# Transportation Improvement Program (TIP)

# for the

# New River Valley Metropolitan Planning Organization

***Fiscal Years 2021 – 2024***

***Approved May 7, 2020***

***Amendment # 1 Draft***

This Transportation Improvement Program was approved as a Final Report by the New River Valley Metropolitan Planning Organization on May 7, 2020.

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

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# Introduction

## Purpose and Development

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

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

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

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

## Understanding the TIP

The arrangement of the Transportation Improvement Program identifies those capital projects anticipated during fiscal years 2021-22, through 2024-25. The project tables generally include a brief description of each project and the projected funding required to complete the project. This document provides detailed project tables for highway improvements including Interstate, Primary, Urban and Secondary system projects; safety improvements, Transportation Alternative projects, public transportation improvements, and airport improvements.

## Financial Plan

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

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

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

### *Definitions and Abbreviations*

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

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

## PUBLIC TRANSPORTATION PROGRAM

### Federal Public Transportation Funding

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

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

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

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

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

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

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

## Public Transportation Project Justification Narratives

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

*Operating Assistance (Blacksburg Transit)*

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

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

Monday – Thursday 7:00 am to 12:45 am

Friday 7:00 am to 2:45 am

Saturday 9:30 am 2:45 am

Sunday 11:30 am to 11:30 pm

During reduced service* the hours of operation are:

Monday – Friday 7:00 am to 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.

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

For routes in Blacksburg, Blacksburg Transit maintains an active fleet of 53 full-sized transit buses and 18 Body-On-Chassis (BOC) vehicles and vans for a total of 71. Blacksburg Transit's fleet is 100 percent accessible. Morning pullout during full service is 47 vehicles. BT provided 4,659,053 passenger trips during fiscal year 2019.

**Service for the Town of Christiansburg**

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

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, and Blacksburg. Service is provided year-round with reduced service provided during times when Radford University is not in session.

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

Monday - Thursday: 6:50am – 10:50pm

Friday: 6:50am - 2:40am

Saturday: 9:50am - 2:40am

Sunday: 5:50pm – 11:50pm

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

Monday - Friday: 6:50am – 8:05pm

Saturday: 9:50am – 8:05pm

All Radford Transit service is "deviated fixed-route" which enables any person requesting a deviation to do so with 24-hour notice. Buses may deviate from fixed routes up to ¾ mile from the bus route.

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

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

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

## Performance Measures

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

# Appendix E, Addendum 1: Performance Based Planning and Programming – Safety Performance Measures

### Performance Targets

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established safety performance objectives as published in Virginia's 2017 – 2021 Strategic Highway Safety Plan (SHSP) and, starting in 2017, annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. The SHSP performance measure objectives are indicated in Table 1 below.

**Table 1: 2017 – 2021 SHSP Safety Performance Objectives**

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

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

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

### Connection to Other Performance Based Planning Documents

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

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

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.

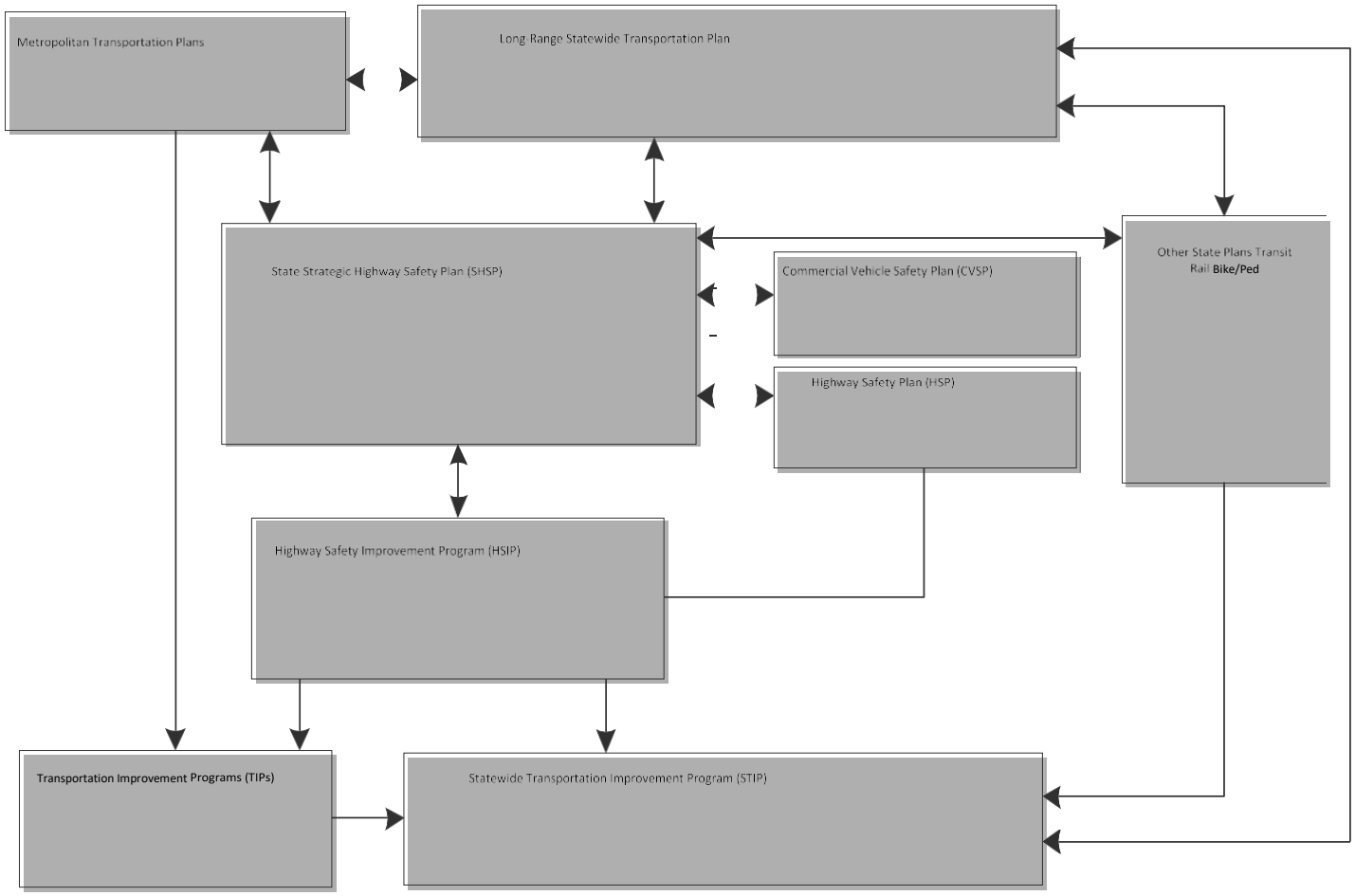
    - Objectives:

        - 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 sub recipient of FTA 5311 funds, is an American Indian Tribe, has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route mode.

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

For 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.

The National Transit Asset Management System Final Rule (49 U.S.C 625) specifies four performance measures, which apply to four TAM asset categories: equipment, rolling stock, infrastructure, and facilities. Figure 2 describes each of these measures.

**Figure 2: TAM Performance Measures by Asset Category**

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

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

Two definitions apply to these performance measures:

- **Useful Life Benchmark (ULB)**— "The expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment." For example, FTA's default ULB of a bus is 14 years.

- **FTA Transit Economic Requirements Model (TERM) Scale**—A rating system used in FTA's TERM to describe asset condition. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent).

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

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

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

**Tier II Group Plan**

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group Plan. The New River Valley programs federal transportation funds for the Town of Blacksburg (Blacksburg Transit) and the City of Radford (Radford Transit). The Town of Blacksburg (Blacksburg Transit) and the City of Radford (Radford Transit) are both Tier II agencies participating in the DRPT sponsored group TAM Plan. The MPO has integrated the goals measures and targets described in the Federal Fiscal Year 2018 Group Transit Asset Management Plan and 2020 plan Addendum into the MPO's planning and programming process specific targets for the Tier II Group TAM Plan are included in the table below.

**Table 3: TAM Targets for rolling stock and facilities: Percentage of Revenue Vehicles that have met or exceeded their ULB by Asset Type.**

| Asset Category - Performance Measure | Asset Class | 2020 Target* |
|---|---|---|
| **Revenue Vehicles** | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | AB - Articulated Bus | 15% |
| | BU - Bus | 10% |
| | CU - Cutaway | 10% |
| | MB - Minibus | 20% |
| | BR - Over-the-Road Bus | 15% |
| | TB - Trolley Bus | 10% |
| | VN - Van | 25% |
| **Equipment** | | |
| Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB) | Non-Revenue/Service Automobile | 25% |
| | Trucks and other Rubber Tire Vehicles | 25% |
| | | |
| **Facilities** | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale | Administrative and Maintenance Facility | 10% |
| | Administrative Office | 10% |
| | Maintenance Facility | 10% |
| | Passenger Facilities | 10% |

Additional information and guidance is available on FTAs Transit Asset Management website:

https://www.transit.dot.gov/TAM

FTA TAM planning factsheet:

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

# PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

OVERVIEW OF PTASP AND IMPORTANT DATES FOR MPOS
AUGUST 2020

## Background

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

**Important Dates**

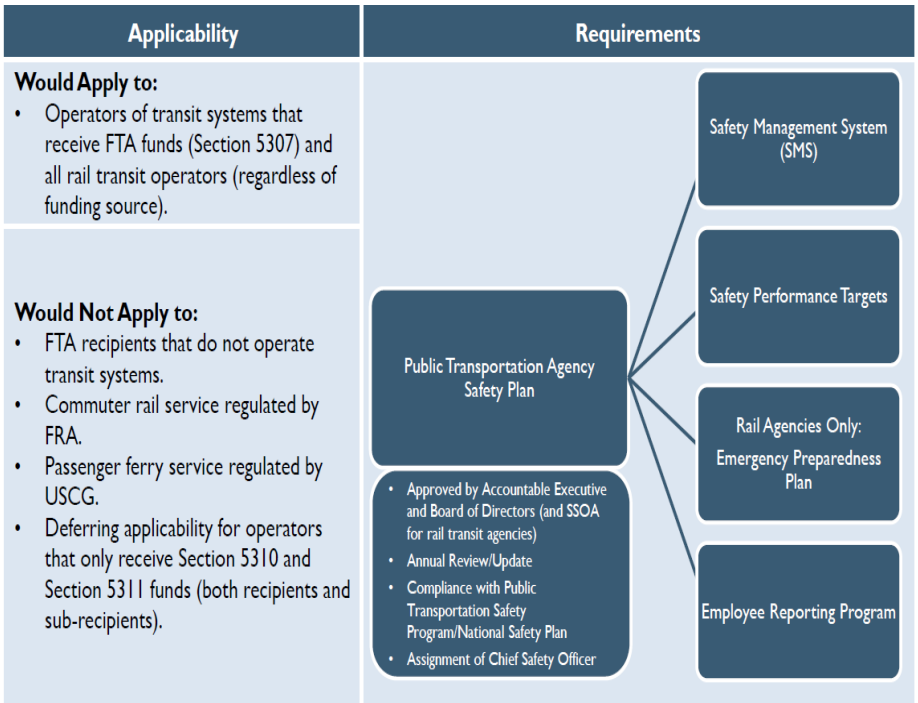
**Tier II PTASP plan effective date: 8/11/2020**

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

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

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

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



## Performance-Based Planning

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

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

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

## MPO Role

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

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

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

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

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

### Public Transportation Agency Safety Plan (PTASP)

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

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

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

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

**Tier II Group Plan**

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

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

***Blacksburg Transit***

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

*City of Radford*

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

## Information and Resources

Additional information and guidance is available on FTAs Public Transportation Safety Plan webpage: https://www.transit.dot.gov/PTASP

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

**DRPT Contact:**

Wood Hudson, Statewide transit planner
Wood.hudson@drpt.virginia.gov
804-655-4567

## Attachment A: Tier II Group PTASP Participants

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

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

**FEDERAL FUNDING CATEGORIES**

**FISCAL CONSTRAINT BY YEAR**

Highway Projects
FFY 2021 - 2024

| Fund Source | FFY 2021 | | FFY 2022 | | FFY 2023 | | FFY 2024 | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Projected Obligation Authority | Planned Obligation | Projected Obligation Authority | Planned Obligation | Projected Obligation Authority | Planned Obligation | Projected Obligation Authority | Planned Obligation | Projected Obligation Authority | Planned Obligation |
| ***Federal*** | | | | | | | | | | |
| HSIP | $0 | $0 | $302,108 | $302,108 | $0 | $0 | $0 | $0 | $302,108 | $302,108 |
| TAP | $103,250 | $103,250 | $526,181 | $526,181 | $0 | $0 | $0 | $0 | $629,431 | $629,431 |
| **Subtotal -- Federal** | **$103,250** | **$103,250** | **$828,289** | **$828,289** | **$0** | **$0** | **$0** | **$0** | **$931,539** | **$931,539** |
| ***Other*** | | | | | | | | | | |
| State Match | $25,813 | $25,813 | $207,073 | $207,073 | $0 | $0 | $0 | $0 | $232,886 | $232,886 |
| **Subtotal -- Other** | **$25,813** | **$25,813** | **$207,073** | **$207,073** | **$0** | **$0** | **$0** | **$0** | **$232,886** | **$232,886** |
| **Total** | **$129,063** | **$129,063** | **$1,035,362** | **$1,035,362** | **$0** | **$0** | **$0** | **$0** | **$1,164,425** | **$1,164,425** |
| ***Federal - ACC (1)*** | | | | | | | | | | |
| HSIP | $0 | $0 | $0 | $0 | $188,061 | $188,061 | $0 | $0 | $188,061 | $188,061 |
| NHFP | $1,134,633 | $1,134,633 | $0 | $0 | $0 | $0 | $0 | $0 | $1,134,633 | $1,134,633 |
| **Subtotal -- Federal - ACC (1)** | **$1,134,633** | **$1,134,633** | **$0** | **$0** | **$188,061** | **$188,061** | **$0** | **$0** | **$1,322,694** | **$1,322,694** |
| ***Maintenance - Federal (4)*** | | | | | | | | | | |
| BR | $1,000,000 | $1,000,000 | $1,000,000 | $1,000,000 | $1,000,000 | $1,000,000 | $1,000,000 | $1,000,000 | $4,000,000 | $4,000,000 |
| NHFP | $2,500,000 | $2,500,000 | $2,500,000 | $2,500,000 | $0 | $0 | $0 | $0 | $5,000,000 | $5,000,000 |
| NHS/NHPP | $7,113,312 | $7,113,312 | $5,399,286 | $5,399,286 | $5,399,286 | $5,399,286 | $5,399,286 | $5,399,286 | $23,311,170 | $23,311,170 |
| STP/STBG | $27,244,307 | $27,244,307 | $26,068,877 | $26,068,877 | $30,021,568 | $30,021,568 | $31,070,795 | $31,070,795 | $114,405,547 | $114,405,547 |
| **Subtotal -- Maintenance - Federal (4)** | **$37,857,619** | **$37,857,619** | **$34,968,163** | **$34,968,163** | **$36,420,854** | **$36,420,854** | **$37,470,081** | **$37,470,081** | **$146,716,717** | **$146,716,717** |

(1) ACC -- Advance Construction -- Funding included in Federal Category based on year of AC Conversion

(2) CMAQ/RSTP includes funds for TRANSIT projects

(3) Statewide and/or Multiple MPO - Federal - Funding to be obligated in Multiple MPO Regions and/or Statewide for projects as identified

(4) Maintenance Projects - Funding to be obligated for maintenance projects as identified

# New River Valley MPO

## Interstate Projects

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

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# 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) | | | | | |
| PROGRAM NOTE | All funds obligated based on current allocations/estimate | | | | | |
| ROUTE/STREET | RTE. 460 BYPASS (0460) | | | | TOTAL COST | $51,803,125 |
| | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| | | $0 | $0 | $0 | $0 | $0 |

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# New River Valley MPO

## Project Groupings

| | | | | | | |
|---|---|---|---|---|---|---|
| GROUPING | Construction : Bridge Rehabilitation/Replacement/Reconstruction | | | | | |
| ROUTE/STREET | | | | | TOTAL COST | $34,014,401 |
| | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| CN | Federal - AC CONVERSION | $283,658 | $1,134,633 | $0 | $0 | $0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| GROUPING | Construction : Rail | | | | | |
| ROUTE/STREET | | | | | TOTAL COST | $2,650,808 |
| | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| | | $0 | $0 | $0 | $0 | $0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| GROUPING | Construction : Safety/ITS/Operational Improvements | | | | | |
| ROUTE/STREET | | | | | TOTAL COST | $59,762,604 |
| | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| CN AC | Federal - AC | $159,176 | $1,432,587 | $0 | $0 | $0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| GROUPING | Construction : Transportation Enhancement/Byway/Non-Traditional | | | | | |
| ROUTE/STREET | | | | | TOTAL COST | $12,736,860 |
| | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| RW | Federal - TAP/F | $20,813 | $83,250 | $0 | $0 | $0 |
| | Federal - TAP/SU | $5,000 | $20,000 | $0 | $0 | $0 |
| RW TOTAL | | $25,813 | $103,250 | $0 | $0 | $0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CN | Federal - AC CONVERSION | $47,015 | $0 | $0 | $188,061 | $0 |
| | Federal - HSIP | $75,527 | $0 | $302,108 | $0 | $0 |
| | Federal - TAP/F | $97,088 | $0 | $388,350 | $0 | $0 |
| | Federal - TAP/SU | $34,458 | $0 | $137,831 | $0 | $0 |
| CN TOTAL | | $254,088 | $0 | $828,289 | $188,061 | $0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| GROUPING | Maintenance : Preventive Maintenance and System Preservation | | | | | |
| PROGRAM NOTE | Funding identified to be obligated districtwide as projects are identified. | | | | | |
| ROUTE/STREET | | | | | TOTAL COST | $85,964,101 |
| | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| CN | Federal - NHFP | $0 | $2,500,000 | $2,500,000 | $0 | $0 |
| | Federal - NHS/NHPP | $0 | $4,399,286 | $4,399,286 | $4,399,286 | $4,399,286 |
| | Federal - STP/STBG | $0 | $10,437,163 | $12,855,974 | $17,362,178 | $22,711,642 |
| CN TOTAL | | $0 | $17,336,449 | $19,755,260 | $21,761,464 | $27,110,928 |

| | | | | | | |
|---|---|---|---|---|---|---|
| GROUPING | Maintenance : Preventive Maintenance for Bridges | | | | | |
| PROGRAM NOTE | Funding identified to be obligated districtwide as projects are identified. | | | | | |
| ROUTE/STREET | | | | | TOTAL COST | $45,370,193 |
| | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| CN | Federal - BR | $0 | $1,000,000 | $1,000,000 | $1,000,000 | $1,000,000 |
| | Federal - NHS/NHPP | $0 | $2,714,026 | $1,000,000 | $1,000,000 | $1,000,000 |
| | Federal - STP/STBG | $0 | $13,711,369 | $8,692,278 | $7,776,634 | $5,475,886 |
| CN TOTAL | | $0 | $17,425,395 | $10,692,278 | $9,776,634 | $7,475,886 |



| | | | | | | |
|---|---|---|---|---|---|---|
| GROUPING | Maintenance : Traffic and Safety Operations | | | | | |
| PROGRAM NOTE | Funding identified to be obligated districtwide as projects are identified. | | | | | |
| ROUTE/STREET | | | | | TOTAL COST | $15,382,423 |
| | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| CN | Federal - STP/STBG | $0 | $3,095,775 | $4,520,625 | $4,882,756 | $2,883,267 |

| | | | | | | |
|---|---|---|---|---|---|---|
| GROUPING | Transit : Engineering | | | | | |
| ROUTE/STREET | | | | | TOTAL COST | $9,340,000 |
| | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| | | $0 | $0 | $0 | $0 | $0 |

# Appendix A

Projects by Grouping

## New River Valley MPO

### Construction : Bridge Rehabilitation/Replacement/Reconstruction

| System | UPC | Jurisdiction / Name / Description | Street(Route) | Estimate |
|---|---|---|---|---|
| Interstate | 93074 | Christiansburg 0081 | | $34,014,401 |
| | | #SGR RTE 81 - APPROACHES AND BR OVER RT 8 ; 22513 AND 22515 | | |
| | | FROM: 0.381 Mile South of Christiansburg SCL TO: 0.510 Mile North of Christiansburg SCL (0.8910 MI) | | |
| Miscellaneous | T19049 | Salem District-wide 0000 | | $0 |
| | | BRIDGE REHABILITATION/REPLACEMENT | | |
| Construction: Bridge Rehabilitation/Replacement/Reconstruction Total | | | | $34,014,401 |

### Construction : Rail

| System | UPC | Jurisdiction / Name / Description | Street(Route) | Estimate |
|---|---|---|---|---|
| Miscellaneous | T19041 | Salem District-wide 0000 | | $0 |
| | | CN: RAIL | | |
| Miscellaneous | 112018 | Statewide HIGHWAY-RAIL SAFETY (0000) | | $700,000 |
| | | Highway-Rail Safety Inventory Section 130 PE Only | | |
| | | FROM: Statewide TO: Statewide | | |
| Miscellaneous | 112213 | Statewide HIGHWAY RAIL SAFETY (0000) | | $300,000 |
| | | Highway-Rail Section 130 Pre Scoping PE Only | | |
| | | FROM: Statewide TO: Statewide | | |
| Miscellaneous | 112497 | Statewide VARIOUS (0000) | | $500,000 |
| | | ENVIRONMENTAL EQ429 FORM PROCESSING CHARGES | | |
| | | FROM: FOR HIGHWAY/RAIL SAFETY PROJECTS WITHOUT PE NUMBERS TO: ASSIGNED | | |
| Urban | 105608 | Christiansburg CHRISMAN MILL RD (0000) | | $1,150,808 |
| | | Chrisman Mill Rd -Realign N Side of Road at Crossing | | |
| | | FROM: 1.1 Mi. N. of Silver Lake Road (SR 662) TO: 1.2 Mi. N. of Silver Lake Road (SR 662) | | |
| Construction: Rail Total | | | | $2,650,808 |

### Construction: Safety/ITS/Operational Improvements

| System | UPC | Jurisdiction / Name / Description | Street(Route) | Estimate |
|---|---|---|---|---|
| Interstate | 116039 | Statewide 0081 | | $12,500,000 |
| | | I-81 DMS Installation | | |
| | | FROM: Various TO: Various | | |
| Interstate | 107802 | Statewide 9999 | | $918,907 |
| | | Incident Management Emergency Evacuation and Detour Plans | | |
| | | FROM: Various TO: Various | | |
| Interstate | 110551 | Statewide 9999 | | $362,560 |
| | | Traffic Video Expansion - Statewide | | |
| | | FROM: Various TO: Various | | |
| Interstate | 110912 | Statewide 9999 | | $813,019 |
| | | Statewide Truck Parking Management System - Phase 1 | | |
| | | FROM: Various TO: Various | | |

Appendix is for informational purposes only.

## New River Valley MPO

### Construction : Safety/ITS/Operational Improvements

| System | UPC | Jurisdiction / Name / Description | Street(Route) | Estimate |
|---|---|---|---|---|
| Interstate | 111613 | Statewide 9999<br>Statewide Truck Parking Management System - Phase 2<br>FROM: Various TO: Various | | $1,807,000 |
| Interstate | 111892 | Statewide 9999<br>ATMS - Phase 1, 2, 3, 4<br>FROM: Various TO: Various | | $0 |
| Interstate | 114400 | Statewide 9999<br>Drone Technology Project<br>FROM: Various TO: Various | | $300,000 |
| Interstate | 115854 | Statewide 9999<br>ITTF FY20 Arterial Operations Program Dashboard<br>FROM: n/a TO: n/a | | $1,250,000 |
| Interstate | 115855 | Statewide 9999<br>ITTF FY20 High Speed Communications<br>FROM: Various TO: Various | | $4,700,000 |
| Miscellaneous | T19045 | Salem District-wide 0000<br>CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS | | $0 |
| Miscellaneous | 105481 | Statewide 0000<br>Implement iPeMS (Iteris Performance Measurement<br>System) FROM: various TO: various | | $1,400,000 |
| Miscellaneous | 114193 | Statewide VARIOUS (9999)<br>PEDESTRIAN IMPROVEMENTS AT PRIORITY CORRIDOR STATEWIDE<br>FROM: VARIOUS TO: VARIOUS | | $0 |
| Primary | 108909 | Christiansburg US 460 EB RAMP (0460)<br>#HB2.FY17 Route 460 at Franklin Street EB Ramp Construction<br>FROM: US Route 460 Bypass Ramp TO: Franklin Street (Route 460 Business) (0.2680 MI) | | $1,751,751 |
| Secondary | 106701 | Salem District-wide 9999<br>HRRR - Safety Improvements<br>FROM: Int. Rte. 757 and Rte. 1535 TO: Int. Rte. 655 and Rte. 616 | | $1,841,763 |
| Urban | 104387 | Christiansburg N. FRANKLIN / CAMBRIA (0460)<br>#HB2.FY17 Intersection Improv - N. Franklin St/Cambria St<br>FROM: 0.25 mi N of intersection with Cambria St (Rte. 111) TO: 0.02 mi N of intersection with Independence Blvd (0.7700 MI) | | $7,483,928 |
| Urban | 8746 | Christiansburg PEPPERS FERRY RD (0114)<br>RTE 114 - PEPPERS FERRY ROAD - WIDEN TO 4 LANES<br>FROM: ROUTE 460 TO: 0.789 Km East of WCL (1.5309 KM) | | $24,633,676 |
| Construction: Safety/ITS/Operational Improvements Total | | | | $59,762,604 |

### Construction: Transportation Enhancement/Byway/Non-Traditional

| System | UPC | Jurisdiction / Name / Description | Street(Route) | Estimate |
|---|---|---|---|---|
| Enhancement | 113355 | Blacksburg MAIN STREET (0000)<br>Main Street Pedestrian Improvements<br>FROM: Roanoke Street TO: Washington Street | | $780,250 |

## New River Valley MPO

### 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 | 108360 | Christiansburg | 0000 | $1,200,431 |
| | | Huckleberry Trail - Phase 3 | | |
| | | FROM: Future Peppers Ferry Rd Connector TO: Intersection of Gold Leaf Dr and Independence Blvd | | |
| Enhancement | 113352 | Christiansburg | ROANOKE STREET (0000) | $958,226 |
| | | Roanoke Street Sidewalk at 460 By-Pass | | |
| | | FROM: 600 ft. east of Falling Branch Rd TO: Hubble Drive on Roanoke Street | | |
| Enhancement | 104770 | Montgomery County | HUCKLEBERRY TRAIL (0000) | $425,764 |
| | | Huckleberry Trail - Phase 2D | | |
| | | FROM: Providence Boulevard TO: Food Lion Shopping Plaza (0.5400 MI) | | |
| Enhancement | 103920 | Blacksburg | EN01 | $20,501 |
| | | Virginia Tech, Hokie Bikeways C505 fence | | |
| Enhancement | 94264 | Montgomery County | EN09 | $314,453 |
| | | Huckleberry Trail Extension | | |
| | | FROM: Route 114 - Peppers Ferry Road (at Wal-Mart parking lot) TO: Farm View Road Extension (at Home Depot parking lot) | | |
| Enhancement | 111319 | Blacksburg | BIKE PARKING AMENITIES (EN17) | $160,885 |
| | | Town of Blacksburg - Bike Parking | | |
| | | FROM: Various TO: Various | | |
| Enhancement | 111314 | Christiansburg | DEPOT PARK TRAIL (EN17) | $499,045 |
| | | Depot Park Trail Extension | | |
| | | FROM: Mill Lane TO: Depot Park | | |
| Miscellaneous | T19040 | Salem District-wide | 0000 | $0 |
| | | CN: TRANSPORTATION ENHANCEMENT/BYWAY/OTHER NON-TRADITIONAL | | |
| Primary | 105518 | Christiansburg | FALLING BRANCH PARK AND RIDE (9999) | $4,665,302 |
| | | 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) | | |
| Urban | 56407 | Christiansburg | EN00 | $1,903,986 |
| | | TOWN OF CHRISTIANSBURG - STREETSCAPING AND PEDESTRIAN | | |
| | | SAFETY MEASURES WITHING THE CENTRAL BUSINESS DISTRICT | | |
| Construction: Transportation Enhancement/Byway/Non-Traditional Total | | | | $12,736,860 |

### Maintenance: Preventive Maintenance and System Preservation

| | System | UPC Jurisdiction / Name / Description | Street(Route) | Estimate |
|---|---|---|---|---|
| Miscellaneous | T14722 | Salem District-wide | 0000 | $85,964,101 |
| | | STIP-MN Salem: Preventive MN and System Preservation | | |
| Maintenance: Preventive Maintenance and System Preservation Total | | | | $85,964,101 |

## New River Valley MPO

### Maintenance : Preventive Maintenance for Bridges

| | System | UPC | Jurisdiction / Name / Description | Street(Route) | Estimate |
|---|---|---|---|---|---|
| Miscellaneous | T14721 | Salem District-wide | 0000 | | $45,370,193 |
| | | STIP-MN Salem: Preventive MN for Bridges | | | |
| Maintenance: Preventive Maintenance for Bridges Total | | | | | $45,370,193 |

### Maintenance: Traffic and Safety Operations

| | System | UPC | Jurisdiction / Name / Description | Street(Route) | Estimate |
|---|---|---|---|---|---|
| Miscellaneous | T14720 | Salem District-wide | 0000 | | $15,382,423 |
| | | STIP-MN Salem: Traffic and Safety Operations | | | |
| Maintenance: Traffic and Safety Operations Total | | | | | $15,382,423 |

### Transit: Engineering

| | System | UPC | Jurisdiction / Name / Description | Street(Route) | Estimate |
|---|---|---|---|---|---|
| Miscellaneous | T19064 | Salem District-wide | 0000 | | $0 |
| | | CN: TRANSIT ENGINEERING | | | |
| Urban | 70594 | Christiansburg | 114/460 CONNECT. (0114) | | $9,340,000 |
| | | N. Franklin St - Rte114 - CONNECTOR TO ROUTE 460 | | | |
| Transit : Engineering Total | | | | | $9,340,000 |

| | |
|---|---|
| **New River Valley MPO Total** | **$265,221,390** |

| | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 2021-2024 | | |
|---|---|---|---|---|---|---|---|---|
| STIP ID: | **BBT0001** | Title: Operating Assistance | | Recipient: | **Blacksburg Transit** | | | |
| FTA 5307 | 1,552 | 1,877 | 2,080 | 2,211 | 2,315 | FTA 5307 | **10,035** | Blacksburg Transit |
| State | 2,344 | 2,835 | 3,141 | 3,339 | 3,497 | State | **15,156** | Blacksburg Transit |
| Local | 4,472 | 5,408 | 5,992 | 6,369 | 6,670 | Local | **28,911** | Blacksburg Transit |
| Revenues | 170 | 206 | 228 | 243 | 254 | Revenues | **1,101** | Blacksburg Transit |
| ***Year Total:*** | **8,538** | **10,327** | **11,441** | **12,162** | **12,735** | ***Total Funds:*** | **55,203** | Blacksburg Transit |
| Description: | | | | | | | | |
| STIP ID: | **BBT0002** | Title: Replacement Rolling Stock | | Recipient: | **Blacksburg Transit** | | | |
| Flexible STP | 208 | 894 | 17,608 | 3,051 | 3,804 | Flexible STP | **25,565** | Blacksburg Transit |
| Fed 5339 | 2,658 | | | | | Fed 5339 | **2,658** | |
| VW Trust | 2,527 | | | | | VW Trust | **2,527** | |
| State | 573 | 112 | 2,201 | 381 | 476 | State | **3,743** | Blacksburg Transit |
| Local | 143 | 112 | 2,201 | 381 | 476 | Local | **3,313** | Blacksburg Transit |
| ***Year Total:*** | **6,109** | **1,118** | **22,010** | **3,814** | **4,756** | ***Total Funds:*** | **37,806** | Blacksburg Transit |
| Description: | Includes all-electric buses for FY22-FY24. | | | | | | | |
| STIP ID: | **BBT0010** | Title: Eng. Design /Construction Multi-Modal Transfer Facility | | Recipient: | **Blacksburg Transit** | | | |
| Flexible STP | | 4,800 | | | | Flexible STP | 4,800 | Blacksburg Transit |
| State | | 600 | | | | State | 600 | Blacksburg Transit |
| Local | | 600 | | | | Local | 600 | Blacksburg Transit |
| ***Year Total:*** | | **6,000** | **-** | **-** | **-** | ***Total Funds:*** | **6,000** | Blacksburg Transit |
| Description: | Amendment # 1 adds funding in FY21. 11/5/20 | | | | | | | |

| | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 2021-2024 | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| STIP ID: | **BBT0016** | Title: Expansion Rolling Stock | | Recipient: | **Blacksburg Transit** | | | |
| Flexible STP | 112 | 228 | 0 | 1,731 | 1,363 | Flexible STP | **3,434** | Blacksburg Transit |
| FTA 5339 | 22 | **0** | 0 | 0 | 0 | **0** | **22** | Blacksburg Transit |
| State | 6 | 29 | 0 | 216 | 170 | State | **421** | Blacksburg Transit |
| Local | - | 29 | 0 | 216 | 170 | Local | - **415** | Blacksburg Transit |
| ***Year Total:*** | **140** | **286** | **0** | **2,164** | **1,704** | ***Total Funds:*** | **4,292** | Blacksburg Transit |
| Description: | Includes all-electric buses for FY22-FY24. | | | | | | | |
| STIP ID: | **BBT0017** | Title: Passenger Shelters | | Recipient: | **Blacksburg Transit** | | | |
| Flexible STP | 19 | 48 | 42 | 25 | 23 | Flexible STP | **157** | Blacksburg Transit |
| State | 4 | 6 | 5 | 3 | 3 | State | **21** | Blacksburg Transit |
| Local | 1 | 6 | 5 | 3 | 3 | Local | **18** | Blacksburg Transit |
| ***Year Total:*** | **24** | **60** | **52** | **31** | **29** | ***Total Funds:*** | **196** | Blacksburg Transit |
| Description: | | | | | | | | |

| | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 2021-2024 | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| STIP ID: | **BBT0020** | Title: ADP Hardware (Technology Replacement and Expansion) | | Recipient: | **Blacksburg Transit** | | | |
| Flexible STP | 104 | 150 | 84 | 29 | 91 | Flexible STP | **458** | Blacksburg Transit |
| State | 21 | 19 | 11 | 4 | 11 | State | **66** | Blacksburg Transit |
| Local | 5 | 19 | 11 | 4 | 11 | Local | **50** | Blacksburg Transit |
| ***Year Total:*** | **130** | **188** | **105** | **37** | **114** | ***Total Funds:*** | **574** | Blacksburg Transit |
| Description: | | | | | | | | |
| STIP ID: | **BBT0021** | Title: ADP Software | | Recipient: | **Blacksburg Transit** | | | |
| Flexible STP | 292 | 160 | 400 | 480 | 400 | Flexible STP | **1,732** | Blacksburg Transit |
| State | 58 | 20 | 50 | 60 | 50 | State | **238** | Blacksburg Transit |
| Local | 15 | 20 | 50 | 60 | 50 | Local | **195** | Blacksburg Transit |
| ***Year Total:*** | **365** | **200** | **500** | **600** | **500** | ***Total Funds:*** | **2,165** | Blacksburg Transit |
| Description: | | | | | | | | |
| STIP ID: | **BBT0023** | Title: Support Vehicles | | Recipient: | **Blacksburg Transit** | | | |
| Flexible STP | 28 | 128 | 306 | 187 | 0 | Flexible STP | **649** | Blacksburg Transit |
| State | 6 | 16 | 38 | 23 | 0 | State | **83** | Blacksburg Transit |
| Local | 1 | 16 | 38 | 23 | 0 | Local | **78** | Blacksburg Transit |
| ***Year Total:*** | **35** | **160** | **382** | **233** | **0** | ***Total Funds:*** | **810** | Blacksburg Transit |
| Description: | | | | | | | | |

| | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 2021-2024 | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| STIP ID: | **BBT0028** | Title: Radios | | Recipient: | **Blacksburg Transit** | | | |
| Flexible STP | 7 | 12 | 14 | 9 | 10 | Flexible STP | **52** | Blacksburg Transit |
| State | 1 | 1 | 2 | 1 | 1 | State | **6** | Blacksburg Transit |
| Local | - | 1 | 2 | 1 | 1 | Local | **5** | Blacksburg Transit |
| ***Year Total:*** | **8** | **14** | **18** | **11** | **12** | ***Total Funds:*** | **63** | Blacksburg Transit |
| Description: | | | | | | | | |
| STIP ID: | **BBT0029** | Title: Shop Equipment | | Recipient: | **Blacksburg Transit** | | | |
| Flexible STP | 96 | 83 | 143 | 160 | 180 | Flexible STP | **662** | Blacksburg Transit |
| State | 19 | 10 | 18 | 20 | 23 | State | **90** | Blacksburg Transit |
| Local | 5 | 10 | 18 | 20 | 23 | Local | **76** | Blacksburg Transit |
| ***Year Total:*** | **120** | **103** | **179** | **200** | **226** | ***Total Funds:*** | **828** | Blacksburg Transit |
| Description: | | | | | | | | |
| STIP ID: | **BBT0035** | Title: Fleet Rebranding - Graphics | | Recipient: | **Blacksburg Transit** | | | |
| Flexible STP | | | | | | Flexible STP | **-** | Blacksburg Transit |
| State | | | | | | State | **-** | Blacksburg Transit |
| Local | | | | | | Local | **-** | Blacksburg Transit |
| ***Year Total:*** | **-** | | **-** | **-** | **-** | ***Total Funds:*** | **-** | Blacksburg Transit |
| | | | | | | | | |

| | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 2021-2024 | | |
|---|---|---|---|---|---|---|---|---|
| STIP ID: | **BBT0036** | Title: NRV Bikeshare | | Recipient: | **Blacksburg Transit** | | | |
| Flexible STP | 0 | 0 | 0 | 0 | 0 | Flexible STP | 0 | Blacksburg Transit |
| State | 0 | 20 | 0 | 0 | 0 | State | **20** | Blacksburg Transit |
| Local | 0 | 20 | 0 | 0 | 0 | Local | **20** | Blacksburg Transit |
| ***Year Total:*** | **0** | **40** | **0** | **0** | **0** | ***Total Funds:*** | **40** | Blacksburg Transit |
| Description: | | | | | | | | |
| STIP ID: | **BBT0037** | Title: Surveillance/Security Equipment | | Recipient: | **Blacksburg Transit** | | | |
| Flexible STP | 77 | 0 | 0 | 0 | 0 | Flexible STP | **77** | Blacksburg Transit |
| State | 15 | 0 | 0 | 0 | 0 | State | **15** | Blacksburg Transit |
| Local | 4 | 0 | 0 | 0 | 0 | Local | **4** | Blacksburg Transit |
| ***Year Total:*** | **96** | **0** | **0** | **0** | **0** | ***Total Funds:*** | **96** | Blacksburg Transit |
| Description: | | | | | | | | |
| STIP ID: | **BBT0038** | Title: Fare Automation System | | Recipient: | **Blacksburg Transit** | | | |
| Flexible STP | 24 | 0 | 160 | 0 | 0 | Flexible STP | **184** | Blacksburg Transit |
| State | 5 | 0 | 20 | 0 | 0 | State | **25** | Blacksburg Transit |
| Local | 1 | 0 | 20 | 0 | 0 | Local | **21** | Blacksburg Transit |
| ***Year Total:*** | **30** | **0** | **200** | **0** | **0** | ***Total Funds:*** | **230** | Blacksburg Transit |
| Description: | | | | | | | | |

| | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 2021-2024 | | |
|---|---|---|---|---|---|---|---|---|
| STIP ID: | **BBT0039** | Title: Rehab/Renovation of Admin Bldg. | | Recipient: | **Blacksburg Transit** | | | |
| Flexible STP | 144 | 74 | 0 | 0 | 0 | Flexible STP | **218** | Blacksburg Transit |
| State | 29 | 9 | 0 | 0 | 0 | State | **38** | Blacksburg Transit |
| Local | 7 | -9 | 0 | 0 | 0 | Local | **16** | Blacksburg Transit |
| ***Year Total:*** | **180** | **92** | **0** | **0** | **0** | ***Total Funds:*** | **272** | Blacksburg Transit |
| Description: | | | | | | | | |
| STIP ID: | **BBT0040** | Title: Construction Admin./Maintenance Facility | | Recipient: | **Blacksburg Transit** | | | |
| Flexible STP | | 7,360 | 0 | 0 | 0 | Flexible STP | 7,360 | Blacksburg Transit |
| State | | 920 | 0 | 0 | 0 | State | 920 | Blacksburg Transit |
| Local | | 920 | 0 | 0 | 0 | Local | 920 | Blacksburg Transit |
| ***Year Total:*** | | **9,200** | **0** | **0** | **0** | ***Total Funds:*** | **9,200** | Blacksburg Transit |
| Description: | | | | | | | | |
| STIP ID: | **BBT0041** | Title: A&E Admin/Maintenance Facility | | Recipient: | **Blacksburg Transit** | | | |
| Flexible STP | 400 | 264 | 0 | 0 | 0 | Flexible STP | 664 | Blacksburg Transit |
| State | 80 | 33 | 0 | 0 | 0 | State | 113 | Blacksburg Transit |
| Local | 20 | 33 | 0 | 0 | 0 | Local | 53 | Blacksburg Transit |
| ***Year Total:*** | **500** | **330** | **0** | **0** | **0** | ***Total Funds:*** | **830** | Blacksburg Transit |
| Description: | | | | | | | | |

| STIP ID: | BBT0042 | Title: Other-Electric Bus On-Route Charger | | Recipient: | Blacksburg Transit | | | |
|---|---|---|---|---|---|---|---|---|
| Flexible STP | 152 | 0 | 580 | 0 | 0 | Flexible STP | 732 | Blacksburg Transit |
| FTA 5339 | 449 | | | | | FTA 5339 | 449 | |
| VW Trust | 263 | | | | | VW Trust | 263 | |
| State | 120 | 0 | 73 | 0 | 0 | State | 193 | Blacksburg Transit |
| Local | 31 | 0 | 73 | 0 | 0 | Local | 104 | Blacksburg Transit |
| ***Year Total:*** | **1,015** | **0** | **725** | **0** | **0** | ***Total Funds:*** | **1,740** | Blacksburg Transit |
| Description: | | | | | | | | |

| | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 2021-2024 | | |
|---|---|---|---|---|---|---|---|---|
| STIP ID: | BBT0043 | Title: Infrastructure: Bus Pull-Offs | | Recipient: | Blacksburg Transit | | | |
| Flexible STP | | 70 | 60 | 64 | 64 | Flexible STP | 258 | Blacksburg Transit |
| State | | 9 | 8 | 8 | 8 | State | 32 | Blacksburg Transit |
| Local | | 9 | 8 | 8 | 8 | Local | 32 | Blacksburg Transit |
| ***Year Total:*** | | **87** | **75** | **80** | **80** | ***Total Funds:*** | **322** | Blacksburg Transit |
| Description: | | | | | | | | |

| | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 2021-2024 | | |
|---|---|---|---|---|---|---|---|---|
| STIP ID: | BBT0044 | Title: Other-Building Facility Items and Fixtures | | Recipient: | Blacksburg Transit | | | |
| Flexible STP | | 200 | 0 | 0 | 0 | Flexible STP | 200 | Blacksburg Transit |
| State | | 25 | 0 | 0 | 0 | State | 25 | Blacksburg Transit |
| Local | | 25 | 0 | 0 | 0 | Local | 25 | Blacksburg Transit |
| ***Year Total:*** | | **250** | **0** | **0** | **0** | ***Total Funds:*** | **250** | Blacksburg Transit |
| Description: | | | | | | | | |

| STIP ID: | **CRAD001** | Title: Operating Assistance | | | Recipient: | **City of Radford** | | | |
|---|---|---|---|---|---|---|---|---|---|
| FTA 5307 | 503 | 513 | 523 | 534 | 545 | FTA 5307 | **2,618** | City of Radford |
| FTA 5311 | | | | | | FTA 5311 | **-** | City of Radford |
| State | 374 | 381 | 389 | 397 | 405 | State | **1,946** | City of Radford |
| Local | 695 | 734 | 758 | 781 | 805 | Local | **3,773** | City of Radford |
| Revenues | 30 | 37 | 37 | 37 | 37 | Revenues | **178** | City of Radford |
| ***Year Total:*** | **1,602** | **1,665** | **1,707** | **1,749** | **1,792** | ***Total Funds:*** | **6,093** | City of Radford |
| Description: | | | | | | | | |
| STIP ID: | **CRAD004** | Title: Replacement Rolling Stock | | | Recipient: | **City of Radford** | | |
| Flexible STP | 832 | | 432 | | | Flexible STP | **964** | City of Radford |
| State | 166 | | 86 | | | State | **252** | City of Radford |
| Local | 42 | | 22 | | | Local | **64** | City of Radford |
| ***Year Total:*** | **1,040** | **-** | **540** | | | ***Total Funds:*** | **1,580** | City of Radford |
| | | | | | | | | |

| | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 2021-2024 | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| STIP ID: | **CRAD005** | Title: Purchase Support Vehicles | | Recipient: | **City of Radford** | | | |
| Flexible STP | | | 8 | 28 | | Flexible STP | **36** | City of Radford |
| State | | | 1 | 5 | | State | **6** | City of Radford |
| Local | | | 1 | 1 | | Local | **2** | City of Radford |
| ***Year Total:*** | **-** | | **10** | **34** | **-** | ***Total Funds:*** | **44** | City of Radford |
| Description: | Hand Held Radio, IT | | | | | | | |
| STIP ID: | **CRAD006** | Title: Engineering Design Transit Facility | | Recipient: | **City of Radford** | | | |
| Flexible STP | | 480 | - | 9,600 | | Flexible STP | **10,080** | City of Radford |
| State | | 96 | - | 1,920 | | State | **2,016** | City of Radford |
| Local | | 24 | - | 480 | | Local | **504** | City of Radford |
| ***Year Total:*** | **-** | **600** | **-** | **12,000** | | ***Total Funds:*** | **12,600** | 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: | | | | | | | | |
| STIP ID: | **CRAD008** | Title: Purchase Shop Equipment | | 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: | | | | | | | | |

| | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 2021-2024 | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| 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: | . | | | | | | | |
| STIP ID: | **CRAD012** | Title: Purchase Spare Parts | | 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: | | | | | | | | |
| STIP ID: | **NRVC001** | Title: Paratransit Vehicles | | Recipient: | **New River Valley Community Services** | | | |
| FTA 5310 | | 184 | 138 | 242 | 138 | FTA 5310 | **702** | New River Valley CC |
| State | | - | - | - | - | State | **-** | New River Valley CC |
| Local | | 46 | 34 | 61 | 34 | Local | **175** | New River Valley CC |
| ***Year Total:*** | **-** | **230** | **172** | **303** | **172** | ***Total Funds:*** | **887** | New River Valley CC |
| Description: | | | | | | | | |

| STIP ID: | NRVC002 | Title: CADD Hardware & Software | | | Recipient: | New River Valley Community Services | |
|---|---|---|---|---|---|---|---|
| FTA 5310 | | 77 | | | | FTA 5310 | **77** |
| State | | - | | | | State | **-** |
| Local | | 19 | | | | Local | **19** |
| ***Year Total:*** | **-** | **96** | | | | ***Total Funds:*** | **96** |
| Description: | . | | | | | | |

| **Blacksburg Transit** | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 2021-2024 | |
|---|---|---|---|---|---|---|---|
| FTA 5307 | 1,522 | 1,877 | 2,080 | 2,211 | 2,315 | FTA 5307 | 8,482 |
| FTA 5309 | - | - | - | - | - | FTA 5309 | - |
| FTA 5310 | - | - | - | - | - | FTA 5310 | - |
| FTA 5311 | - | - | - | - | - | FTA 5311 | - |
| FTA 5314 | - | - | - | - | - | FTA 5314 | - |
| FTA 5337 | - | - | - | - | - | FTA 5337 | - |
| FTA 5339 | 3,129 | - | - | - | - | FTA 5339 | - |
| FTA ADTAP | - | - | - | - | - | FTA ADTAP | - |
| FTA DPF | - | - | - | - | - | FTA DPF | - |
| FTA TIGER | - | - | - | - | - | FTA TIGER | - |
| FBD | - | - | - | - | - | FBD | - |
| Flexible STP | 1,663 | 14,471 | 19,397 | 5,736 | 5,935 | Flexible STP | 45,541 |
| CMAQ | - | - | - | - | - | CMAQ | - |
| RSTP | - | - | - | - | - | RSTP | - |
| FHWA TAP | - | - | - | - | - | FHWA TAP | - |
| TIFIA | - | - | - | - | - | TIFIA | - |
| Other Federal | - | - | - | - | - | Other Federal | - |
| VW Trust | 2,790 | | | | | VW Trust | 2,790 |
| State | 3,281 | 4,664 | 5,567 | 4,055 | 4,239 | State | 21,805 |
| Local | 4,705 | 7,237 | 8,418 | 7,085 | 7,412 | Local | 34,856 |
| Revenues | 170 | 206 | 228 | 243 | 254 | Revenues | 1,101 |
| | 17,790 | 22,455 | 35,687 | 19,333 | 20,155 | | 121,348 |

| **City of Radford** | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 2021-2024 | |
|---|---|---|---|---|---|---|---|
| FTA 5307 | 503 | 513 | 523 | 534 | 545 | FTA 5307 | 2,618 |
| 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 | 14,225 |
| CMAQ | - | - | - | - | - | CMAQ | - |
| RSTP | - | - | - | - | - | RSTP | - |
| FHWA TAP | - | - | - | - | - | FHWA TAP | - |
| TIFIA | - | - | - | - | - | TIFIA | - |
| Other Federal | - | - | - | - | - | Other Federal | - |
| State | 374 | 381 | 389 | 397 | 405 | State | 1,946 |
| Local | 658 | 677 | 713 | 684 | 680 | Local | 3,773 |
| Revenues | 30 | 37 | 37 | 37 | 37 | Revenues | 148 |
| *Totals* | 1,464 | 1,667 | 1,600 | 2,114 | 2,004 | | 7,385 |

| **New River Valley Community Services** | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 2021-2024 | |
|---|---|---|---|---|---|---|---|
| FTA 5307 | - | - | - | - | - | FTA 5307 | - |
| FTA 5309 | - | - | - | - | - | FTA 5309 | - |
| FTA 5310 | - | 261 | 138 | 242 | 138 | FTA 5310 | 973 |
| 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 | - | 65 | 34 | 61 | 34 | Local | 194 |
| Revenues | - | - | - | - | - | Revenues | - |
| *Totals* | **-** | 326 | 172 | 303 | 172 | | 973 |

| **New River Valley MPO** | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 2021-2024 | |
|---|---|---|---|---|---|---|---|
| FTA 5307 | 1,522 | 2,390 | 2,603 | 2,745 | 2,860 | FTA 5307 | 12,120 |
| FTA 5309 | - | - | - | - | - | FTA 5309 | - |
| FTA 5310 | - | 261 | 138 | 242 | 138 | FTA 5310 | 779 |
| FTA 5311 | - | - | - | - | - | FTA 5311 | - |
| FTA 5314 | - | - | - | - | - | FTA 5314 | - |
| FTA 5337 | - | - | - | - | - | FTA 5337 | - |
| FTA 5339 | 3,129 | - | - | - | - | FTA 5339 | 3,129 |
| FTA ADTAP | - | - | - | - | - | FTA ADTAP | - |
| FTA DPF | - | - | - | - | - | FTA DPF | - |
| FTA TIGER | - | - | - | - | - | FTA TIGER | - |
| FBD | - | - | - | - | - | FBD | - |
| Flexible STP | 1,663 | 9,827 | 19,433 | 6,256 | 6,367 | Flexible STP | 43,546 |
| CMAQ | - | - | - | - | - | CMAQ | - |
| RSTP | - | - | - | - | - | RSTP | - |
| FHWA TAP | - | - | - | - | - | FHWA TAP | - |
| TIFIA | - | - | - | - | - | TIFIA | - |
| Other Federal | - | - | - | - | - | Other Federal | - |
| VW Trust | 2,790 | | | | | VW Trust | 2,790 |
| State | 3,655 | 4,445 | 5,956 | 4,452 | 4,644 | State | 23,152 |
| Local | 5,363 | 7,379 | 9,165 | 7,830 | 8,126 | Local | 37,863 |
| Revenues | 200 | 243 | 265 | 280 | 291 | Revenues | 1,279 |
| *Totals* | 18,322 | 24,545 | 37,560 | 21,805 | 22,426 | | 124,658 |

# AIRPORT

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

Operating two runways, each 5,500 feet long and 100 feet wide, with instrument approach available on both ends (13 and 31), the airport is located approximately 1 mile from the academic region of Virginia Tech's campus, two miles from downtown Blacksburg, and four miles from Christiansburg. The Airport Capital Improvement Plan (CIP) is below.

*Table 18: Airport CIP*

2020 - 2025

## VTMEA Airport CIP

| | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|---|
| Extend Runway, Land Acquisition Phase II | $1,150,000 | - | - | - | - | - |
| Extend Runway, Land Acquisition, Phase III | - | $2,822,380 | - | - | - | - |
| Extend Runway, Land Acquisition, Phase IV | - | - | $1,212,866 | - | - | - |
| Extend Runway, Land Acquisition, Phase V | - | - | - | $2,163,418 | - | - |
| Rehabilitate Apron, Design | - | - | - | $180,000 | - | - |
| Rehabilitate Apron, Construction | - | - | - | - | $1,620,000 | - |
| Airport Master Plan Update | - | - | - | - | $150,000 | - |
| Expand Apron, Design | - | - | - | - | - | $118,750 |
| CIP Totals: | $1,150,000 | $2,822,380 | $1,212,866 | $2,343,418 | $1,770,000 | $118,750 |