

**Transportation Improvement Program  
(TIP)  
for the  
New River Valley Metropolitan Planning  
Organization  
*Fiscal Years 2021 – 2024***

*Approved on*

**DRAFT**

This Transportation Improvement Program was approved as a Final Report by the New River Valley Metropolitan Planning Organization on [REDACTED]. 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/](http://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 were first authorized by the Federal Transit Act Amendments of 1991. Most recently, the FAST Act was signed into law in December 2015 to provide federal grant authorization to fund public transportation. For the programs typically used by transit agencies, brief descriptions of funding categories for capital and operating expenses are given below based on the descriptions 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.

**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.

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-through-door service for disabled persons. 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 16 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 38 full-sized transit buses and 9 BOC vans. BT provided 4,659,053 passenger trips during fiscal year 2019, a new record for BT.

## **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.

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

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

Monday - Thursday: 6:50am – 10:50pm

Friday: 6:50am - 2:40am

Saturday: 9:50am - 2:40am

Sunday: 5:50pm – 11:50pm

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

Monday - Friday: 6:50am – 8:05pm

Saturday: 9:50am – 8:05pm

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

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

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

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

## Performance Measures

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

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

#### Performance Targets

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

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

	<b>Performance Target</b>	<b>Per Year Reduction</b>
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.<sup>1</sup> 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.

<sup>1</sup> 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.

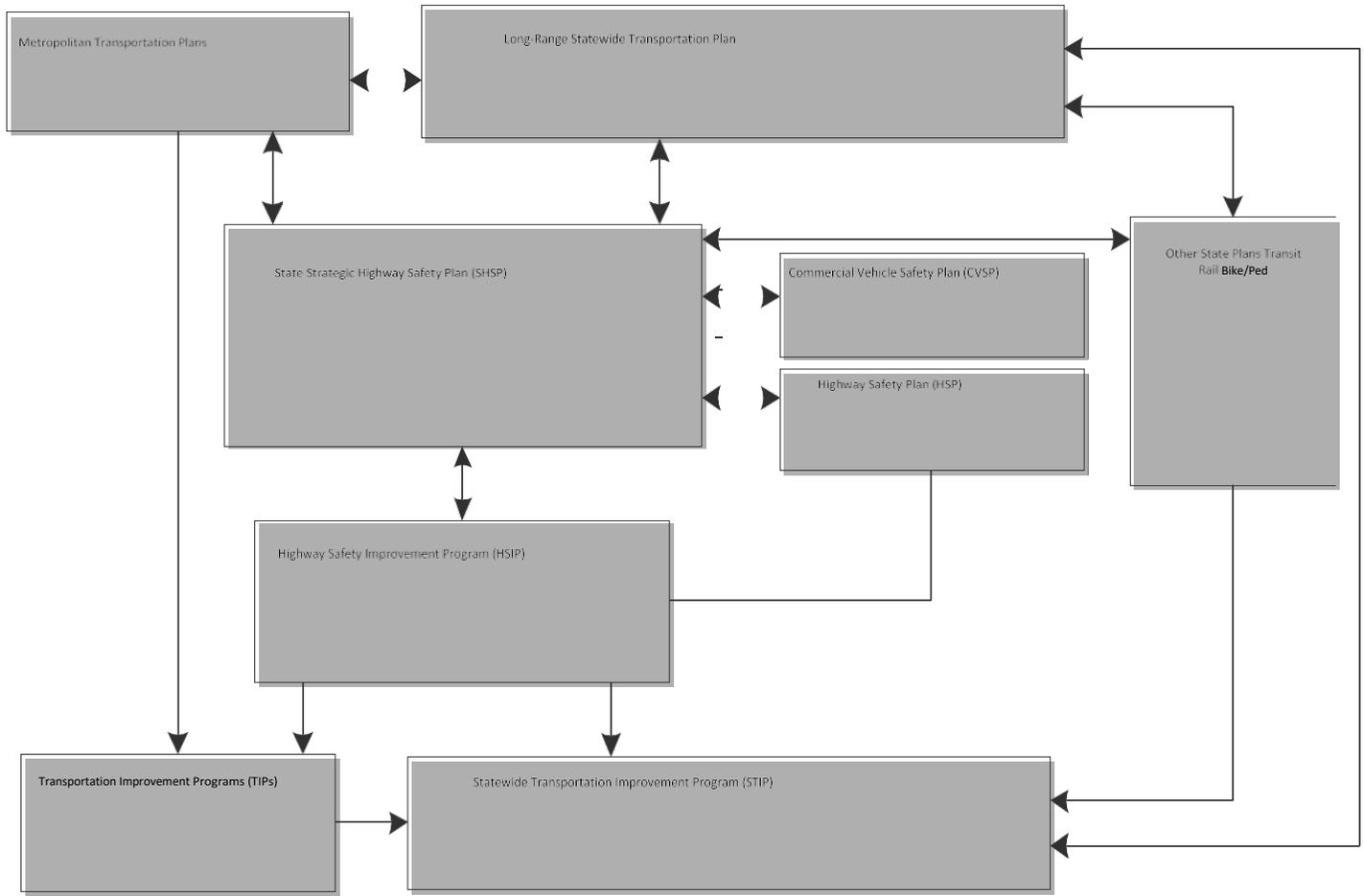
The LRSTP, VTrans2040, guides the state’s investment decisions for transportation improvements. Safety and performance management is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles:

- 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 subrecipient 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 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 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.**

<b>Asset Category - Performance Measure</b>	<b>Asset Class</b>	<b>2020 Target*</b>
<b>Revenue Vehicles</b>		
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%
<b>Equipment</b>		
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%
<b>Facilities</b>		
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>

**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								
<b>Federal</b>										
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
<b>Subtotal -- Federal</b>	<b>\$103,250</b>	<b>\$103,250</b>	<b>\$828,289</b>	<b>\$828,289</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$931,539</b>	<b>\$931,539</b>
<b>Other</b>										
State Match	\$25,813	\$25,813	\$207,073	\$207,073	\$0	\$0	\$0	\$0	\$232,886	\$232,886
<b>Subtotal -- Other</b>	<b>\$25,813</b>	<b>\$25,813</b>	<b>\$207,073</b>	<b>\$207,073</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$232,886</b>	<b>\$232,886</b>
<b>Total</b>	<b>\$129,063</b>	<b>\$129,063</b>	<b>\$1,035,362</b>	<b>\$1,035,362</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,164,425</b>	<b>\$1,164,425</b>

<b>Federal - ACC (1)</b>										
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
<b>Subtotal -- Federal - ACC (1)</b>	<b>\$1,134,633</b>	<b>\$1,134,633</b>	<b>\$0</b>	<b>\$0</b>	<b>\$188,061</b>	<b>\$188,061</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,322,694</b>	<b>\$1,322,694</b>

<b>Maintenance - Federal (4)</b>										
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
<b>Subtotal -- Maintenance - Federal (4)</b>	<b>\$37,857,619</b>	<b>\$37,857,619</b>	<b>\$34,968,163</b>	<b>\$34,968,163</b>	<b>\$36,420,854</b>	<b>\$36,420,854</b>	<b>\$37,470,081</b>	<b>\$37,470,081</b>	<b>\$146,716,717</b>	<b>\$146,716,717</b>

- (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

## 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

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

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

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

**New River Valley MPO**

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

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	103637	Christiansburg Christiansburg Downtown Streetscaping, Phase C503 (Ph1B) FROM: Roanoke Street TO: Franklin Street	EAST MAIN ST & FRANKLIN ST (0000)	\$1,808,017
Enhancement	108360	Christiansburg Huckleberry Trail - Phase 3 FROM: Future Peppers Ferry Rd Connector TO: Intersection of Gold Leaf Dr and Independence Blvd	0000	\$1,200,431
Enhancement	113352	Christiansburg Roanoke Street Sidewalk at 460 By-Pass FROM: 600 ft. east of Falling Branch Rd TO: Hubble Drive on Roanoke Street	ROANOKE STREET (0000)	\$958,226
Enhancement	104770	Montgomery County Huckleberry Trail - Phase 2D FROM: Providence Boulevard TO: Food Lion Shopping Plaza (0.5400 MI)	HUCKLEBERRY TRAIL (0000)	\$425,764
Enhancement	103920	Blacksburg Virginia Tech, Hokie Bikeways C505 fence	EN01	\$20,501
Enhancement	94264	Montgomery County Huckleberry Trail Extension FROM: Route 114 - Peppers Ferry Road (at Wal-Mart parking lot) TO: Farm View Road Extension (at Home Depot parking lot)	EN09	\$314,453
Enhancement	111319	Blacksburg Town of Blacksburg - Bike Parking FROM: Various TO: Various	BIKE PARKING AMENITIES (EN17)	\$160,885
Enhancement	111314	Christiansburg Depot Park Trail Extension FROM: Mill Lane TO: Depot Park	DEPOT PARK TRAIL (EN17)	\$499,045
Miscellaneous	T19040	Salem District-wide CN: TRANSPORTATION ENHANCEMENT/BYWAY/OTHER NON-TRADITIONAL	0000	\$0
Primary	105518	Christiansburg 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)	FALLING BRANCH PARK AND RIDE (9999)	\$4,665,302
Urban	56407	Christiansburg TOWN OF CHRISTIANSBURG - STREETSCAPING AND PEDESTRIAN SAFETY MEASURES WITHING THE CENTRAL BUSINESS DISTRICT	EN00	\$1,903,986
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 STIP-MN Salem: Preventive MN and System Preservation	0000	\$85,964,101
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	
<b>STIP ID: BBT0001 Title: Operating Assistance Recipient: Blacksburg Transit</b>							
FTA 5307	1,552	1,877	2,080	2,211	2,315	FTA 5307	<b>10,035</b> Blacksburg Transit
State	2,344	2,835	3,141	3,339	3,497	State	<b>15,156</b> Blacksburg Transit
Local	4,472	5,408	5,992	6,369	6,670	Local	<b>28,911</b> Blacksburg Transit
Revenues	170	206	228	243	254	Revenues	<b>1,101</b> Blacksburg Transit
<b>Year Total:</b>	<b>8,538</b>	<b>10,327</b>	<b>11,441</b>	<b>12,162</b>	<b>12,735</b>	<b>Total Funds:</b>	<b>55,203</b> Blacksburg Transit
Description:							
<b>STIP ID: BBT0002 Title: Replacement Rolling Stock Recipient: Blacksburg Transit</b>							
Flexible STP	208	894	17,608	3,051	3,804	Flexible STP	<b>25,565</b> Blacksburg Transit
Fed 5339	2,658					Fed 5339	<b>2,658</b> Blacksburg Transit
VW Trust	2,527					VW Trust	<b>2,527</b> Blacksburg Transit
State	573	112	2,201	381	476	State	<b>3,743</b> Blacksburg Transit
Local	143	112	2,201	381	476	Local	<b>3,313</b> Blacksburg Transit
<b>Year Total:</b>	<b>6,109</b>	<b>1,118</b>	<b>22,010</b>	<b>3,814</b>	<b>4,756</b>	<b>Total Funds:</b>	<b>37,806</b> Blacksburg Transit
Description:	Includes all-electric buses for FY22-FY24.						
<b>STIP ID: BBT0010 Title: Eng. Design /Construction Multi-Modal Transfer Facility Recipient: Blacksburg Transit</b>							
Flexible STP						Flexible STP	Blacksburg Transit
State						State	Blacksburg Transit
Local						Local	Blacksburg Transit
<b>Year Total:</b>			-	-	-	<b>Total Funds:</b>	Blacksburg Transit
Description:							

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

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

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

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024		
<b>STIP ID: BBT0036 Title: NRV Bikeshare Recipient: Blacksburg Transit</b>								
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
<b>Year Total:</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Total Funds:</b>	<b>40</b>	Blacksburg Transit
Description:								
<b>STIP ID: BBT0037 Title: Surveillance/Security Equipment Recipient: Blacksburg Transit</b>								
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
<b>Year Total:</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Total Funds:</b>	<b>96</b>	Blacksburg Transit
Description:								
<b>STIP ID: BBT0038 Title: Fare Automation System Recipient: Blacksburg Transit</b>								
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
<b>Year Total:</b>	<b>30</b>	<b>0</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>Total Funds:</b>	<b>230</b>	Blacksburg Transit
Description:								

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
STIP ID: <b>BBT0039</b> Title: Rehab/Renovation of Admin Bldg. Recipient: <b>Blacksburg Transit</b>							
Flexible STP	144	74	0	0	0	Flexible STP	<b>218</b> Blacksburg Transit
State	29	9	0	0	0	State	<b>38</b> Blacksburg Transit
Local	7	-9	0	0	0	Local	<b>16</b> Blacksburg Transit
<b>Year Total:</b>	<b>180</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Total Funds:</b>	<b>272</b> Blacksburg Transit
Description:							
STIP ID: <b>BBT0040</b> Title: Construction Admin./Maintenance Facility Recipient: <b>Blacksburg Transit</b>							
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
<b>Year Total:</b>		<b>9,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Total Funds:</b>	<b>9,200</b> Blacksburg Transit
Description:							
STIP ID: <b>BBT0041</b> Title: A&E Admin/Maintenance Facility Recipient: <b>Blacksburg Transit</b>							
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
<b>Year Total:</b>	<b>500</b>	<b>330</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Total Funds:</b>	<b>830</b> Blacksburg Transit
Description:							

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

Blacksburg Transit  
Blacksburg Transit  
Blacksburg Transit  
Blacksburg Transit  
Blacksburg Transit

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

Blacksburg Transit  
Blacksburg Transit  
Blacksburg Transit  
Blacksburg Transit

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

Blacksburg Transit  
Blacksburg Transit  
Blacksburg Transit  
Blacksburg Transit

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



	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024		
<b>STIP ID: CRAD010 Title: Purchase Expansion Vehicles Recipient: City of Radford</b>								
Flexible STP			-			Flexible STP	-	City of Radford
State			-			State	-	City of Radford
Local			-			Local	-	City of Radford
<b>Year Total:</b>	-	-	-	-	-	<b>Total Funds:</b>	-	City of Radford
Description:								
<b>STIP ID: CRAD012 Title: Purchase Spare Parts Recipient: City of Radford</b>								
Flexible STP			-			Flexible STP		City of Radford
State			-			State		City of Radford
Local			-			Local		City of Radford
<b>Year Total:</b>	-	-	-		-	<b>Total Funds:</b>		City of Radford
Description:								
<b>STIP ID: NRVC001 Title: Paratransit Vehicles Recipient: New River Valley Community Services</b>								
FTA 5310		184	138	242	138	FTA 5310	<b>702</b>	New River Valley CC
State		-	-	-	-	State	-	New River Valley CC
Local		46	34	61	34	Local	<b>175</b>	New River Valley CC
<b>Year Total:</b>	-	<b>230</b>	<b>172</b>	<b>303</b>	<b>172</b>	<b>Total Funds:</b>	<b>887</b>	New River Valley CC
Description:								

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

<b>Blacksburg Transit</b>	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	9,671	19,397	5,736	5,935	Flexible STP	40,741
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	4,064	5,567	4,055	4,239	State	21,205
Local	4,705	6,637	8,418	7,085	7,412	Local	34,256
Revenues	170	206	228	243	254	Revenues	1,101
	17,790	22,455	35,687	19,333	20,155		115,348

<b>City of Radford</b>	<b>Previous Funding</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>Total FY 2021-2024</b>	
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
<i>Totals</i>	1,464	1,667	1,600	2,114	2,004		7,385

<b>New River Valley Community Services</b>	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	-
<i>Totals</i>	-	326	172	303	172		973

<b>New River Valley MPO</b>	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
<i>Totals</i>	18,322	24,545	37,560	21,805	22,426		124,658

## Virginia Tech/Montgomery Executive Airport

### Project Narrative

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

#### Purpose:

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

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

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

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

The Airport Capital Improvement Funds is attached as an exhibit.

The Airport Economic Impact Report is attached as an exhibit.

Department of Aviation Commonwealth of Virginia

Project List Report

Years: 2018, 2019, 2020, and 2021

Project Categories: All

Project Types: CAF

Project Statuses: CP

FAA State Local VDOT Total

Virginia Tech-Montgomery Executive Airport

2018

Land Acquisition Phase 1 \$1,170,698.00

2018 Subtotal \$1,170,698.00

2019

Land Acquisition Phase 2 \$1,150,000.00

2019 Subtotal \$1,150,000.00

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