | 6,905 | 7,920 | 8,157 | 8,402 | 8,654 | Local | 33,133 |
| Revenues | 93 | 115 | 118 | 122 | 126 | Revenues | 481 |
| Year Total: | 12,147 | 13,941 | 13,579 | 13,987 | 14,407 | Year Total: | 55,914 |
| Description | | | | | | | |

Blacksburg Transit
Blacksburg Transit
Blacksburg Transit
Blacksburg Transit
Blacksburg Transit
Blacksburg Transit

| | Previous Funding | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total FY 2024-2027 | |
|----------------|------------------|----------------------------------|---------|---------|------------|---------------------------|--------------|
| STIP ID | BBT0002 | Title: Replacement Rolling Stock | | | Recipient: | Blacksburg Transit | TOTAL |
| FTA STP | - | 19 | - | - | - | FTA STP | 19 |
| Fed 5339 | 1,427 | 2,148 | 1,518 | 116 | 2,313 | Fed 5339 | 6,095 |
| FTA 5307 | 2,139 | - | - | - | - | FTA 5307 | - |
| VW Trust | 3,347 | - | - | - | - | VW Trust | - |
| State | 9,257 | 5,264 | 6,071 | 460 | 9,250 | State | 21,045 |
| Local | 993 | 310 | 1,339 | 102 | 2,040 | Local | 3,791 |
| Year Total: | 17,163 | 7,741 | 8,928 | 678 | 13,603 | Year Total: | 30,950 |
| Description | | | | | | | |

Blacksburg Transit
Blacksburg Transit
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Blacksburg Transit

| | Previous Funding | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total FY 2024-2027 | |
|----------------|------------------|--|---------|---------|------------|---------------------------|--------------|
| STIP ID | BBT0010 | Title: Eng. Design/Construction Multi-Modal Transfer Facility | | | Recipient: | Blacksburg Transit | TOTAL |
| FTA STP | 4,800 | - | - | - | - | FTA STP | - |
| Fed 5339 | - | - | - | - | - | Fed 5339 | - |
| State | 600 | - | - | - | - | State | - |
| Local | 600 | - | - | - | - | Local | - |
| Year Total: | 6,000 | - | - | - | - | Year Total: | - |
| Description | | | | | | | |

Blacksburg Transit
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Blacksburg Transit

| | Previous Funding | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total FY 2024-2027 | |
|----------------|------------------|--------------------------------|---------|---------|------------|---------------------------|--------------|
| STIP ID | BBT0016 | Title: Expansion Rolling Stock | | | Recipient: | Blacksburg Transit | TOTAL |
| Fed 5339 | - | - | - | - | - | Fed 5339 | - |
| State | - | - | - | - | - | State | - |
| Local | - | - | - | - | - | Local | - |
| Year Total: | - | - | - | - | - | Year Total: | - |
| Description | | | | | | | |

Blacksburg Transit
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Blacksburg Transit

| | Previous Funding | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total FY 2024-2027 | |
|----------------|------------------|---------------------------|---------|---------|------------|---------------------------|--------------|
| STIP ID | BBT0017 | Title: Passenger Shelters | | | Recipient: | Blacksburg Transit | TOTAL |
| Fed 5339 | - | - | 9 | 10 | 6 | Fed 5339 | 25 |
| State | - | - | 36 | 40 | 24 | State | 100 |
| Local | - | - | 8 | 9 | 6 | Local | 23 |
| Year Total: | - | - | 53 | 59 | 36 | Year Total: | 148 |
| Description | | | | | | | |

Blacksburg Transit
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Transit Projects

| | Previous Funding | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total FY 2024-2027 | | | |
|----------------|------------------|----------------------------|---------|---------|--------------------------------------|--------------------|--------------|--------------------|--|
| STIP ID | BBT0020 | Title: ADP Hardware | | | Recipient: Blacksburg Transit | | TOTAL | | |
| Fed 5339 | 99 | - | 68 | 72 | 62 | Fed 5339 | 202 | Blacksburg Transit | |
| State | 433 | - | 270 | 287 | 246 | State | 803 | Blacksburg Transit | |
| Local | 105 | - | 60 | 63 | 55 | Local | 178 | Blacksburg Transit | |
| Year Total: | 637 | - | 398 | 422 | 363 | Year Total: | 1,183 | Blacksburg Transit | |
| Description | | | | | | | | | |

| | | | | | | | | | |
|----------------|----------------|----------------------------|-----|-----|--------------------------------------|-------------|-------|--------------------|--|
| STIP ID | BBT0021 | Title: ADP Software | | | Recipient: Blacksburg Transit | | | | |
| FTA STP | 160 | - | - | - | - | FTA STP | - | Blacksburg Transit | |
| Fed 5339 | 163 | - | 67 | 71 | 61 | Fed 5339 | 199 | Blacksburg Transit | |
| State | 619 | - | 269 | 286 | 246 | State | 801 | Blacksburg Transit | |
| Local | 241 | - | 59 | 63 | 54 | Local | 176 | Blacksburg Transit | |
| Year Total: | 1,183 | - | 395 | 420 | 361 | Year Total: | 1,176 | Blacksburg Transit | |
| Description | | | | | | | | | |

| | | | | | | | | | |
|----------------|----------------|--------------------------------|-----|----|--------------------------------------|-------------|-----|--------------------|--|
| STIP ID | BBT0023 | Title: Support Vehicles | | | Recipient: Blacksburg Transit | | | | |
| Fed 5339 | 79 | - | 90 | 9 | - | Fed 5339 | 99 | Blacksburg Transit | |
| State | 185 | - | 360 | 35 | - | State | 395 | Blacksburg Transit | |
| Local | 36 | - | 80 | 8 | - | Local | 88 | Blacksburg Transit | |
| Year Total: | 300 | - | 530 | 52 | - | Year Total: | 582 | Blacksburg Transit | |
| Description | | | | | | | | | |

| | | | | | | | | | |
|----------------|----------------|----------------------|----|----|--------------------------------------|-------------|----|--------------------|--|
| STIP ID | BBT0028 | Title: Radios | | | Recipient: Blacksburg Transit | | | | |
| Fed 5339 | 11 | - | 4 | 5 | 5 | Fed 5339 | 14 | Blacksburg Transit | |
| State | 20 | - | 16 | 20 | 20 | State | 56 | Blacksburg Transit | |
| Local | 2 | - | 3 | 5 | 5 | Local | 13 | Blacksburg Transit | |
| Year Total: | 33 | - | 23 | 30 | 30 | Year Total: | 83 | Blacksburg Transit | |
| Description | | | | | | | | | |

| | | | | | | | | | |
|----------------|----------------|------------------------------|-----|-----|--------------------------------------|-------------|-----|--------------------|--|
| STIP ID | BBT0029 | Title: Shop Equipment | | | Recipient: Blacksburg Transit | | | | |
| Fed 5339 | 11 | - | 51 | 51 | 55 | Fed 5339 | 157 | Blacksburg Transit | |
| State | 28 | - | 204 | 204 | 221 | State | 629 | Blacksburg Transit | |
| Local | 2 | - | 45 | 45 | 49 | Local | 139 | Blacksburg Transit | |
| Year Total: | 41 | - | 300 | 300 | 325 | Year Total: | 925 | Blacksburg Transit | |
| Description | | | | | | | | | |

| | | | | | | | | | |
|----------------|----------------|---|---|---|--------------------------------------|-------------|---|--------------------|--|
| STIP ID | BBT0037 | Title: Surveillance/Security Equipment | | | Recipient: Blacksburg Transit | | | | |
| Fed 5339 | - | - | - | - | - | Fed 5339 | - | Blacksburg Transit | |
| State | - | - | - | - | - | State | - | Blacksburg Transit | |
| Local | - | - | - | - | - | Local | - | Blacksburg Transit | |
| Year Total: | - | - | - | - | - | Year Total: | - | Blacksburg Transit | |
| Description | | | | | | | | | |

Transit Projects

| | Previous Funding | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total FY 2024-2027 | | | |
|----------------|------------------|--|---------|---------|--------------------------------------|--------------------|-------|--------------------|--|
| STIP ID | BBT0039 | Title: Rehab/Renovation of Admin Bldg. | | | Recipient: Blacksburg Transit | | | | |
| Fed 5339 | 6 | - | - | - | - | Fed 5339 | - | Blacksburg Transit | |
| State | 15 | - | - | - | - | State | - | Blacksburg Transit | |
| Local | 1 | - | - | - | - | Local | - | Blacksburg Transit | |
| Year Total: | 22 | - | - | - | - | Year Total: | - | Blacksburg Transit | |
| Description | | | | | | | | | |
| STIP ID | BBT0040 | Title: Construction Admin/Main Facility | | | Recipient: Blacksburg Transit | | | | |
| Fed 5339 | 7,816 | - | - | - | - | Fed 5339 | - | Blacksburg Transit | |
| State | 8,590 | - | - | - | - | State | - | Blacksburg Transit | |
| Local | 775 | - | - | - | - | Local | - | Blacksburg Transit | |
| Year Total: | 17,181 | - | - | - | - | Year Total: | - | Blacksburg Transit | |
| Description | | | | | | | | | |
| STIP ID | BBT0041 | Title: A&E Admin/Maint. Facility | | | Recipient: Blacksburg Transit | | | | |
| Fed 5339 | - | - | - | - | - | Fed 5339 | - | Blacksburg Transit | |
| State | - | - | - | - | - | State | - | Blacksburg Transit | |
| Local | - | - | - | - | - | Local | - | Blacksburg Transit | |
| Year Total: | - | - | - | - | - | Year Total: | - | Blacksburg Transit | |
| Description | | | | | | | | | |
| STIP ID | BBT0042 | Title: Other- Electric Bus On-Route Charger | | | Recipient: Blacksburg Transit | | | | |
| Fed 5339 | 586 | - | 140 | 179 | - | Fed 5339 | 319 | Blacksburg Transit | |
| VW Trust | 1,719 | - | - | - | - | VW Trust | - | Blacksburg Transit | |
| State | 490 | - | 561 | 714 | - | State | 1,275 | Blacksburg Transit | |
| Local | 295 | - | 124 | 158 | - | Local | 282 | Blacksburg Transit | |
| Year Total: | 3,090 | - | 825 | 1,051 | - | Year Total: | 1,876 | Blacksburg Transit | |
| Description | | | | | | | | | |
| STIP ID | BBT0043 | Title: Infrastructure - Bus Pull-Offs | | | Recipient: Blacksburg Transit | | | | |
| Fed 5339 | 41 | 29 | 21 | 22 | 22 | Fed 5339 | 94 | Blacksburg Transit | |
| State | 109 | 69 | 51 | 54 | 54 | State | 228 | Blacksburg Transit | |
| Local | 28 | 4 | 3 | 3 | 3 | Local | 13 | Blacksburg Transit | |
| Year Total: | 178 | 102 | 75 | 79 | 79 | Year Total: | 335 | Blacksburg Transit | |
| Description | | | | | | | | | |
| STIP ID | BBT0044 | Title: Other - Building Facility Items and Fixtures | | | Recipient: Blacksburg Transit | | | | |
| Fed 5339 | - | 77 | - | - | - | Fed 5339 | 77 | Blacksburg Transit | |
| State | - | 187 | - | - | - | State | 187 | Blacksburg Transit | |
| Local | - | 11 | - | - | - | Local | 11 | Blacksburg Transit | |
| Year Total: | - | 275 | - | - | - | Year Total: | 275 | Blacksburg Transit | |
| Description | | | | | | | | | |

Transit Projects

| STIP ID | BBT0045 | | Title: Design/A&E - Bus Pull-Offs | | | Recipient: Blacksburg Transit | |
|--------------|----------------|----|-----------------------------------|----|----|--------------------------------------|----|
| Fed 5339 | - | 5 | 4 | 4 | 4 | Fed 5339 | 17 |
| State | - | 12 | 9 | 10 | 10 | State | 41 |
| Local | - | 1 | 1 | 1 | 1 | Local | 4 |
| Year Total: | - | 18 | 14 | 15 | 15 | Year Total: | 62 |
| Description: | New project. | | | | | | |

Blacksburg Transit
Blacksburg Transit
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Blacksburg Transit

| | Previous Funding | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total FY 2024-2027 | |
|------------------|--|---------|-----------------------------|---------|-----------------------------------|--------------------|-------|
| STIP ID: | CRAD001 | | Title: Operating Assistance | | Recipient: City of Radford | | |
| FTA 5307 | 1,403 | 503 | 0 | 0 | 0 | FTA 5307 | 503 |
| FTA 5311 | | | | | | FTA 5311 | |
| CARES/CRRSAA/ARP | 271 | 0 | 0 | | | CARES/CRRSAA/ARP | - |
| State | 502 | 521 | 0 | 0 | 0 | State | 521 |
| Local | 355 | 1,492 | 0 | 0 | 0 | Local | 1,492 |
| Revenues | 0 | 10 | 0 | 0 | 0 | Revenues | 10 |
| Year Total: | 2,531 | 2,526 | 0 | 0 | 0 | Total Funds: | 2,526 |
| Description: | The original FY 2024-27 TIP values are in black font. In FY25, Radford Transit will return to 5311 funding. The \$10,000 revenue for FY 2024 was put in for advertisement. | | | | | | |

City of Radford
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City of Radford

| STIP ID: | CRAD004 | Title: Replacement Rolling Stock | | | Recipient: | City of Radford | |
|--------------|---|----------------------------------|---|---|------------|------------------------|---|
| FTA 5339 | | 0 | 0 | 0 | | FTA 5339 | 0 |
| State | | 0 | 0 | 0 | | State | 0 |
| Local | | 0 | 0 | 0 | | Local | 0 |
| Year Total: | | 0 | 0 | 0 | | Total Funds: | 0 |
| Description: | The original FY 2024-27 TIP values are in black font. In FY25, Radford Transit will return to 5311 funding. | | | | | | |

City of Radford
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City of Radford

| STIP ID: | CRAD005 | Title: Hand Held Radios/IT | | | Recipient: | City of Radford | |
|--------------|---|----------------------------|---|---|------------|------------------------|---|
| FTA 5339 | | 0 | 0 | 0 | 0 | FTA 5339 | 0 |
| State | | 0 | 0 | 0 | 0 | State | 0 |
| Local | | 0 | 0 | 0 | 0 | Local | 0 |
| Year Total: | | 0 | 0 | 0 | 0 | Total Funds: | 0 |
| Description: | The original FY 2024-27 TIP values are in black font. In FY25, Radford Transit will return to 5311 funding. | | | | | | |

City of Radford
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City of Radford

Transit Projects

| STIP ID: | CRAD006 | Title: Engineering Design Transit Facility | | Recipient: | City of Radford | | |
|--------------|---|--|---------|------------|-----------------|--------------|-------|
| | Previous | FY 2024 | FY 2025 | FY 2026 | FY 2027 | | Total |
| Flexible STP | | 0 | 0 | 0 | 0 | Flexible STP | 0 |
| State | | 0 | 0 | 0 | 0 | State | 0 |
| Local | | 0 | 0 | 0 | 0 | Local | 0 |
| Year Total: | | 0 | 0 | 0 | 0 | Total Funds: | 0 |
| Description: | The original FY 2024-27 TIP values are in black font. In FY25, Radford Transit will return to 5311 funding. | | | | | | |

City of Radford
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 City of Radford

| STIP ID: | CRAD007 | Title: Purchase Route Signage | | Recipient: | City of Radford | | |
|--------------|---|-------------------------------|---------|------------|-----------------|--------------|-------|
| | Previous | FY 2024 | FY 2025 | FY 2026 | FY 2027 | | Total |
| Flexible STP | | 0 | 0 | 0 | 0 | Flexible STP | 0 |
| State | | 0 | 0 | 0 | 0 | State | 0 |
| Local | | 0 | 0 | 0 | 0 | Local | 0 |
| Year Total: | | 0 | 0 | 0 | 0 | Total Funds: | 0 |
| Description: | The original FY 2024-27 TIP values are in black font. In FY25, Radford Transit will return to 5311 funding. | | | | | | |

City of Radford
 City of Radford
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 City of Radford

| STIP ID: | CRAD008 | Title: Purchase Shop Equipment | | Recipient: | City of Radford | | |
|------------------|---|--------------------------------|---------|------------|-----------------|------------------|-------|
| | Previous | FY 2024 | FY 2025 | FY 2026 | FY 2027 | | Total |
| FTA 5339 | | 6 | 0 | 0 | 0 | FTA 5339 | 6 |
| CARES/CRRSAA/ARP | | 0 | 0 | 0 | 0 | CARES/CRRSAA/ARP | 0 |
| State | | 13 | 0 | 0 | 0 | State | 13 |
| Local | | 1 | 0 | 0 | 0 | Local | 1 |
| Year Total: | | 20 | 0 | 0 | 0 | Total Funds: | 20 |
| Description: | The original FY 2024-27 TIP values are in black font. In FY25, Radford Transit will return to 5311 funding. | | | | | | |

City of Radford
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 City of Radford

| STIP ID: | CRAD010 | Title: Purchase Expansion Vehicles | | Recipient: | City of Radford | | |
|--------------|---|------------------------------------|---------|------------|-----------------|--------------|-------|
| | Previous | FY 2024 | FY 2025 | FY 2026 | FY 2027 | | Total |
| Flexible STP | | 0 | 0 | 0 | 0 | Flexible STP | 0 |
| State | | 0 | 0 | 0 | 0 | State | 0 |
| Local | | 0 | 0 | 0 | 0 | Local | 0 |
| Year Total: | | 0 | 0 | 0 | 0 | Total Funds: | 0 |
| Description: | The original FY 2024-27 TIP values are in black font. In FY25, Radford Transit will return to 5311 funding. | | | | | | |

City of Radford
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Transit Projects

| STIP ID: | CRAD012 | Title: Purchase Spare Parts | | Recipient: | City of Radford | | |
|--------------|---|-----------------------------|---------|------------|-----------------|--------------|-------|
| | Previous | FY 2024 | FY 2025 | FY 2026 | FY 2027 | | Total |
| Flexible STP | | 40 | | | | Flexible STP | 40 |
| State | | 8 | | | | State | 8 |
| Local | | 2 | | | | Local | 2 |
| Year Total: | | 50 | | | | Total Funds: | 50 |
| Description: | The original FY 2024-27 TIP values are in black font. In FY25, Radford Transit will return to 5311 funding. | | | | | | |

City of Radford
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City of Radford

| | Previous Funding | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total FY 2024-2027 | |
|--------------|------------------------|-----------------------------|---------|------------|---------|--|-------|
| STIP ID: | NRVC001 | Title: Paratransit Vehicles | | Recipient: | | New River Valley Community Services | |
| FTA 5310 | 822 | | | | | FTA 5310 | |
| State | - | | | | | State | |
| Local | 177 | | | | | Local | |
| Year Total: | 999 | 230 | 284 | 247 | 321 | Total Funds: | 1,082 |
| Description: | 80% federal, 20% local | | | | | | |

New River Valley CS
New River Valley CS
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New River Valley CS

| | Previous Funding | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total FY 2024-2027 | |
|--------------|------------------------|-------------------|---------|------------|---------|--|----|
| STIP ID: | NRVC002 | Title: Technology | | Recipient: | | New River Valley Community Services | |
| FTA 5310 | | 11 | 0 | 0 | 0 | FTA 5310 | 11 |
| State | | 0 | 0 | 0 | 0 | State | 3 |
| Local | | 3 | 0 | 0 | 0 | Local | |
| Year Total: | - | 14 | 0 | 0 | 0 | Total Funds: | 14 |
| Description: | 80% federal, 20% local | | | | | | |

New River Valley CS
New River Valley CS
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New River Valley CS

| | Previous Funding | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total FY 2024-2027 | |
|--------------|-------------------------------|------------------|---------|------------|---------|--|-----|
| STIP ID: | NRVC003 | Title: Operating | | Recipient: | | New River Valley Community Services | |
| FTA 5310 | | 81 | 0 | 0 | 0 | FTA 5310 | 81 |
| State | | 65 | 0 | 0 | 0 | State | 65 |
| Local | | 16 | 0 | 0 | 0 | Local | 16 |
| Year Total: | - | 162 | 0 | 0 | 0 | Total Funds: | 162 |
| Description: | 50% fed, 40% state, 10% local | | | | | | |

New River Valley CS
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New River Valley CS

Transit Projects

| Blacksburg Transit | Previous Funding | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total FY 2024-2027 | |
|---------------------------|------------------|---------------|---------------|---------------|---------------|--------------------|---------------|
| FTA 5307 | 2,139 | 2,174 | 2,239 | 2,306 | 2,375 | FTA 5307 | 9,094 |
| FTA 5309 | - | - | - | - | - | FTA 5309 | - |
| FTA 5310 | - | - | - | - | - | FTA 5310 | - |
| FTA 5311 | - | - | - | - | - | FTA 5311 | - |
| FTA 5314 | - | - | - | - | - | FTA 5314 | - |
| FTA 5337 | - | - | - | - | - | FTA 5337 | - |
| FTA 5339 | 10,239 | 2,259 | 1,972 | 539 | 2,528 | FTA 5339 | 7,298 |
| FTA ADTAP | - | - | - | - | - | FTA ADTAP | - |
| FTA DPF | - | - | - | - | - | FTA DPF | - |
| FTA TIGER | - | - | - | - | - | FTA TIGER | - |
| FBD | - | - | - | - | - | FBD | - |
| Flexible STP | 4,960 | 19 | - | - | - | Flexible STP | 19 |
| CMAQ | - | - | - | - | - | CMAQ | - |
| RSTP | - | - | - | - | - | RSTP | - |
| FHWA TAP | - | - | - | - | - | FHWA TAP | - |
| TIFIA | - | - | - | - | - | TIFIA | - |
| CARES/CRRSAA/ARP | 2,173 | 756 | - | - | - | CARES/CRRSAA/ARP | 756 |
| VW Trust | 5,066 | - | - | - | - | VW Trust | - |
| State | 23,322 | 8,508 | 10,912 | 5,267 | 13,323 | State | 38,010 |
| Local | 9,983 | 8,246 | 9,879 | 8,859 | 10,867 | Local | 37,851 |
| Revenues | 93 | 115 | 118 | 122 | 126 | Revenues | 481 |
| Totals | 57,975 | 22,077 | 25,120 | 17,093 | 29,219 | Total | 93,509 |

Transit Projects

| City of Radford | Previous Funding | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total FY 2024-2027 | |
|----------------------|------------------|--------------|----------|----------|----------|----------------------|--------------|
| FTA 5307 | 1403 | 503 | 0 | 0 | 0 | FTA 5307 | 503 |
| FTA 5309 | - | - | - | - | - | FTA 5309 | - |
| FTA 5310 | - | - | - | - | - | FTA 5310 | - |
| FTA 5311 | - | - | - | - | - | FTA 5311 | - |
| FTA 5314 | - | - | - | - | - | FTA 5314 | - |
| FTA 5337 | - | - | - | - | - | FTA 5337 | - |
| FTA 5339 | 0 | 6 | 0 | 0 | 0 | FTA 5339 | 6 |
| FTA ADTAP | - | - | - | - | - | FTA ADTAP | - |
| FTA DPF | - | - | - | - | - | FTA DPF | - |
| FTA TIGER | - | - | - | - | - | FTA TIGER | - |
| FBD | - | - | - | - | - | FBD | - |
| Flexible STP | 0 | 40 | 0 | 0 | 0 | Flexible STP | 40 |
| CMAQ | - | - | - | - | - | CMAQ | - |
| RSTP | - | - | - | - | - | RSTP | - |
| FHWA TAP | - | - | - | - | - | FHWA TAP | - |
| TIFIA | - | - | - | - | - | TIFIA | - |
| CARES/CRRSAA/ ARP | 271 | 0 | 0 | 0 | 0 | CARES/CRRSAA/ ARP | 0 |
| State | 502 | 542 | 0 | 0 | 0 | State | 542 |
| Local | 355 | 1,495 | 0 | 0 | 0 | Local | 1,495 |
| Revenues | 0 | 10 | 0 | 0 | 0 | Revenues | 10 |
| Totals | 2,531 | 2,596 | 0 | 0 | 0 | Totals | 2,596 |

Transit Projects

| New River Valley Community Services | Previous Funding | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total FY 2024-2027 | |
|--|------------------|------------|------------|------------|------------|--------------------|--------------|
| FTA 5307 | - | - | - | - | - | FTA 5307 | - |
| FTA 5309 | - | - | - | - | - | FTA 5309 | - |
| FTA 5310 | 822 | 276 | 227 | 198 | 257 | FTA 5310 | 958 |
| FTA 5311 | - | - | - | - | - | FTA 5311 | - |
| FTA 5314 | - | - | - | - | - | FTA 5314 | - |
| FTA 5337 | - | - | - | - | - | FTA 5337 | - |
| FTA 5339 | - | - | - | - | - | FTA 5339 | - |
| FTA ADTAP | - | - | - | - | - | FTA ADTAP | - |
| FTA DPF | - | - | - | - | - | FTA DPF | - |
| FTA TIGER | - | - | - | - | - | FTA TIGER | - |
| FBD | - | - | - | - | - | FBD | - |
| Flexible STP | - | - | - | - | - | Flexible STP | - |
| CMAQ | - | - | - | - | - | CMAQ | - |
| RSTP | - | - | - | - | - | RSTP | - |
| FHWA TAP | - | - | - | - | - | FHWA TAP | - |
| TIFIA | - | - | - | - | - | TIFIA | - |
| Other Federal | - | - | - | - | - | Other Federal | - |
| State | 0 | 65 | 0 | 0 | 0 | State | 65 |
| Local | 177 | 65 | 57 | 49 | 64 | Local | 236 |
| Revenues | - | - | - | - | - | Revenues | - |
| Totals | 999 | 406 | 284 | 247 | 321 | Totals | 1,258 |

Transit Projects

| New River Valley MPO | Previous Funding | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total FY 2024-2027 | |
|-----------------------------|------------------|---------------|---------------|---------------|---------------|--------------------|---------------|
| FTA 5307 | 3,542 | 2,677 | 2,239 | 2,306 | 2,375 | FTA 5307 | 9,597 |
| FTA 5309 | - | - | - | - | - | FTA 5309 | - |
| FTA 5310 | 822 | 276 | 227 | 198 | 257 | FTA 5310 | 958 |
| FTA 5311 | - | - | - | - | - | FTA 5311 | - |
| FTA 5314 | - | - | - | - | - | FTA 5314 | - |
| FTA 5337 | - | - | - | - | - | FTA 5337 | - |
| FTA 5339 | 10,239 | 2,265 | 1,972 | 539 | 2,528 | FTA 5339 | 7,304 |
| FTA ADTAP | - | - | - | - | - | FTA ADTAP | - |
| FTA DPF | - | - | - | - | - | FTA DPF | - |
| FTA TIGER | - | - | - | - | - | FTA TIGER | - |
| FBD | - | - | - | - | - | FBD | - |
| Flexible STP | 4,960 | 59 | 0 | 0 | 0 | Flexible STP | 59 |
| CMAQ | - | - | - | - | - | CMAQ | - |
| RSTP | - | - | - | - | - | RSTP | - |
| FHWA TAP | - | - | - | - | - | FHWA TAP | - |
| TIFIA | - | - | - | - | - | TIFIA | - |
| CARES/CRRSAA/ARP | 2,444 | 756 | 0 | 0 | 0 | CARES/CRRSAA/ARP | 756 |
| VW Trust | 5066 | 0 | 0 | 0 | 0 | VW Trust | 0 |
| State | 23,824 | 9,107 | 10,912 | 5,267 | 13,323 | State | 38,609 |
| Local | 10,515 | 9,804 | 9,936 | 8,908 | 10,931 | Local | 39,579 |
| Revenues | 93 | 125 | 118 | 122 | 126 | Revenues | 491 |
| Totals | 61,505 | 25,069 | 25,404 | 17,340 | 29,540 | Totals | 97,353 |

AIRPORT

The Virginia Tech Montgomery Executive Airport (VTMEA), in Blacksburg, accommodates business and personal travel via private charter and corporate aircraft. The Federal Aviation Administration classifies it as a general aviation airport. The Virginia Tech-Montgomery Airport Authority operates the airport and is made up of representatives from Montgomery County, the Towns of Blacksburg and Christiansburg, and Virginia Tech.

The Airport, and its 5,500-foot long runway, with instrument approach available on both ends (13 and 31), the airport is located approximately 1 mile from the academic region of Virginia Tech’s campus, two miles from downtown Blacksburg, and four miles from Christiansburg. The Airport Capital Improvement Plan (CIP) is below.

Table 18: Airport CIP

| 2020 - 2025 VTMEA Airport CIP | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|----------------------------------|------------|------------|------------|--------------------|--------------------|------------------|
| Rehabilitate Apron, Design | - | - | - | \$180,000 | - | - |
| Rehabilitate Apron, Construction | - | - | - | - | \$1,620,000 | - |
| Airport Master Plan Update | - | - | - | - | \$450,000 | - |
| Expand Apron, Design | - | - | - | - | - | \$118,750 |
| Executive Hangar Construction | | | | \$2,200,000 | | |
| CIP Totals: | \$0 | \$0 | \$0 | \$2,380,000 | \$2,070,000 | \$118,750 |