



**CENTRAL VIRGINIA  
METROPOLITAN  
PLANNING  
ORGANIZATION**

Location:

Bank of the James Building  
828 Main Street  
12<sup>th</sup> Floor  
Lynchburg, VA 24504

March 19, 2015 at 4:00 p.m.

**Agenda**

1. Call to Order.....Stan Goldsmith, Chair
2. Approval of the November 20, 2014 Meeting Minutes.....Stan Goldsmith, Chair
3. Status Report and Discussion of the Central Virginia Long Range Transportation Plan Year 2040 Update.....Bob White, Deputy Director
4. Opportunity for Public Comment.....Stan Goldsmith, Chair
5. Matters from the Members.....All
6. Adjournment: Next Meeting – April 16, 2015
7. Information Items

*The CVMPO ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights in regards to this project or special assistance for persons with disabilities or limited English proficiency, please contact the CVMPO. Sign language or non-English language interpreters will be provided if needed and requested in advance of this meeting. Please contact the CVMPO at 434-845-5678 to request an interpreter.*

# Central Virginia Metropolitan Planning Organization (CVMPO)

March 19, 2015

## Executive Director's Report

### 1. Call to Order

### 2. Approval of the November 20, 2014 Meeting Minutes

*(See attachment 2)*

The minutes of the November 20, 2014 meeting of the CVMPO are attached for your review and approval.

**Recommendation:** Staff recommends approval.

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

*(See attachment 3)*

Work continues on the update to the Central Virginia Long Range Transportation Plan Year 2040. Staff and our consultants, EPR, will provide an HB2 update, a discussion of the draft project evaluation results and priority projects identification, and a project schedule update. The attached MPO briefing packet provides material to support this discussion.

**Recommendation:** Participate in the discussion.

### 4. Opportunity for Public Comment

### 5. Matters from the Members

### 6. Adjournment

### 7. Information Items

- a. The CVMPO will be meeting at 4:00 p.m. on the following dates, unless otherwise noted or notified.
  - **April 16, 2015 - 3:30 p.m.**
  - July 16, 2015
  - October 15, 2015
  - January 21, 2016

- b. The attached list (See Attachment 7b) 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.
  
- c. Letter to Shannon Valentine, Commonwealth Transportation Board, dated December 11, 2014 regarding CVMPO comments on the Statewide Prioritization Process (See Attachment 7c).



**Central Virginia Metropolitan Planning Organization**

828 Main Street, 12thFloor  
Lynchburg, Virginia 24504  
November 20<sup>th</sup>, 2014 at 4:00 pm

**MEMBERS PRESENT**

Lee Beaumont.....Liberty University  
Ken Bumgarner.....Town of Amherst  
Stan Goldsmith, *Chair*.....Campbell County  
Jack Hobbs.....Town of Amherst  
William Mays.....Amherst County  
Kim Payne.....Lynchburg City  
Mark Reeter.....Bedford County  
Frank Rogers.....Campbell County  
Dean Rodgers.....Amherst County  
Rick Youngblood for Chris Winstead.....Lynchburg VDOT District

**MEMBERS ABSENT**

Turner Perrow.....Lynchburg City  
John Sharp.....Bedford County

**OTHERS PRESENT**

Gary Christie.....Local Government Council  
Ed Craighill.....Lynchburg Region Transportation Advocacy Group (LRTAG)  
Philipp Gabathuler.....Local Government Council  
Vlad Gavrilovic.....Renaissance Planning  
Matt Perkins.....Local Government Council  
Bill Weunsch.....EPR  
Bob White.....Local Government Council

**MINUTES**

**1. Call to Order**

Stan Goldsmith, Chair, called the meeting to order at 4:00pm

**2. Approval of the August 21<sup>st</sup>, 2014 Meeting Minutes**

Upon a motion by Rick Youngblood to approve the minutes of August 21, 2014, seconded by Mark Reeter, the minutes of August 21, 2014 were approved unanimously.

### **3. Discussion and Consideration of an Amendment to the Central Virginia Transportation Improvement Program (CVTIP) Fiscal Years 2015-2018**

Bob White introduced the matter to the members and offered a detailed description of the amendment request. White noted that this TIP amendment does not affect the scope of work or cost of the related projects.

Stan Goldsmith opened the Public Hearing at 4:02 p.m. No one was present to comment and no comments received. Goldsmith closed the Public Hearing at 4:03 p.m.

White expressed that the Transportation Technical Committee has reviewed this matter and recommends approval to the MPO. Also, White noted that a thirty day public comment period had been completed; no comments were received.

Kim Payne noted that this amendment was also brought before Lynchburg City Council and that that City Council had supported the amendment.

Upon a motion by Kim Payne to approve the CVTIP amendment as presented, seconded by Mark Reeter, this amendment was approved unanimously.

### **4. Discussion of the Statewide Prioritization Process for Project Selection by the Commonwealth Transportation Board**

Bob White initiated the discussion by providing a brief summary of the statewide prioritization process and its significance to transportation projects in general, the CVLRTP 2040 update and the MPO. White also mentioned that as part of the process that further comments from the CVMPO are welcome by the CTB specifically in regard to the transportation system's efficiency and effectiveness, transportation safety, transportation accessibility for people and freight, environmental quality, and economic development.

Vlad Gavrilovic spoke to the prioritization process specifically regarding the recent meetings of the Commonwealth Transportation Board (CTB) and updated the members on the schedule of events for the HB2 role out slated to be implemented in July 2016. He provided an overview of conversations and discussions from that meeting. Gavrilovic mentioned that no mandate has been given to the CTB to fund certain amounts to transportation districts.

Significant points of discussion included ensuring regional differences should be incorporated, opportunities for adjusting priority weightings as experienced should be addressed and as clarification is gained regarding conflicting language addressing economic development is explained.

White indicated these items will be communicated to the CTB.

Comments from the members and discussion followed.

Bob White spoke to the matter of which entity would be tasked with submitting projects to the CTB and, though it has not yet been determined, the MPO may possibly be that entity.

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

Bob White introduced the CVLRTP 2040 update and provided a brief summary of plan development, evaluation tool, public and stakeholder outreach, both through the MindMixer website and public meetings throughout the localities, and intersection analysis. White noted that the project is on time and on budget.

Bill Wuensch provided an overview and update on the development of the evaluation tool. Wuensch overviewed the evolution of the development of the evaluation tool and provided a reintroduction and review of the vision themes, goals, and performance weights and their descriptions. Additionally, Wuensch reviewed project readiness evaluation and cost/benefit evaluation, including a review of the formula used to determine the cost/benefit score.

White and Wuensch asked the members of the CVMPO for any concerns or questions. It was noted that both constrained and vision list are being evaluated through this update process.

**6. Opportunity for Public Comment**

Payne acknowledged Ed Craighill of LRTAG and his work to advocate and promote the transportations needs of Lynchburg and the Region.

**7. Matters from the Members**

There were no further matters brought for discussion.

**8. Adjournment**

Stan Goldsmith, Chair, with no further business to be presented, adjourned the meeting at 4:39pm.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_



Central Virginia Long Range Transportation Plan 2040 Update  
**MPO Board Briefing Package**  
**March 2015**



---

## Briefing Materials

for MPO Board Review

March 9, 2015

(In Preparation for the March 19<sup>th</sup>, 2015 MPO Board Meeting)

### Table of Contents

Part 1- HB2 Update .....	2
Part 2- Draft Project Evaluation Results and Priority Project Identification .....	3
Part 3- Upcoming Steps .....	6
Appendix 1: Comparison of HB2 and CVLRTP Evaluation Tools.....	7
Appendix 2: Draft CVLRTP Evaluation Matrix.....	12
Appendix 3: Priority Project #1 Score Sheet.....	13
Appendix 4: Priority Project #2 Score Sheet.....	14
Appendix 5: Draft Project Evaluation Results (Full).....	15

## Part 1- HB2 Update

**Deliverable: Presentation**

<i>Purpose:</i>	The project team will share the latest updates regarding the HB2 funding program development
<i>MPO Action Requested:</i>	Offer feedback to the Secretary’s Office and CTB regarding the appropriateness of the assigned measures and weights as they apply to the CVMPO.
<i>Future Steps:</i>	The project team will continue to follow the development of the HB2 program and update the MPO as changes occur

### A. Introduction & Purpose

The Office of the Secretary of Transportation shared the latest information regarding the development of the HB2 project funding program during a series of workshops held during the beginning of March. This presentation identified, for the first time, the specific criteria that will be measured during the project evaluation process, as well as the weights that have been assigned to each. In addition, they shared more information regarding the way that MPOs and PDCs will be categorized within the state for evaluation purposes.

The study team will provide an explanation of the relevance of these developments to the Central Virginia MPO and discuss the ways that the CVMPO project evaluation tool (shown in Appendix 2) relates to that being developed for HB2. An overview of this comparison is provided in Appendix 1. Based on this discussion, the CVMPO may desire to communicate any concerns regarding the Commonwealth’s proposed evaluation factors or measures to the Secretary’s Office and the CTB.

## Part 2- Draft Project Evaluation Results and Priority Project Identification

**Deliverable: Presentation, Table and Map of Results**

<i>Purpose:</i>	To share the results generated by the CVLRTP project evaluation tool, including the identification of a proposed grouping of the region's priority projects.
<i>MPO Action Requested:</i>	Confirm the priority project list and/or offer concerns or suggestions for its improvement
<i>Future Steps:</i>	The project list can be updated if new projects are identified or if a proposed project scope is modified. The final priority project list, the scope of which will depend on an official VDOT funding projection, will be updated and presented for board review after the 25 year funding projections are announced.

### A. Introduction & Purpose

After creating a project evaluation tool that captures the region's transportation priorities and then identifying a comprehensive list of the region's vision projects, the study team has evaluated and ranked all of the proposed vision list projects. Score sheets recording all of the information used in this evaluation were created for every project, examples of which can be seen in Appendices 3 and 4. The complete ranking of projects by benefit score can be found in Appendix 5.

Next, the study team addressed the question of how the results could be used to identify the region's top-priority projects using all three evaluation categories: Benefit Score, Benefit-Cost Score, and Readiness Score. It was decided to rank all of the projects within each category and then calculate the average of the three rankings. The project list was then reordered according to this average ranking.

Finally, in order to identify a draft priority/constrained project list, an estimated funding surplus of \$125,000,000 was used to demonstrate a potential project group. This amount serves as a reasonable funding estimate, but will be updated upon receiving the official estimate from VDOT. The draft priority project list of 11 projects can be found on the next page (page 4) of this briefing package, along with a map of the project locations on page 5. The MPO Board is asked to review this list and offer feedback regarding any changes that may need to be made.

Draft Project Evaluation Results: March 2015  
Priority Projects

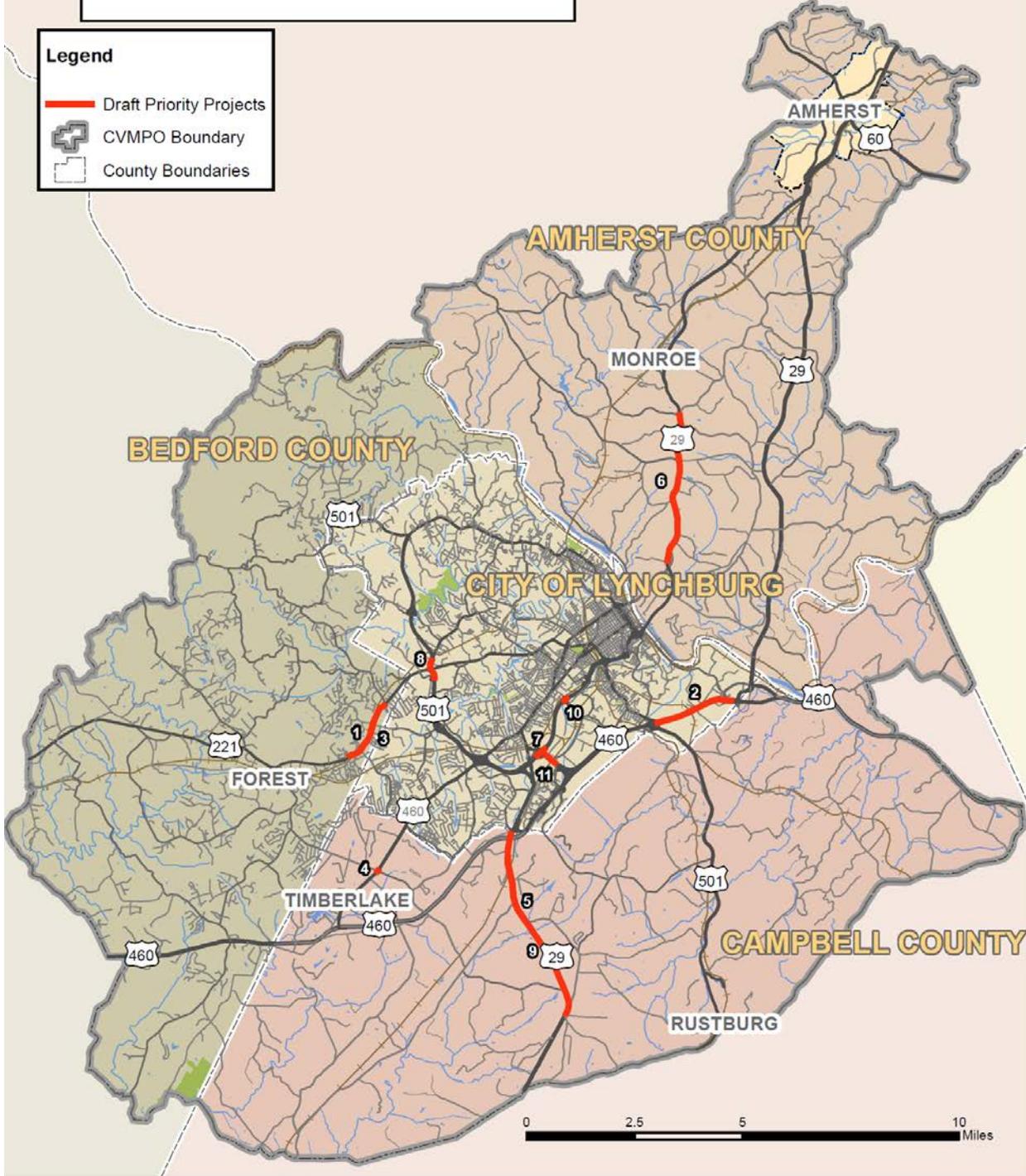
#	Jurisdiction	Rte #	Facility Name	From	To	Improvement	Length	Estimated Cost	Benefit Score	Benefit-Cost Rating	Readiness Score	Benefit Score Rank	Benefit-Cost Score Rank	Readiness Score Rank	Average Rank
1	Bedford	221	Forest Rd	Rt 1483 (Cloverhill Blvd)	Rt 621 (Cottontown Rd)	Evaluate and update signal timing	1.6	\$1,000,000	78.80	High	Med	5	1	2	2.7
2	Lynchburg	460/29	Richmond Highway	Rt 501 (Campbell Ave)	Rt 29 (Monacan Pkwy)	Safety/Traffic Ops/TSM	1.67	\$19,092,158	81.90	High	Med	2	9	1	4.0
3	Bedford	221	Forest Rd	Rt 1426 (Gristmill Dr)	Rt 126 (Graves Mill Rd)	Access Management and intersection improvements	0.2	\$3,140,000	78.80	High	Med	6	4	3	4.3
4	Campbell	460	Timberlake Rd	Rt 622 (Waterlick Rd)	--	Median & turn lane improvements, add lanes	--	\$2,344,000	78.81	High	Low	4	3	9	5.3
5	Campbell	29	Wards Rd	Rt 738 (English Tavern Rd)	Terminal Dr	Access Management	1.6	\$4,000,000	77.11	High	Med	8	5	4	5.7
6	Amherst	29	Lynchburg Expressway	Rt 163 (Amherst St)	Rt 604 (S Coolwell Rd)	Traffic Operations/Signal Coordination	3.7	\$1,625,500	74.71	High	Med	11	2	5	6.0
7	Lynchburg	29	Lynchburg Expressway	Rt 501 (Candlers Mint Rd)	--	Improve interchange	--	\$16,220,000	82.24	High	Low	1	12	7	6.7
8	Lynchburg	501	Lynchburg Expressway	S of Rt 221	Rt 501 (Northwest Expwy)	New 4 lane roadway (one way pairs)	1	\$37,383,000	80.98	High	Low	3	13	8	8.0
9	Campbell	29	Wards Rd	S of Rt 685 (Calohan Rd)	Lynchburg Corp Limits	Access mgmt, traffic ops, safety improvements	4.7	\$10,000,000	71.95	High	Med	14	7	6	9.0
10	Lynchburg	29	Lynchburg Expressway	Odd Fellows Rd	--	Improve interchange	--	\$7,320,000	76.79	High	Low	9	8	11	9.3
11	Lynchburg	501	Candlers Mountain Rd	Rt 460 (Richmond Hwy)	Rt 29 (Lynchburg Expwy)	Widen to 6 lanes	0.99	\$23,068,000	75.81	High	Low	10	10	12	10.7

# CVMPO 2040 LRTP Update Draft Priority Projects



**Legend**

-  Draft Priority Projects
-  CVMPO Boundary
-  County Boundaries



## Part 3- Upcoming Steps

**Deliverable: Presentation**

<i>Purpose:</i>	To update the MPO Board on important upcoming project events
<i>Future</i>	Specific meeting and delivery dates may change according to project status.
<i>Steps:</i>	The MPO will be notified of any significant changes.

### A. Introduction & Purpose

Important upcoming events and expected dates for the CVLRTP planning process include the following:

**March 2015**

March 26: Public Meeting. 8<sup>th</sup> floor of the Bank of the James Building, 3:00-6:00pm. Presentation and discussion of the Project Evaluation Tool and Evaluation Results.

**April 2015**

April 16: MPO Board Meeting. Confirmation of priorities and status updates.

**May 2015**

Completion of draft CVLRTP document

**June 2015**

Public and Stakeholder input regarding draft document

**July 2015**

Approval of the Central Virginia Long Range Transportation Plan 2040 Update

## Appendix 1: Comparison of HB2 and CVLRTP Evaluation Tools

### Part 1: Performance Measurements

This appendix provides a general overview of the comparison between the proposed HB2 evaluation criteria with those of the tool being developed for the 2040 CVLRTP Update. Rather than comparing each individual component of these tools (the specific details of which are still being developed for the HB2 Program), this comparison generates a general statement of priority that is inferred by available HB2 information. It then lists the performance measurements from the CVLRTP that also capture and promote these priorities. The goal is to demonstrate that while these tools may not be identical in structure, a project that is rated highly by the CVLRTP is very likely to also rate highly under HB2.

#### Factor Area: Safety

##### HB2 Measurements

Weight	Measurement
50%	Reduction in the number of fatalities and severe injuries
50%	Reduction in the rate of fatalities and severe injuries

##### Summary of Priorities

Supports projects that make substantial safety improvements at high accident locations.

##### Related CVLRTP Measurements

- **Accident Rate:** Locations with a high number or rate of accidents
- **Safety Improvements:** Projects that include safety-specific design improvements

**Factor Area: Congestion Mitigation**

**HB2 Measurements**

Weight	Measurement
50%	Decrease in person hours of delay on corridor
50%	Increase in peak-hour person throughput on corridor

**Summary of Priorities**

Supports projects that improve the operation of high volume corridors with high levels of congestion

**Related CVLRTP Measurements**

- **Congestion Relief:** Projects that provide additional capacity in highly congested areas
- **Traffic Volume:** Projects that improve traffic operations on high volume corridors
- **State Functional Class:** Projects that improve traffic operations on identified major arterial roads

**Factor Area: Accessibility**

**HB2 Measurements**

Weight	Measurement
60%	Increase in the cumulative access to jobs located within 45 minutes in the region
20%	Increase the cumulative access to essential destinations located within 30 minutes in the region
20%	Increase in the access to travel mode options in the corridor

**Summary of Priorities**

Supports projects that increase access to major employment or activity centers and/or that increase the number of transportation mode options



### Related CVLRTP Measures

- **Employment Centers:** Projects that improve infrastructure in or immediately surrounding areas with high employment density
- **Commuter Support:** Projects that improve primary regional commuter corridors
- **State Functional Class:** Projects that improve traffic operations on identified major arterial roads
- **Alternative Transportation:** Projects that include the addition or improvement of alternative mode facilities
- **Benefit Distribution:** Projects that improve connectivity for the region or between neighboring jurisdictions

### Environmental Factor

#### HB2 Measurements

Weight	Measurement
50%	Degree of improvement to air quality and reduction of greenhouse gas emissions
40%	Increase the number of jobs accessible within 45 minutes for disadvantaged populations
10%	Increase the number of essential destinations accessible within 30 minutes for disadvantaged populations

#### Summary of Priorities

Supports projects that reduce emissions and increase accessibility for disadvantaged populations

#### Related CVLRTP Measurements

- **Congestion Relief:** Projects that improve traffic operation in highly congested areas, which leads to decreased vehicle emissions
- **Alternative Transportation:** Projects that add or improve alternative transportation facilities, thereby encouraging non-motorized travel

*Partially Related (General Accessibility Factors that also apply to Disadvantage Populations)*

- **Commuter Support:** Projects that improve primary regional commuter corridors with congestion problems
- **State Functional Class:** Projects that improve traffic operations on identified major arterial roads

- **Alternative Transportation:** Projects that include the addition or improvement of alternative mode facilities
- **Benefit Distribution:** Projects that improve connectivity for the region or between neighboring jurisdictions
- **Employment Centers:** Projects that improve infrastructure in or immediately surrounding areas with high employment density

### Economic Development Factor

#### HB2 Measurements

Weight	Measurement
70%	Support for new economic activity within project area
30%	Freight efficiency and intermodal access

#### Summary of Priorities

Supports projects that support economic development activity and freight movement

#### Related CVLRTP Measurements

- **Economic Development Plans:** Projects that are specifically recommended in regional or state economic development plans
- **Plan Coordination:** Projects that are recommended in multiple planning documents, including economic development plans, comprehensive plans, and regional plans
- **Freight Movement:** Projects that improve capacity on major freight corridors

## Part 2: Factor Area Weighting

Along with assigning weights to the measurements in each factor area, the Secretary’s office has assigned weights to the factor areas relative to each other. The weight of each factor area depends on the size and activity level of the community. Every MPO and PDC in the state has been assigned to one of four categories according to this factor, with the CVMPO being assigned to Category C. A table that provides the factor weights for each category is provided below, followed by a table with the equivalent “Theme” weights being used by the CVLRTP evaluation tool.

**Table 1: Proposed Factor Area Weights by Category (CVMPO classified in Category C)**

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	35%**	10%	25%	10%	10%	10%*
Category B	15%	20%	25%	15%	10%	15%*
Category C	10%	20%	30%	30%	10%	
Category D	10%	30%	20%	30%	10%	

**Table 2: CVLRTP Evaluation Tool Theme Weights**

Mobility and Accessibility	Economy	Efficiency	Safety	Community and Nature
Medium (20%)	High (25%)	Low (15%)	High (25%)	Low (15%)

## Appendix 2: Draft CVLRTP Evaluation Matrix

Theme	Goals	Weight
<b>Mobility and Accessibility:</b> Provide a transportation system that facilitates the efficient movement of people and goods	<b>Make it Flow, Make it Accessible</b>	20%
<b>Safety:</b> Provide a safe and secure transportation system	<b>Make it Safe</b>	25%
<b>Economy:</b> Retain and increase business and employment opportunities	<b>Promote Vitality, Make it Efficient</b>	25%
<b>Community and Nature:</b> Improve the quality of life and protect the environment	<b>Sustain Quality</b>	15%
<b>Efficiency:</b> Preserve the existing transportation system and promote efficient system management	<b>Make it Function, Coordinate Investments, Balance Priorities</b>	15%
<b>Total</b>		<b>100%</b>

Theme	Performance Factors	Weight Relative to Goal
<b>Mobility and Accessibility:</b> Provide a transportation system that facilitates the efficient movement of people and goods	A. 2040 Volume to Capacity Ratio	37%
	B. 2040 Weighted flow rate (passenger car equivalents, per hour, per lane)	23%
	C. Freight Volume	20%
	D. Addition or improvement of alternative transportation facilities	20%
<b>Total</b>		<b>100%</b>
<b>Safety:</b> Provide a safe and secure transportation system	A. Accident Rate/Number of Accidents	61%
	B. General safety improvements	39%
<b>Total</b>		<b>100%</b>
<b>Economy:</b> Retain and increase business and employment opportunities	A. Regional or statewide economic development significance	25%
	B. Regional commuter significance	44%
	C. Surrounding employment density	31%
<b>Total</b>		<b>100%</b>
<b>Community and Nature:</b> Improve the quality of life and protect the environment	A. Major environmental issues or concerns	30%
	B. Aesthetic corridor improvements (ie. Streetscaping)	30%
	C. Sufficiency of existing right of way	40%
<b>Total</b>		<b>100%</b>
<b>Efficiency:</b> Preserve the existing transportation system and promote efficient system management	A. Roadway maintenance status	32%
	B. VDOT Functional Roadway Class	10%
	C. Coordination with state, regional, and local plans	27%
	D. Distribution of benefits to multiple communities	31%
<b>Total</b>		<b>100%</b>



## Appendix 3: Priority Project #1 Score Sheet

Project ID	1
Description	
Jurisdiction	Bedford
Route #	221
Facility Name	Forest Rd
From	Rt 1483 (Cloverhill Blvd)
To	Rt 621 (Cottontown Rd)
Improvement	Evaluate and update signal timing
Length (mi)	1.6
Estimated Cost	\$1,000,000
Proposed Project Features	
Increases Vehicle Capacity	Yes
Alternative Transportation Facilities	None
Safety Improvements	Primary: Traffic Operations
Streetscaping	No
Data	
2040 V/C	0.67**
2040 Weighted Traffic Flow	372
Truck Volume	1.24%
Accidents 2011-2013	145
Top 20 Accident Rate	Yes
Functional Classification	Urban Minor Arterial
Surrounding Employment Density	1-4 jobs per acre
Environmental Resource Score	13
Significance	
Economic Development Plans	None
Corridor of Regional or State Significance	Yes
Primary Commuter Road	Yes
Benefiting Localities	Bedford, Lynchburg
Plan Recommendations	Route 221 Corridor Study

Project Readiness	
NEPA Screening	1
Right of Way Acquisition	1
Continuation of Ongoing Project	0
<b>Total</b>	<b>2</b>
<b>Readiness Rating</b>	<b>Med</b>

Benefit to Cost Variables	
Benefit Score	78.8
Estimated Cost	\$1,000,000
Estimated Users	35667
<b>Benefit to Cost Score</b>	<b>2810.70</b>
<b>Benefit to Cost Rating</b>	<b>High</b>

## Project Evaluation

Theme	Points	Weight	Score
Mobility and Accessibility	73.3	20%	14.7
Safety	100.0	25%	25.0
Economy	81.4	25%	20.3
Community and Nature	80.0	15%	12.0
Efficiency	45.4	15%	6.8
<b>Total Project Benefit Score</b>			<b>78.8</b>

Scoring Summary				
Mobility and Accessibility	Rating	Points	Weight	Score
Congestion	High	100	37%	37.0
Traffic Flow	High	100	23%	23.0
Freight Volume	Low	33.3	20%	6.7
Alternative Transportation	Low	33.3	20%	6.7
<b>Total Score</b>				<b>73.3</b>

Safety	Rating	Points	Weight	Score
Accidents	High	100	61%	61.0
Safety Features	High	100	39%	39.0
<b>Total Score</b>				<b>100.0</b>

Economy	Rating	Points	Weight	Score
Economic Development Strategies	Med	66.7	25%	16.7
Commuter Travel	High	100	44%	44.0
Surrounding Employment Density	Med	66.7	31%	20.7
<b>Total Score</b>				<b>81.4</b>

Community and Nature	Rating	Points	Weight	Score
Sensitive Environmental Resources	High	100	30%	30.0
Streetscaping	Low	33.3	30%	10.0
Right of Way Sufficiency	High	100	40%	40.0
<b>Total Score</b>				<b>80.0</b>

Efficiency	Rating	Points	Weight	Score
Maintenance Status	TBD		32%	0.0
State Functional Classification	Med	66.7	10%	6.7
Plan Coordination	Med	66.7	27%	18.0
Distribution of Benefits	Med	66.7	31%	20.7
<b>Total Score</b>				<b>45.4</b>



## Appendix 4: Priority Project #2 Score Sheet

Project ID	2
Description	
Jurisdiction	Lynchburg
Route #	460/29
Facility Name	Richmond Highway
From	Rt 501 (Campbell Ave)
To	Rt 29 (Monacan Pkwy)
Improvement	Safety/Traffic Ops/TSM
Length (mi)	1.67
Estimated Cost	\$19,092,158
Proposed Project Features	
Increases Vehicle Capacity	Yes
Alternative Transportation Facilities	None
Safety Improvements	Primary: Safety Design
Streetscaping	No
Data	
2040 V/C	0.92
2040 Weighted Traffic Flow	515
Truck Volume	6.54%
Accidents 2011-2013	56
Top 20 Accident Rate	Yes
Functional Classification	Urban Other Principle Arterial
Surrounding Employment Density	Less than 1 job per acre
Environmental Resource Score	12
Significance	
Economic Development Plans	Region 2000 CEDS
Corridor of Regional or State Significance	Yes
Primary Commuter Road	Yes
Benefiting Localities	Regional
Plan Recommendations	Region 2000 CEDS

Project Readiness	
NEPA Screening	1
Right of Way Acquisition	1
Continuation of Ongoing Project	0
<b>Total</b>	<b>2</b>
<b>Readiness Rating</b>	<b>Med</b>

Benefit to Cost Variables	
Benefit Score	81.9
Estimated Cost	\$19,092,158
Estimated Users	49437
<b>Benefit to Cost Score</b>	<b>212.06</b>
<b>Benefit to Cost Rating</b>	<b>High</b>

## Project Evaluation

Theme	Points	Weight	Score
Mobility and Accessibility	74.3	20%	14.9
Safety	100.0	25%	25.0
Economy	79.3	25%	19.8
Community and Nature	80.0	15%	12.0
Efficiency	68.0	15%	10.2
<b>Total Project Benefit Score</b>			<b>81.9</b>

Scoring Summary				
Mobility and Accessibility	Rating	Points	Weight	Score
Congestion	Med	66.7	37%	24.7
Traffic Flow	High	100	23%	23.0
Freight Volume	High	100	20%	20.0
Alternative Transportation	Low	33.3	20%	6.7
<b>Total Score</b>				<b>74.3</b>

Safety	Rating	Points	Weight	Score
Accidents	High	100	61%	61.0
Safety Features	High	100	39%	39.0
<b>Total Score</b>				<b>100.0</b>

Economy	Rating	Points	Weight	Score
Economic Development Strategies	High	100	25%	25.0
Commuter Travel	High	100	44%	44.0
Surrounding Employment Density	Low	33.3	31%	10.3
<b>Total Score</b>				<b>79.3</b>

Community and Nature	Rating	Points	Weight	Score
Sensitive Environmental Resources	High	100	30%	30.0
Streetscaping	Low	33.3	30%	10.0
Right of Way Sufficiency	High	100	40%	40.0
<b>Total Score</b>				<b>80.0</b>

Efficiency	Rating	Points	Weight	Score
Maintenance Status	TBD		32%	0.0
State Functional Classification	High	100	10%	10.0
Plan Coordination	High	100	27%	27.0
Distribution of Benefits	High	100	31%	31.0
<b>Total Score</b>				<b>68.0</b>

## Appendix 5: Draft Project Evaluation Results (Full)

#	Jurisdiction	Rte #	Facility Name	From	To	Improvement	Length	Estimated Cost	Benefit Score	Benefit-Cost Rating	Readiness Score
1	Lynchburg	29	Lynchburg Expressway	Rt 501 (Candlers Mnt Rd)	--	Improve Interchange	--	\$16,220,000	82.24	High	Low
2	Lynchburg	460/29	Richmond Highway	Rt 501 (Campbell Ave)	Rt 29 (Monacan Pkwy)	Safety/Traffic Ops/TSM	1.67	\$19,092,158	81.90	High	Med
3	Lynchburg	501	Lynchburg Expressway	S of Rt 221	Rt 501 (Northwest Expwy)	New 4 lane roadway (one way pairs)	1	\$37,383,000	80.98	High	Low
4	Campbell	460	Timberlake Rd	Rt 622 (Waterlick Rd)	--	Median & turn lane improvements, add lanes	--	\$2,344,000	78.81	High	Low
5	Bedford	221	Forest Rd	Rt 1483 (Cloverhill Blvd)	Rt 621 (Cottontown Rd)	Evaluate and update signal timing	1.6	\$1,000,000	78.80	High	Med
5	Bedford	221	Forest Rd	Rt 1426 (Gristmill Dr)	Rt 126 (Graves Mill Rd)	Access Management and intersection improvements	0.2	\$3,140,000	78.80	High	Med
7	Lynchburg	221	Lakeside Dr	Rt 501 (Lynchburg Expwy)	Forest Brook Rd	Widen to 4 lanes	0.9	\$19,211,175	78.23	Med	Low
8	Campbell	29	Wards Rd	Rt 738 (English Tavern Rd)	Terminal Dr	Access Management	1.6	\$4,000,000	77.11	High	Med
9	Lynchburg	29	Lynchburg Expressway	Odd Fellows Rd	--	Improve Interchange	--	\$7,320,000	76.79	High	Low
10	Lynchburg	501	Candlers Mountain Rd	Rt 460 (Richmond Hwy)	Rt 29 (Lynchburg Expwy)	Widen to 6 lanes	0.99	\$23,068,000	75.81	High	Low
11	Amherst	29	Lynchburg Expressway	Rt 163 (Amherst St)	Rt 604 (S Coolwell Rd)	Traffic Operations/Signal Coordination	3.7	\$1,625,500	74.71	High	Med
12	Lynchburg	460/29	Richmond Highway	Rt 501 (Campbell Ave)	Rt 29 (Monacan Pkwy)	Widen to 6 lane limited access highway	1.67	\$39,927,900	74.47	Med	Low
13	Campbell/Lynchburg	460	Richmond Hwy	Rt 622 (Waterlick Rd)	Rt 501 (Campbell Ave)	Increase to 6 lanes	7.1	\$173,356,000	72.31	Med	Low
14	Campbell	29	Wards Rd	S of Rt 685 (Calohan Rd)	Lynchburg Corp Limits	Access mgmt, traffic ops, safety improvements	4.7	\$10,000,000	71.95	High	Med
15	Lynchburg	29	Lynchburg Expressway	Kemper St/Campbell Ave	--	Improve Interchange	--	\$14,900,000	71.41	High	Low
16	Lynchburg	--	Odd Fellows Rd	Rt 460 (Richmond Hwy)	Rt 29 (Lynchburg Expwy)	Roundabouts, bridge replacement, corridor balance	--	\$13,000,000	70.58	Med	Low
17	Lynchburg	29	Lynchburg Expressway	James St/Stadium Rd	--	Improve Interchange	--	\$12,220,000	69.32	High	Low
18	Campbell	29	Rt 29 Alt (East)	S of Rt 24	Rt 460	New 4 lane limited access facility	10	\$363,245,000	69.30	Low	Low
19	Bedford	460	E Lynchburg Salem TrnPk	Rt 668 (Goode Rd)	Rt 811 (Thomas Jefferson)	Construct paved shldr ln and access mgmt	2.8	\$6,000,000	69.30	High	Low
20	Campbell	29	Wards Rd	Rt 685 (Calohan Rd)	Lynchburg Corp Limits	Widen road (Rural 6 lane w/ median)	4.7	\$63,784,500	68.14	Med	Low
21	Campbell	29	Rt 29 Alt (West)	S of Rt 24	Rt 460	New 4 lane limited access facility	4.5	\$244,951,000	67.95	Low	Low
22	Lynchburg	501	Lynchburg Expressway	Rt 221 (Lakeside Dr)	Rt 620 (Wiggington Rd)	Widen to 4 lanes	1.3	\$27,652,950	66.27	High	Low
23	Campbell	622	Waterlick Rd	Bedford Corp Limit	Rt 1520 (Rainbow Forest Dr)	Widen to 4 lanes	1.1	\$23,480,500	65.61	Med	Low

#	Jurisdiction	Rte #	Facility Name	From	To	Improvement	Length	Estimated Cost	Benefit Score	Benefit-Cost Rating	Readiness Score
24	Lynchburg	670	Old Candler Mountain Rd	Rt 128 (Mayflower Dr)	Rt 460 (Richmond Hwy)	Widen to 4 lanes	0.7	\$17,283,000	65.53	Med	Low
25	Lynchburg	--	Downtown Streets	--	--	Downtown Complete Streets	3.55	\$50,000,000	64.90	Med	Low
26	Campbell	29	Wards Rd	Rt 24 (Colonial Hwy)	Rt 685 (Calhoan Rd)	Widen road (rural 6 lane with median)	2.1	\$23,483,000	64.13	Med	Low
27	Amherst	29	Lynchburg Expressway	Rt 163	--	Reconstruct Interchange	--	\$5,000,000	64.11	High	Low
28	Lynchburg	--	Wards Ferry Rd	Harvard St	--	Construct Roundabout	--	\$1,100,000	64.08	High	Low
29	Lynchburg	29	Lynchburg Expressway	Main St/ Church St	--	Improve Interchange	--	\$2,700,000	62.74	High	Low
30	Bedford	811	Thomas Jefferson Rd	Rt 221 (Forest Rd)	Rt 622 (Waterlick Rd)	Widen to 4 lanes	1.6	\$34,153,000	62.56	Med	Low
31	Lynchburg	501	Campbell Ave	Edmunds St	Florida Ave	Roundabouts, Road Diet, Rail to Trail	1.4	\$6,100,000	60.94	High	Low
32	Lynchburg	163	Memorial Ave	NS Railroad	Langhorne Ave	Reconstruct road and ped, add streetscape	0.4	\$2,000,000	60.48	High	Low
33	Amherst	60	Richmond Highway	Rt 606 W	MPO Boundary	2 lane improvements	2.08	\$14,904,000	59.75	Med	Low
34	Lynchburg	29	Lynchburg Expressway	Miller St/Robins Rd	--	Improve Interchange	--	\$200,000	59.34	High	Med
35	Campbell	622	Waterlick Rd	Rt 460 (Timberlake Rd)	Rt 682 (Leesville Rd)	Widen to 4 lanes	1	\$20,889,000	59.34	Med	Low
36	Amherst	163	South Amherst Hwy	Rt 685 (River Rd)	Rt 29 (Bus)	Widen to 4 lanes with bike lane	1.6	\$34,153,000	58.15	Med	Low
37	Bedford	622	Waterlick Rd	Rt 811 (Thomas Jefferson)	Campbell Corp Limits	Widen to 4 lanes	0.9	\$19,211,500	58.06	Med	Low
38	Amherst	130	Elon Rd	NS Railroad Track	Rt 29 (Bus)	Widen to 4 lanes	1.9	\$40,556,500	55.18	Low	Low
39	Amherst	60	Richmond Highway	Rt 29 Bypass	Rt 606 W	2 lane improvements	0.93	\$9,349,000	54.25	Med	Low
40	Campbell	682	Leesville Rd	Lynchburg Corp Limits	Rt 460 (Richmond Hwy)	Widen to 4 lanes	2.1	\$41,663,500	54.23	Med	Low
41	Amherst	29	Bypass	US 29 Bypass	Rt 663 (Izaak Walton Rd)	New Access Ramps	--	\$10,000,000	53.51	Low	Low
42	Lynchburg	163	5th St	Jackson St	Taylor St	Streetscape Improvements	0.2	\$2,000,000	52.32	High	Low
43	Campbell	726	Mt Athos Rd	Rt 460 (Richmond Hwy)	Babcock and Wilcox	Upgrade existing 2 lane rd	1.9	\$13,614,000	51.78	Med	Low
44	Lynchburg	163	5th St	Taylor St	NS Bridge	Reconstruct road and ped, add streetscape	0.3	\$2,000,000	51.46	High	Low
45	Lynchburg	--	Wards Ferry Rd	Atlanta Ave	--	Add turn lanes	--	\$495,000	51.27	High	Low
46	Bedford	811	Thomas Jefferson Rd	Rt 622 (Waterlick Rd)	Rt 704 (Great Oak Rd)	Widen to 4 lanes	2.3	\$49,095,000	50.51	Low	Low
46	Bedford	811	Thomas Jefferson Rd	Rt 704 (Great Oak Rd)	Rt 460	Widen to 4 lanes	1.2	\$25,615,000	50.51	Med	Low
48	Amherst	682	Woody's Lake Rd	Rt 29 (Bus)	End	Reconstruct Roadway	0.8	\$7,202,500	50.49	Low	Low
49	Campbell	501	Campbell Hwy	Rt 24 (Village Rd)	Rt 680 (Suburban Rd)	Widen to 4 lanes	2.2	\$27,387,500	50.17	Low	Low
50	Amherst	677	Dixie Airport Rd	Rt 699 (Amelon Rd)	Rt 622 (Galts Mill Rd)	Reconstruct 2 lane roadway	1.2	\$10,255,500	48.89	Med	Low
51	Amherst	661	Old Stage Rd	Rt 624 (Sweet Briar Ln)	London Ln	2 lane improvements	0.5	\$2,849,000	48.83	Low	Low
52	Bedford	501	Boonsboro Rd	Rt 647 (Winding Creek Ln)	--	Relocate intersection, construct turn lane	0.3	--	48.72	Low	Low

#	Jurisdiction	Rte #	Facility Name	From	To	Improvement	Length	Estimated Cost	Benefit Score	Benefit-Cost Rating	Readiness Score
53	Campbell	681	Sunburst Rd	Rt 460 (Richmond Hwy)	Rt 622 (Waterlick Rd)	Reconstruct 2 lane roadway	2.6	\$21,736,000	48.64	Low	Low
54	Amherst	663	Izaak Walton Rd	Rt 130 (Glade Rd)	Rt 604 (S Coolwell Rd)	Reconstruct 2 lane roadway	4.5	\$25,651,000	48.25	Low	Low
55	Lynchburg	--	New Road	Campbell Ave	Odd Fellows Rd	Construct new roadway	--	\$10,000,000	46.81	Low	Low
56	Bedford	621	Cottontown Rd	Rt 662 (Hooper Rd)	Rt 660 (Hawkins Mill Rd)	Reconstruct 2 lane roadway	1.7	\$12,793,000	46.81	Low	Low
57	Amherst	685	River Rd	Rt 130	NS Railroad Tracks	Reconstruct 2 lane roadway	3.8	\$26,877,000	46.40	Low	Low
58	Amherst	622	New Wright Shop Rd	Rt 210 (Colony Rd)	Rt 677 (Dixie Airport Rd)	Reconstruct 2 lane roadway	2.3	\$19,657,000	46.06	Low	Low
59	Amherst	--	(new road)	Rt 29 (Bus)	Fernwood Dr	New 2 lane connector road	0.62	\$6,232,000	45.97	Low	Low
60	Campbell	738	English Tavern Rd	Rt 29 (Wards Rd)- South int	Rt 680 (Suburban Rd)	Widen to 24 ft	1.2	\$10,032,000	45.06	Med	Low
61	Amherst	685	River Rd	NS Railroad Tracks	Rt 163	Reconstruct 2 lane roadway	2.5	\$21,459,500	44.90	Low	Low
62	Bedford	623	Turkey Foot Rd	Rt 811 (Thomas Jefferson)	Campbell Corp Limits	Widen pavement to 24 ft	1.2	\$9,030,000	44.02	Low	Low
63	Amherst	210	Colony Rd	Rt 163	Rt 1034	2 lane reconstruction with shoulder	0.3	\$2,815,000	43.80	Med	Low
64	Campbell	738	English Tavern Rd	Rt 680 (Suburban Rd)	Rt 29 (Wards Rd)- North int	Widen to 24 ft	1.6	\$13,376,000	43.56	Med	Low
65	Amherst	795	Winridge Rd	Rt 130	Rt 675	Reconstruct 2 lane roadway	1.25	\$9,429,000	43.31	Low	Low
66	Amherst	652	Cedar Gate Rd	Rt 657	Rt 675	2 lane reconstruction	1.1	\$6,271,000	41.96	Low	Low
66	Bedford	621	Cottontown Rd	Rt 644 (Coffee Rd)	Rt 662 (Hooper Rd)	Reconstruct 2 lane roadway	4	\$28,660,000	41.96	Low	Low
68	Bedford	644	Coffee Rd	Rt 665N (Elk Valley Rd)	Lynchburg Corp Limits	Reconstruct 2 lane roadway	6.3	\$45,140,500	41.35	Low	Low
69	Amherst	675	Winesap Rd	Rt 652	Rt 795	Widen pavement to 22ft	3.1	\$17,671,000	40.46	Low	Low
69	Bedford	622	Everett Rd	Kensington Pkwy	Rt 646 (Gladden Cir)	Reconstruct 2 lane roadway	2	\$14,330,000	40.46	Low	Low
71	Bedford	659	Hawkins Mill Rd	Rt 660 (Old Farm Rd)	Lynchburg Corp Limits	Reconstruct 2 ln roadway	1.3	\$9,783,000	39.96	Low	Low
72	Bedford	663	Perrowville Rd	Rt 1431 (Quail Ridge Rd)	Rt 644 (Coffee Rd)	Reconstruct 2 lane roadway	2.1	\$15,047,000	38.47	Low	Low

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) FRY2015-2018 has been reformatted from the CVTOP FY2012-2015. Project descriptions and associated funding allocations in the CVTIP FY2015-2018 supercede those in the CVTOP FY2012-2015 as well as any associated adjustments and amendments.	NA
11/20/2014	Proposed Amendment	106533 106537	These amendments to the funding of the Odd Fellows Road Interchange and Greenview Drive Projects are related to Debt Service additions based upon the use of Grant Anticipation Revenue Vehicles (GARVEE) Bonds being used to fund the projects.	NA



December 11, 2014

Shannon Valentine  
Commonwealth Transportation Board  
*Lynchburg Representative*  
1487 Langhorne Road  
Lynchburg, VA 24503

**RE: Communication to the Commonwealth Transportation Board**

Dear Ms. Valentine:

On November 20, the Central Virginia Metropolitan Planning Organization (CVMPO) held its regularly scheduled meeting. As part of the agenda, the members discussed the statewide prioritization process for project selection (House Bill 2). This discussion was a follow up to Deputy Secretary Nick Donohue's presentation to the Region 2000 Local Government Council in September. I'm sharing the pertinent comments from that discussion.

- Can the Commonwealth Transportation Board (CTB) explain how regional differences within the Commonwealth will be accommodated within the statewide prioritization effort? For example, the transportation issues facing Region 2000, principally relating to economic development and safety, are different from Hampton Roads and its congestion challenges. The CVMPO is of the view these differences must be taken into account with any statewide prioritization effort to ensure reasonable equity in transportation funding allocations.

Currently, the CVMPO is updating its long range transportation plan. This plan includes the development of a project prioritization process. Economic development and safety have been identified as the lead considerations for the prioritization effort. The importance of these two factors for our region are recommended to be included in the statewide prioritization effort

- Will an opportunity be available to adjust the prioritization formula once a trial period is accomplished? Even with the best of efforts, a trial period often allows for discovering unintended consequences of a new initiative. The CVMPO recommends such a trial period be included in CTB's overall effort.

- Can the CTB explain the seeming inconsistency in HB2 relating to economic development? Sec 33.1-23.5:5, A. identifies economic development as one of five considerations for the development of the prioritization process. Sec. 33.1-23.5:5. D.7. states ‘...no project shall be undertaken primarily for economic development purposes.’ Transportation is a key element in our region’s economic development efforts. The CTB’s efforts must allow for this imperative.

The CVMPO and staff are most appreciative of your efforts representing our regional community. Please advise if you have any questions or would like to discuss the above further.

Sincerely,



Robert E. White, AICP  
*Deputy Director*

REW/mdp

c: Aubrey Layne, *Secretary of Transportation - Commonwealth of Virginia*  
Nick Donohue, *Deputy Secretary of Transportation - Commonwealth of Virginia*