



**CENTRAL VIRGINIA
METROPOLITAN
PLANNING
ORGANIZATION**

Location:

Region 2000 Partnership
828 Main Street, 12th Floor
Lynchburg, VA 24504
~ Large Conference Room ~

July 17th, 2014 at 4:00 p.m.

Agenda

1. Call to Order.....Stan Goldsmith, Chair
2. Approval of the May 15, 2014 Meeting Minutes.....Stan Goldsmith, Chair
3. Discussion with Nick Donohue, Deputy Secretary of Transportation, Commonwealth of Virginia...
.....Nick Donohue, Deputy Secretary of Transportation
4. Status Report and Discussion of the Central Virginia Long Range Transportation Plan Year 2040
Update.....Bob White, Deputy Director
5. Opportunity for Public Comment.....Stan Goldsmith, Chair
6. Matters from Committee.....All
7. Adjournment – Next Meeting: August 21, 2014
8. Information Items

Central Virginia Metropolitan Planning Organization (CVMPO)

July 17, 2014

Executive Director's Report

1. **Call to Order**
2. **Approval of the May 15, 2014 Meeting Minutes**

See attachment 2.

The minutes of the May 15, 2014 meeting of the CVMPO are attached for your review and approval.

Recommendation: Staff recommends approval.

3. **Discussion with Nick Donohue, Deputy Secretary of Transportation, Commonwealth of Virginia**

Mr. Donohue requested the opportunity to talk with the CVMPO regarding two major transportation initiatives that are getting underway in Virginia – House Bill 2's statewide prioritization process and the update to Virginia's long-range transportation plan. These two initiatives will have a significant impact on the identification and funding of projects moving forward.

Additionally, this is an opportunity to talk in general about the future of transportation in the Commonwealth.

Recommendation: Participate in discussion.

4. **Status Report and Discussion of the Central Virginia Long Range Transportation Plan Year 2040 Update**

(See attachment 4a and 4b)

Work continues on the update to the Central Virginia Long Range Transportation Plan Year 2040. Staff and our consultants, EPR, will provide a status report, background on MAP 21 (the federal transportation bill) and state prioritization efforts, our developing project evaluation framework, and the project schedule. The attached MPO briefing packet and White Paper provides material to support this discussion.

Recommendation: Participate in discussion.

5. Opportunity for Public Comment

6. Matters from Committee

7. Adjournment - the next meeting is August 21, 2014

8. Information Items

a. The CVMPO will be meeting at 4:00 p.m. on the following dates, unless otherwise noted or notified.

- August 21, 2014
- October 16, 2014 (This meeting date may change in the future.)
- January 15, 2015
- April 16, 2015
- July 16, 2015

b. The attached list (see attachment 8) identifies Central Virginia Transportation Improvement Program (CVTIP) amendments and adjustments accomplished. The amendments have been approved by the CVMPO. The adjustments have been approved by the staff in accordance with the MPO Adjustment Agreement, dated July 21, 2005. These adjustments do not require CVMPO approval since they are not new projects, but rather are projects that have adjustments made primarily to their funding stream or schedule.



**CENTRAL VIRGINIA
METROPOLITAN
PLANNING
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Attachment 2
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Central Virginia Metropolitan Planning Organization

Large Conference Room
828 Main Street, 12th Flr
Lynchburg, Virginia 24504
May 15th, 2014 at 5:00 pm

MEMBERS PRESENT

Lee Beaumont.....Liberty University
Joan Foster.....Lynchburg City
Stan Goldsmith, *Chair*.....Campbell County
Jack Hobbs.....Town of Amherst
David Laurrell.....Campbell County
William Mays.....Amherst County
Kim Payne.....Lynchburg City

MEMBERS ABSENT

Ken Bumgarner.....Town of Amherst
Clarence Monday.....Amherst County
Mark Reeter.....Bedford County
John Sharp.....Bedford County
Chris Winstead.....Lynchburg VDOT District

OTHERS PRESENT

Christopher Arabia.....DRPT
Gary Christie.....Local Government Council
Philipp Gabathuler.....Local Government Council
Matt Perkins.....Local Government Council
Bob White.....Local Government Council
John Spencer.....Appomattox County

MINUTES

1. Call to Order

Stan Goldsmith, Chair, called the meeting to order at 5:00 pm.

2. Approval of the April 17, 2014 Meeting Minutes

Upon a motion by Jack Hobbs to approve the minutes as presented, seconded by David Laurrell, the minutes of April 17, 2014 were unanimously approved.

**3. Public Hearing and Consideration of Adoption of the Central Virginia
Transportation Improvement Program Fiscal Years 2015-2018**

Bob White spoke to the project and presented an overview of the changes for the CVTIP FY2015-2018. Bob noted that the CVTIP was made available for public comment for thirty days and that no comments were received.

Stan Goldsmith, Chair, opened the Public Meeting at 5:04 pm. Receiving no comments, Stan Goldsmith, Chair, closed the Public Hearing at 5:05 pm.

Bob White noted to the CVMPO members that the Transportation Technical Committee supports this requests and asked for adoption of the Resolution.

Upon a motion by David Laurrell to adopt the Resolution of the Central Virginia Metropolitan Planning Organization to adopt the Central Virginia Transportation Improvement Program Fiscal Years 2015 – 2018, seconded by Joan Foster, this Resolution was unanimously adopted.

4. Consideration and Approval of the Statement of Certification Lynchburg Urbanized Area

Bob White provided a summary of the document and what matters it addressed. With no further discussion, Bob asked for approval of the Resolution.

Upon a motion by Kim Payne to approve resolution of the Statement of Certification Lynchburg Urbanized Area, seconded by Joan Foster, this resolution was unanimously approved.

5. Opportunity for Public Comment

Stan Goldsmith, Chair, opened the meeting for the Public Comment period at 5:10 p.m. No one was present to comment and no comments were received. Public Comment period closed at 5:11 p.m.

6. Matters from the Committee

There were no further matters brought for discussion.

7. Adjournment

Stan Goldsmith, Chair, upon a motion to adjourn brought by David Laurrell, seconded by Joan Foster, the meeting adjourned at 5:13 p.m.

Signed _____ Date: _____



Central Virginia Long Range Transportation Plan 2040 Update
MPO Board Briefing

July 2014

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PART 4 – Project Schedule.....page 8
Action Requested: Review

Attachment: White Paper on MAP-21 and Statewide Prioritization Frameworks



PART 1 – PROJECT STATUS

- ✓ Reviewed prior planning documents
- ✓ Finalized the project public participation plan
- ✓ Assembled project contact list and related mapping
- ✓ Modeled the 2040 Conditions – Existing network plus committed projects
- ✓ Mapped crash data from VDOT (high crash links and intersections)
- ✓ Produced whitepaper regarding MAP-21 project prioritization
- ✓ Setup project website (launching in August)
- ✓ Identified 20 locality-requested intersections for analysis
- ✓ Created Draft project evaluation matrix
- ✓ Working through logistics of first community meetings in September
- ✓ Monthly meetings with the TTC



PART 2 – White Paper on MAP-21 and Statewide Prioritization Frameworks

The Consultant team prepared a white paper intended to serve as a briefing to the Central Virginia MPO Transportation Technical Committee and MPO Board on the relevant federal and statewide policy and legislative changes in the area of performance management that will have an impact on this and future updates of the Long Range Transportation Plan (LRTP) for the region.

The document is attached to this briefing package.

<i>Purpose:</i>	This document is intended to provide foundational information as to why it is necessary to develop a project evaluation framework.
<i>MPO Action Requested:</i>	Review in preparation for the discussion in our July MPO Board meeting.
<i>Future Steps:</i>	N/A

PART 3 – PROJECT EVALUATION FRAMEWORK



A. Introduction & Purpose

Both the federal government, through MAP-21, and the state government, through VTrans and the recently adopted House Bill 2 legislation, are moving closer towards implementing performance based planning and programming, and are calling for MPOs to follow suit. A critically important element of the CVMPO LRTP update is to develop an evaluation framework that can be used to inform the selection of projects for the constrained transportation plan.

<i>Purpose:</i>	This is the second draft of an evaluation spreadsheet for TTC review in July. This material is the foundation for a project prioritization approach that will be developed in this LRTP update.
<i>MPO Action Requested:</i>	Review in preparation for the discussion in our July MPO Board meeting. Provide feedback regarding the Board's suggestions.
<i>Future Steps:</i>	Present to CEDS Committee and Public in Fall Apply to project listing in Winter

B. Brief Description of the Evaluation Framework

Purpose:

With the current federal funding legislation (MAP-21) and Virginia Assembly Legislation (HB-2), a system for performance based evaluation of projects will be required in the future. Neither Virginia nor FHWA have yet to prescribe specifics of the evaluation criteria, however per Virginia HB-2, *the prioritization process shall be based on an objective and quantifiable analysis that considers, at a minimum, the following factors relative to the cost of the project or strategy: congestion mitigation, economic development, accessibility, safety, and environmental quality.*

Current Guiding Principles and Goals Framework



In order to develop the Project Evaluation Framework, it needs to be built on the foundation of the existing Goals of the LRTP. The current LRTP policy framework is summarized below:

Guiding Principles from 2035 Update:

In the year 2035, Central Virginia will be a place where:

- Our people enjoy a strong sense of community.
- Our businesses thrive and prosper.
- Our natural beauty flourishes.
- Our region is accessible to businesses and visitors from around the world.
- Our communities are accessible to people of all ages and abilities.

Goals from the 2035 Update:

1. **Make it Safe:** Promote transportation safety and security for motorized and non-motorized travelers.
2. **Make it Function:** Ensure that the existing transportation system is maintained.
3. **Make it Flow:** Improve mobility and connectivity for people and freight, across all travel modes.
4. **Make it Accessible:** Promote equal access to all modes of transportation for people of all ages and abilities.
5. **Make it Efficient:** Maximize transportation operations and efficiency of key corridors such as Route 29 in the region and between regions. The Route 29 corridor is a vital economic artery for the region and the state and must be managed and developed accordingly.
6. **Promote Vitality:** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
7. **Sustain Quality:** Support and enhance environmental resilience, energy conservation, and community quality of life.
8. **Coordinate Investments:** Ensure consistency with local and state plans and goals for land use, environmental preservation, and economic development.
9. **Balance Priorities:** Balance cross-jurisdictional transportation needs and concerns.
10. **Expand Resources:** Identify and develop new sources of transportation funding.

The process of developing the Draft Project Evaluation Framework is described in the steps below:



Steps in Developing the Framework:

1. Keep Guiding Principles but translate them into a Vision Statement
2. Simplify Vision into 4 "Vision Themes" that relate to the Goals
3. Keep Goals as is
4. Group the LRTP Goals according to the 4 Vision Themes
5. Develop Objectives for each Goal
6. Develop Evaluation Criteria for each Objective
7. Develop [MEASUREABLE] Indicators for the Evaluation Criteria
8. Develop Weighting for the Evaluation Criteria

C. Specific Input Needed

The Consultant team has been receiving input from the TTC as needed to continue to refine the Draft Framework and present this material to the MPO Board in July. We would like to engage in a conversation about the performance criteria and methods of measurement so that we can further refine the suggested process.

The initial draft is shown below. An updated draft Framework will be provided at the MPO meeting. This will have the benefit of further refinement from the July 10th TTC Meeting.

CVLRTP 2040 - PROJECT BENEFIT EVALUATION FRAMEWORK

DRAFT 7-9-14

VISION THEMES	GOALS	POTENTIAL OBJECTIVES	PROJECT BENEFIT EVALUATION CRITERIA			WEIGHTING (Sample weighting)
			HIGH SCORE = 3	MEDIUM SCORE = 2	LOW SCORE = 1	
SAFETY	Make it Safe	Improves the safety of the transportation system	Project designed to specifically improve system safety and/or address an existing safety deficiency.	Project will generally result in a safety improvement.	Project will have little or no discernible positive effect on safety.	15%
			SAMPLE INDICATORS: Project designation as a safety improvement - Project location in high crash area			
	Make it Function	Improves the state of good repair of the transportation system	Project is in an area with pavement or bridge condition deficiency, and addresses the deficiency.	Project is in an area with pavement or bridge condition deficiency, and addresses a deficiency.	Project is neither in an area with a known pavement nor bridge condition.	5%
			SAMPLE INDICATORS: Roadway with deficient paving - Pavement, bridge or other known deficiency.			
MOBILITY & ACCESSIBILITY	Make it Flow	Reduce roadway congestion	Project will significantly improve traffic flow	Project will moderately improve traffic flow	Project will have little or no impact on traffic flow	5%
			SAMPLE INDICATORS: System-wide Volume/Capacity Ratio			
	Make it Accessible	Reduce delay / time spent traveling	Project will significantly reduce region wide delay	Project will moderately reduce region wide delay	Project will have little or no impact on region wide delay	4%
			SAMPLE INDICATORS: Region wide delay			
COMMUNITY & NATURE	Sustain Quality	Improve capacity and reliability of freight	Project will significantly improve freight flow	Project will moderately improve freight flow	Project will have little or no impact on freight flow	5%
			SAMPLE INDICATORS: Percent of truck traffic on corridor - identified truck route (percent of trucks or statewide freight plan)			
	Sustain Quality	Improve access to non-auto transportation modes	Project significantly supports transit, bicycle and pedestrian modes	Project moderately supports transit, bicycle and pedestrian modes	Project has little or no impact on transit, bicycle and pedestrian modes	10%
			SAMPLE INDICATORS: Project designation as transit, bicycle or pedestrian improvement - Project incorporation of multimodal design features			
ECONOMY	Make it Efficient	Support preservation of natural beauty	Project significantly affects quality of life factors	Project moderately affects quality of life factors	Project has little or no impact on quality of life factors	N/A
			SAMPLE INDICATORS: percent of population within "x" distance to employment centers - percent of population in "y" distance to transit, bike, pedestrian routes			
	Make it Efficient	Support growth in jobs and income by promoting travel efficiency	Project has positive or no impact on sensitive environmental areas	Project has moderate impact on sensitive environmental areas	Project has high impact on sensitive environmental areas	5%
			INDICATORS: sensitive environmental areas			
ECONOMY	Make it Efficient	Support efficient system operation and management	Project has significant impact on system operation and management	Project has moderate impact on system operation and management	Project has little or no impact on system operation and management	10%
			SAMPLE INDICATORS: Regional travel times - Regional delay			
	Promote Vitality	Ensure coordination with local and state plans	Project has significant impact on reducing travel time on key corridors	Project has moderate impact on reducing travel time on key corridors	Project has little or no impact on reducing travel time on key corridors	10%
			SAMPLE INDICATORS: LOS on key corridors - TTI on key corridors			
ECONOMY	Promote Vitality	Ensure geographical balance between communities	Project has significant impact on improving access to markets and labor	Project has moderate impact on improving access to markets and labor	Project has little or no impact on improving access to markets and labor	7%
			SAMPLE INDICATORS: LOS on designated truck routes - TTI on designated truck routes			
	Balance Priorities	Leverage new sources of transportation funding	Project has high degree of coordination with local or state plans	Project has moderate degree of coordination with local or state plans	Project is relatively independent of local or state plans	7%
			SAMPLE INDICATORS: project identification in local or state plans - project consistency with local or state planning frameworks			
Expand Resources	Leverage new sources of transportation funding	Project has major benefits for multiple communities	Project has secondary benefits for multiple communities	Project primarily benefits one community	7%	
		SAMPLE INDICATORS: Geographic scale of project benefits				
Expand Resources	Leverage new sources of transportation funding	Project leverages new sources of transportation funds for the region	Project uses new sources of transportation funds for the region	Project uses traditional sources of transportation funding for the region	10%	
		SAMPLE INDICATORS: Source of transportation funding for project - Impact on new sources of transportation funding for project				



PART 3 – PROJECT SCHEDULE

CVLRTP 2040 - SCHEDULE OF MEETINGS																
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MEETING / PURPOSE / FOCUS OF MEETING	MARCH		APRIL		MAY		JUNE		JULY		AUGUST - SEPTEMBER		OCTOBER		NOVEMBER - DECEMBER	
	TTC	MPO Board	TTC	TTC	TTC	TTC	TTC	TTC	TTC	MPO Board	CEDS Committee	Community Meeting	MPO Board	TTC	CEDS Committee	Community Meeting
Project Kick Off and Review Scope / Schedule		Project Introduction	Technical Data Review	Vision, Goals and Draft Prioritization Framework	Vision Projects & Refined Prioritization Framework	Applying the Prioritization Framework & Draft Constrained Project List	Prioritization Framework	Project Introduction & Review Policy Context	Project Introduction & Review Policy Context	Investing in Our Future: Draft Transportation Priorities	Review Project status and and Public Input	Investing in Our Future: Draft Transportation Priorities	Investing in Our Future: Draft Transportation Priorities	Investing in Our Future: Draft Transportation Priorities	Investing in Our Future: Draft Transportation Priorities	Investing in Our Future: Draft Transportation Priorities
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MEETING / PURPOSE / FOCUS OF MEETING	JANUARY		FEBRUARY - MARCH		APRIL		MAY - JUNE		JULY							
	TTC	CEDS Committee	CEDS Committee	Community Meeting	TTC	MPO Board	TTC	TTC	MPO Board	MPO Board						
Review Draft LRTP		Transportation Plan for Our Region	Transportation Plan for Our Region	Transportation Plan for Our Region	Review CEDS Committee and Public Input	Transportation Plan for Our Region	Review MPO Board Input and Final LRTP	Final LRTP Adoption								



Central Virginia Long Range Transportation Plan **2040** **Update**

White Paper on MAP-21 and Statewide Prioritization Frameworks

for Transportation Technical Committee Review

Prepared by Renaissance Planning Group

May 15, 2014

White Paper on MAP-21 and Statewide Prioritization Frameworks

PART 1 – Introduction & Purpose

As part of the work plan for the CVLRTP2040 Update, we have developed an informational white paper on the general topic of MAP-21 & Statewide Prioritization Frameworks. This white paper is primarily intended to brief the Central Virginia MPO Transportation Technical Committee (TTC) on the relevant federal and statewide policy and legislative changes in the area of performance management that will have an impact on this and future updates of the Long Range Transportation Plan (LRTP) for the region.

As a prelude to the state and federal policy evolution, the TTC should be cognizant of the whole trend towards greater use of Performance Management in transportation planning practice. Performance measures have been used in transportation planning for a long time. In the 1950s, when we were primarily concerned with building our system of interstates, performance was measured in simple terms such as the number of miles of road built each year. As transportation planning has become more complex, we now need to measure not only the expansion of our highway network but of other modal networks, their maintenance and operations, safety records and the management of congestion, and increasingly issues such as accessibility and livability. Our current resource-strapped age is looking more and more at performance measures to ensure wiser use of limited funds and a good return on transportation investments. The transportation planning profession is encountering performance measures and performance-based planning in several ways. Planners are feeling the increased impact of performance management at the federal, state and regional/local levels.

There are many aspects to both MAP-21 and recent state legislation on transportation. This white paper is intended as an introduction and broad overview of these topics. Throughout the paper, links are included for more detailed information and official sources for new legislative mandates.

PART 2 – Federal Legislation

MAP-21 – Holding ourselves accountable at the federal level

The new federal transportation law, known as MAP-21, mandates a performance-driven, outcome-based transportation planning process that has significant implications for the transportation planning process.

In essence, MAP-21 reflects new fiscal constraints at the federal and state levels and responds to them with a demand for a more competitive, performance-based process for project selection and funding. In addition, MAP-21 gradually, but clearly, raises the bar for regional and local accountability. To succeed, entities at any level of government must develop a stronger case for transportation projects and tell a more effective story about their value and benefits toward meeting desired regional outcomes and national goals. An excellent summary for transportation professionals and officials alike of the ins and outs of the MAP-21 legislation is available in an easy to read handbook from Transportation 4 America entitled "Making the Most of Map-21": <http://t4america.org/resources/map-21/handbook/>



Map-21 could lead to a greater integration over time among performance measures at the federal, state and regional/local levels

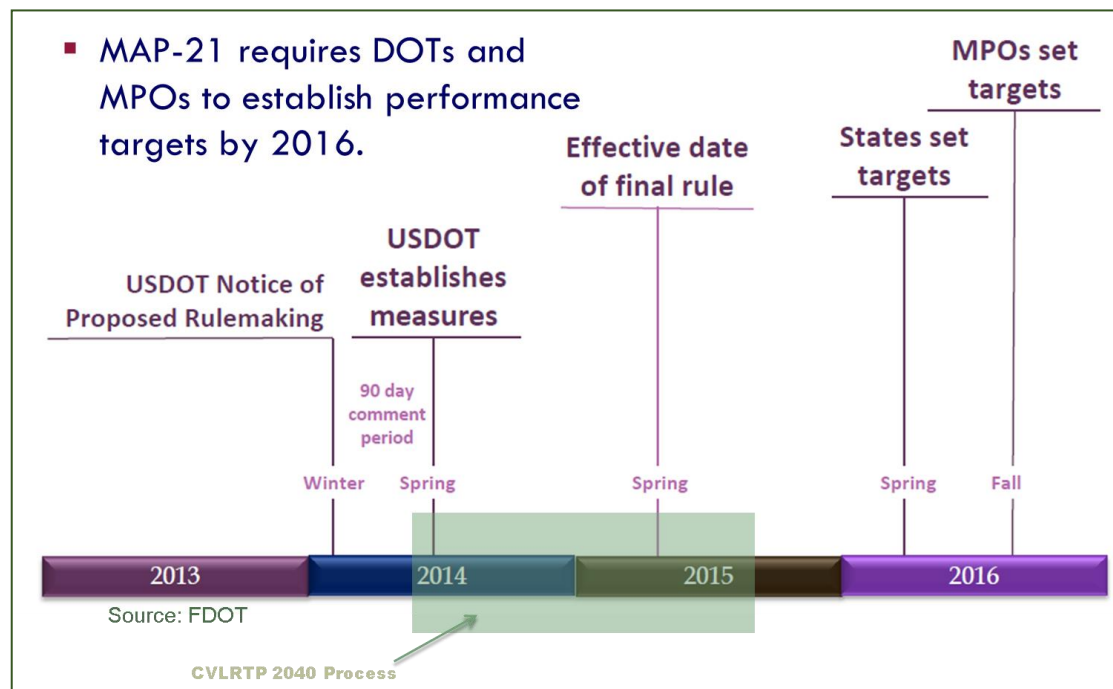
The general website for MAP-21 has the most up to date information on its provisions and implementation schedule: <http://www.fhwa.dot.gov/map21/>

MAP-21 has done more to inject performance management into transportation planning than any prior federal law. MAP-21 states that "performance management will transform the Federal-aid highway

program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making. ” [§1203; 23 USC 150(a)]

The law, passed in 2012, calls for the federal government to set goals in seven areas – safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. MAP-21 also requires the states to set targets within each area, which will help the FHWA make progress towards its national goals. FHWA in early 2014 was still writing the rules that will implement MAP-21, but states will need to coordinate with metropolitan planning organizations to set specific, measurable performance targets and report on their progress towards reaching the targets.

MAP-21 also establishes a gradual schedule for phasing in the performance management framework that is being established at the federal, state and regional levels. The chart below shows the general schedule for the gradual roll out of rulemaking for performance measures by USDOT under MAP-21. It also shows how this schedule compares with the anticipated schedule for the CVLRTP process.



General schedule for roll out of MAP-21 performance management framework in comparison to the schedule for the CVLRTP update.

More information on the Rulemaking schedule is available at the following link:
<http://www.fhwa.dot.gov/tpm/about/schedule.cfm>

MAP-21 Impact on MPOs and Localities

MAP-21 will also move MPOs to work in partnership with states to agree upon performance measures that align with national goals, statewide measures and system performance measures, and define performance targets to achieve desired outcomes for a region. In particular, the development of Long Range Transportation Plans will require greater alignment to MAP-21 by establishing specific goals, measures and targets for the development of a regional multimodal transportation network. Larger MPOs already do many of these things. For smaller MPOs, the move towards greater accountability in transportation investments and their documentation through performance measurement will undoubtedly be harder.

Local governments – cities towns and counties – although not directly tied to new MAP-21 mandates, will likely feel the impact of performance based planning in the way they do transportation planning in the future. In Florida, for example, localities had already been accustomed to documenting traffic congestion through concurrency requirements. If local governments move closer to performance-based planning, the impetus will likely come from any of three sources; from their MPOs and Long Range Transportation Plans using performance metrics, from state legislation requiring local accountability for transportation investments, or even from local citizens themselves, calling for greater transparency and accountability in the return on investment of public funds.

MAP-21 will require states and MPOs to establish performance targets showing progress in several areas. The following are the categories of performance measures that state and regional plans must show progress on under the new legislation:

1. Interstate pavement condition and performance;
2. National Highway System pavement condition, bridge condition and performance;
3. Injuries and fatalities – both the overall number and the rate per vehicle mile traveled;
4. Air quality related to vehicle emissions;
5. Metropolitan congestion; and,
6. Freight movement on Interstate highways.

When fully deployed, MAP-21 will require MPOs to include a “system performance report” detailing the degree to which their region is making progress toward these performance targets. It will also compare and analyze current and past conditions and performance of the regional transportation system. Similarly, states must report on progress to meeting their targets every two years starting in 2018. The USDOT will evaluate the planning processes of states and MPOs. The evaluation, due to Congress by October 2017, will examine the effectiveness of the performance based planning of states and regions, as well as the degree to which progress has been made towards the performance targets established by states and regions.

MAP-21 Impact on the LRTP Update Process

As noted above, the implementation schedule for MAP-21 extends beyond the time frame of this LRTP update. In fact, the mandated performance measures will not be definitively established by DOT before the conclusion of this LRTP update, after which states and MPOs will be required to establish targets based on those performance measures. Therefore, the most that can be done in this LRTP update to ensure future compliance is to make the PLAN “MAP-21 ready.”

For this LRTP update, specific objectives include addressing the requirements of MAP-21 and state performance management and reporting requirements. In advance of full deployment of MAP-21 performance measures, this can be done at least by establishing the analytical and policy framework to be able to evaluate and prioritize projects in a clear, logical and transparent fashion. That kind of process requires clear linkages between transportation metrics and data with the goals, objectives and overall policy vision of the LRTP.

In addition, one of the key themes in this LRTP update is the linkage with economic development in the Region. Economic development and freight mobility will need to be linked with development of the 2040 Update’s regional framework vision and long range transportation plan. The process will need to engage economic stakeholders and include identification of economic catalysts and the supporting transportation and development activities that will help diversify and sustain the region’s economic vitality over the long term. It will be essential to examine the use of freight networks and facilities, as MAP-21 provides increased federal funding for freight mobility projects that support economic vitality, including safety and mobility improvements.

PART 2 – State Legislation

Introduction

Performance measurement is nothing new at the level of state DOTs. Many states already measure their transportation networks through annual “report cards”, “dashboards” or other user-friendly rating systems. Only rarely are these measures related to specific targets or measurable goals, however. Under MAP-21, states will soon be required to adopt targets and measure how the transportation systems perform relative to those targets over time, with the expectation that future funding formulas may someday be linked to how effectively they are reaching these targets. Virginia already has a relatively long history in the use and development of performance measures in its statewide transportation planning process.

In Virginia, the latest edition of the Statewide Performance Report features a new interface and rating system that is tied to the statewide transportation vision and seven core goals: The Scorecard uses “consumer report-style” filled in circles to show current performance, a graph of the previous year trends, and – most importantly – an arrow to show the direction of the desired trend. This report is available at: http://vtrans.org/resources/StatewidePerformanceReport_2011.pdf. Virginia in particular is moving towards both broadening the range of measures used and tying measures more closely to broad goals and policies in its statewide plans.

VTrans – the Statewide Transportation Policy Plan

VTrans is the long-range, statewide multimodal policy plan for Virginia that lays out overarching Vision and Goals for transportation in the Commonwealth. It identifies transportation Investment Priorities and provides direction to transportation agencies on strategies and programs to be incorporated into their plans and programs. VTrans plans have been developed by the statewide Office of Intermodal Planning and Investment (OIPI) and OIPI is currently working on VTrans2040, the latest update of the plan. More information can be found at www.vtrans.org, OIPI’s website.

The prior plan update (VTrans2035 Update) focused on transforming the existing components of VTrans2035 into a new framework for linking system-wide performance evaluations to planning, policy development, and funding decisions. The intent of this “performance-based planning” framework is to allow transportation agencies and decision-makers to use information about projected transportation needs with assessments of current system performance to develop cost-effective strategies that simultaneously address existing transportation needs and anticipated future conditions. During the development of the VTrans2035 Update, OIPI developed a set of 20 Key Performance Indicators (KPIs) that roll up a series of 51 transportation measures and link them to a series of Investment Priorities that were identified for each of seven statewide goals. The KPIs are summarized in a statewide Report Card that clearly reflects what aspects of the system are performing well or poorly.

As part of the development of VTrans2040, the Commonwealth will be focused on preparing for MAP-21 implementation by more fully deploying the performance based planning framework established in the prior update and more closely coordinating transportation investments with performance data on the state’s transportation system. The VTrans2040 Update will take even more significant steps towards performance-based planning best practices and will replace the investment priorities used in the last update with measurable objectives and performance targets that will make the plan more “MAP-21 ready.”

HB2 and Project Prioritization at the State Level

One of the foundations of Performance-Based Planning and Programming (PBPP) is to link the state's planning goals to measureable objectives and to performance measures that address fulfillment of the objectives. Virginia is in the midst of an evolution from agency-level linkages and prioritization efforts to a more unified statewide approach to be implemented under new legislation for statewide program and project prioritization under HB2. HB2, signed into law by Governor McAuliffe in March of 2014, provides for the development of a prioritization process for projects funded by the Commonwealth Transportation Board. The law mandates that "such prioritization shall weight factors such as congestion mitigation, economic development, accessibility, safety, and environmental quality and be applied within each highway construction district." More information can be found at: <http://leg1.state.va.us/cgi-bin/legp504.exe?141+sum+HB2>

HB2 will help in the prioritization of projects using state funding. Since it will take time to develop these standards, the process is also on a gradual implementation schedule as defined by the legislation. Allocations by the Commonwealth Transportation Board using the priorities in the bill will begin July 1, 2015. OIPI and VDOT are currently in the process of developing a project prioritization framework to implement HB2 and no date has yet been set for the publication of this framework.

Through the development of this LRTP, it will be important to monitor the progress of HB2 implementation and coordinate the MPO's project evaluation process with any new standards that result from HB2.

HB2313 New Funding for Transportation

Virginia was one of the first states to recognize the importance of transportation infrastructure investment and re-investment post-2012 and to act upon it. As a result of HB2313, the Commonwealth is in a better position now to meet the state of good repair challenges that lie ahead and to direct expanded resources where they will increase economic opportunities and enhance communities' quality of life. A summary of the provisions of HB2313 are provided below:

HB 2313:

- Eliminates the 17.5 cents per gallon excise tax on gasoline and diesel fuel
- Replaces the motor fuels tax with a 3.5 percent sales tax on the wholesale price of gasoline and a 6 percent sales tax on the wholesale price of diesel fuel
- Increases the state and local sales and use tax from 5 percent to 5.3 percent
- Partially eliminates the 2 percent motor vehicle titling tax exemption by increasing the rate from 3 percent to 4.15 percent

- Creates a \$64 Alternative Fuel Vehicle fee to ensure that all drivers are contributing to Virginia's roadways
- Levies an additional 0.7 percent local sales tax, a \$0.15/\$100 Grantor's Tax, and a 2 percent Transient Occupancy Tax in Planning District 8
- Levies an additional 0.7 percent local sales tax and a 2.1 percent fuel sales tax in Planning District 23

A full summary of HB2313 and the accompanying economic impact analyses can be found at:
<http://www.varoadtothefuture.com/>.

Other Statewide Transportation Planning Mandates

While not as recent as the passage of HB2 and the VTrans update, a number of new legislative changes in Virginia that affect transportation planning at the regional and local level have been summarized below. The source for these summaries is the 2013 Catalog of State and Federal Mandates on Local Governments by the Commission on Local Government and the Department of Housing and Community Development for the Commonwealth of Virginia, September 2013:

<http://www.dhcd.virginia.gov/clg>

Coordination of State and Local Transportation Planning STO.VDOT030

Local governments must submit comprehensive plans, plan amendments and rezoning proposals that substantially affect transportation on a state controlled highway to VDOT for review and comment. In addition, if the rezoning proposal substantially affects transportation on a state controlled highway, then a traffic impact analysis must be prepared and submitted with the rezoning request. If a rezoning proposal substantially affects transportation on a state controlled highway, and the proposal location is encompassed within a small area plan for an urban development area or transit-oriented development, then a letter confirming conformance with the small area plan may be submitted in lieu of a rezoning package if a traffic impact analysis was prepared as part of the small area plan and submitted with the small area plan package. These requirements only apply if the locality's comprehensive plan or rezoning substantially affects transportation on a state controlled highway.

Code of Virginia § 15.2-2222.1; 24 VAC 30-155

Corridors of Statewide Significance STO.VDOT041

Following the adoption of the Statewide Transportation Plan by the Commonwealth Transportation Board, and written notification to affected local governments, each local government through which the corridors traverse shall note such on the transportation plan map component of its comprehensive plan. This can be accomplished during the next regular comprehensive plan review; however, the local governing body must acknowledge the existence of corridors of statewide significance within its boundaries before the comprehensive plan review.

Code of Virginia §§ 15.2-2232, 33.1-23.03; 2009 Acts of Assembly, Chapters 670 and 690, enactments 2 and 3.

Local Transportation Plan to be Reviewed by VDOT STO.VDOT042

As part of a comprehensive plan, local planning commissions are required to prepare and recommend a transportation plan for adoption by the governing body. Such plan shall include new and expanded transportation facilities and recognize and differentiate between different levels of roads. The transportation plan is required to be consistent with the statewide multimodal transportation plan (Vtrans), Six Year Improvement Program (SYIP), and the location of state routes approved by the Commonwealth Transportation Board (CTB).

Any change to the locality's transportation plan must be submitted to the Virginia Department of Transportation (VDOT), and VDOT is required to verify consistency between the local transportation plan and Vtrans, SYIP, and location of routes approved by the CTB. If the CTB finds the local transportation plan, a Metropolitan Planning Organization (MPO) long range plan, or regional Transportation Improvement Program (TIP) is not consistent with Vtrans, SYIP, or the location of routes previously approved by the CTB, the CTB shall notify the locality (or MPO) and request an applicable amendment.

If such an amendment is not made by the locality or MPO, the CTB may reallocate funding from that nonconforming project. Additionally, if the locality requests the project be terminated and VDOT does not agree, or the MPO does not allow the project to advance (through inaction with the TIP, for example), the CTB may require reimbursement of all funds expended on the project. Finally, if the locality or MPO requests alterations after design approval and such alterations increase project costs over 10%, the CTB may require the locality (or localities that make up the MPO) to offset the increased project costs. The provisions for the potential reallocation of funding and reimbursement of costs apply to projects on VDOT-controlled roads, and not to projects on locally controlled roads in municipalities and the Counties of Arlington and Henrico.

Code of Virginia §§ 15.2-2223 and 33.1-12(7)(e); Item 445 (D), Chapter 806, 2013 Acts of Assembly

Conclusion: Lessons Learned

The recent new initiatives in performance measurement at both the State and Federal levels have some key lessons for the Central Virginia MPO in the update of its new LRTP..

- Establish clear goals and measurable objectives – Measures lack meaning in the absence of goals and objectives. Performance measures should clearly communicate how well the MPO and transportation system are functioning relative to the goals and objectives. Measures can further help the MPO adjust its goals and objectives in the future.
- Involve public and private stakeholders – Public and private stakeholders in the areas of transportation and economic development may have compatible goals and objectives. Public and private stakeholders also depend on each other. By including key stakeholders and the public early and throughout the process, the MPO can ensure that the LRTP is a true reflection of the goals and vision of the Region as a whole – its residents businesses and institutions.
- Start small and build – The MPO should start small as it builds a system for performance management. The transportation industry is awash in data and agencies are often tempted to track as many measures as possible in their first attempt. But at first, the CVMPO should keep performance management simple and use the data that is easiest to collect and process. Each

year the MPO can evaluate its measures and adjust them or add new ones to reflect the agency's needs and goals.

- Use existing data resources – In the interest of time and money, the MPO should start by using existing data resources. Only if existing data is insufficient should the MPO look to collect additional data to supplement what it already has.

We can look at performance management and performance measures in two ways – extrinsically or intrinsically. If we see them extrinsically, as something imposed on us top-down by new laws and rules, we risk missing their real significance. Ultimately, the recent thrust for performance measurement as something intrinsic – it comes from society itself, and from our own intrinsic desire to hold ourselves more accountable in the future. In sum, MAP-21 and its intergovernmental counterparts is part of a wider public sentiment to make transportation programs more accountable, which is ultimately foundational to allowing future funding of those programs by taxpayers.

Postscript: Abraham Lincoln on Transportation Performance Measurement

The following text is from Internal Improvements, Speech of Mr. A. Lincoln of Illinois in the House of Representatives, June 28, 1848, Congressional Globe, 30th Congress, 1st Session, pages 709-711 (1848).

Suppose that at each session, Congress shall first determine how much money can, for that year, be spared for improvements; then apportion that sum to the most important objects. So far all is easy; but how shall we determine which are the most important? On this question comes the collision of interests. I shall be slow to acknowledge that your harbor or your river is more important than mine, and vice versa. To clear this difficulty, let us have the same statistical information that the gentleman for Ohio suggested at the beginning of this session. In that information we shall have a stern, unbending basis of facts—a basis in nowise subject to whim, caprice, or local interests. The pre-limited amount of means will save us from doing too much; the statistics will save us from doing what we do, in wrong places.

... The surplus, that which is produced in one place to be consumed in another; the capacity of each locality for producing a greater surplus; the natural means of transportation, and their susceptibility for improvement; the hindrances, delays, and losses of life and property during transportation, and the causes of each, would be among the most valuable statistics in this connection. From those it would readily appear where a given amount of expenditure would do the most good. These statistics might be equally accessible, as they would be equally useful, to both the nation and the States. In this way, and by these means, let the nation take hold of the larger works, and the States the smaller ones; and thus,

working in a meeting direction, discretely, but steadily and firmly, what is made unequal in one place may be equalized in another, extravagance avoided, and the whole country put on that career of prosperity, which shall correspond with the extent of territory, its natural resources, and the intelligence and enterprise of its people.

Source: http://ops.fhwa.dot.gov/FREIGHT/freight_analysis/perform_meas/lincoln_freight_meas.htm

Attachment 8

CVTIP Adjustment / Amendment Requests				FY 2015-2018
Date	Type of Change	UPC	Description	Resolution #
5/15/2014	Adoption	NA	The Central Virginia Transportation Improvement Program (CVTIP) FY2015-FY2018 has been reformatted from the CVTIP FY2012-FY2015. Project descriptions and associated funding allocations in the CVTIP FY2015-2018 supercede those in the CVTIP FY2012-FY2015 as well as any associated adjustments and amendments.	NA