

New River Valley Metropolitan Planning Organization

AGENDA

2:00 PM

May 2, 2019

- I. **DECLARATION OF A QUORUM AND CALL TO ORDER**
- II. **APPROVAL OF AGENDA**
- III. **APPROVAL OF MINUTES OF MARCH 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 the 2019-20 Unified Planning Work Program (UPWP)**

The TAC has developed a draft UPWP for fiscal year 2019-20. The draft was advertised in the Roanoke Times, the News Journal, and the News Messenger, posted on the MPO website and sent to the MPO Interested Parties and Regulatory Agency lists. No public comments were received. The final funding shows a slight increase from the current year for the PL funds as well as Transit Planning Funds. The TAC recommends approval. There are other supporting resolutions that are needed annually as well. (The 2019-20 UPWP as well as resolutions authorizing the Chairman/Executive Director to execute the annual agreements with VDOT and VDRPT, execute the annual Certifications and Assurances for FTA, execute the annual FTA Pass Through resolution, execute the authorizing resolution to file with VDRPT for grants of federal funds under FTA Section 5303, execute the annual Self Certification Statement, and execute the Designation Resolution are in Attachment # 2.)

B. Approval of Amendment # 3 to the 2018-2021 TIP

Amendment # 3 is needed for changes in Transit funding. For Blacksburg Transit, funding for the Admin Maintenance has been split into 2 projects, BBT0041 for A & E and BBT0040 for construction (page 30), funding year was also changed. For Radford Transit, additional funding for FY20 is shown in CRAD001 (page 30), the funding year was changed for CRAD004 (page 31), and a new project CRAD0012 was added to provide spare bus parts (page 33). For New River Valley Community Services, additional funding was shown in FY20 for project NRVC001 (page 33). The draft was advertised in the Roanoke Times, the News Journal, and the News Messenger, posted on the MPO website and sent to the MPO Interested Parties and Regulatory Agency lists. No public comments were received. The TAC has reviewed and recommends approval. (The 2018-21 TIP with Amendment # 3 and suggested resolution is in Attachment # 3.)

VII. EXECUTIVE DIRECTOR'S REPORT –

A. VDOT update – Ken King

1. VDOT Six Year Plan hearing May 7, 2019 at 4:00 pm at the Holiday Inn at Tanglewood
2. VTRANS information meeting begins at 3:00 pm

B. Valley to Valley Trail update

C. Constrained Long Range Plan update

D. Smart Scale update on MPO projects

E. Route 11 in Montgomery County Reversible Lane STARS study by VDOT

F. Other items

VIII. OTHER BUSINESS

IX. NEXT MEETING

The next scheduled meeting is June 6, 2019

X. ADJOURNMENT

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

Minutes

March 7, 2019

MEMBERS

PRESENT:

Craig Meadows	-Montgomery County
Randy Wingfield	-Town of Christiansburg
Melissa Skelton	-City of Radford
Tom Fox	-Blacksburg Transit
Michael Sutphin	-Town of Blacksburg
Anne McClung	-Town of Blacksburg
Mike Dunn	-Virginia Tech
Jeri Baker	-VA Tech
James Perkins	-Radford University
Kevin Byrd	-NRVRC
David Clarke	-VDoT
Dan Brugh	-NRV MPO
Randal Gwinn	-Recording Secretary

ABSENT:

Mary Biggs	-Montgomery County
Becca Askey	-DRPT
Kevin Jones	-FHWA
Joe Guthrie	-Pulaski County
Tony Cho	-Federal Transit Administration-Region 111
Michael St. Jean	-VA Tech/Montgomery Regional Airport Authority
Fritz Streff	-New River Community College
Trevor Sakry	-Radford Transit
Monica Musick	-Pulaski Transit
Ken King	-VDoT
Michael Barber	-Town of Christiansburg
Jonathan Sweet	-Pulaski County

OTHERS

PRESENT:

Erik Olsen	-NRV MPO
Eli Sharp	-NRVRC
Wayne Wilcox	-NRVRC

DECLARATION OF A QUORUM AND CALL TO ORDER

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

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 Melissa Skelton seconded by Randy Wingfield and carried unanimously, the proposed meeting agenda was approved.

APPROVAL OF MINUTES OF THE NOVEMBER 1, 2018 MEETING

Craig then asked for discussion of or corrections to the meeting Minutes from the November 1, 2018 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 Anne McClung seconded by Michael Sutphin and carried unanimously, the Minutes dated November 1, 2018 were approved.

PUBLIC ADDRESS

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

OLD BUSINESS

Approval of the final report of the Passenger Rail Study

Dan Brugh offered opening remarks on the Passenger Rail Study conducted under contract to the MPO by the staff of the NRVRC with the assistance of a MPO subcommittee consisting of representatives of the five NRV localities, two universities and members of the NRV Passenger Rail 2020 Committee. Nick Ruiz from DRPT also provided a great deal of assistance on the study.

Dan placed emphasis on the fact that this study was done for planning purposes only and there are no commitments for any locality contained within it. The TAC has reviewed the report and recommends acceptance by the Policy Board for possible future use by the localities. A suggested resolution is included in the meeting materials along with the copy of the final report.

Following Dan's remarks Eli Sharp presented the group with a slideshow that summarized the methodology used to conduct the study and the logic behind the recommendations contained within the final report. Eli emphasized that the station, if it becomes a reality, will be a local expense since there are few ways to generate any revenue.

Once Eli completed his presentation there was a brief discussion with Anne and Kevin complementing the design work done by the Hurt & Proffitt for the station concepts contained in the study.

Wayne Wilcox commented on the status of Norfolk and Southern's lack of participation in discussions concerning the need for them to conduct a rail traffic control modeling study to determine operational improvements needed for passenger rail expansion to the NRV and Bristol. DRPT has allocated \$350,000 to the MPO to fund this study which is the next step in bringing Amtrak to Christiansburg, however due to Norfolk Southern's desire to focus on other aspects of their business at this time little progress is being made.

Craig asked Eli what the next steps will be for the NRV Rail 2020 Committee in order to continue efforts to be as prepared as possible to move ahead on the station when and if the feasibility study is completed. Eli replied that work on enabling legislation to create a Transportation Authority to operate the station will come next and then be followed by further discussions on funding the station.

Discussion having ended on the topic Craig asked to hear a motion on the suggested resolution included in the meeting materials.

On a motion by Anne McClung seconded by Randy Wingfield and carried unanimously, the suggested resolution approving the Passenger Rail Station Ownership and Maintenance Strategy Report was accepted and follows in its entirety:

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

March 7, 2019

Resolution to approve the Passenger Rail Station Ownership and Maintenance Strategy Report.

On a motion by Anne McClung seconded by Randy Wingfield and carried unanimously,

WHEREAS, the New River Valley Regional Commission (NRVRC) conducted a study for the MPO to determine the best ownership and maintenance model as well as a funding strategy; and

WHEREAS, this study was conducted by the NRVRC with a special subcommittee appointed by the MPO made up of representatives of the 5 MPO localities, the 2 universities, and the NRV Rail 2020 Committee, and

WHEREAS, the NRVRC has completed work on the report and the subcommittee has concurred in the report and submitted it to the TAC, and

WHEREAS, the TAC has reviewed and recommends approval.

NOW, THEREFORE BE IT RESOLVED THAT:

The New River Valley MPO Policy Board accepts the final report of the New River Valley Passenger Rail Passenger Rail Ownership and Maintenance Strategy.

F. Craig Meadows, Chairman

NEW BUSINESS

Approval of updated Safety Performance Measures for the MPO

Dan explained that in accordance with federal requirements the targets for the Safety Performance Measures that the MPO adopted from the State in November of 2017 are required to be updated annually. The State has updated these targets and the TAC has reviewed them and recommends that the Policy Board approve a resolution adopting the updated targets for the Safety Performance Measurements provided by the State and authorizing the Executive Director to send a letter to VDOT with the NRV MPO updates.

Dan also pointed out that a negative value in the Future Target Annual Percent Reduction Values chart on page two of the attached letter to the State Traffic Engineer at VDOT, Mr. Raymond Khoury, P.E., is based on a rolling average over the last five years and actually indicates a rise in fatalities. Dan completed his comments and there was no discussion on the topic. Craig then asked to hear a motion on the suggested resolution in the meeting materials.

On a motion by Mike Dunn seconded by Melissa Skelton and carried unanimously, the suggested resolution approving Safety Performance Measures for the NRV MPO passed and follows in its entirety:

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

March 7, 2019

Resolution Approving Safety Performance Measures for the NRV MPO

On a motion by Mike Dunn seconded by Melissa Skelton 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, 2017, 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

Approval to Request that VDOT conduct a Study for the Valley to Valley Trail using State Planning and Research Funds (SPR)

Dan reported that last year Montgomery County proposed a “Valley to Valley Trail” to connect the Roanoke River Greenway in Salem to the New River Trail in Pulaski. In November, Montgomery County hosted a meeting of the localities along the path of the proposed trail and one of the presenters in attendance, John Bolecek from VDOT, stated that VDOT has already done two similar studies funded by State Planning and Research (SPR) funds. These were the Birthplace of America Trail and The Capital Trail. Since the proposed Valley to Valley Trail would involve a number of localities it would seem appropriate to request that VDOT also conduct a study for it. In order for the MPO to submit a request to VDOT support would also be needed from both the Roanoke Transportation Planning Organization and the New River Valley Regional Commission. The TAC has reviewed this concept and recommends that the Policy Board proceed with making this request and a suggested resolution is included in the meeting materials. There was a brief discussion after Dan completed his comments. Wayne Wilcox, a Landscape Architect and Roanoke County’s Parks and Greenway Planner, was in attendance at the meeting and was familiar with the people and processes used by VDOT to conduct the previous two studies. Wayne explained that John Bolecek with VDOT’s central office is their state wide bike and pedestrian planning professional so he is almost always deeply involved in projects of this nature. John and his supervisor Shane Sawyer, formerly with the Roanoke Valley Regional Commission, approve and manage the SPR funds so they would be the ones to receive, evaluate, approve, disapprove or adjust a request for funding of a study of this nature. John and Shane would manage a study of this type, however the MPO would be expected to do the bulk of the work on the study with the assistance of a consultant. Overall it is a fairly simple process for the MPO to get involved in.

Kevin Byrd commented that the Appalachian Regional Commission is another option to approach for funding however they would require a 50% match on funding for a similar study so requesting that VDOT utilize SPR funds instead is a more logical first step.

Dan added that there are only two possible answers to the request if we submit it; either yes or no. If yes then we proceed and if no then we move on to try other options. Dan also outlined the next steps to be taken if the Policy Board passes the resolution to file a request with VDOT for funding. This would be the MPO reaching out to the Regional Commission and the Roanoke Valley TPO to get confirmation of their support for making the request.

Discussion on the topic having ended, Craig then asked to hear a motion on the suggested resolution in the meeting materials.

On a motion by Mike Dunn seconded by Michael Sutphin and carried unanimously, the suggested resolution Requesting that VDOT fund and conduct a Study of the Valley to Valley Trail using State Planning and Research (SPR) funds was accepted and follows in its entirety.

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

March 7, 2019

Resolution to approve requesting VDOT to fund and conduct a Study of the Valley to Valley Trail using State Planning and Research (SPR) funds.

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

WHEREAS, Montgomery County has proposed a “Valley to Valley Trail” to connect the Roanoke River Greenway in Salem to the New River Trail in Pulaski; and

WHEREAS, many localities along the corridor have supported this concept, and

WHEREAS, this study involves many localities and can best be accomplished by VDOT, and

WHEREAS, support from the Roanoke Transportation Planning Organization (TPO) and the New River Valley Regional Commission (RC) would also be needed, and

WHEREAS, the TAC has reviewed and recommends approval.

NOW, THEREFORE BE IT RESOLVED that:

The New River Valley MPO supports this connection and requesting VDOT to fund this study using State SPR funding and authorizes the NRV MPO Executive Director to work with the Roanoke TPO and the New River Valley RC to secure their support and to submit an application to VDOT.

F. Craig Meadows, Chairman

EXECUTIVE DIRECTOR'S REPORT

VDOT update

David Clarke gave a brief update on the status of VDOT project starting or already ongoing in our area. Included were the I-81 Bridge replacements near Christiansburg and Radford, work on replacing the Route 100 over Route 11 in Dublin and the Route 460 Ramp coming into Christiansburg.

Update on MPO Traffic Model for the Long Range Plan

Dan reported that VDOT and a consultant that they hired had been working on a traffic model for use in the update to the Long Range Plan which we are required to have done by 2020 in order to extend the plan out to 2045. The consultant thought that the work on the update was completed however it was discovered that the update did not use the correct numbers for students living off campus in Blacksburg. They show only 3,000 to 4,000 students living off campus which is inaccurate and will have a negative influence on traffic projections and transit ridership in Blacksburg. There are currently approximately 23,000 students out of a total of 32,000 living off campus. To complicate matters, the employee who did this work for the consultant has since left their employ. The MPO has sent the consultant the correct information for the traffic model and we hope to soon hear that the traffic model has been completed. There will be more to follow on this once we hear from the consultant.

Update on MPO Smart Scale Projects

Dan spoke briefly of the MPO's Smart Scale Projects, primarily about the Exit 114 Park & Ride request which didn't score high enough for funding and part of it may have been due to not getting any credit for transit ridership since there currently is no official parking or transit service at the proposed site. Rebecca Askey at DRPT said that she may be able to do some transit modelling to include with the next Smart Scale application for funding of this project. Erik Olsen will be assisting Rebecca with this effort going forward. They will be utilizing an application named TBEST (Transit Boardings Estimation and Simulation Tool) developed by the Florida Department of Transportation to model the transit demand at the site.

Bikeshare Update

Erik Olsen reported that the Bikeshare system which was launched July 21st has been doing well with over 1300 people having signed up for memberships and to date there have been over 6000

uses of the current bikes. Discussions have been ongoing with the contractor, Gotcha, concerning replacing the current bikes with a new model of electric assist bike and expanding on the services being offered. The new bikes have been tested and their proposal is being reviewed; meanwhile the current contract has been extended for another six months while a decision is made on how to move forward.

OTHER BUSINESS

There was no other business to discuss.

NEXT SCHEDULED MEETING

The next scheduled meeting is April 4, 2019 at 2:00 PM in the Montgomery County Government Center.

AJOURNMENT

There being no further agenda items to discuss, Craig adjourned the meeting at 2:45 PM.

Attest: _____
F. Craig Meadows, Chairman

**NEW RIVER VALLEY
METROPOLITAN PLANNING ORGANIZATION**

FY 2019-20

Unified Planning Work Program (UPWP)

DRAFT

This Unified Planning Work Program was adopted by the New River Valley MPO Policy Board at its meeting of -----.

This Unified Planning Work 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).

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.

FY 2019 - 20

Unified Planning Work Program (UPWP)

Introduction and Summary of Planning Process

Structure/General Organization

The Unified Planning Work Program (UPWP) defines the transportation planning processes and programs used by the Metropolitan Planning Organization and is normally developed and adopted on an annual basis. The overall authority for transportation planning in the Metropolitan Planning Area is in the hands of the Metropolitan Planning Organization (MPO) which is made up of locally elected and administrative officials of the local government members (the Towns of Blacksburg and Christiansburg, the City of Radford, and the Counties of Montgomery and Pulaski) and representation from the Virginia Department of Transportation (VDOT). These members make up the Policy Board and are the voting entity for the MPO. There are eleven eligible votes on the Policy Board with two being from each local government member and one being from the Virginia Department of Transportation. The Towns, City, Counties, and VDOT have provided for alternate voting members from staff and administration. The MPO Policy Board also includes non-voting representation from key transportation organizations in the region including Blacksburg Transit, Radford Transit, Pulaski Area Transit, the NRV Regional Commission, the Virginia Tech - Montgomery County Executive Airport Authority, Virginia Tech, Radford University, New River Community College, the Virginia Department of Rail and Public Transportation (VDRPT), the Federal Highway Administration, and the Federal Transit Administration. The MPO also has a Technical Advisory Committee (TAC), appointed by the MPO Policy Board, consisting of individuals who are primarily administrative and planning personnel from the area.

Planning Sources and Processes

With the establishment of the MPO, Blacksburg, Christiansburg, Radford, and Montgomery and Pulaski Counties have available to them an organization for transportation planning which can provide a forum to bring together comprehensive and cooperative planning approaches that may lead to new, worthwhile project alternatives. These project ideas may eventually find their way into the Transportation Improvement Program (TIP) at some future point in time if funding can be identified for implementation. The planning efforts managed by the MPO include provisions for citizen participation in accordance with Fixing America's Surface Transportation (FAST) Act.

The UPWP in the Process

The UPWP attempts to set out the planning efforts being undertaken by the various entities of which it has knowledge. To date, the primary efforts listed originate with citizens, the local governments, VDOT, the MPO Policy Board, and Blacksburg Transit with projects/tasks subject to approval by the Federal Highway Administration and/or Federal Transit Administration. Transit Planning efforts in this fiscal year will be coordinated with Blacksburg Transit, Radford Transit, and Pulaski Area Transit. Project development and recommended planning project activity generally proceed through Technical Advisory Committee (TAC) consideration and then to the MPO Policy Board, which, after consultation and public comment, makes final changes and project/task selection and approves the Plan.

UPWP and the TIP

As implied, the UPWP annually sets out the transportation planning activities for which authorization and funding support is to be sought. Activities included normally are presented on a one-year schedule. The MPO Policy Board is also responsible for developing the annual TIP. The projects considered in the TIP are different from those in the UPWP in that items for inclusion in the TIP: have reached the project development level, involve capital improvements, have been selected for implementation, funding sources have been determined, and cover an extended time period of at least four years. Further, the UPWP is a planning activities administration tool, whereas the TIP sets out a schedule of actual projects for implementation; projects on the TIP may also be end-products of planning work carried out under the UPWP.

Meeting National Goals for Transportation Planning

The UPWP, and the planning process it engenders, allows the MPO to participate in and meet requirements from the national perspective of conducting a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all modes of transportation and supports metropolitan community development and social goals. This is widely known as the "3-C Process". The policy in MAP-21/ Fast Act is to promote consistency between transportation improvements and the State and local planned growth and economic development patterns while involving the public and other interested/affected groups in the process.

Metropolitan Planning Area

The New River Valley Metropolitan Planning Area consists of the entirety of the Towns of Blacksburg and Christiansburg and the City of Radford, as well as the surrounding urbanized portions of Montgomery and Pulaski Counties (see attached map for illustration of the region). The MPO study area is intended to depict the areas that are expected to be urbanized within the next twenty years. Based on the 2010 Census, the New River Valley MPO study area population was 99,552 and encompasses a land area of approximately 170 square miles.

Air Quality

In 1997, the Environmental Protection Agency (EPA) sponsored an amendment to the Clean Air Act's National Ambient Quality Standards (NAAQS). The amendment essentially replaced the 1-hour ozone standard with a more stringent 8-hour standard. The ozone levels for the New River Valley MPO do not exceed these limits and therefore is not considered to be a non-attainment area.

If at such time in the future ozone levels for the New River Valley MPO do exceed these new limits, the EPA will require that all areas that exceed the standards establish a non-attainment boundary to be submitted for EPA review. If the EPA should designate the New River Valley MPO as an air quality non-attainment area, the MPO will include activities to address the issue as it develops the Long Range Transportation Plan update and annual Transportation Improvement Program.

Primary Topics for MPO Consideration

- ***The Existing Thoroughfare System***

Primary Arterials

Interstate 81 (within Christiansburg and Montgomery County) with Exits 105, 109, 114 and 118 within the MPO is a heavily traveled north-south interstate with a high percentage of truck traffic. Roanoke lies to the north on I-81 and Dublin and Pulaski are to the south.

U.S. Route 460 is the primary east west route through the MPO. Route 460 connects the MPO with Giles County and West Virginia to the west and Salem and Roanoke to the east. The portion of route 460 between I 81 and Blacksburg is the highest traveled primary in the MPO. Business Route 460 runs through both Blacksburg and Christiansburg.

State Route 114 connects Route 460 in Christiansburg in Montgomery County to Route 11 in Pulaski County. This 2 lane primary is the main connector between Pulaski County and Radford to the west and Montgomery County, Blacksburg, and Christiansburg to the east and serves the Radford Army Ammunition Plant (RAAP). It also provides a link from Pulaski County to the commercial area in Christiansburg.

U.S. Route 11 (stretching through the MPO as Radford Road/Radford Street, East and West Main Street, and Roanoke Street in Christiansburg and Montgomery County, Main Street in the City of Radford, and Lee Highway in Pulaski County) connects the MPO to Dublin and the Town of Pulaski on the west and Shawsville/Elliston to the east.

U.S. Route 460 is comprised of Business Routes through the two Towns and the recently connected Bypasses. U.S. Route 460 Business is North and South Main Street in Blacksburg and Roanoke Street, East Main Street, and North Franklin Street in Christiansburg. Shawsville/Elliston lie to the east along U.S.

Route 460 and Giles County and West Virginia lie to the west along U.S. Route 460.

U.S. Route 177 is a major connector between I 81 and the City of Radford. This area is scheduled for significant development in both the City of Radford and Montgomery County. The MPO will continue to work with Montgomery County and the City of Radford regarding development in the area. Currently the County and City are developing an update to the Route 177 Corridor Plan. The MPO will participate in this project.

State Route 8 (originating as West Main Street in Christiansburg and becoming Riner Road in Montgomery County) connects the MPO with Riner and Floyd.

State Route 111 (Depot Street, NE and Cambria Street, NE in Christiansburg) serves to connect Roanoke Street (U.S. Route 11/460) to N. Franklin Street (U.S. Route 460).

State Route 114 (Peppers Ferry Road in Christiansburg and Montgomery County) originates at U.S. Route 460 and links the MPO to Radford and Pulaski (Fairlawn) on the west.

State Route 314 (Southgate Drive in Blacksburg) connects the Route 460 Bypass to Airport Road.

State Route 412 (Prices Fork Road in Blacksburg) become State Secondary 685 at the Town limits and continues to Route 114.

The "Smart Road" is a joint project of the Virginia Department of Transportation (VDOT) and it's Transportation Research Council with Virginia Tech's Transportation Institute and the Federal Highway Administration (FHWA). The Smart Road will be a 5.7-mile stretch of I-73 linking Blacksburg directly to I-81. The 2.0 mile first phase was completed in the Fall of 1999, officially opened in March 2000, and cost \$32.7 million. The Smart Road will be opened to traffic as traffic demands.

- ***Blacksburg Transit (BT)***

Started in 1983, Blacksburg Transit, a department of the Town of Blacksburg, has routes in three of the MPO member jurisdictions and provides over 4,050,000 rides per year. Currently, all Blacksburg Transit routes lie within the MPO study area, and BT has been active in discussions regarding the potential expansion of service both within the current service area, and to adjoining areas within Montgomery County. The MPO will work with Blacksburg Transit in completing the Transit studies currently underway and assist in selecting other areas for planning level study. In November 2011, BT initiated bus service to the Warm Hearth retirement community area of Montgomery County, providing a connection between Warm Hearth and existing BT routes that serve Blacksburg and Christiansburg. This service is funded by DRPT's Senior Transportation Program.

A Transit Development Plan (TDP), required by DRPT, was completed for Blacksburg Transit to identify future needs and to give a priority order for transit expansion and enhancement as funding becomes available. The final report was completed in September 2018 and spanned the years 2019 – 2028, and will be included in the MPO 2040 Long Range Plan as well. The new 2018 Blacksburg TDP was developed in conjunction with PAT and RT TDPs, to support improved regional coordination and communication among all three MPO transit providers. Three separate TDP reports were developed for BT, PAT, and RT, all completed in September 2018.

The design phase on the Multi-Modal Transit Facility (MMTF) is wrapping up. Groundbreaking is expected in early 2020.

Blacksburg Transit also operates service in the Town of Christiansburg. These services, including a fixed-route, a demand-response service, and a commuter route, are evaluated and refined on a regular basis. The MPO continues to work with Blacksburg Transit and the Town of Christiansburg to evaluate the service and implement refinements to increase ridership. Now in its tenth year, ridership on Christiansburg routes has increased steadily from approximately 1,000 trips per month to approximately 2,400 as of July, 2018. These services provide an affordable public transit option for citizens. The commuter service provides a daily connection between the Town of Christiansburg and the Town of Blacksburg and provided over 2,600 passenger trips during FY18.

- ***Radford Transit (RT)***

Radford Transit is a joint partnership between The City of Radford, Radford University, and New River Valley Community Services (as operators). The system was launched August 8th, 2011 and serves the entire City of Radford, Radford University campus, Fairlawn and Carilion New River Valley Medical Center. Connecting routes exist to Blacksburg, Christiansburg as well as to connect with the SmartWay bus. Annual ridership is approximately 330,000 passenger trips per year (as of FY2018 end). The system operates seven (7) body-on-chassis (Cutaway) style buses, eleven (11) medium duty body-on-chassis (Arboc low floor) style buses, and two (2) low floor heavy duty transit buses.

As of this date Radford Transit has replaced its original fleet of seven (7) buses as they were well past their end of useful life. The system sought a more viable long-lasting solution to the light duty vehicles based on system utilization and load based needs and procured the low floor, medium duty Arboc buses which are seven year expected useful life buses.

The system has finalized its Transit Development Plan (TDP) which fully identifies future growth needs including operating and capital requirements.

Minor expansions took effect for FY 2016 to include extending the Route 20 (providing service to Fairlawn) by 2 hours daily during our full service schedule. As a result of this expansion, Radford Transit shows continued growth in

ridership on the 20 route. Route 40 (providing service between Radford, Christiansburg, and Blacksburg) was redirected off of Route 114 and utilizes Route 11 due to safety concerns with the Route 114 corridor. Route 40 was also expanded to provide service daily, Monday through Saturday during the full service schedule.

A Transit Strategic Plan (TSP) for Radford Transit will be done during the fiscal year. The purpose of the TSP is to create a strategic blueprint outlining desired changes that will improve the provision of transit services throughout each agency's service area within existing funding structures. Funding will be provided 50%-50% by VDRPT and the MPO (FTA 5303).

- ***Pulaski Area Transit (PAT)***

Pulaski Area Transit was established in 2003 to provide the community with public transportation including a mixture of deviated fixed route and demand response service. PAT provides Fixed Route service from the Town of Pulaski to Dublin, including New River Community College, and the Fairlawn area of Pulaski County. PAT meets Radford Transit at Wal-Mart in Fairlawn and picks up passengers and transports them to Dublin and New River Community College. The Fixed Route service makes 4 trips per day and is available Monday through Friday. PAT also offers 24-hour Demand Response service to the Fairlawn Area. In FY 2016, PAT provided 147,447 passenger trips covering 273,815 vehicle miles. PAT operates 11 body on chassis 12 passenger buses. In addition, PAT has received several awards recognizing their success. On September 4, 2018, Pulaski Area Transit changed to a Fixed Route in the Town of Pulaski.

- ***Regional Transit***

Continue to support and enhance service provided by the SmartWay bus connecting the New River Valley to the Airport in Roanoke and downtown Roanoke. Also support the Virginia Breeze and its regional service to Washington DC. Support and participate in the regional Transit Coordinating Council that was created as a result of an MPO study. The purpose of the Council is for regional stakeholders to meet regularly to discuss public transportation and serve as a coordinator for governmental entities, stakeholders, and service providers.

- ***Safety in Planning***

To incorporate concepts of Safety Conscious Planning (SCP) as a primary factor in the transportation planning process, a comprehensive, system-wide, and multi-modal approach must be used. This implies a proactive approach aimed at preventing crashes and unsafe conditions, as well as addressing existing transportation hazards. More specifically, this includes making safety an explicit priority within the transportation planning process; proactively assessing safety impacts of future transportation investments as well as reacting to current needs; and integrating safety into the Long Range Plan as well as short range plans such as the UPWP and TIP. VDOT has developed a statewide Strategic Highway Safety Plan which is focused on prevention of accidents as well as reducing

injuries and fatalities. The MPO will use information gathered by VDOT to review and recommend specific measures to enhance safety within the MPO. The MPO will also support and assist as needed with other specific Safety Programs such as the Safe Routes to School Program.

- **Coordinated Public Transit/Human Services Transportation Plan**

Coordinated transportation options will be reviewed and supported in meeting the transportation demands of the region. This particularly affects segments of the population traditionally underserved by Transportation. These would include groups such as senior citizens, persons with disabilities, and low income individuals. An initial study conducted by the Virginia Tech Transportation Institute for the New River Valley and Roanoke Regional Commissions entitled “New River Valley and Roanoke Public Mobility Study”, gathered information on needs in the region as well as a current inventory of providers. In 2013, the Virginia Department of Rail and Public Transportation (VDRPT) developed a statewide Coordinated Human Service Transportation. A portion of that plan has been approved as the Coordinated Public Transit/Human Services Transportation Plan for the MPO. Regular coordination meetings are held with VDRPT. The MPO supports the NRV Regional Commission in establishing a Mobility Manager for the region. The approved plan is included in the 2040 Long Range Transportation Plan in compliance with SAFETEA-LU requirements.

- ***Alternative Transportation***

The MPO will work with VDOT and local governments to assure that alternative transportation modes are considered in addressing transportation needs. Organizations that support bicycle/pedestrian transportation will be included in the planning process for future transportation improvements. The MPO currently serves on the regional Bikeway/Walkway Committee of the NRV Regional Commission that is supporting a regional link between Montgomery County and Pulaski County through the City of Radford. Extensions of the Huckleberry Trail in Christiansburg and Blacksburg have been funded and will be constructed this year. There have been discussions with the Roanoke Valley MPO regarding a connection of the bicycle/pedestrian facilities in Montgomery and Roanoke Counties to connect the two MPO areas. Currently, the proposed Valley to Valley Trail would connect the Roanoke River Greenway system to the New River Valley Trail at Pulaski. Efforts will be made to secure funding to study this corridor. A Bikeshare program was launched in 2018 serving Blacksburg, Christiansburg, Montgomery County, and the Virginia Tech campus. An advisory committee was appointed by the MPO to coordinate the effort. Expansion of the service will be reviewed with considerations to add more bicycles and bike hubs during FY20, pending additional grant and other funding is acquired.

- ***Virginia Tech - Montgomery County Executive Airport Authority***

The Authority is comprised of representatives from the Towns of Blacksburg and Christiansburg as well as Montgomery County. The Airport serves primarily corporate and private clientele and is located at 1600 Ramble Road in Blacksburg. An updated Long Range Plan has been developed by the Authority

and is included in the MPO 2040 Long Range Transportation Plan. The MPO served on the advisory committee for development of the Airport Master Plan.

- ***Virginia Tech and Radford University***

The Universities are special traffic generators within the MPO. Events such as graduation, sporting events, and parent weekends can play a major role in area transportation. The MPO will work with Virginia Tech and Radford University in addressing transportation issues that arise.

- ***Norfolk and Southern Railroad***

Norfolk and Southern provides freight rail service to the MPO area. There is also discussion of the return of passenger rail service to the New River Valley. The MPO strongly supports reestablishment of passenger rail service through the New River Valley.

- ***Freight Transportation in the Region***

Freight transportation plays a major role in the intermodal transportation system. The MPO, through a contract with the New River Valley Regional Commission, conducted a freight study to identify current freight movement, critical freight needs, and develop potential solutions and target funding sources. The MPO will provide feedback on critical freight issues and work with local stakeholders to enhance freight capabilities within the MPO as needed.

- ***Passenger Rail in the Region***

With the extension of passenger rail service to Roanoke in 2017, the MPO supports the extension to Christiansburg and eventually to Bristol. The MPO secured funding through the Intercity Passenger Rail Operating and Capital (IPROC) Fund to further study the feasibility and cost associated with an extension. While Norfolk Southern is currently not receptive to performing the necessary study for rail traffic control and modelling, the MPO will continue to pursue this service. The MPO supports the use of the SmartWay bus service to access Amtrak in Roanoke.

Current and Future UPWP Activities

As noted, the MPO will engage in short range planning activities. Historically, MPO's have undertaken short range projects such as corridor studies, intersection studies, travel time studies, and transportation development plan updates. In the future it is anticipated that the MPO, through the UPWP specified activities, will continue to undertake short-range planning activities to manage congestion, address safety issues, address operational issues, and monitor Long Range Transportation Plan update needs.

Primary issues facing the area include how best to redesign and improve the transportation system and at the same time insure that necessary funds will be available

to use in undertaking the physical projects needed given the current financial situation and the funding status of VDOT. The MPO will also work with VDOT to program any future Stimulus funding that is designated for the MPO Area,

The MPO will assure that all MPO planning activities comply with the current federal legislation – Fixing America’s Surface Transportation Act (FAST Act) and subsequent reauthorization bills.

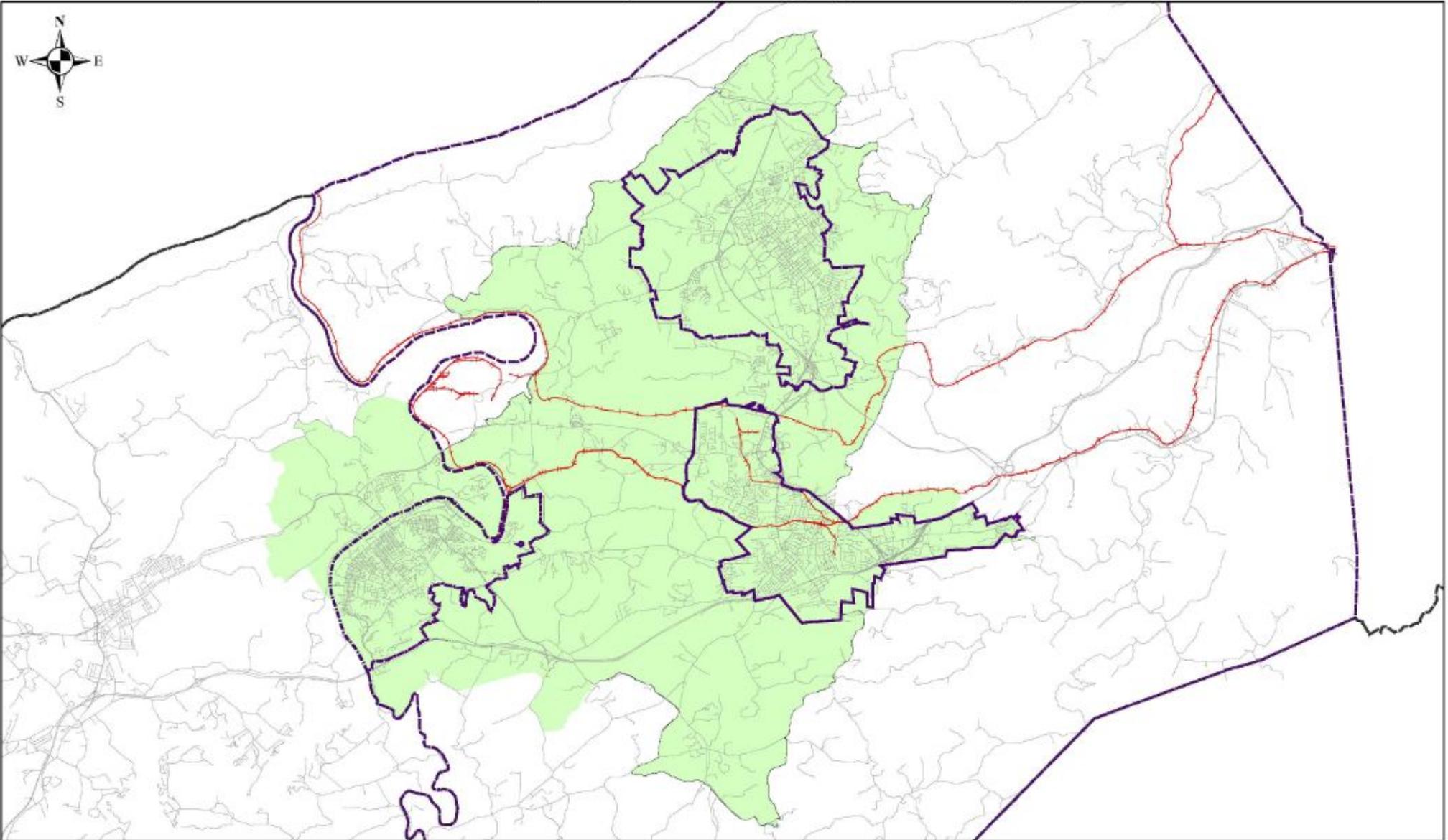
Total Proposed Funding by Federal Source for FY 2019-20

The primary funding sources for transportation planning activities included in this work program are the FHWA - PL, FTA Section 5303, and FHWA State Planning and Research (SPR). The proposed funding amounts (including state and local matching funds) for the New River Valley MPO work program are shown in the following table.

**FY 2019-20 New River Valley MPO
Proposed Funding by Federal, State, and Local Sources**

	FHWA – SPR 80% Fed. & 20% State	FHWA – PL 80% Fed. & 20% State/Local	FTA – Section 5303 80% Fed. & 20% State/Local	Sub-Total
FY 2019-20	\$25,000	\$199,024	\$106,414	\$330,438
Carryover FY 2018-19			\$106,114	\$106,114
Total	\$25,000	\$199,024	\$212,528	\$436,552

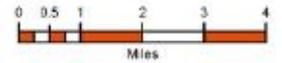
New River Valley Metropolitan Planning Organization Study Area



Prepared By Montgomery County Va
Planning & GIS Services
(Approved September 6, 2012)

Legend

 Corporate Line  2010 MPO Boundary



**New River Valley
METROPOLITAN PLANNING ORGANIZATION
FY 2019-20 Unified Planning Work Program**

PROPOSED FY 2019-20 WORK PROGRAM AND BUDGET

All tasks identified will be performed by MPO staff unless otherwise noted. During this fiscal year, the following activities will be pursued by the MPO:

1. Program Support and Administration

General Administration and Operations

- Management of day-to-day operations of MPO activities including budgeting, purchasing, and overall administrative functions.
- Prepare meeting agenda, minutes, and resolutions, arrange for and/or attend meetings, conferences, and training.
- Preparation for and attendance at the MPO Policy Board meetings.
- Preparation for and attendance at Technical Advisory Committee meetings, including any work for special committees.
- Process PL funding requests and/or review of PL and PL Pass-Through funding agreements and addenda.
- Manage local and regional transportation planning activities and conduct/attend public hearings by the MPO, as needed.
- Ensure that mechanisms are in place to coordinate MPO transportation planning activities with guidelines for Environmental Justice and Title VI. Include segments of the population traditionally underserved by transportation in the Transportation Planning Process.
- Complete and submit the Annual Self Certification to FHWA approved by the Policy Board.
- Prepare and execute funding agreements and contracts, including contract extensions or supplements, as needed and approved by the Policy Board.
- Prepare and review progress, financial, and other supportive reports including processing quarterly billing invoices and progress reports.
- Prepare and submit an annual audit. The audit will be performed by the consultant hired by Montgomery County for its annual audit.

- Ensure that all federal and state transportation regulations, requirements, and deadlines are met, particularly with federal transit funds.
- Respond to requests for intergovernmental reviews / coordination.
- Work on Geographic Information System (GIS) and Census Transportation Planning Program (CTPP) data for utilization in transportation planning projects, studies, and coordinate as appropriate.
- Review, as necessary, consultant contracts or supplements and monitor consultant contracts, negotiations, and work progress on MPO-conducted studies and plans employing consultants.
- Review road plans when requested for conformance with current transportation plans. Work with VDOT on the potential for employing Intelligent Transportation Systems (ITS) and higher levels of technology in area-wide planning for project development. Assure that proactive strategies for safety are employed during the plan development process.
- Assist in coordinating multi-modal activities and maintain necessary transportation inventories. The MPO will work closely with Blacksburg Transit and their consultant to accomplish this activity.
- Work jointly with the New River Valley Regional Commission on transportation issues that extend into both areas.
- Work with VDOT and affected localities to assure that pedestrian and bicycle accommodations are considered during project development.
- Continue support of the Rideshare and Bikeshare programs, the Virginia Breeze, and the SmartWay bus.
- Continue to support the study of extension of passenger rail to Christiansburg and further west.
- Submit applications to be considered under Smart Scale for appropriate projects.
- Serve as staff to the MPO Bikeshare Committee and work to extend the program into the region.
- Continue work on the update of the Constrained Long Range Transportation Plan (CLRTP) that will be completed by November of 2020.

MAP21/Fast Act Responsibilities

- MPO staff to work cooperatively with the Virginia Department of Transportation and the Virginia Department of Rail and Public Transportation, as necessary, to assure that all activities of the MPO meet or exceed MAP-21/Fast Act requirements.
- Review, comment, and endorse municipal Alternative Transportation grant applications, as requested.

Transportation System Management (TSM)

- Continuous review of current transportation plan(s) for consideration of additional TSM improvements such as traffic engineering, fringe parking lots, bicycle and pedestrian facilities, goods movement, and vehicle occupancy. Continue to support efforts that reduce vehicles on the highways such as the SmartWay Bus, Ride Solutions, the Two Town Trolley, and the Virginia Breeze.
- Pursue the development of individual corridor studies included in the adopted 2040 Long Range Transportation Plan as funding allows.
- Provide input for environmental assessments, transit planning, and other transportation planning, when requested.
- Evaluate and review special situations such as: major traffic generators, site plans, special transportation needs, private sector participation, and alternative transportation projects, as needed or requested. Assure that safety is an explicit priority in the planning process.

Special Studies

- MPO staff will work with member jurisdictions to identify transportation issues that warrant further planning study. The MPO will coordinate specific planning projects with VDOT, VDRPT, FTA, and FHWA for review and approval. Selected studies will be incorporated into the UPWP by amendment. All planning studies will be performed by the MPO On Call consultant, an approved agency, or under contract with the NRV Regional Commission. If funds are not utilized, they will be carried forward for future use.

2. Unified Planning Work Program (UPWP)

- Process amendments/adjustments to the FY 2019-20 Unified Planning Work Program (UPWP), if needed, and prepare the FY 2020-21 UPWP.

3. Public Participation

- Use the approved Public Participation Plan (PPP) for public outreach by the MPO in developing and amending the region's Long Range Transportation Plan, UPWP, TIP and other major plans or studies.

- Continually work to identify additional organizations and individuals not normally included in the transportation planning process and add to our contact list. This plan supports the concept of Environmental Justice to ensure an equitable and inclusive decision-making process for all individuals.
- Review the current Public Participation Plan and revise as necessary.
- Continually update the MPO website. Send out information related to Transportation Planning to the MPO email list.
- Meet with/talk to citizens regarding Transportation Planning within the MPO.

4. Transportation Improvement Program (TIP)

- Process any amendments/adjustments to the FY 2018-21 Transportation Improvement Program (TIP). Provide MPO input on preparation efforts for future TIPs. Assure that any identified current safety needs are considered for inclusion in the TIP.

5. Long Range Transportation Plan

- Amend the 2040 MPO Long Range Plan as needed.
- Continue development of the 2045 MPO Long Range Plan update.

6. FTA/VDRPT-Assisted Section 5303 Transportation Planning:

FTA Section 5303 Pass-Through Funds

- Provide transit planning assistance to Blacksburg Transit (BT), Radford Transit (RT), and Pulaski Area Transit (PAT) to: support application of FTA Section 5303 transportation funding; meet FTA Section 5307 requirements for preparing and submitting grant applications; support data collection as required by FTA and the National Transportation Database (NTD); support planning activities for a multi-modal transit facility; conduct short and long range transit planning activities when needed; support the development of the MPO's UPWP, TIP, and Long Range Transportation Plan to ensure transit planning elements.
- These requirements include maintaining Civil Rights (Title VI), DBE and EEO requirements, performance monitoring, ADA planning and preparing all necessary reports. BT will coordinate with the MPO on transit planning activities. Funds are expected to be used to complete identified short and long-term transit planning by contracting consultants for relevant surveys and studies.
- Additional detail is provided on FTA/VDRPT-Assisted Section 5303 Transportation Planning in the attached Task Narrative A.
- Assist Blacksburg Transit as needed in completing Transit studies. Monitor and process Pass Through reimbursement requests.

FY 2019-20 UPWP

End Products Summary**

1. Maintain all administrative requirements.
2. Carry out items in FY 2019-20 Unified Planning Work Program (UPWP).
3. Review and assure that all MPO functions and work products remain in compliance with MAP-21/FAST Act.
4. Monitor the FY 2018-21 Transportation Improvement Program (TIP) and amend/adjust as needed
5. Provide assistance to Transit providers for transit planning activities.
6. Conduct transit studies as needed and identified by the MPO.
7. Support the regional Coordinated Human Services Transportation Plan that includes the MPO. Collaborate with the New River Valley Regional Commission (NRVRC) and area transportation providers to explore routing solutions and expansion for the area.
8. Support and assist in the project to provide transit service for the Warm Hearth Area of Montgomery County.
9. Provide quarterly reports on the Rideshare program, the SmartWay bus, and transit planning activities.
10. Review and amend as needed the current Public Participation Plan.
11. Support the Regional Transit Coordinating Council meeting on a regular basis. Carefully evaluate and give consideration to recommendations that are made.
12. Amend as needed the 2040 MPO Long Range Plan.
13. Support Transit Agencies in updates to their TDPs.
14. Coordinate activities for extension of passenger rail to Christiansburg.
15. Complete Transit Strategic Plan (TSP) for Radford Transit.

** - Details are provided in the Narrative Section

**FY 2019-20 New River Valley MPO
Proposed Revenues and Expenditures by Federal, State, and Local Sources**

Proposed Revenues	FHWA – SPR1	State – SPR ¹	FHWA - PL	State Match	Local Match	FTA Sec. 5303	State Match	Local Match	Total
FY 2019-20	\$20,000*	\$5,000*	\$159,220	\$19,902	\$19,902	\$85,130	\$10,642	\$10,642	\$330,438
FY 2018-19 Carryover						\$84,890	\$10,612	\$10,612	\$106,114
Federal & VDOT – SPR Subtotal	\$20,000*	\$5,000*							\$25,000*
FHWA/Match - PL Subtotal			\$159,220	\$19,902	\$19,902				\$199,024
FTA Sec. 5303/Match Subtotal						\$170,020	\$21,254	\$21,254	\$212,528
Total Proposed Revenues	\$20,000	\$5,000	\$159,220	\$19,902	\$19,902	\$170,020	\$21,254	\$21,254	\$436,552
Proposed Expenditures			FHWA - PL	State Match	Local Match	FTA Sec. 5303	State Match	Local Match	Total
1. Program Support and Administration	\$12,000	\$3,000	\$59,220	\$7,402	\$7,402				\$89,024
1.01 General Administration and Operations	\$8,000	\$2,000	\$50,420	\$6,302	\$6,302				\$63,024
1.02 MAP-21/Fast Act Responsibilities & MPO Compliance			\$8,000	\$1,000	\$1,000				\$10,000
1.03 Transportation System Management			\$800	\$100	\$100				\$1,000
1.04 Special Studies	\$4,000	\$1,000	\$	\$	\$				\$5,000
2. Unified Planning Work Program			\$8,000	\$1,000	\$1,000				\$10,000
3. Public Participation			\$40,000	\$5,000	\$5,000				\$50,000
4. Transportation Improvement Program(TIP)	\$4,000	\$1,000	\$8,000	\$1,000	\$1,000				\$15,000
5. 2035 Long Range Transportation Plan	\$4,000	\$1,000	\$40,000	\$5,000	\$5,000				\$55,000
6. FTA/VDRPT-Assisted Section 5303 Transportation Planning						\$170,020	\$21,254	\$21,254	\$212,528
6.01 Program Support and Administration						\$8,501	\$1,063	\$1,063	\$10,626
6.02 General Development/Comprehensiv e Planning						\$68,009	\$8,501	\$8,501	\$85,011
6.03 Long Range Planning/System Level						\$8,501	\$1,063	\$1,063	\$10,626
6.04 Short Range Planning									
6.05 Transportation Improvement/NTD						\$68,009	\$8,501	\$8,501	\$85,011
						\$8,501	\$1,063	\$1,063	\$10,626
6.07 Special Studies						\$8,501	\$1,063	\$1,063	\$10,626
Total Proposed Expenditures	\$20,000	\$5,000	\$163,728	\$20,467	\$20,467	\$170,020	\$21,254	\$21,254	\$436,552

Note: Figures are rounded to the nearest dollar. All subtotals are estimates included for planning purposes only and are not intended to be restrictive.

*=funds budgeted for MPO support by VDOT.

1. Funds allocated for expenditure by VDOT staff and consultants in support of the MPO planning process

**NEW RIVER VALLEY
METROPOLITAN PLANNING ORGANIZATION
Narratives, Budgeted Amounts for FTA funded portion of FY 2016-2017 UPWP
SECTION 5303 PLANNING AND TECHNICAL STUDIES**

TASK NARRATIVE A.

NOTE: NEW FORMAT WITH ADDITIONAL DETAILS REGARDING OBJECTIVE AND DESCRIPTION AND PRODUCTS FOR EACH FTA TASK, STARTING WITH 2011-2012.

FTA#: 44.21.00 Program Support and Administration

Objective and Description: The Program Support and Administration task covers the activities necessary to administer and maintain transportation planning activities. The primary objectives of this task are:

- To update regional planners and BT management of planning activities relevant to transit
- To assist town staff as needed with communicating with stakeholders regarding transit issues
- To prepare monthly and quarterly status reports as needed
- To assist with technical updates regarding transit on current and future development projects

Products:

- Prepare executive summaries and reports for MPO, RC, and other stakeholders as requested.
- Develop BT Transportation Planner Master Plan of activities/projects in prioritization order (annual update)
- Write monthly and quarterly status reports as needed re. regional activities related to transit operations
- Maintain/update an inventory of bus stops
- Supervise BT Transportation Planning Internship Program
- Document and maintain a filing system of requests for new services, routes, bus stops, amenities

6.01 Program Support and Administrative	FTA Sec. 5303	State Match	Local Match	Total
Transit FY 20	\$4,257	\$532	\$532	\$5,321
Transit FY 19	\$4,245	\$531	\$531	\$5,306
Total	\$8,501	\$1,063	\$1,063	\$10,626

FTA#: 44.22.00 General Development/Comprehensive Planning

Objective and Description: The General Development and Comprehensive Planning task supports gathering data to identify issues for further study, define requirements for future plans and designs, and develop transit priorities. The primary objectives of this task are:

- To identify origins and destinations for future routes
- To characterize potential customers (e.g., with Marketing) through surveys and other means
- To identify potential economic development and employment centers that are likely needed destinations
- To identify and summarize other relevant data that supports short-range and long-range planning tasks
- To participate in meetings and other input sessions for updating regional comprehensive plans
- To serve as liaison with transportation consultants for the planning efforts (e.g., Transit Development Plan, Comprehensive Operations Analysis, Regional Cost Model)
- To serve as liaison with area developers (land owners, town staff, etc.) to ensure that transportation issues are addressed during preliminary stages of development
- Supervise BT Transportation Planning Internship Program

Products:

- Provide weekly input with documentation as needed for regional planners on new developments affecting current or future transit services
- Analyze ridership needs and develop a work plan (operational plan) for the New River Community College
- Investigate planning and operational needs for regional neighborhoods (e.g., the Warm Hearth Retirement Community, Mid-County region of Montgomery County)
- Communicate with area developers, land owners via town and county staff to document future transit needs/plans
- Provide an outline for future expansion into the Montgomery County (e.g., near the Hospital/Warm Hearth)
- Provide status updates to the MPO TAC and other stakeholders on the planning of a joint Blacksburg-Virginia Tech proposed multimodal facility via presentations or verbal updates
- Provide summaries of relevant planning documents to staff and stakeholders as requested
- Facilitate, summarize, and disseminate annual updates to the 2017 BT Transit Development Plan (TDP)
- Support efforts to acquire and collaborate with consultant(s) to upgrade the transit Regional Cost Model to more accurately estimate the costs of transit services.
- Facilitate receiving approval of the TDP from the NRV RC, Montgomery County, and Virginia Tech
- Coordinate marketing and training efforts with stakeholders for the newly launched pilot bus route connecting the Warm Hearth Village and the LewisGale Hospital Montgomery
- Stay abreast regarding developments and planning of the Virginia Tech-Blacksburg Multimodal Transit Facility (MMTF) via communication with BT staff.
- Facilitate efforts to acquire a consultant and conduct a route analysis in conjunction with the proposed MMTF.
- Assist in coordination of a regional effort for conducting simultaneous TDPs in 2017-2018, possibly with BT, PAT, and RT to improve inter-agency coordination and transfers between agencies.

6.02 General Development Comprehensive Planning	FTA Sec. 5303	State Match	Local Match	Total
Transit FY 20	\$34,052	\$4,257	\$4,257	\$42,566
Transit FY 19	\$33,956	\$4,245	\$4,245	\$42,446
Total	\$68,009	\$8,501	\$8,501	\$85,011

FTA#: 44.23.01 Long Range Transportation Planning – System Level

Objective and Description: Long range planning at the system level forms the basis for future transportation planning activities and projects. Long range is generally considered to be 13 months or longer. The primary objectives of this task are:

- To study the transportation system within the region to identify issues and challenges involving multiple jurisdictions
- To align our efforts with regional comprehensive plans
- To use comprehensive plans to make policy recommendations to community leaders and planners

Products:

- Implement recommendations for commuter service within the MPO region
- Consider and outline future connections to planned train and multimodal facilities (e.g., Lynchburg)
- Summarize relevant transit developments in nearby areas (e.g., Pulaski, Dublin, Radford, Floyd) to increase coordination
- Provide content and feedback to the NRV Regional Commission (RC) and updates to their Mobility Manager Resource Manual

- Participate in the joint PDC-MPO NRV Regional Transit Organizational Analysis process
- Facilitated delivery and dissemination of the Bus Stop Safety and Accessibility Study for the Town of Blacksburg, completed July 2015 (which was, in the UPWP dated May 2013).
- Align alternative transportation planning efforts (e.g., bike, pedestrian) to coordinate with pathways and transit amenities such as with a BT-supported RFP and/or the Bikeway/Walkway Committee of the NRV Regional Commission

6.03 Long Range Planning System	FTA Sec. 5303	State Match	Local Match	Total
Transit FY 20	\$4,257	\$532	\$532	\$5,321
Transit FY 19	\$4,245	\$531	\$531	\$5,306
Total	\$8,501	\$1,063	\$1,063	\$10,626

FTA#: 44.24.00 Short Range Transportation Planning

Objective and Description: Short range transportation planning deals with specific programs and projects that implement long range policies. Short range is generally considered to be within 12 months. The primary objectives of this task are:

- To review and evaluate proposed transportation projects for their potential impacts on the regional transportation network in alignment with comprehensive plan goals as requested
- To prioritize proposed transportation projects
- To identify current and immediate transportation needs in the region
- To revisit what is needed and reprioritize needs on a regular basis as funding and other resources become available
- To review and prioritize requests for bus stop changes, improvements, additions, and replacements (e.g., bus stop amenities)

Products:

- Explore the possibility of Downtown Blacksburg Trolley program(s)
- Development of a Bus Stop Improvement Plan to standardize our current bus stops
- Assist in evaluating, refining, and dissemination of Christiansburg Bus Service to regional transportation leaders and key staff (e.g., via announcements/presentations to the MPO TAC and NRV RC)
- Stay up-to-date with new bus services in Radford
- Outline a draft plan to evaluate the potential for Neighborhood Service in Blacksburg
- Refine process for Route/Schedule Changes and Stop Requests within BT
- To participate in meetings, input sessions, and/or attending conferences and training relevant to regional planning
- Maintain and update the bus stop inventory
- Participate in the GIS Working group to identify and coordinate and evaluate GIS needs
- Maintain and update Web GIS data for use by planners, developers, and citizens
- Update the BT TDP with an annual VDRPT letter in January of each year

6.04 Short Range Transportation Planning	FTA Sec. 5303	State Match	Local Match	Total
Transit FY 20	\$34,052	\$4,257	\$4,257	\$42,566
Transit FY 19	\$33,956	\$4,245	\$4,245	\$42,446
Total	\$68,009	\$8,501	\$8,501	\$85,011

FTA#: 44.25.00 Transportation Improvement Plan

Objective and Description: The objective of the Transportation Improvement Program (TIP) task is to support development efforts of improvement program documents. The primary objectives of this task are:

- To provide transit-relevant information for the Statewide Transportation Improvement Program (STIP) a four-year document, and for other planning documents

Products:

- Provide relevant information via written reports and/or edits for updates to the Town of Blacksburg 2046 Comprehensive Plan
- Provide relevant information for updates to the Montgomery County 2035 plan
- Provide relevant information and textual write-ups for the Town of Blacksburg Capital Improvement Program,
- Review and provide relevant input to the New River Valley Rural Long Range Plan (in coordination with the PDC)
- Review, edit, and provide input regarding transit for the Unified Planning Work Program (UPWP) for the MPO
- Provide a set of updated GIS data files showing bus stops and routes for use by stakeholders upon request
- Provide ridership and other relevant data regarding bus stop routes, based on the bus stop inventory database, and as needed, based on queries of data available from BT's IT department

6.05 Transportation Improvement/NTD	FTA Sec. 5303	State Match	Local Match	Total
Transit FY20	\$4,257	\$532	\$532	\$5,321
Transit FY 19	\$4,245	\$531	\$531	\$5,306
Total	\$8,501	\$1,063	\$1,063	\$10,626

FTA#: 44.27.00 Other Activities/Special Studies

Objective and Description: The objective of the other activities/special studies task is to provide for a task that covers unanticipated or otherwise, needed activities related to regional transit planning. The primary objectives of this task are:

- To provide input and leadership as a member of the New River Valley MPO and the New River Valley RC
- To work with members from the MPO and the RC to coordinate and enhance regional transportation planning efforts through collaboration and joint activities

Products:

- Attend Monthly MPO TAC meetings and provide summary reports to transit and other stakeholders as needed.
- Attend NRV RC Transportation TAC meetings and provide summary reports as needed
- Communicate both relevant MPO and RC regarding transit to staff so BT can coordinate efforts with Virginia Tech staff on a regular basis and with others stakeholders as needed
- Facilitate, support, and/or conduct feasibility studies for potential and new transit services in the MPO region
- Coordinate with Town of Blacksburg and other staff as needed regarding transit-related issues within the MPO region

6.07 Other Special Studies	FTA Sec. 5303	State Match	Local Match	Total
Transit FY 20	\$4,257	\$532	\$532	\$5,321
Transit FY 19	\$4,245	\$531	\$531	\$5,306
Total	\$8,501	\$1,063	\$1,063	\$10,626

Previous Work Toward Objective:

The Blacksburg Transit Development Plan (TDP) and well as TDPs for Pulaski Area Transit, and Radford Transit were completed and accepted on September 30, 2018. On January 15, 2019, Blacksburg Transit provided an annual update TDP letter to DRPT. The final report from the Route Analysis effort was placed on the Town of Blacksburg's FTP site February 8, 2016. The February 2018 VDRPT proposal to continue to support senior transportation was accepted and funded, to support three days of demand-response service between Warm Hearth Village and the LewisGale Hospital Montgomery within the MPO service area. BT also hosted part-time, for-credit Transportation Planning Interns during 2017 to 2018, supervised by the Regional Transportation Planner. There are plans for additional 2019-2020 interns, possibly through the VDRPT Internship Program.

Four additional projects recently had updates:

The work on the Regional Cost Model (RCM) upgrade for Blacksburg Transit which started in 2015 with Michael Baker International and Foursquare Integrated Transportation Planning, Inc. was completed in 2016 with a May 2016 workshop at BT to review the User Guide and June 2016 training, completing the project.

The Regional Transit Study 2015 task order led by the New River Valley Regional Commission (NRVRC) was a study aims to complete analyze overlapping bus stops and transit services including eight locations. The study was completed continued into 2016 and was approved by the MPO in September 2016.

With plans first starting in late 2013, the Passenger Rail Study was formally launched in early 2015 by the NRVRC. Numerous actions took place including establishing a working committee and a passenger rail committee. Amongst several accomplishments on January 7, 2016 the MPO Policy Board recommended two locations in Christiansburg be explored through an Operational Analysis. The final report with appendices was distributed to the MPO February 17, 2016, also available at <http://nrvc.org/nrvpassengerrailstudy/>. Next steps include a DRPT Rail Traffic Control Modeling Study and a Site Ownership and Maintenance Study, the latter which is continuing during 2019 and which was reviewed by the MPO TAC February 21, 2019 with a recommendation for acceptance to the MPO Policy Board.

The MPO Bus Stop Safety and Accessibility Study for the Town of Blacksburg was completed July 2015 which the Regional Commission modeled in order to complete similar studies for both Radford and Pulaski in 2018, which the BT/MPO Regional Transportation Planner participated in as well.

Relationship to Other Activities:

Provide support for overall improvements to operation of Blacksburg Transit; maintaining public transit service compliance with FTA guidance and regulations under SAFETEA-LU.

Agency Responsible for Work:

- a) Blacksburg Transit by pass-through contract with the New River Valley Metropolitan Planning Organization and
- b) The New River Valley Metropolitan Planning Organization, as funds recipient.

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

May 2, 2019

Resolution approving the NRV MPO FY 2019-20 Unified Planning Work Program

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

WHEREAS, the 2019-20 Unified Planning Work Program (UPWP) will serve as the basis for all Federal (FHWA, FTA) funding participation and will be included in all requests for transportation planning funds, and

WHEREAS, the UPWP details all transportation and transportation related planning activities anticipated in the upcoming fiscal year; and

WHEREAS, the Request for Comment was advertised in The Roanoke Times, The News Journal, and News Messenger for thirty days; and

WHEREAS, comments were also solicited from the MPO Email list, the MPO Interested Parties, and the Governmental Regulatory Agencies; and

WHEREAS, no comments were received, and

WHEREAS, the Technical Advisory Committee recommends approval.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization Policy Board hereby approves the FY 2019-20 Unified Planning Work Program and authorizes the Executive Director to make any administrative changes as requested by the Federal Highway Administration, Federal Transit Administration, VDRPT, or VDOT.

F. Craig Meadows, Chairman

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

May 2, 2019

Resolution to authorize the Executive Director/ Chairman to execute annual agreements with VDoT, VDRPT, and Montgomery County

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

WHEREAS, the MPO receives funding from VDoT for expenditures made for MPO activities; and

WHEREAS, the Policy Board has approved the Unified Planning Work Program (UPWP) for 2019-20; and

WHEREAS, an agreement needs to be executed for expenditure of these funds.

NOW, THEREFORE, BE IT RESOLVED, the MPO Policy Board authorizes the Executive Director/Chairman to execute agreements with VDoT, VDRPT, and Montgomery County as fiscal agent, subject to approval by Montgomery County, the Montgomery County Attorney, the MPO Chairman and the MPO Executive Director.

F. Craig Meadows, Chairman

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

May 2, 2019

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

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

WHEREAS, the MPO receives funding from FTA 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 annual Certifications and Assurances for FTA.

F. Craig Meadows, Chairman

***Blacksburg/Christiansburg/Montgomery Area
Metropolitan Planning Organization***

May 2, 2019

Pass/Through Resolution

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

WHEREAS, the Blacksburg/Christiansburg/Montgomery Area Metropolitan Planning Organization anticipates receipt of Fiscal Year 2019 Federal Transit Administration (FTA) Section 5303 Planning and Technical Studies Grant; and

WHEREAS, Blacksburg Transit, a department of the Town of Blacksburg, could use the FTA Section 5303 grant funds to conduct eligible planning activities and technical studies.

NOW, THEREFORE, BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization authorizes the Executive Director to contract with Blacksburg Transit for the receipt and eligible use of the FTA Section 5303 grant funds that may be received by the New River Valley Metropolitan Planning Organization, noting that the City of Radford, the Towns of Blacksburg and Christiansburg, and the Counties of Montgomery and Pulaski will commit the equal funding of the local match for the aforementioned grant.

BE IT FURTHER RESOLVED, that the New River Valley Metropolitan Planning Organization authorizes the Metropolitan Planning Organization Executive Director, in conjunction with the Transit Director of Blacksburg Transit, to submit a FTA Section 5303 grant application and to contract with the Virginia Department of Rail and Public Transportation for the receipt of said FTA funds as is necessary; and including the compliance with applicable laws, regulations, guidelines, and assurances of the United States and the Commonwealth of Virginia, and for the state portions of the matching funds as necessary.

Certification

The undersigned duly qualified and acting as authorized officials of the New River Valley Metropolitan Planning Organization certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Policy Board of the New River Valley Metropolitan Planning Organization on May 2, 2019.

Craig Meadows, Chairman

J. Dan Brugh, Executive Director

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

May 2, 2019

Resolution authorizing the filing of an application with the Virginia Department of Rail and Public Transportation, for grants of federal funds under the Federal Transit Act Section 5303 program and state matching funds.

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

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

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

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

NOW THEREFORE, BE IT RESOLVED BY THE NEW RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION,

1. That the Chairperson of the Policy Board is authorized to prepare and file an application on behalf of New River Valley Metropolitan Planning Organization with the Virginia Department of Rail and Public Transportation for federal and state financial assistance under the Federal Transit Administration Section 5303 Program and State Aid Program.
2. That the Chairperson of the Policy Board is authorized to execute and file with such application all necessary certifications and assurance or any other document required by Virginia Department of Rail and Public Transportation in connection with the application or the project.
3. That the Chairperson of the Policy Board is authorized to set forth and execute Minority business enterprise (disadvantaged enterprise business and woman enterprise) policies and procedures in connection with procurements under this project.

4. That the Chairperson of the Policy Board is authorized to execute a grant agreement on behalf of the New River Valley Metropolitan Planning Organization, with the Virginia Department of Rail and Public Transportation to aid in the financing of the project.

5. That the Chairperson of the Policy Board hereby certifies that the local share of the project costs identified in the application shall be made available to the project from resources available to this Body.

The undersigned duly qualified and acting Executive Director of the New River Valley Metropolitan Planning Organization Policy Board certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the New River Valley Metropolitan Planning Organization held on May 2, 2019.

F. Craig Meadows, Chairman

CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.

All applicants must make the certifications in this category.

1.1. Standard Assurances.

This certification appears on the Office of Management and Budget's standard form 424B "Assurances—Non-Construction Programs". This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
- (b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
- (d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
- (e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
- (f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:
 - (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 C.F.R. Part 21;
 - (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 C.F.R. Part 25;
 - (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated

- against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
- (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 C.F.R. Part 27;
 - (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
 - (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
 - (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
 - (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
 - (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.
- (g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”) (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 C.F.R. Part 24.
- (h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
- (i) Will comply, as applicable, with the provisions of the Davis–Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. § 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327–333), regarding labor standards for federally assisted construction subagreements.
- (j) Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.

- (k) Will comply with environmental standards which may be prescribed pursuant to the following:
 - (1) Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;
 - (2) Notification of violating facilities pursuant to EO 11738;
 - (3) Protection of wetlands pursuant to EO 11990;
 - (4) Evaluation of flood hazards in floodplains in accordance with EO 11988;
 - (5) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - (6) Conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
 - (7) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and
 - (8) Protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
- (l) Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
- (m) Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq.).
- (n) Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
- (o) Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§ 2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
- (p) Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
- (q) Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and 2 C.F.R. Part 200, Subpart F, “Audit Requirements”, as adopted and implemented by U.S. DOT at 2 C.F.R. Part 1201.
- (r) Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing the program under which it is applying for assistance.

- (s) Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. § 7104) which prohibits grant award recipients or a sub-recipient from:
- (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect;
 - (2) Procuring a commercial sex act during the period of time that the award is in effect; or
 - (3) Using forced labor in the performance of the award or subawards under the award.

1.2. Standard Assurances: Additional Assurances for Construction Projects.

This certification appears on the Office of Management and Budget's standard form 424D "Assurances—Construction Programs" and applies specifically to federally assisted projects for construction. This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency; will record the Federal awarding agency directives; and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
- (b) Will comply with the requirements of the assistance awarding agency with regard to the drafting, review, and approval of construction plans and specifications.
- (c) Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work confirms with the approved plans and specifications, and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.

1.3. Procurement.

The Uniform Administrative Requirements, 2 C.F.R. 200.324, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews.

The applicant certifies that its procurement system complies with:

- (a) U.S. DOT regulations, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," 2 C.F.R. Part 1201, which incorporates by reference U.S. OMB regulatory guidance, "Uniform Administrative Requirements, Cost

Principles, and Audit Requirements for Federal Awards,” 2 C.F.R. Part 200, particularly 2 C.F.R. §§ 200.317–200.326 “Procurement Standards;

- (b) Federal laws, regulations, and requirements applicable to FTA procurements; and
- (c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.

1.4. Suspension and Debarment.

Pursuant to Executive Order 12549, as implemented at 2 C.F.R. Parts 180 and 1200, prior to entering into a covered transaction with an applicant, FTA must determine whether the applicant is excluded from participating in covered non-procurement transactions. For this purpose, FTA is authorized to collect a certification from each applicant regarding the applicant’s exclusion status. 2 C.F.R. § 180.300. Additionally, each applicant must disclose any information required by 2 C.F.R. § 180.335 about the applicant and the applicant’s principals prior to entering into an award agreement with FTA. This certification serves both purposes.

The applicant certifies, to the best of its knowledge and belief, that the applicant and each of its principals:

- (a) Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily or involuntarily excluded from covered transactions by any Federal department or agency;
- (b) Has not, within the preceding three years, been convicted of or had a civil judgment rendered against him or her for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction; violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging; commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; or commission of any other offense indicating a lack of business integrity or business honesty;
- (c) Is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any offense described in paragraph (b) of this certification;
- (d) Has not, within the preceding three years, had one or more public transactions (Federal, State, or local) terminated for cause or default.

CATEGORY 2. TAX LIABILITY AND FELONY CONVICTIONS.

Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. As prescribed by U.S. DOT Order 4200.6, FTA requires each applicant to certify as to its tax and felony status.

If the applicant is a private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association, the applicant certifies that:

- (a) It has no unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and
- (b) It has not been convicted of a felony criminal violation under any Federal law within the preceding 24 months.

CATEGORY 3. LOBBYING.

If the applicant will apply for a grant or cooperative agreement exceeding \$100,000, or a loan, line of credit, loan guarantee, or loan insurance exceeding \$150,000, it must make the following certification and, if applicable, make a disclosure regarding the applicant's lobbying activities. This certification is required by 49 C.F.R. § 20.110 and app. A to that part.

This certification does not apply to an applicant that is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 49 C.F.R. Part 20.

3.1. Certification for Contracts, Grants, Loans, and Cooperative Agreements.

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3.2. Statement for Loan Guarantees and Loan Insurance.

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

CATEGORY 4. PRIVATE SECTOR PROTECTIONS.

If the applicant will apply for funds that it will use to acquire or operate public transportation facilities or equipment, the applicant must make the following certification regarding protections for the private sector.

4.1. Charter Service Agreement.

To enforce the provisions of 49 U.S.C. § 5323(d), FTA's charter service regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following Charter Service Agreement. 49 C.F.R. § 604.4.

The applicant agrees that it, and each of its subrecipients, and third party contractors at any level who use FTA-funded vehicles, may provide charter service using equipment or facilities acquired with Federal assistance authorized under the Federal Transit Laws only in compliance with the regulations set out in 49 C.F.R. Part 604, the terms and conditions of which are incorporated herein by reference.

4.2. School Bus Agreement.

To enforce the provisions of 49 U.S.C. § 5323(f), FTA's school bus regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following agreement regarding the provision of school bus services. 49 C.F.R. § 605.15.

- (a) If the applicant is not authorized by the FTA Administrator under 49 C.F.R. § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
 - (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
 - (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 C.F.R. § 605.11, the applicant agrees as follows:
 - (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
 - (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.
 - (3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
 - (4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

CATEGORY 5. TRANSIT ASSET MANAGEMENT PLAN.

If the applicant owns, operates, or manages capital assets used to provide public transportation, the following certification is required by 49 U.S.C. § 5326(a).

The applicant certifies that it has, or will develop, a transit asset management plan in compliance with 49 C.F.R. Part 625.

CATEGORY 6. ROLLING STOCK BUY AMERICA REVIEWS AND BUS TESTING.

6.1. Rolling Stock Buy America Reviews.

If the applicant will apply for an award to acquire rolling stock for use in revenue service, it must make this certification. This certification is required by 49 C.F.R. § 663.7.

The applicant certifies that it will conduct or cause to be conducted the pre-award and post-delivery audits prescribed by 49 C.F.R. Part 663 and will maintain on file the certifications required by Subparts B, C, and D of 49 C.F.R. Part 663.

6.2. Bus Testing.

If the applicant will apply for funds for the purchase or lease of any new bus model, or any bus model with a major change in configuration or components, the applicant must make this certification. This certification is required by 49 C.F.R. § 665.7.

The applicant certifies that the bus was tested at the Bus Testing Facility and that the bus received a passing test score as required by 49 C.F.R. Part 665. The applicant has received or will receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

CATEGORY 7. URBANIZED AREA FORMULA GRANTS PROGRAM.

If the applicant will apply for an award under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), or any other program or award that is subject to the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310); “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)); projects that will receive an award authorized by the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) (23 U.S.C. §§ 601–609) or State Infrastructure Bank Program (23 U.S.C. § 610) (see 49 U.S.C. § 5323(o)); formula awards or competitive awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(a) and (b)); or low or no emission awards to any area under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(c)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5307(c)(1).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;

- (c) Will maintain equipment and facilities in accordance with the applicant's transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
 - (1) Senior;
 - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
 - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. §§ 5323 (general provisions) and 5325 (contract requirements);
- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);
- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);
- (i) Has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation;
- (j) Either—
 - (1) Will expend for each fiscal year for public transportation security projects, including increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, providing an emergency telephone line to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation system, at least 1 percent of the amount the recipient receives for each fiscal year under 49 U.S.C. § 5336; or
 - (2) Has decided that the expenditure for security projects is not necessary;
- (k) In the case of an applicant for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under 49 U.S.C. § 5307 for associated transit improvements as defined in 49 U.S.C. § 5302; and
- (l) Will comply with 49 U.S.C. § 5329(d) (public transportation agency safety plan).

CATEGORY 8. FORMULA GRANTS FOR RURAL AREAS.

If the applicant will apply for funds made available to it under the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), it must make this certification. Paragraph (a) of this certification helps FTA make the determinations required by 49 U.S.C. § 5310(b)(2)(C). Paragraph (b) of this certification is required by 49 U.S.C. § 5311(f)(2). Paragraph (c) of this certification, which applies to funds apportioned for the Appalachian Development Public Transportation Assistance Program, is necessary to enforce the conditions of 49 U.S.C. § 5311(c)(2)(D).

- (a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—
 - (1) Provides a fair distribution of amounts in the State, including Indian reservations; and
 - (2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and
- (b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected intercity bus service providers, and the intercity bus service needs of the State are being met adequately.
- (c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—
 - (1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and
 - (2) It has determined that otherwise eligible local transit needs are being addressed.

CATEGORY 9. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS AND THE EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS PILOT PROGRAM.

If the applicant will apply for an award under any subsection of the Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), including an award made pursuant to the FAST Act's Expedited Project Delivery for Capital Investment Grants Pilot Program (Pub. L. 114-94, div. A, title III, § 3005(b)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5309(c)(2) and Pub. L. 114-94, div. A, title III, § 3005(b)(3)(B).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award,
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
- (c) Will maintain equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan; and
- (d) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning).

CATEGORY 10. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS.

If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants) or subsection (b) (competitive grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 7 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3) and (b)(6), respectively.

If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants) or subsection (b) (competitive grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3) and (b)(6), respectively.

If the applicant, regardless of whether it is in an urbanized or rural area, will apply for an award under subsection (c) (low or no emission vehicle grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 7 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(c)(3).

Making this certification will incorporate by reference the applicable certifications in Category 7 or Category 8.

CATEGORY 11. ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 7 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 7, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 7 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.

In addition to the certification in Category 7, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).

The applicant certifies that:

- (a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;
- (b) The plan described in clause (a) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public;
- (c) To the maximum extent feasible, the services funded under 49 U.S.C. § 5310 will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services; and
- (d) If the applicant will allocate funds received under 49 U.S.C. § 5310 to subrecipients, it will do so on a fair and equitable basis.

CATEGORY 12. STATE OF GOOD REPAIR GRANTS.

If the applicant will apply for an award under FTA's State of Good Repair Grants Program (49 U.S.C. § 5337), it must make the following certification. Because FTA generally does not review the transit asset management plans of public transportation providers, this certification is necessary to enforce the provisions of 49 U.S.C. § 5337(a)(4).

The applicant certifies that the projects it will carry out using assistance authorized by the State of Good Repair Grants Program, 49 U.S.C. § 5337, are aligned with the applicant's most recent transit asset management plan and are identified in the investment and prioritization section of such plan, consistent with the requirements of 49 C.F.R. Part 625.

CATEGORY 13. INFRASTRUCTURE FINANCE PROGRAMS.

If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act ("TIFIA") Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks ("SIB") Program (23 U.S.C. § 610), it must make the certifications in Category 7 for the Urbanized Area Formula Grants Program, Category 9 for the Fixed Guideway Capital Investment Grants program, and Category 12 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).

Making this certification will incorporate the certifications in Categories 7, 9, and 12 by reference.

CATEGORY 14. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.

If the applicant will apply for an award under FTA's Urbanized Area Formula Grants Program (49 U.S.C. § 5307), Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) programs, the applicant must make the following certification. The applicant must make this certification on its own behalf and on behalf of its subrecipients and contractors. This certification is required by 49 C.F.R. § 655.83.

The applicant certifies that it, its subrecipients, and its contractors are compliant with FTA's regulation for the Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, 49 C.F.R. Part 655.

CATEGORY 15. RAIL SAFETY TRAINING AND OVERSIGHT.

If the applicant is a State with at least one rail fixed guideway system, or is a State Safety Oversight Agency, or operates a rail fixed guideway system, it must make the following certification. The elements of this certification are required by 49 C.F.R. §§ 659.43, 672.31, and 674.39.

The applicant certifies that the rail fixed guideway public transportation system and the State Safety Oversight Agency for the State are:

- (a) Compliant with the requirements of 49 C.F.R. part 659, "Rail Fixed Guideway Systems; State Safety Oversight";
- (b) Compliant with the requirements of 49 C.F.R. part 672, "Public Transportation Safety Certification Training Program"; and
- (c) Compliant with the requirements of 49 C.F.R. part 674, "State Safety Oversight".

CATEGORY 16. DEMAND RESPONSIVE SERVICE.

If the applicant operates demand responsive service and will apply for an award to purchase a non-rail vehicle that is not accessible within the meaning of 49 C.F.R. Part 37, it must make the following certification. This certification is required by 49 C.F.R. § 37.77.

The applicant certifies that the service it provides to individuals with disabilities is equivalent to that provided to other persons. A demand responsive system, when viewed in its entirety, is deemed to provide equivalent service if the service available to individuals with disabilities, including individuals who use wheelchairs, is provided in the most integrated setting appropriate to the needs of the individual and is equivalent to the service provided other individuals with respect to the following service characteristics:

- (a) Response time;

- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;
- (e) Restrictions or priorities based on trip purpose;
- (f) Availability of information and reservation capability; and
- (g) Any constraints on capacity or service availability.

CATEGORY 17. INTEREST AND FINANCING COSTS.

If the applicant will pay for interest or other financing costs of a project using assistance awarded under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), the Fixed Guideway Capital Investment Grants Program (49 U.S.C. § 5309), or any program that must comply with the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)), or awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the following certification. This certification is required by 49 U.S.C. §§ 5307(e)(3) and 5309(k)(2)(D).

The applicant certifies that:

- (a) Its application includes the cost of interest earned and payable on bonds issued by the applicant only to the extent proceeds of the bonds were or will be expended in carrying out the project identified in its application; and
- (b) The applicant has shown or will show reasonable diligence in seeking the most favorable financing terms available to the project at the time of borrowing.

CATEGORY 18. CONSTRUCTION HIRING PREFERENCES.

If the applicant will ask FTA to approve the use of geographic, economic, or any other hiring preference not otherwise authorized by law on any contract or construction project to be assisted with an award from FTA, it must make the following certification. This certification is required by the Consolidated Appropriations Act, 2019, Pub. L. 116-6, div. G, title I, § 191.

The applicant certifies the following:

- (a) That except with respect to apprentices or trainees, a pool of readily available but unemployed individuals possessing the knowledge, skill, and ability to perform the work that the contract requires resides in the jurisdiction;
- (b) That the applicant will include appropriate provisions in its bid document ensuring that the contractor does not displace any of its existing employees in order to satisfy such hiring preference; and

- (c) That any increase in the cost of labor, training, or delays resulting from the use of such hiring preference does not delay or displace any transportation project in the applicable Statewide Transportation Improvement Program or Transportation Improvement Program.

FTA FISCAL YEAR 2019 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2019 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: _____

The Applicant certifies to the applicable provisions of categories 01–18. _____

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category	Certification
01 Certifications and Assurances Required of Every Applicant	_____
02 Tax Liability and Felony Convictions	_____
03 Lobbying	_____
04 Private Sector Protections	_____
05 Transit Asset Management Plan	_____
06 Rolling Stock Buy America Reviews and Bus Testing	_____
07 Urbanized Area Formula Grants Program	_____
08 Formula Grants for Rural Areas	_____
09 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____
10 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____
11 Enhanced Mobility of Seniors and Individuals with Disabilities Programs	_____
12 State of Good Repair Grants	_____
13 Infrastructure Finance Programs	_____
14 Alcohol and Controlled Substances Testing	_____
15 Rail Safety Training and Oversight	_____
16 Demand Responsive Service	_____
17 Interest and Financing Costs	_____
18 Construction Hiring Preferences	_____

FEDERAL FISCAL YEAR 2019 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE

PAGE

(Required of all Applicants for federal assistance to be awarded by FTA in FY 2019)

AFFIRMATION OF APPLICANT

Name of the Applicant: _____

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2019, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2019.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature _____ Date: _____

Name _____ Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): _____

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature _____ Date: _____

Name _____ Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

*New River Valley
Metropolitan Planning Organization*

May 2, 2019

Designation Resolution

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

BE IT RESOLVED, that the New River Valley Metropolitan Planning Organization authorizes the New River Valley Metropolitan Planning Organization Policy Board Chairperson to authorize the Town of Blacksburg and City of Radford as the designated recipients for the receipt and eligible use of available FTA and VDRPT Operating and Capital Funds.

Certification

The undersigned duly qualified and acting as authored officials of the New River Valley Metropolitan Planning Organization certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Policy Board of the New River Valley Metropolitan Planning Organization on May 3, 2018.

F. Craig Meadows, Chairman

J. Dan Brugh, Executive Director

**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 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.

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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.

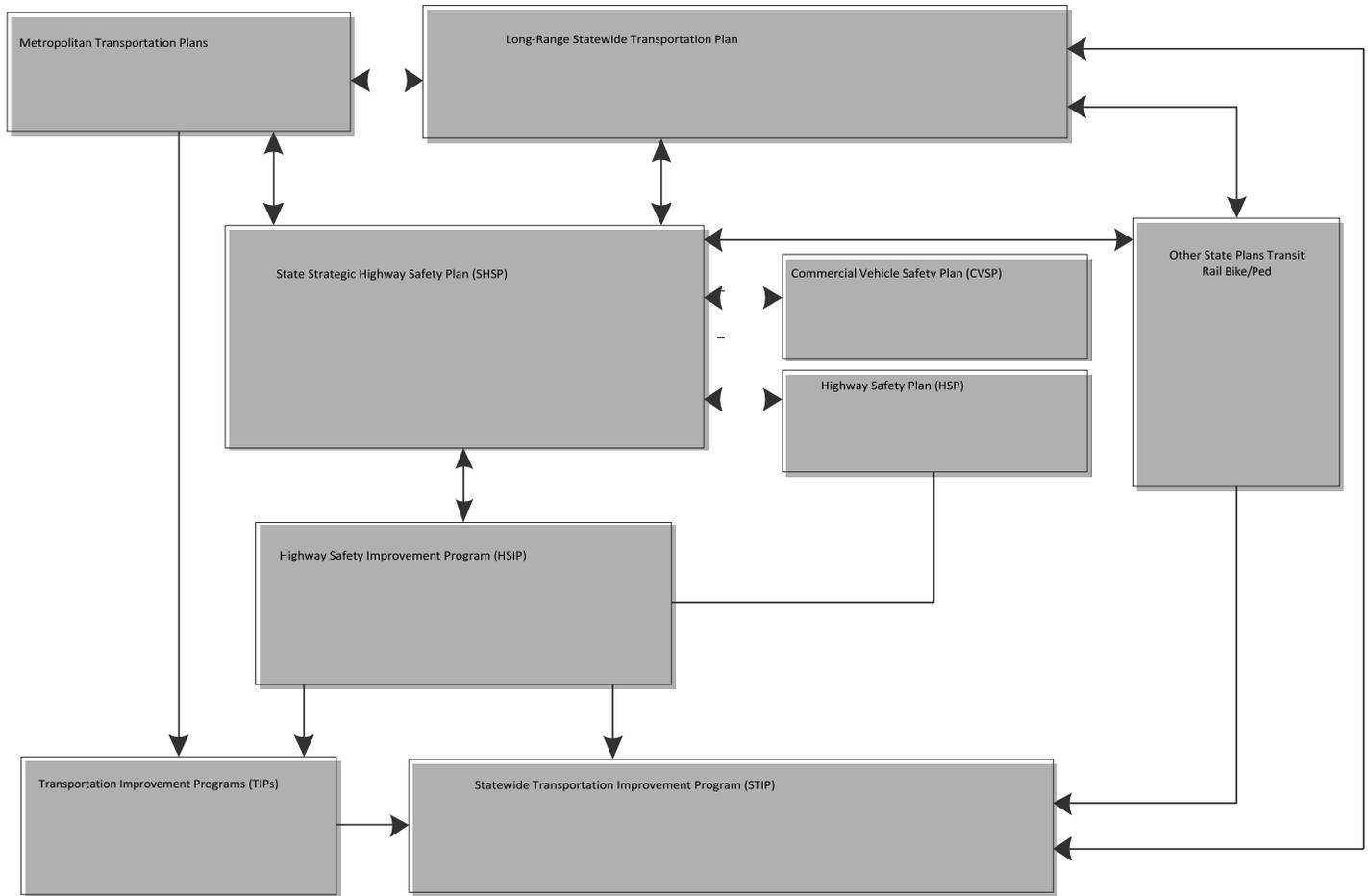
The LRSTP, VTrans2040, guides the state’s investment decisions for transportation improvements. Safety and performance management is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles:

- 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								
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 (L)					
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 - STP/STBG	\$0	\$7,830,599	\$6,885,779	\$8,721,206	\$8,756,272

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	\$1,953,236	\$1,961,089
	Federal - STP/STBG	\$0	\$5,452,802	\$4,794,881	\$6,072,972	\$6,097,390
CN TOTAL		\$0	\$7,206,574	\$6,337,047	\$8,026,208	\$8,058,479

New River Valley MPO

Project Groupings

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	\$3,295,551	\$3,308,801

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	\$1,928,250
	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	1,841	1,910	FTA 5307	7,265	Blacksburg Transit
State	1,815	1,865	2,448	1,913	1,985	State	8,211	Blacksburg Transit
Local	3,595	4,393	-	5,159	5,480	Local	15,032	Blacksburg Transit
Revenues	215	211	4,511	272	280	Revenues	5,274	Blacksburg Transit
Year Total:	7,235	8,196	8,746	9,185	9,655	Total Funds:	35,782	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.							
STIP ID: BBT0002 Title: Replacement Rolling Stock Recipient: Blacksburg Transit								
Flexible STP		238	-	3,398	5,393	Flexible STP	9,029	Blacksburg Transit
State		48	-	678	674	State	1,400	Blacksburg Transit
Local		12	-	161	674	Local	847	Blacksburg Transit
Year Total:	-	298	-	4,237	6,741	Total Funds:	11,276	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).							
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	Blacksburg Transit
Description:	Amendment: Add funding for FY18 \$6,000K (add Flexible STP \$4,800K, State \$600K, local \$600K) in accordance with approved FY18 SYIP.							

	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		-	-	834	876	Flexible STP	1,710	Blacksburg Transit
FTA 5339			1,440				1,440	Blacksburg Transit
State		-	-	104	109	State	213	Blacksburg Transit
Local		-	360	104	109	Local	573	Blacksburg Transit
Year Total:	-	-	1,800	1,042	1,094	Total Funds:	3,936	Blacksburg Transit
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.							
Blacksburg Transit								
STIP ID:	BBT0017	Title: Passenger Shelters		Recipient:		Blacksburg Transit		
Flexible STP		48	-	47	30	Flexible STP	125	Blacksburg Transit
State		10	-	5	4	State	19	Blacksburg Transit
Local		2	-	5	4	Local	11	Blacksburg Transit
Year Total:	-	60	-	57	38	Total Funds:	155	Blacksburg Transit
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).							

	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	452	516	Flexible STP	1,268	Blacksburg Transit
State		29	31	56	64	State	180	Blacksburg Transit
Local		8	8	56	64	Local	136	Blacksburg Transit
Year Total:	-	183	193	564	644	Total Funds:	1,584	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);							
Blacksburg Transit								
STIP ID:	BBT0021	Title: ADP Software		Recipient:		Blacksburg Transit		
Flexible STP		-	153	48		Flexible STP	201	Blacksburg Transit
State		-	31	6		State	37	Blacksburg Transit
Local		-	8	6		Local	14	Blacksburg Transit
Year Total:	-	-	192	60	-	Total Funds:	252	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).							
Blacksburg Transit								
STIP ID:	BBT0023	Title: Support Vehicles		Recipient:		Blacksburg Transit		
Flexible STP			-	133	242	Flexible STP	375	Blacksburg Transit
State			-	16	30	State	46	Blacksburg Transit
Local			-	16	30	Local	46	Blacksburg Transit
Year Total:	-	-	-	165	302	Total Funds:	467	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).							

	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	6	11	Flexible STP	36	Blacksburg Transit
State		1	3	1	1	State	6	Blacksburg Transit
Local		1	1	1	1	Local	4	Blacksburg Transit
Year Total:	-	5	20	8	13	Total Funds:	46	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)							
STIP ID: BBT0029 Title: Shop Equipment Recipient: Blacksburg Transit								
Flexible STP		179	158	241	179	Flexible STP	757	Blacksburg Transit
State		36	32	48	23	State	139	Blacksburg Transit
Local		9	8	12	23	Local	52	Blacksburg Transit
Year Total:	-	224	198	301	225	Total Funds:	948	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							
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		State	400	Blacksburg Transit
Local		50		50		Local	100	Blacksburg Transit
Year Total:	-	250	-	250	-	Total Funds:	500	Blacksburg Transit
Description:	Add funding for FY20 (add State \$200K, local \$50K).							
STIP ID: BBT0037 Title: Surveillance/Security Equipment Recipient: Blacksburg Transit								
Flexible STP			504	64		Flexible STP	568	Blacksburg Transit
State			101	8		State	109	Blacksburg Transit
Local			26	8		Local	34	Blacksburg Transit
Year Total:	-	-	631	80	-	Total Funds:	711	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).							
STIP ID: BBT0038 Title: Fare Automation System Recipient: Blacksburg Transit								
Flexible STP			245	24	131	Flexible STP	400	Blacksburg Transit
State			49	5	17	State	71	Blacksburg Transit
Local			12	1	17	Local	30	Blacksburg Transit
Year Total:	-	-	306	30	165	Total Funds:	501	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).							

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021		
STIP ID: BBT0039 Title: Rehab/Renovation of Admin Bldg. Recipient: Blacksburg Transit								
Flexible STP		40		1,212		Flexible STP	1,212	Blacksburg Transit
State		8		454		State	454	Blacksburg Transit
Local		2		454		Local	454	Blacksburg Transit
Year Total:	-	50	-	1,514		Total Funds:	1,514	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.								
STIP ID: BBT0040 Title: Construction Admin./Maintenance Facility Recipient: Blacksburg Transit								
Flexible STP					2,154	Flexible STP	2,154	Blacksburg Transit
State					269	State	269	Blacksburg Transit
Local					269	Local	269	Blacksburg Transit
Year Total:					2,692	Total Funds:	2,692	Blacksburg Transit
Amendment # 3 – Added new project to separate A & E from Construction								
STIP ID: BBT0041 Title: A&E Admin/Maintenance Facility Recipient: Blacksburg Transit								
Flexible STP		98		400		Flexible STP	498	Blacksburg Transit
State		20		50		State	70	Blacksburg Transit
Local		5		50		Local	55	Blacksburg Transit
Year Total:		123		500		Total Funds:	623	Blacksburg Transit
Amendment # 3 – Added new project to separate A & E from Construction								

	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021			
STIP ID: CRAD001 Title: Operating Assistance Recipient: City of Radford									
FTA 5307	428	458	474	503	428	FTA 5307	1,863	City of Radford	
FTA 5311						FTA 5311	-	City of Radford	
State	344	322	340	373	344	State	1,379	City of Radford	
Local	658	658	711	696	658	Local	2,723	City of Radford	
Revenues	34	34	30	30	34	Revenues	128	City of Radford	
Year Total:	1,464	1,472	1,555	1,602	1,464	Total Funds:	6,093	City of Radford	
Description:	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.								
STIP ID: CRAD004 Title: Replacement Rolling Stock Recipient: City of Radford									
Flexible STP				520	832	Flexible STP	832	City of Radford	
State				404	166	State	166	City of Radford	
Local				26	42	Local	42	City of Radford	
Year Total:	-	-	-	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		Flexible STP	120	City of Radford
State			-	24		State	24	City of Radford
Local			-	6		Local	6	City of Radford
Year Total:	-	-	-	150		Total Funds:	150	City of Radford
Description:								
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. AMENDMENT # 3							
STIP ID: NRVC001 Title: Paratransit Vehicles Recipient: New River Valley Community Services								
FTA 5310		116	116	164	160	FTA 5310	556	New River Valley CC
State		-	-	-	-	State	-	New River Valley CC
Local		29	29	41	40	Local	139	New River Valley CC
Year Total:	-	145	145	160	200	Total Funds:	695	New River Valley CC
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.							

Blacksburg Transit	Previous Funding	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 2018-2021	
FTA 5307	1,610	1,727	1,787	1,841	1,910	FTA 5307	7,265
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	10,914	5,959	1,230	6,459	7,378	Flexible STP	21,026
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	8,442	2,843	2,695	3,191	2,907	State	11,636
Local	5,544	5,156	63	5,730	6,402	Local	17,351
Revenues	215	211	4,511	272	280	Revenues	5,274
	26,725	15,896	10,286	17,493	18,877		62,552

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

	FAA	State	Local	VDOT	Total
<hr/> <hr/>					
<hr/> <hr/>					
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

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

May 2, 2019

Resolution Approving Amendment #3 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, Amendment #3 was advertised for public comment, sent to the MPO email list, posted it on the MPO website, and sent it to the MPO Interested Parties and Governmental Review Agencies, and

WHEREAS, no comments were received,

WHEREAS, the TAC recommends approval.

NOW, THEREFORE BE IT RESOLVED that the New River Valley Metropolitan Planning Organization approves Amendment # 3 to the 2018-21 TIP.

F. Craig Meadows, Chairman