

New River Valley Metropolitan Planning Organization

AGENDA
2:00 PM
March 5, 2020

I. DECLARATION OF A QUORUM AND CALL TO ORDER

II. APPROVAL OF AGENDA

**III. APPROVAL OF MINUTES OF NOVEMBER 7, 2019 MEETING
(Attachment 1)**

IV. PUBLIC ADDRESS

- A. Each speaker is limited to five minutes with a total of thirty minutes maximum for public address.

V. OLD BUSINESS – none

VI. NEW BUSINESS –

A. Approval of Amendment # 4 to the 2018-21 Transportation Improvement Program (TIP) –

Amendment # 4 adds funding in FY20 for VDOT project groupings on pages 20 & 21, changes funding source for VDRPT (BT) on page 25, adds new line items for VDRPT (BT) on page 33, makes adjustments in funding amounts for VDRPT (BT) on pages 27-32, and makes adjustments in funding amounts for VDRPT (NRVCS) on pages 36 & 37. The changes have been advertised for comment in the newspapers, posted on the MPO website, and sent to the MPO Interested Parties and Governmental Regulatory Agencies. No comments were received. The TAC has reviewed the Amendment and recommends approval. (The 2018-21 TIP with Amendment # 4 and a suggested resolution are in Attachment # 2.)

VII. EXECUTIVE DIRECTOR'S REPORT –

- A. VDOT update – Ken King
- B. Development of the 2020-21 UPWP
- C. Development of the 2021-24 TIP
- D. Valley to Valley Trail update
- E. Update on the 2045 update to the NRV MPO Long Range Plan – Kevin Byrd
- F. Bikeshare update – Erik Olsen
- G. Update on Smart Scale
- H. Other Items

VIII. OTHER BUSINESS

IX. NEXT MEETING

The next scheduled meeting is April 2, 2020.

X. ADJOURNMENT

**New River Valley
Metropolitan Planning Organization
755 Roanoke Street
Christiansburg, VA 24073**

Minutes

November 7, 2019

**MEMBERS
PRESENT:**

Craig Meadows	-Montgomery County
Michael Barber	-Town of Christiansburg
Randy Wingfield	-Town of Christiansburg
Anne McClung	-Town of Blacksburg
Michael Sutphin	-Town of Blacksburg
Tom Fox	-Blacksburg Transit
Ken King	-VDoT
David Clarke	-VDoT
Kevin Byrd	-NRVRC
Mike Dunn	-Virginia Tech
James Perkins	-Radford University
Fritz Streff	-New River Community College
Dan Brugh	-NRV MPO
Erik Olsen	-NRV MPO
Randal Gwinn	-Recording Secretary

ABSENT:

Mary Biggs	-Montgomery County
Monica Musick	-Pulaski Transit
David Horton	-City of Radford
Melissa Skelton	-City of Radford
Jonathan Sweet	-Pulaski County
Joe Guthrie	-Pulaski County
Lisa Morris	-VA Tech
Kevin Jones	-FHWA
Trevor Sakry	-Radford Transit
Tony Cho	-Federal Transit Administration-Region 111
Michael St. Jean	-VA Tech/Montgomery Regional Airport Authority

DECLARATION OF A QUORUM AND CALL TO ORDER

Chairman Craig Meadows declared a quorum, and called the meeting to order at 2:00 PM.

APPROVAL OF AGENDA

Craig next asked for comments on or changes to the proposed agenda and hearing none, he asked to hear a motion for approval of the agenda.

On a motion by Mike Barber seconded by Anne McClung and carried unanimously, the proposed meeting agenda was approved.

APPROVAL OF MINUTES OF THE MAY 2, 2019 MEETING

Craig then asked for discussion of or corrections to the meeting Minutes from the May 2, 2019 Policy Board meeting which were included in the agenda packet. Hearing none, he called for a motion to approve the Minutes.

On a motion by Mike Barber seconded by Anne McClung and carried unanimously, the Minutes dated May 2, 2019 were approved.

SELECTION OF A REGULAR MEETING DATE FOR THE UPCOMING YEAR

Craig explained that since we did not meet in July, this is in effect our annual organizational meeting and we need to choose a regular meeting date for the upcoming year. Our regular meeting date has traditionally been the first Thursday of each month at 2:00 PM in the County Admin Conference Room.

Mike Barber made a motion to continue meeting as we have in the past. Anne McClung provided the second and there was no discussion or other motions made.

On a motion by Mike Barber seconded by Anne McClung and carried unanimously, the NRV MPO Policy Board will continue to meet on the first Thursday of each month at 2:00 PM in the Admin Conference Room at the Montgomery County Government Center.

PUBLIC ADDRESS

There were no citizens from the public seeking to address the Policy Board.

OLD BUSINESS

There were no items of old business to discuss.

NEW BUSINESS

Approval of the Updated Safety Performance Measures

Dan spoke briefly about the purpose of the Safety Performance Measures which are required by the FhWA to be updated annually so that they reflect the latest five year averages. The NRV MPO has historically adopted the State's Performance Measure Targets as developed by VDOT. The 2020 updated measures have been finalized by VDOT and reviewed by the NRV MPO TAC which now recommends approval by the Policy Board. Copies of the updated NRV MPO

Performance Measures, the letter that needs to be submitted to VDOT and a suggested resolution are provided in attachment # 2 of the Agenda materials.

At the completion of Dan's comments Craig asked for discussion and a motion on the suggested resolution in the meeting materials. There was no discussion.

On a motion by Mike Barber seconded by Anne McClung and carried unanimously, the suggested resolution for adoption of the 2020 Safety Performance Measures for the NRV MPO was approved and follows in its entirety:

***New River Valley
Metropolitan Planning Organization***

November 7, 2019

Resolution Approving Safety Performance Measures for the NRV MPO

On a motion by Mike Barber seconded by Anne McClung and carried unanimously,

WHEREAS, all MPOs are required to set performance measures by FhWA, and

WHEREAS, MPOs can either set their own measures or adopt the performance measures set by the State, and

WHEREAS, the NRV MPO elected to adopt the Performance Measures developed for the State, and

WHEREAS, the NRV MPO adopted Safety Performance Measures for the MPO in November, 2019, and

WHEREAS, the targets need to be updated annually, and

WHEREAS, the State has updated the targets for the Safety Performance Measures, and

WHEREAS, the TAC recommends approval.

NOW, THEREFORE BE IT RESOLVED that the New River Valley Metropolitan Planning Organization adopts the updated Safety Performance Measures and targets set by the State.

AND FURTHER, that the NRV MPO Executive Director is authorized to send a letter to VDOT with the NRV MPO updates.

F. Craig Meadows, Chairman

Title VI Nondiscrimination Assurance

Dan next reported that in order to be a sub-recipient of federal funds the MPO is required to certify annually that all relevant sections of Title VI of the Civil Rights Act of 1964, 49 C.F.R. Part 21 and 28 C.F.R. Section 50.3 are followed. VDOT has requested a signed letter of Assurance that the above named sections of Title VI are being followed. This is the same item that we also acted upon in May at the request of VDRPT.

A copy of the VDOT letter requesting Assurance, the letter that needs to be signed and sent to VDOT and a suggested resolution are provided in attachment # 3 of the Agenda materials.

At the completion of Dan's comments Craig asked for discussion and a motion on the suggested resolution in the meeting materials. There was no discussion.

On a motion by Mike Barber seconded by Michael Sutphin and carried unanimously, the suggested resolution authorizing the Executive Director / Chairman to execute annual FhWA Certifications and Assurances was approved and follows in its entirety:

New River Valley Metropolitan Planning Organization

November 7, 2019

Resolution to authorize the Executive Director/ Chairman to execute annual FhWA Certifications and Assurances.

On a motion by Mike Barber, seconded by Michael Sutphin and carried unanimously,

WHEREAS, the MPO receives funding from FhWA through VDOT for expenditures made for MPO activities; and

WHEREAS, the MPO needs to annually certify that the MPO is adhering to all Federal Regulations.

NOW, THEREFORE, BE IT RESOLVED, the MPO Policy Board authorizes the Executive Director/Chairman to execute the Assurances for VDOT and FhWA.

F. Craig Meadows, Chairman

EXECUTIVE DIRECTOR REPORT

Ken King gave an update of ongoing VDOT projects within the MPO.

The Exit 114 Interchange of I-81 and Rt. 8 Southbound bridge is now complete except for about a month's worth of work on the remaining median fill, drainage work and light work needing

completion before paving and tie in can be done. The cold weather is hindering progress so although the goal was to get wrapped up in December the weather may delay completion, tie in and transitioning until the spring, probably in the April time frame.

The next item will be demolition and replacing the Northbound bridge which should take about seven to twelve months, barring any delays, so it will be fall of next year before the second bridge is complete. The contractors are confident that overall completion will occur in July 2021. Again the weather can play a large role in the schedule.

The Northbound New River Bridge replacement has fallen behind schedule. The contractor has struggled on the project, there have been a number of changes in leadership on the job, weather delays and one accident leading to a worker fatality. Work to install the girders is about to begin and will continue through the winter. During the girder installations there will be a series of slow roll activities which will have an effect on traffic. There are a lot of girders to set however traffic volumes taper off a bit in the winter and hopefully traffic won't be overly impeded. December 2020 is the scheduled completion date and there is a lot of work to complete before then.

Ken also provided the group with handouts of the lists of I-81 projects being discussed by the I-81 committee and gave a broad overview of the progress of their work. The committee first met in August and then again in October when the committee examined these project. The first page of the handouts listed projects that were already included in the six-year plan. Also at their October meeting, the Commonwealth Transportation Board approved 31 additional projects for inclusion in the six-year plan. Complete information and pertinent news releases on these items are available on line at the CTB's web site.

Following Ken's report Mike Barber asked if the temporary stoplights at the Exit 114 bridges can be made permanent as they have proven to be highly beneficial in regards to controlling traffic exiting I-81 and going onto Rt. 8. Craig also supported Mike's suggestion. Ken committed to following up on this, however he warned that if the lights stay then they would remain on wooden poles for a number of years. There was also a concern voiced that if improperly timed then they could cause traffic to back up into the right lane of I-81.

Fritz Streff also complimented David Clark on the manner that traffic was controlled during the work recently done on the I-81 bridges at Draper. Clearly informing the public of the likely impact of the work on their travel plans well ahead of starting the work had an effect.

Dan Brugh next gave an update on Smart Scale

Guidelines for the next cycle are currently being finalized and hopefully will be done by December. Some modifications have been suggested by staff to the CTB. VDOT looked at what would have resulted had certain change been made to the last cycle to see if they have been beneficial to our MPO. They found that we probably would have gotten the proposed Exit 114 Park & Ride lot and the Salem District would have lost one project but gained four. Also there is growing concern that Smart Scale pre-applications are getting far too detailed to meet the one-month window for application submittals. An application that was submitted in the last cycle would not be adequate for a pre-application now. This is discouraging the localities from submitting applications and we have seen the number of applications falling off as a result. If

anyone has comments, please share them with Ray Smoot on the CTB so that he knows that the problem is widespread and not an issue for a few localities.

Eli Sharp at the Regional Commission has been investigating changing the classification of the RC and possibly the MPO to see if our projects would rank better afterwards. Chad Tucker at VDOT's central office provided Eli with the spreadsheet that VDOT uses to see how changing classifications would affect the scoring of project applications and testing the projects in the MPO revealed little or no improvement. Based on this it is recommended the MPO stay classified as we are in the "C" category. Ken added that there are ongoing discussions pertinent to changing safety data scoring going forward in order to see what effect it would have and for whom. Right now the scoring is weighted 50% on frequency and 50% on accident rate. It's being discussed to change these weights to 70% frequency and 30% rate. This will be addressed at the December CTB meeting.

Dan Brugh next reported on the development of the 2045 Long Range Plan update.

The Regional Commission has been working on the update to the 2045 Long Range Plan and has pertinent information concerning it posted on their web site for viewing. The update must be finished by November of 2020. Kevin added that the RC web page for the update is www.nrvtransportationplan.org and gave a brief overview of the ongoing work. There will be a public meeting at the Government Center on December 4th, 4 – 6 PM.

Erik Olsen and Tom Fox next gave an update on the Bikeshare program.

Erik briefly covered three high points from the report on the current Bikeshare program included in the meeting materials. To date there are 2,600 Bikeshare accounts and riders have used the bikes to take 8,300 trips resulting in over 20,000 miles ridden in a one-year period. The average trip is about two miles with a duration of 30 minutes. We hope to have an entirely new set of bikes in May or June. Tom next reported on the status of the new contract negotiations with Gotcha. If all goes well our old fleet of manual bikes will be replaced by new electric assist bikes and in addition the number of bikes will go from 75 to 150. The contract is now being finalized and the financial terms have been renegotiated such that they will be much more favorable to the partners. Once we sign the new contract Gotcha will order the new bikes and we anticipate the electric assist bikes will increase bike usage significantly. We will be encouraging Gotcha to seek sponsors in the apartment complexes and business communities.

Dan Brugh reported on the progress of the Valley to Valley Trail project.

The committee has met with the on call consultant for VDOT, Michael Baker, and hopes to have a working document and a notice to proceed by January 2020 and feels the study will take a year or so. This may be a little ambitious but we will see, they've done this type of study before. Thanks to Ken and his planning staff for assisting with coordinating this effort with the folks in Richmond.

OTHER BUSINESS

There were no other items of regular business discussed.

INTO CLOSED MEETING

Craig announced that there remained one item of business needing to be discussed and asked to hear a motion to enter into a closed meeting.

On a motion by Mike Barber seconded by Mike Dunn and carried unanimously,

BE IT RESOLVED, The MPO Policy Board hereby enters into Closed Meeting for discussing the following:

- Section 2.1-3711 (1) Discussion, Consideration, or Interviews of Prospective Candidates for Employment; Assignment, Appointment, Promotion, Performance, Demotion, Salaries, Disciplining or Resignation of Specific Officers, Appointees or Employees of Any Public Body
1. Personnel Matter

OUT OF CLOSED MEETING

Business concluded, Craig asked to hear a motion to end the Closed Meeting.

On a motion by Mike Barber seconded by Mike Dunn and carried unanimously,

BE IT RESOLVED, The MPO Policy Board hereby ends their Closed Meeting to return to Regular Session.

CERTIFICATION OF CLOSED MEETING

Craig next asked to hear a motion to certify the Closed Meeting.

On a motion by Mike Barber seconded by Mike Dunn and carried by a vote of six ayes, zero nays and five absences the certification of the closed meeting was completed.

WHEREAS, The MPO Policy Board has convened a Closed Meeting on this date pursuant to an affirmative recorded vote and in accordance with the provisions of the Virginia Freedom of Information Act; and

WHEREAS, Section 2.2-3711 of the Code of Virginia requires a certification by the Policy Board that such Closed Meeting was conducted in conformity with Virginia law.

NOW, THEREFORE, BE IT RESOLVED, The MPO Policy Board hereby certifies that to the best of each member's knowledge (i) only public business matters lawfully exempted from open meeting requirements by Virginia law were discussed in the closed meeting to which this certification resolution applies, and (ii) only such public business matters as identified in the motion conveying the closed meeting were heard, discussed or considered by the Policy Board.

VOTE:

AYES: Craig Meadows, Anne McClung, Michael Sutphin, Mike Barber, Randy Wingfield and Ken King.

NAYS: None

ABSENT DURING VOTE: Mary Biggs, David Horton, Melissa Skelton, Joe Guthrie and Jonathan Sweet.

ABSENT DURING MEETING: Mary Biggs, David Horton, Melissa Skelton, Joe Guthrie and Jonathan Sweet.

**ANNUAL PERFORMANCE REVIEW OF EXECUTIVE DIRECTOR AND
AMENDMENT TO EMPLOYMENT AGREEMENT**

**New River Valley
Metropolitan Planning Organization
755 Roanoke Street
Christiansburg, VA 24073**

November 7, 2019

Amendment to Employment Agreement

By Consensus of the Policy Board a one-time bonus of 4% will be awarded to Mr. Brugh for his performance for the period of July 1, 2018 through June 30, 2019.

BE IT RESOLVED, By the MPO Policy Board that Section (4)1 of the Employment Agreement between John Daniel Brugh and the ~~Blacksburg/Christiansburg/Montgomery Area~~ New River Valley Metropolitan Planning Organization dated July 22, 2003 is hereby amended effective July 26, 2018 as follows:

(4) COMPENSATION

1. Salary

The MPO shall pay Brugh an annual salary rate of ~~\$48,000 \$48,960 \$51,408 \$53,464 \$55,600 \$58,380 \$59,548, \$61,334, \$66,057~~(5.7% retirement adjustment, 2% performance), ~~\$68,039, \$69740, \$72,530, \$74,706, \$76,574~~, annual salary shall be paid to Brugh in a manner applicable to the fiscal agent for the MPO. The MPO and Brugh may mutually agree to adjust the salary of Brugh during the term of this Agreement. Any adjustment made during the life of this agreement shall be in the form of an amendment and become part of this agreement, but it shall not be deemed that MPO and Brugh have entered into a new agreement. It is agreed that MPO shall review Brugh's performance June of each calendar year.

Attest: _____
F. Craig Meadows, Chairman

NEXT SCHEDULED MEETING

The next scheduled meeting is December 5, 2019 at 2:00 PM in the Montgomery County Government Center.

ADJOURNMENT

There being no further agenda items to discuss, Craig called for a motion to adjourn the meeting.

On a motion by Mike Barber seconded by Anne McClung and carried unanimously, the meeting adjourned at 3:20 PM.

Attest: _____
F. Craig Meadows, Chairman

***New River Valley
Metropolitan Planning Organization***

March 5, 2020

Resolution Approving Amendment #4 for the 2018-21 TIP

On a motion by _____ seconded by _____ and carried unanimously,

WHEREAS, the MPO approved the 2018-2021 Transportation Improvement Program (TIP) on May 17, 2017, and

WHEREAS, additional funding was found by VDRPT that could be utilized by Blacksburg Transit, Radford Transit, and New River Valley Community Services, and this additional funding needs to be included in the MPO TIP, and

WHEREAS, VDOT has finalized FY20 funding to be utilized within the MPO and that needs to be included in the 2018-21 TIP, and

WHEREAS, Amendment #4 was advertised for public comment, sent to the MPO email list, posted on the MPO website, and sent to the MPO Interested Parties and Governmental Regulatory Agencies, and

WHEREAS, no comments were received, and

WHEREAS, the TAC recommends approval.

NOW, THEREFORE BE IT RESOLVED that the New River Valley Metropolitan Planning Organization approves Amendment # 4 to the 2018-21 TIP.

F. Craig Meadows, Chairman

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

Fiscal Years 2018 – 2021

Approved on May 17, 2017

Amendment # 1 November 2, 2017

Adjustment # 1 May 15, 2018

Adjustment # 2 June 11, 2018

Adjustment # 3 June 27, 2018

Amendment # 2 July 26, 2018

Adjustment # 4 August 13, 2018

Adjustment # 5 September 11, 2018

Adjustment # 6 January 4, 2019

Amendment # 3 May 2, 2019

Adjustment # 7 November 1, 2019

Amendment # 4 Draft

This Transportation Improvement Program was approved as a Final Report by the New River Valley Metropolitan Planning Organization on May 17, 2017. 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).

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. The NRV MPO ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact Dan Brugh at 540-394-2145, TTY/TDD 711.

Table of Contents

- I. Introduction Pages 4-16

- II. Highway Projects Pages 17-24

- III. Transit Projects Pages 25-36

- IV. Airport Projects Pages 37-39

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 Planning District Commission, Blacksburg Transit, Radford Transit, Pulaski 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 2018-19, through 2021-22. 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*

MASS TRANSPORTATION PROGRAM

Federal Mass Transportation Funding

Federal grants for public transportation programs are authorized by the Federal Transit Act Amendments of 1991. Brief descriptions of funding categories for capital and operating expenses are given below.

Section 5309 (Formerly Section 3) – These funds are used primarily for large scale capital investment projects such as the construction/implementation of new mass transit systems. Other qualifying projects include extension of existing fixed guide way facilities, new bus or other rolling stock purchases, improvements for rail or bus systems, purchase of right of way and construction of intermodal transfer centers. Section 5309 funds are available to local transit programs on a formula and discretionary basis with 40% of the funds allocated to new rail starts, 40% for rail modernization, and 20% for purchase, replacement, and rehabilitation of buses and related equipment.

Section 5309 projects receive 80% federal funding. Project priority is determined by the state outside of Transportation Management Areas (TMAs – those urbanized areas having a population greater than 200,000). The Metropolitan Planning Organization (MPO) has responsibility for setting project priorities within TMAs.

Section 5307 (formerly Section 9) - These funds may be used for capital and operating expenses. Section 5307 funds are allocated by formula to states for distribution to urbanized areas with a population greater than 50,000. Distribution of these funds to urbanized areas with less than 200,000 is at the state's discretion. States may transfer a limited portion of these funds to Section 5311 (rural transit programming) if approved by an urbanized area declining funds. Operating subsidies may be used for highway projects under certain circumstances.

The Federal Transit Administration will fund 90% of the costs of capital projects to improve bicycle access to mass transit or meet the requirements of the Clean Air Act or Americans with Disabilities Act. Otherwise the federal share of capital costs is 80%. Section 5307 funds can only provide 50% of total operating cost.

MPOs have responsibility for setting project priority within urbanized areas with a population over 200,000. The state has responsibility otherwise.

Section 5310 (Formerly section 16) – These funds are available to qualifying private nonprofit and public agencies to purchase vehicles and equipment necessary to provide special transportation services for elderly and disabled clients. Funds may not be used for operating expenses.

Such acquisitions may receive up to 80% federal funding of the total cost of equipment. Project priority is the responsibility of the state for urbanized areas with a population under 200,000.

Section 5311 (formerly Section 18) – These formula grants are awarded to states for distribution to rural or small urban areas (i.e. areas under 50,000 population) for general public transit projects. Funds may be used for capital or operating expenses.

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 purposes and are generally not referred to in the Transportation Planning and Research Program. One other program is available to encourage development of new privately operated transit services, which is the Entrepreneurial Services Challenge Program.

Mass Transportation Project Justification Narratives

In accordance with FTA reporting procedures discussions of the justification for individual projects applied for under Section 5309 and 5307 of the Urban Mass Transportation Act 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 65,000 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 10:30 pm

Saturday 9:30 am 9:15 pm

Sunday 11:30 am to 7:15 pm

*note “reduced service” is during the summer and winter breaks. There is no Sunday service in the summer.

Blacksburg Transit’s complementary paratransit service is known as BT ACCESS. BT ACCESS’ door-through-door service for disabled persons in the community is widely recognized as one of the best in the state.

For routes in Blacksburg, Blacksburg Transit maintains an active fleet of 46 full-sized transit buses and 11 Body-On-Chassis (BOC) vehicles. Blacksburg Transit’s fleet is 100 percent accessible. Morning pullout during full service is 34 transit buses and 8 BOC vans. BT provided 3,513,538 passenger trips during fiscal year 2016.

Service for the Town of Christiansburg

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

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

Monday – Thursday 7:00 am to 6:00 pm

Friday 7:00 am to 10:00 pm

Saturday 8:00 am to 11:00 pm

There is no Sunday service.

For the Town of Christiansburg, BT maintains an active fleet of 2 buses and 4 Body on Chassis (BOC) vehicles and all vehicles are accessible.

Blacksburg Transit, in cooperation with Virginia Tech, plans to construct a multi-modal transfer 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 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, Blacksburg and the I-81 Park & Ride lot located at exit 118 of Interstate 81. 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 - Wednesday: 7am - 10pm

Thursday - Friday: 7am - 2:40am

Saturday: 10am - 2:40am

Sunday: 6pm - 12am

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

Monday - Friday: 7am - 7:40pm

Saturday: 10am - 7:40pm

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 nearest bus stop.

Radford Transit's fleet consists of twelve (12) body-on-chassis (Cutaway) style buses, two (2) 29-passenger medium duty body-on-chassis (Cutaway) style buses, and six (6) low floor heavy duty transit buses.

In fiscal year 2016 RT provided about 339,000 passenger trips, a slight 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 more comprehensive transportation 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.

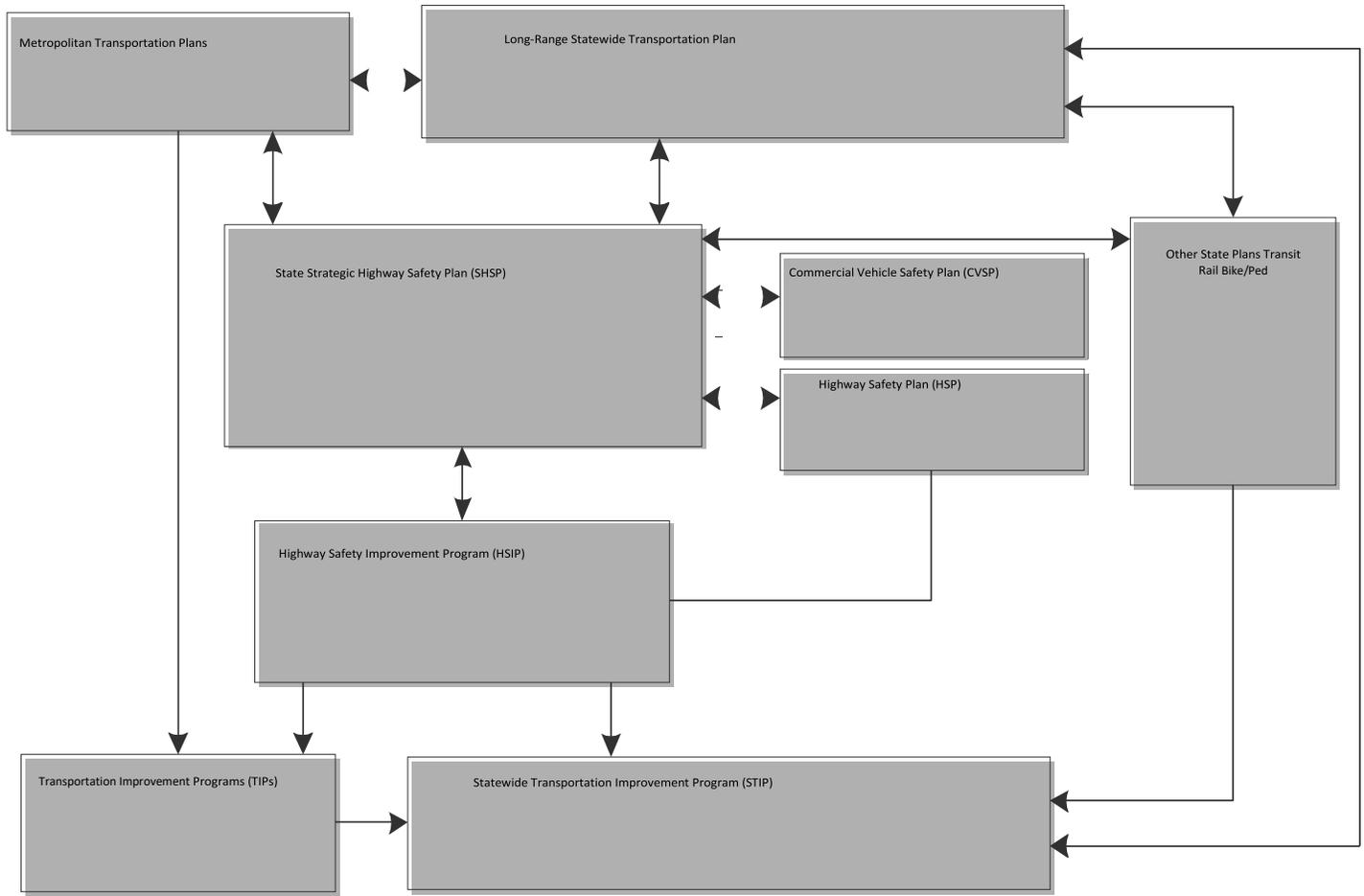
The LRSTP, VTrans2040, guides the state’s investment decisions for transportation improvements. Safety and performance management is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles:

- 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.

Performance Based Planning and Programming for Transit Asset Management

The two most recent federal transportation laws, MAP-21 and FAST Act, establish performance measure requirements to ensure states and metropolitan planning organizations (MPOs) are investing transportation funds in projects that collectively will contribute towards the achievement of national goals. The USDOT recently published new rules for states and MPOs to collect data and establish performance targets that will support performance and outcome-based investment decisions.

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

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

The first completed TAM plan must be sent to the National Transit Database (NTD) by October 1, 2018. Other required deadlines are found in the table below.

Reporting Activity	Reporting Deadline
Complete compliant TAM Plan	October 2018
Report FY18 asset data to NTD Submit FY19 targets to NTD	October 2018
Report FY19 asset data to NTD Submit FY20 targets to NTD Submit narrative report to NTD	October 2019
Report FY20 asset data to NTD Submit FY21 targets to NTD Submit narrative report to NTD	October 2020
Complete updated TAM Plan	October 2022

Table 1: Transit agency deadlines for TAM Rulemaking for June-July fiscal year

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

For Tier II providers under the DRPT Group Plan, any Transportation Improvement Program (TIP) document or Metropolitan Transportation Plan (MTP) adopted after October 1, 2018 will be in compliance with the TAM Plans developed by DRPT and adopted by the Tier II transit providers within the MPO as well as the regional performance measures adopted by the MPO as a whole. The

performance measurements and the targets can be found in the DRPT *Group Transit Asset Management Plan*.

The New River Valley's planning process will integrate, either directly or by reference, the goals, objectives, performance measures, and targets described in the Tier II group plan. The transit providers within the MPO are all Tier II.

**FEDERAL FUNDING CATEGORIES
FISCAL CONSTRAINT BY YEAR**

Highway Projects
FFY 2018 - 2021

Fund Source	FFY 2018		FFY 2019		FFY 2020		FFY 2021		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										
NHFP	\$229,641	\$229,641	\$229,641	\$229,641	\$7,431,539	\$7,431,539	\$0	\$0	\$7,890,821	\$7,890,821
NHS/NHPP	\$509,852	\$509,852	\$0	\$0	\$3,040,611	\$3,040,611	\$13,293,952	\$13,293,952	\$16,844,415	\$16,844,415
STP/STBG	\$524,996	\$524,996	\$1,381,933	\$1,381,933	\$0	\$0	\$0	\$0	\$1,906,929	\$1,906,929
TAP	\$611,604	\$611,604	\$0	\$0	\$0	\$0	\$0	\$0	\$611,604	\$611,604
Subtotal -- Federal	\$1,876,093	\$1,876,093	\$1,611,574	\$1,611,574	\$10,472,150	\$10,472,150	\$13,293,952	\$13,293,952	\$27,253,769	\$27,253,769
Other										
State Match	\$469,024	\$469,024	\$402,894	\$402,894	\$2,618,035	\$2,618,035	\$3,323,487	\$3,323,487	\$6,813,440	\$6,813,440
Subtotal -- Other	\$469,024	\$469,024	\$402,894	\$402,894	\$2,618,035	\$2,618,035	\$3,323,487	\$3,323,487	\$6,813,440	\$6,813,440
Total	\$2,345,117	\$2,345,117	\$2,014,468	\$2,014,468	\$13,090,185	\$13,090,185	\$16,617,439	\$16,617,439	\$34,067,209	\$34,067,209

Federal - ACC (1)										
NHS/NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$6,199,168	\$6,199,168	\$6,199,168	\$6,199,168
Subtotal -- Federal - ACC (1)	\$0	\$0	\$0	\$0	\$0	\$0	\$6,199,168	\$6,199,168	\$6,199,168	\$6,199,168

Statewide - Federal (4)										
NHFP	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Subtotal -- Statewide - Federal (4)	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000

Maintenance - Federal (5)										
BR/BROS	\$1,753,772	\$1,753,772	\$1,542,166	\$1,542,166	\$1,953,236	\$1,953,236	\$1,961,089	\$1,961,089	\$7,210,263	\$7,210,263
STP/STBG	\$16,242,411	\$16,242,411	\$14,282,643	\$14,282,643	\$18,089,729	\$18,089,729	\$18,162,463	\$18,162,463	\$66,777,246	\$66,777,246
Subtotal -- Maintenance - Federal (5)	\$17,996,183	\$17,996,183	\$15,824,809	\$15,824,809	\$20,042,965	\$20,042,965	\$20,123,552	\$20,123,552	\$73,987,509	\$73,987,509

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

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	\$51,801,923	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
PE	Federal - STP/SU	\$0	(\$118)	\$0	\$0	\$0
RW AC	Federal - AC	\$0	(\$1,538,344)	\$0	\$0	\$0
CN	Federal - STP/STBG	\$0	\$118	\$0	\$0	\$0

UPC NO	17345	SCOPE	New Construction Roadway			
SYSTEM	Primary	JURISDICTION	Montgomery County	OVERSIGHT	NFO	
PROJECT	"SMART HIGHWAY" - 2 LANES ON 4 LANE RW - PE & RW ONLY			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.671 KILOMETER EAST ROUTE 723 TO: ROUTE I-81 (6.4000 KM)					
ROUTE/STREET	SMRT			TOTAL COST	\$122,370,705	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
PE	Federal - STP/STBG	\$88,639	\$354,554	\$0	\$0	\$0
PE AC	Federal - AC	\$955,273	\$3,821,090	\$0	\$0	\$0
RW AC	Federal - AC	\$29,974	\$119,894	\$0	\$0	\$0

New River Valley MPO

Secondary Projects

UPC NO	107567	SCOPE	Reconstruction w/o Added Capacity			
SYSTEM	Secondary	JURISDICTION	Montgomery County	OVERSIGHT	NFO	
PROJECT	Reconstruct and Surface Treat non-hard surface road.			ADMIN BY	VDOT	
DESCRIPTION	FROM: 1.28Mi N of Bridge over RTE 460 TO: 0.20 Mi. S of RTE 642 (-)					
ROUTE/STREET	YELLOW SULPHUR RD (0643)			TOTAL COST	\$3,530,000	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
PE AC	Federal - AC	\$0	\$410,000	\$0	\$0	\$0
RW AC	Federal - AC	\$0	\$70,000	\$0	\$0	\$0
CN AC	Federal - AC	\$0	\$0	\$0	\$3,050,000	\$0

New River Valley MPO

Project Groupings

GROUPING		Construction : Bridge Rehabilitation/Replacement/Reconstruction				
ROUTE/STREET					TOTAL COST	\$53,391,179
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
RW	Federal - NHFP	\$114,821	\$229,641	\$229,641	\$0	\$0
CN	Federal - AC CONVERSION	\$1,549,792	\$0	\$0	\$0	\$6,199,168
	Federal - NHFP	\$1,857,885	\$0	\$0	\$7,431,539	\$0
	Federal - NHS/NHPP	\$3,381,963	\$0	\$0	\$3,015,611	\$10,512,240
CN TOTAL		\$6,789,640	\$0	\$0	\$10,447,150	\$16,711,408
CN AC	Federal - AC	\$2,655,065	\$0	\$0	\$17,557,234	\$0

GROUPING		Construction : Rail				
ROUTE/STREET					TOTAL COST	\$570,234
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
		\$0	\$0	\$0	\$0	\$0

GROUPING		Construction : Safety/ITS/Operational Improvements				
ROUTE/STREET					TOTAL COST	\$48,344,421
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
PE	Federal - NHS/NHPP	\$127,463	\$509,852	\$0	\$0	\$0
RW	Federal - NHS/NHPP	\$6,250	\$0	\$0	\$25,000	\$0
	Federal - STP/STBG	\$1,875	\$7,500	\$0	\$0	\$0
RW TOTAL		\$8,125	\$7,500	\$0	\$25,000	\$0
CN	Federal - NHS/NHPP	\$695,428	\$0	\$0	\$0	\$2,781,712
	Federal - STP/STBG	\$386,219	\$162,942	\$1,381,933	\$0	\$0
CN TOTAL		\$1,081,647	\$162,942	\$1,381,933	\$0	\$2,781,712
CN AC	Federal - AC	\$17,061	\$0	\$153,548	\$0	\$1

GROUPING		Construction : Transportation Enhancement/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$10,817,220
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal - TAP/F	\$152,901	\$611,604	\$0	\$0	\$0
CN AC	Federal - AC	\$38,225	\$152,901	\$0	\$0	\$0

GROUPING		Maintenance : Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal - NHS/NHPP	\$0	\$0	\$0	\$4,399,286	\$0
	Federal - STP/STBG	\$0	\$7,830,599	\$6,885,779	\$0	\$8,756,272
CN TOTAL		\$0	\$7,830,599	\$6,885,779	\$4,399,286	\$8,756,272
MPO NOTE		TIP AMD # 4 to update FFY20 planned obligations based on revised projected revenue. Add \$4,399,286 (NHPP)				

New River Valley MPO Project Groupings

GROUPING		Maintenance : Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal - BR	\$0	\$1,753,772	\$1,542,166	\$1,000,000	\$1,961,089
	Federal - NHS/NHPP	\$0	\$0	\$0	\$1,000,000	\$0
	Federal - STP/STBG	\$0	\$5,452,802	\$4,794,881	\$16,406,047	\$6,097,390
CN TOTAL		\$0	\$7,206,574	\$6,337,047	\$18,406,047	\$8,058,479
MPO Note		TIP AMD # 4 to update FFY20 planned obligations based on revised projected revenue. Add \$16,406,047 (STP/STBG), \$1,000,000 (NHPP) & \$1,000,000 (BR)				

GROUPING		Maintenance : Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal - STP/STBG	\$0	\$2,959,010	\$2,601,983	\$2,219,884	\$3,308,801
MPO note		TIP AMD # 4 to update FFY20 planned obligations based on revised projected revenue. Add \$2,219,884 (STP/STBG)				

GROUPING		Transit : Vehicles				
PROGRAM NOTE		TIP AMD to add Transit: Vehicles Grouping and add UPC 111881 to the grouping; add \$1,928,250 (AC-Other) FFY18.				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN AC	Federal - AC OTHER	\$0	\$1,928,250	\$0	\$0	\$0
MPO Note						

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		\$24,343,147
			#SGR RTE. 81 - APPROACHES AND BRIDGES OVER ROUTE 8 FROM: Christiansburg SCL TO: 0.510 Mile North of Christiansburg SCL (0.5100 MI)		
Interstate	93075	Montgomery County	0081		\$10,564,435
			#SGR RTE. 81 - Mont. Co. Approaches to I-81 bridges over Rou FROM: 0.381 Mile South of Christiansburg SCL TO: Christiansburg SCL (0.3810 MI)		
Miscellaneous	T19049	Salem District-wide	0000		\$0
			BRIDGE REHABILITATION/REPLACEMENT		
Primary	50030	Montgomery County	0114		\$15,160,707
			RTE 114 - WBL BRIDGE REPLACEMENT OVER THE NEW RIVER FROM: 0.21 MILE EAST MONTGOMERY-PULASKI CO LINE TO: MONTGOMERY-PULASKI CO LINE		
Secondary	90087	Montgomery County		CANNERY ROAD (0773)	\$3,322,890
			RTE. 773 OVER ROANOKE RIVER (STR. 12339) - BRDG REPLACEMENT FROM: Intersection Rte. 626 TO: 0.089 miles north intersection Rte. 626 (0.0890 MI)		
Construction: Bridge Rehabilitation/Replacement/Reconstruction Total					\$53,391,179

Construction : Rail

	System	UPC	Jurisdiction / Name/ Description	Street(Route)	Estimate
Miscellaneous	T19041	Salem District-wide	0000		\$0
			CN: RAIL		
Urban	105608	Christiansburg		CHRISMAN MILL RD (0000)	\$570,234
			Chrisman Mill Rd -Realign N Side of Road at Crossing FROM: 1.18 Mi. E of Rt. 114 TO: at NSRR Crossing #469436A		
Construction: Rail Total					\$570,234

Construction: Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name/ Description	Street (Route)	Estimate
Interstate	107802	Statewide	9999		\$500,000
			Incident Management Emergency Evacuation and Detour Plans FROM: Various TO: Various		
Miscellaneous	T19045	Salem District-wide	0000		\$0
			CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		
Miscellaneous	81419	Salem District-wide	0000		\$1,544,827
			DISTRICTWIDE ROADWAY SAFETY ASSESSMENT -SALEM FY07 HSIP PROJECT		
Miscellaneous	93174	Statewide	0000		\$1,104,740
			Safety Analyst Project FROM: various TO: various		

Appendix is for informational purposes only.

New River Valley MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	105481	Statewide	0000		\$1,400,000
			Implement iPeMS (Iteris Performance Measurement System) FROM: various TO: various		
Miscellaneous	86665	Salem District-wide	9999		\$0
			RTE. 000 - HSIP District-wide High Risk Rural Roads Salem Salem District High Risk Rural Roads Safety Improvements		
Primary	105303	Montgomery County	PEPPERS FERRY RD (0000)		\$235,000
			MONTGOMERY COUNTY - SRTS - BELVIEW ES - HIGH VIS CROSSING FROM: JADE DR TO: PRICES FORK RD (0.1000 MI)		
Primary	108900	Blacksburg	PANDAPAS POND ROAD (0460)		\$3,316,565
			#HB2.FY17 N Main Intersection Improvements at Rte. 460 Bypass FROM: North of Coal Bank Hollow Rd TO: South of Farmingdale Ln (0.6000 MI)		
Primary	108909	Christiansburg	US 460 (0460)		\$2,124,395
			#HB2.FY17 Route 460 at Franklin Street EB Ramp Construction FROM: Franklin Street TO: US 460 Ramp		
Secondary	106701	Salem District-wide	9999		\$1,785,481
			HRRR - Safety Improvements FROM: Various TO: Various		
Urban	100839	Blacksburg	RESEARCH CENTER DRIVE (0460)		\$3,194,844
			Int. Improvements at Route 460 Ramps and Research Center Dr. FROM: Int. of South Main Street TO: 0.29 mi. North of Int. South Main Street (0.2892 MI)		
Urban	104387	Christiansburg	N. FRANKLIN / CAMBRIA (0460)		\$8,489,534
			#HB2.FY17 Intersection Improvement - N. Franklin St/Cambria St FROM: Cambria St. TO: Independence Blvd (0.6000 MI)		
Urban	8746	Christiansburg	PEPPERS FERRY RD (0114)		\$24,649,035
			RTE 114 - PEPPERS FERRY ROAD - WIDEN TO 4 LANES FROM: ROUTE 460 TO: 0.789 Km East of WCL (1.5309 KM)		
Construction: Safety/ITS/Operational Improvements Total					\$48,344,421

Construction: Transportation Enhancement/Byway/Non-Traditional

	System	UPC	Jurisdiction / Name / Description	Street (Route)	Estimate
Enhancement	103637	Christiansburg	EAST MAIN ST & FRANKLIN ST (0000)		\$1,808,017
			Christiansburg Downtown Streetscaping, Phase C503 (Ph1B) FROM: Roanoke Street TO: Franklin Street		
Enhancement	104770	Montgomery County	HUCKLEBERRY TRAIL (0000)		\$468,000
			Huckleberry Trail - Phase 2D FROM: Providence Boulevard TO: Food Lion Shopping Plaza (0.5400 MI)		
Enhancement	108360	Montgomery County	0000		\$839,505
			Huckleberry Trail - Phase 3 FROM: Future Peppers Ferry Rd Connector TO: Independence Blvd		
Enhancement	103920	Blacksburg	EN01		\$18,000
			Virginia Tech, Hokie Bikeways C505 fence Waiting Financial Closure		

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

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	94264	Montgomery County	EN09 Huckleberry Trail Extension FROM: Route 114 - Peppers Ferry Road (at Wal-Mart parking lot) TO: Farm View Road Extension (at Home Depot parking lot)		\$318,826
Enhancement	103896	Montgomery County	HUCKLEBERRY TRAIL (EN09) Huckleberry Trail - Phase 2B FROM: Farm View Road Extension (at Home Depot parking lot) TO: Cambria St (1.0000 MI) Waiting Financial Closure		\$174,461
Miscellaneous	T19040	Salem District-wide	0000 CN: TRANSPORTATION ENHANCEMENT/BYWAY/OTHER NON-TRADITIONAL		\$0
Primary	105518	Christiansburg	FALLING BRANCH PARK AND RIDE (9999) Relocation of Falling Branch Park and Ride. FROM: Int. Route 460 Business and Hubbell Drive TO: 0.052 Mi. E. Alma Street Int. with Hubbell Drive (0.1000 MI)		\$5,214,882
Urban	56407	Christiansburg	EN00 TOWN OF CHRISTIANSBURG - STREETSCAPING AND PEDESTRIAN SAFETY MEASURES WITHING THE CENTRAL BUSINESS DISTRICT		\$1,975,529
Construction: Transportation Enhancement/Byway/Non-Traditional Total					\$10,817,220

Maintenance: Preventive Maintenance and System Preservation

	System	UPC	Jurisdiction / Name / Description	Street (Route)	Estimate
Miscellaneous	T14722	Salem District-wide	0000 STIP-MN Salem: Preventive MN and System Preservation		\$0
Maintenance: Preventive Maintenance and System Preservation Total					\$0

Maintenance: Preventive Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street (Route)	Estimate
Miscellaneous	T14721	Salem District-wide	0000 STIP-MN Salem: Preventive MN for Bridges		\$0
Maintenance: Preventive Maintenance for Bridges Total					\$0

Maintenance: Traffic and Safety Operations

	System	UPC	Jurisdiction / Name / Description	Street (Route)	Estimate
Miscellaneous	T14720	Salem District-wide	0000 STIP-MN Salem: Traffic and Safety Operations		\$0
Maintenance: Traffic and Safety Operations Total					\$0

New River Valley MPO Total**\$113,123,054**

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021		
STIP ID: BBT0001 Title: Operating Assistance Recipient: Blacksburg Transit								
FTA 5307	1,610	1,727	1,787	1,877	1,910	FTA 5307	7,301	Blacksburg Transit
State	1,815	1,865	2,448	2,634	1,985	State	8,932	Blacksburg Transit
Local	3,595	4,393	-	4,827	5,480	Local	14,700	Blacksburg Transit
Revenues	215	211	4,511	181	280	Revenues	5,183	Blacksburg Transit
Year Total:	7,235	8,196	8,746	9,519	9,655	Total Funds:	36,116	Blacksburg Transit
Description:	Adjustment: Increase FY19 total funding \$11K (increase FTA 5307 \$12K, increase State \$604K, decrease local \$4,852K, increase revenues \$4,247K) in accordance with FY19 draft SYIP. Adjustment # 7: Increase FY20 total funding \$334K (increase FTA 5307 \$36K, increase State \$721K, decrease local \$332K, decrease revenues \$91K)							
STIP ID: BBT0002 Title: Replacement Rolling Stock Recipient: Blacksburg Transit								
Flexible STP		238	-	208	894	Flexible STP	1,340	Blacksburg Transit
FTA 5339				2,658			2,658	Blacksburg Transit
VW Trust				2,527			2,527	Blacksburg Transit
State		48	-	574	112	State	734	Blacksburg Transit
Local		12	-	143	112	Local	267	Blacksburg Transit
Year Total:	-	298	-	6,110	1,118	Total Funds:	7,526	Blacksburg Transit
Description:	Amendment: Decrease FY18 total funding \$149K (decrease Flexible STP \$119K, increase State \$3K, decrease local \$33K) in accordance with FY18 SYIP; remove funding for FY19 \$1,997K (remove Flexible STP \$1,597K, State \$200K, local \$200K) in accordance with FY19 draft SYIP. Increase FY20 funding \$1,911K (increase Flexible STP \$1,538K, increase State \$445K, decrease local \$72K); Decrease FY21 funding \$2,558K (decrease Flexible STP \$2,046K, decrease State \$256K, decrease local \$256K). Amendment # 4: Increases FY20 total funding \$1,873K and changes funding sources (decrease Flexible STP \$3,190K, adds FTA 5339 \$2,658K, adds VW Trust \$2,527K, decreases State \$104K, decreases Local \$18K.). Decreases FY21 funding \$5,623K (decreases Flexible STP \$4,499K, decreases State \$562K, decreases Local \$562K).							
STIP ID: BBT0010 Title: Eng. Design /Construction Multi-Modal Transfer Facility Recipient: Blacksburg Transit								
Flexible STP	10,914	4,800				Flexible STP	4,800	Blacksburg Transit
State	6,627	600				State	600	Blacksburg Transit
Local	1,949	600				Local	600	Blacksburg Transit

Year Total:	19,490	6,000	-	-	-	Total Funds:	6,000
Description:	Amendment: Add funding for FY18 \$6,000K (add Flexible STP \$4,800K, State \$600K, local \$600K) in accordance with approved FY18 SYIP.						

Blacksburg Transit

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
Blacksburg Transit							
STIP ID:	BBT0016	Title: Expansion Rolling Stock		Recipient:		Blacksburg Transit	
Flexible STP		-	-	112	213	Flexible STP	325
FTA 5339			1,440				1,440
State		-	-	22	27	State	49
Local		-	360	6	27	Local	393
Year Total:	-	-	1,800	140	266	Total Funds:	2,206
Description:	Amendment: Remove funding for FY18 \$998K (remove Flexible STP \$798K, State \$100K, local \$100K) in accordance with FY18 SYIP; remove funding for FY19 \$1,048K (remove Flexible STP \$838K, State \$105K, local \$105K) in accordance with FY19 draft SYIP. Decrease FY20 funding \$57K (decrease Flexible STP \$45K, decrease State \$6K, decrease local \$6K); Decrease FY21 funding \$59K (decrease Flexible STP \$47K, decrease State \$6K, decrease local \$6K). Add \$1,440K FTA 5339 and 360K Local funding in FY19. Adjustment # 7: Decrease FY20 total funding \$902K (decrease Flexible STP \$722K, decrease State \$82K, decrease Local \$98K). Amendment # 4: Decreases funding in FY21 \$1,730K (decreases Flexible STP \$663K, decreases State \$82K, decreases Local \$82K).						
Blacksburg Transit							
STIP ID:	BBT0017	Title: Passenger Shelters		Recipient:		Blacksburg Transit	
Flexible STP		48	-	19	48	Flexible STP	115
State		10	-	4	6	State	20
Local		2	-	1	6	Local	9
Year Total:	-	60	-	24	60	Total Funds:	144
Description:	Adjustment: Remove funding for FY19 \$56K (remove Flexible STP \$45K, State \$9K, local \$2K) in accordance with FY19 draft SYIP. Reallocate FY20 funding, no change to total (add Flexible STP \$1K, decrease State \$4K, increase local \$3K); Decrease FY21 funding \$3K (decrease Flexible STP \$3K). Adjustment # 7: Decrease FY20 total funding \$33K (decrease Flexible STP \$28K, decrease State \$4K, increase Local \$1K). Amendment # 4: Increase total funding \$22K (increase Flexible STP \$18K, increase State \$2K, increase Local \$2K).						

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021		
Blacksburg Transit								
STIP ID:	BBT0020	Title: ADP Hardware		Recipient:		Blacksburg Transit		
Flexible STP		146	154	104	310	Flexible STP	714	Blacksburg Transit
State		29	31	21	39	State	120	Blacksburg Transit
Local		8	8	5	39	Local	60	Blacksburg Transit
Year Total:	-	183	193	130	387	Total Funds:	893	Blacksburg Transit
Description:	Adjustment: Decrease FY18 total funding \$626K (decrease Flexible STP \$501K, decrease State \$52K, decrease local \$73K) in accordance with FY18 SYIP; increase FY19 total funding \$80K (increase Flexible STP \$63K, increase State \$20K, decrease local \$3K) in accordance with FY19 draft SYIP. Decrease FY20 total funding \$305K (decrease Flexible STP \$243K, decrease State \$31K, decrease local \$31K); Increase FY20 total funding \$443K (increase Flexible STP \$355K, increase State \$44K, increase local \$44K); Adjustment # 7: Decrease FY20 total funding \$434K (Decrease Flexible STP \$348K, decrease State \$35K, decrease Local \$51K.). Amendment # 4: Decreases FY21 total funding \$257K (decreases Flexible STP \$206K, decreases State \$25K, decreases Local \$25K).							
Blacksburg Transit								
STIP ID:	BBT0021	Title: ADP Software		Recipient:		Blacksburg Transit		
Flexible STP		-	153	292		Flexible STP	445	Blacksburg Transit
State		-	31	58		State	89	Blacksburg Transit
Local		-	8	15		Local	23	Blacksburg Transit
Year Total:	-	-	192	365	-	Total Funds:	557	Blacksburg Transit
Description:	Adjustment: Remove funding for FY18 \$90K (remove Flexible STP \$72K, State \$9K, local \$9K) in accordance with FY18 SYIP. Decrease FY19 total funding \$358K (decrease Flexible STP \$287K, decrease State \$24K, decrease local \$47K) in accordance with FY19 draft SYIP. Add funding for FY21 \$60K (add Flexible STP \$48K, State \$6K, local \$6K). Adjustment # 7: Increase FY20 Total funding \$305K (Increase Flexible STP \$244K, State \$52, increase Local \$9K.)							
Blacksburg Transit								
STIP ID:	BBT0023	Title: Support Vehicles		Recipient:		Blacksburg Transit		
Flexible STP			-	29	128	Flexible STP	157	Blacksburg Transit
State			-	6	16	State	22	Blacksburg Transit
Local			-	1	16	Local	17	Blacksburg Transit
Year Total:	-	-	-	36	160	Total Funds:	196	Blacksburg Transit

Description:

Adjustment: Remove funding for FY19 \$250K (remove Flexible STP \$200K, State \$25K, local \$25K) in accordance with FY19 draft SYIP. Increase FY20 total funding \$112K (increase Flexible STP \$90K, increase State \$11K, increase local \$11K); Increase FY21 total funding \$110K (increase Flexible STP \$88K, increase State \$11K, increase local \$11K). Adjustment # 7: Decrease FY20 total funding \$129K (Decrease Flexible STP 104K, decrease State \$10K, decrease Local \$15K.). Amendment # 4 Decreases total funding \$142K (decreases Flexible STP \$114K, decreases State \$14K, decreases Local \$14K).

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021		
STIP ID: BBT0028 Title: Radios Recipient: Blacksburg Transit								
Flexible STP		3	16	7	12	Flexible STP	38	Blacksburg Transit
State		1	3	1	1	State	6	Blacksburg Transit
Local		1	1	1	1	Local	4	Blacksburg Transit
Year Total:	-	5	20	9	14	Total Funds:	48	Blacksburg Transit
Description:	Adjustment: Increase FY19 total funding \$4K (increase Flexible STP \$4K, increase State \$1K, decrease local \$1K) in accordance with FY19 draft SYIP. Decrease FY20 total funding \$15K (decrease Flexible STP \$13K, decrease State \$1K, decrease local \$1K); Increase FY21 funding \$1K (increase Flexible STP \$1K). Adjustment # 7: Increase total funding \$1K (increase Flexible STP \$1K). Amendment # 4 increases FY 21 total funding \$1K (increases Flexible STP FY20 funding \$1K).							
STIP ID: BBT0029 Title: Shop Equipment Recipient: Blacksburg Transit								
Flexible STP		179	158	96	83	Flexible STP	516	Blacksburg Transit
State		36	32	19	10	State	97	Blacksburg Transit
Local		9	8	5	10	Local	32	Blacksburg Transit
Year Total:	-	224	198	120	103	Total Funds:	645	Blacksburg Transit
Description:	Adjustment: Decrease FY19 total funding \$413K (decrease Flexible STP \$331K, decrease State \$29K, decrease local \$53K) in accordance with FY19 draft SYIP. Increase FY20 total funding \$62K (increase Flexible STP \$50K, increase State \$24K, decrease local \$12K); Decrease FY21 total funding \$21K (decrease Flexible STP \$19K, decrease State \$1K, decrease local \$1K). Adjustment: Decrease FY18 total funding \$50K moved to BBT0039. Adjustment # 7: decrease total funding \$121K (Decrease Flexible STP \$97K, State \$19K, and Local \$5K.). Amendment # 4 decrease FY20 total funding \$60K and FY21 total funding \$122K (decreases FY20 Flexible STP \$48K, decreases FY20 State \$10K, decreases FY20 Local \$2K; decreases FY21 Flexible STP \$96K, decrease FY21 State \$13K, decreases FY21 Local \$13K).							
STIP ID: BBT0035 Title: Fleet Rebranding - Graphics Recipient: Blacksburg Transit								
Flexible STP		504				Flexible STP	504	Blacksburg Transit
State		100				State	63	Blacksburg Transit
Local		26				Local	63	Blacksburg Transit
Year Total:	-	630	-	-	-	Total Funds:	630	Blacksburg Transit

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021		
STIP ID: BBT0036 Title: NRV Bikeshare Recipient: Blacksburg Transit								
Flexible STP		-				Flexible STP	-	Blacksburg Transit
State		200		200	40	State	240	Blacksburg Transit
Local		50		50	40	Local	90	Blacksburg Transit
Year Total:	-	250	-	250	80	Total Funds:	330	Blacksburg Transit
Description:	Add funding for FY20 (add State \$200K, local \$50K). Adjustment # 7: Decrease total funding \$250K (Decrease State \$200, and Local \$50K.) Amendment # 4 adds \$80K total funding in FY21 (adds \$40 in FY21 to State, adds \$40K to Local).							
STIP ID: BBT0037 Title: Surveillance/Security Equipment Recipient: Blacksburg Transit								
Flexible STP			504	77		Flexible STP	581 568	Blacksburg Transit
State			101	15		State	116 109	Blacksburg Transit
Local			26	4		Local	30 34	Blacksburg Transit
Year Total:	-	-	631	96	-	Total Funds:	727 714	Blacksburg Transit
Description:	Amendment: Add new project and funding for FY19 \$631K (add Flexible STP \$504K, State \$101K, local \$26K) in accordance with FY19 draft SYIP. Add FY20 funding \$80K (add Flexible STP \$64K, State \$8K, local \$8K). Adjustment # 7: Increase total funding \$16K (Increase Flexible STP \$13K, State \$7K, and decrease Local \$4K.)							
STIP ID: BBT0038 Title: Fare Automation System Recipient: Blacksburg Transit								
Flexible STP			245	24		Flexible STP	269	Blacksburg Transit
State			49	5		State	54	Blacksburg Transit
Local			12	1		Local	13	Blacksburg Transit
Year Total:	-	-	306	30	-	Total Funds:	336	Blacksburg Transit
Description:	Amendment: Add new project and funding for FY19 \$306K (add Flexible STP \$245K, State \$49K, local \$12K) in accordance with FY19 draft SYIP. Add FY20 funding \$30K (add Flexible STP \$24K, State \$5K, local \$1K); Add FY21 funding \$165K (add Flexible STP \$131K, State \$17K, local \$17K). Amendment # 4 removes all FY21 total funding of \$165K (removes FY21 Flexible STP \$131K, removes State \$17K, removes Local \$17K).							

Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021
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BBT0039	Title: Rehab/Renovation of Admin Bldg.	Recipient: Blacksburg Transit
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	40		144	83	Flexible STP	227
	8		29	11	State	40
	2		7	11	Local	18
-	50	-	180	105	Total Funds:	285

Blacksburg Transit

Blacksburg Transit

Blacksburg Transit

Blacksburg Transit

Amendment: Add new project and funding for FY20 \$1,514K (add Flexible STP \$1,212K, State \$151K, local \$151). Adjustment: Transfer of FY18 \$50K funds from BBT0029 (Flexible STP FTA \$40K, State \$8K, Local \$2 K) and use of ~~\$72,854K Lapsing funds per FTA (FTA \$58K, State \$11K and Local \$3K).~~ Amendment # 3 – Transferred funding to new project. Amendment # 4: adds FY20 total funding of \$180K (Adds \$144K Flexible STP, \$29K State, and \$7k Local) and adds FY21 total funding of \$105K (adds Flexible STP \$83K, State \$11K, and Local \$11K).

BBT0040	Title: Construction Admin./Maintenance Facility	Recipient: Blacksburg Transit
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				4,000	Flexible STP	4,000
				500	State	500
				500	Local	500
				5,000	Total Funds:	5,000

Blacksburg Transit

Blacksburg Transit

Blacksburg Transit

Blacksburg Transit

Amendment # 3 – Added new project to separate A & E from Construction. Amendment # 4 increases FY21 total funding \$2,308K (increase FY21 Flexible STP \$1,846, increases FY21 State \$231K, increases FY21 Local \$231K).

BBT0041	Title: A&E Admin/Maintenance Facility	Recipient: Blacksburg Transit
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	98		400		Flexible STP	498
	20		80		State	100 70
	5		20		Local	25 55
	123		500		Total Funds:	623

Blacksburg Transit

Blacksburg Transit

Blacksburg Transit

Blacksburg Transit

Amendment # 3 – Added new project to separate A & E from Construction. Adjustment # 7: Change funding (Increase State \$30K, decrease Local \$30K.).

BBT0042 Title: Electric Bus Infrastructure Recipient: Blacksburg Transit						
			152	580	Flexible STP	732
			449		FTA 5339	449
			263		VW Trust	263
			120	73	State	193
			31	73	Local	104
			1,015	725	Total Funds:	1,740
Amendment # 4: add new line item to purchase electric buses: Adds \$152K from Flexible STP in FY20, adds \$449K from FTA 5339 in FY20, adds \$263K from VW Trust in FY20, adds \$120K State in FY20, and adds \$31K Local in FY20, adds \$580K in Flexible STP in FY21, adds \$73K in State in FY21, and adds \$73K in Local in FY21).						

BBT0043 Title: Infrastructure Recipient: Blacksburg Transit						
				69	Flexible STP	69
				9	State	9
				9	Local	9
				87	Total Funds:	87
Amendment # 4: add new line item for infrastructure: Add \$87K total funding: Add \$69K Flexible STP, add \$9K State, and add \$9K Local.						

CRAD001 Title: Operating Assistance Recipient: City of Radford							
428	458	474	503	428	FTA 5307	1,863	City of Radford
					FTA 5311	-	City of Radford
344	322	340	373	344	State	1,379	City of Radford
658	658	711	696	658	Local	2,723	City of Radford
34	34	30	30	34	Revenues	128	City of Radford
1,464	1,472	1,555	1,602	1,464	Total Funds:	6,093	City of Radford
Adjustment: Increase FY19 total funding \$91K (increase FTA 5307 \$46K, decrease State \$4K, increase local \$53K, decrease revenues \$4K) in accordance with FY19 draft SYIP. Amendment # 3 – added funding for FY20.							
CRAD004 Title: Replacement Rolling Stock Recipient: City of Radford							
			520	832	Flexible STP	832	City of Radford
			404	166	State	166	City of Radford
			26	42	Local	42	City of Radford
-	-	-	650	1,040	Total Funds:	1,040	City of Radford
Amendment # 3: Move FY20 funding \$650K to FY21 (move Flexible STP \$520K, State \$104K, local \$26K). No approved funding in FY20 draft SYIP.							

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021		
STIP ID: CRAD005 Title: Purchase Support Vehicles Recipient: City of Radford								
Flexible STP		36				Flexible STP	36	City of Radford
State		5				State	5	City of Radford
Local		4				Local	4	City of Radford
Year Total:	-	45	-	-	-	Total Funds:	45	City of Radford
Description:								
STIP ID: CRAD006 Title: Construction of Facilities Recipient: City of Radford								
Flexible STP			-	120	120	Flexible STP	120	City of Radford
State			-	24	24	State	24	City of Radford
Local			-	6	6	Local	6	City of Radford
Year Total:	-	-	-	150	150	Total Funds:	150	City of Radford
Description:	Amendment # 3 – changed funding year							
STIP ID: CRAD007 Title: Purchase Route Signage Recipient: City of Radford								
Flexible STP			-			Flexible STP	-	City of Radford
State			-			State	-	City of Radford
Local			-			Local	-	City of Radford
Year Total:	-	-	-	-	-	Total Funds:	-	City of Radford
Description:	Adjustment: Remove funding for FY19 \$7K (remove Flexible STP \$5K, State \$1K, local \$1K) in accordance with FY19 draft SYIP.							
STIP ID: CRAD008 Title: Purchase Shop Equipment Recipient: City of Radford								
Flexible STP		120	36			Flexible STP	156	City of Radford
State		15	7			State	22	City of Radford
Local		15	2			Local	17	City of Radford
Year Total:	-	150	45	-	-	Total Funds:	195	City of Radford
Description:	Adjustment: Add funding for FY19 \$45K (add Flexible STP \$36K, State \$7K, local \$2K) in accordance with FY19 draft SYIP.							

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021			
STIP ID: CRAD010 Title: Purchase Expansion Vehicles Recipient: City of Radford									
Flexible STP			-			Flexible STP	-	City of Radford	
State			-			State	-	City of Radford	
Local			-			Local	-	City of Radford	
Year Total:	-	-	-	-	-	Total Funds:	-	City of Radford	
Description:	Adjustment: Remove funding for FY19 \$525K (remove Flexible STP \$420K, State \$84K, local \$21K) in accordance with FY19 draft SYIP.								
STIP ID: CRAD012 Title: Purchase Spare Parts Recipient: City of Radford									
Flexible STP			-	40		Flexible STP	40	City of Radford	
State			-	8		State	8	City of Radford	
Local			-	2		Local	2	City of Radford	
Year Total:	-	-	-	50	-	Total Funds:	50	City of Radford	
Description:	Amendment # 3: Add new project and funding for FY20: (add Flexible STP \$40K, State \$8K, local \$2K) in accordance with FY20 draft SYIP.								
STIP ID: NRVC001 Title: Paratransit Vehicles Recipient: New River Valley Community Services									
FTA 5310		116	116	164	261	FTA 5310	713	New River Valley CC	
State		-	-	-	-	State	-	New River Valley CC	
Local		29	29	41	65	Local	178	New River Valley CC	
Year Total:	-	145	145	205	326	Total Funds:	891	New River Valley CC	

Amendment:
Add new project and funding for FY20: (add Flexible STP \$40K, State \$8K, local \$2K) in accordance with FY20 draft SYIP.

Description:	Adjustment: Decrease FY19 total funding \$15K (decrease FTA 5310 \$12K, decrease local \$3K) in accordance with FY19 draft SYIP. Amendment # 3: Increase FY20 funding \$45K (increase FTA 5310 \$36K, local \$9K) in accordance with FY20 draft SYIP. Amendment # 4 Increase total funding in FY21 \$126K (increase FTA5310 \$101K, increase Local \$25K.)
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Blacksburg Transit	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
FTA 5307	1,610	1,727	1,787	1,877	1,910	FTA 5307	8,911
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	-	-	-	-	FTA 5310	-
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	3,107	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	10,914	6,016	1,230	1,665	7,378	Flexible STP	19,230
VW Trust				2,790			
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	8,442	2,909	2,695	0954	3,176	State	12,333
Local	5,544	5,156	423	0239	6,611	Local	17,239
Revenues	215	211	4,511	181	280	Revenues	5,398
	26,725	16,019	12,086	10,813	19,355		62,726

City of Radford	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
FTA 5307	428	458	474	428	428	FTA 5307	1,788
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	-	-	-	-	FTA 5310	-
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	-	156	36	520	432	Flexible STP	1,144
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	344	342	347	448	430	State	1,567
Local	658	677	713	684	680	Local	2,754
Revenues	34	34	30	34	34	Revenues	132
<i>Totals</i>	1,464	1,667	1,600	2,114	2,004		7,385

New River Valley Community Services	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
FTA 5307	-	-	-	-	-	FTA 5307	-
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	116	116	128	160	FTA 5310	520
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	-	-	-	-	-	State	-
Local	-	29	29	32	40	Local	130
Revenues	-	-	-	-	-	Revenues	-
<i>Totals</i>	-	145	145	160	200		650

New River Valley MPO	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
FTA 5307	2,038	2,185	2,261	2,269	2,338	FTA 5307	9,053
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	116	116	128	160	FTA 5310	520
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	10,914	6,115	1,266	6,979	7,810	Flexible STP	22,170
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	8,786	3,185	3,042	3,639	3,337	State	13,203
Local	6,202	5,862	805	6,446	7,122	Local	20,235
Revenues	249	245	4,541	306	314	Revenues	5,406
<i>Totals</i>	28,189	17,708	12,031	19,767	21,081		70,587

Virginia Tech/Montgomery Executive Airport

Project Narrative

Currently, VTMEA has completed Phase I of a three phase project scheduled over a three-year period. This project consists of extending the runway from an existing 4,500-foot runway to a 5,500-foot runway. Because of the extension, the airport is required to relocate Tech Center Drive, as secondary road that provides direct access to the Corporate Research Center as well as the Huckleberry Trail which is a highly used trail system connecting Christiansburg and Blacksburg.

Purpose:

The extension of the runway to accommodate larger corporate aircraft is an infrastructure development tool that will enhance regional economic development by opening up the region to distant markets. Additionally, the airport expansion will provide a larger platform for other industries wishing to locate in the New River Valley.

The phasing of the runway extension will bring over 15M in construction costs to the area. The cost associated with the project are grant funded through both the National Transportation Trust Fund; a self-funding mechanism and the Virginia Transportation Trust Fund. The grant shares are 90% federal, 8% state and 2% airport accordingly.

Additional projects consist of a state and airport project to develop a corporate hangar campus. This project has a total cost of 1.6M with the airports share of \$330,000. This improvement will allow the larger corporate aircraft storage space creating a home fleet.

In conjunction with the VDOT interchange project along the route 460 bypass, these projects co-mingle forming a multi-mode development enhancement.

The Airport Capital Improvement Funds is attached as an exhibit.

The Airport Economic Impact Report is attached as an exhibit.

Department of Aviation Commonwealth of Virginia

Project List Report

Years: 2018, 2019, 2020, and 2021

Project Categories: All

Project Types: CAF

Project Statuses: CP

FAA State Local VDOT Total

Virginia Tech-Montgomery Executive Airport

2018

Land Acquisition Phase 1 \$1,170,698.00

2018 Subtotal \$1,170,698.00

2019

Land Acquisition Phase 2 \$1,150,000.00

2019 Subtotal \$1,150,000.00

2020		
	Land Acquisition Phase 3	\$2,822,380.00
		<hr/> <hr/>
	2020 Subtotal	\$2,822,380.00
2021		
	Land Acquisition Phase 4	\$2,091,922.00
		<hr/> <hr/>
	2021 Subtotal	\$2,091,922.00
		<hr/> <hr/>
	Virginia Tech-Montgomery Executive Airport Subtotal	\$7,235,000.00
		<hr/> <hr/>
	Total	\$7,235,000.00