



Academy Center for the Arts Warehouse Theatre Lobby
(Due to construction, access is on 6th Street side from Commerce Street)
600 Main Street, Lynchburg, VA 24504

Thursday, October 18, 2018 at 4:00 p.m.

Agenda

- 1. **Call to Order**.....John Sharp, *Chair*
- 2. **Approval of Minutes: July 19, 2018**
(Attachment #2).....John Sharp, *Chair*
- 3. **Opportunity for Public Comment**..... John Sharp, *Chair*
- 4. **Adoption of Resolution Supporting Highway Safety Improvement Program (HSIP) Applications for Projects Within MPO Boundaries** (Attachment #4)..... Scott Smith, *Transportation Planning Director*
- 5. **Adoption of Pavement & Bridge Condition and System Reliability Performance Targets**..... Scott Smith, *Transportation Planning Director*
- 6. **Update on 10/4/18 Public Meeting for Proposed US 221/501 Intersection Improvements** Don DeBerry, *City of Lynchburg*; Heather Kennedy, *Cella Molnar & Associates*
- 7. **Presentation on I-81 Corridor Improvement Plan**..... Scott Smith, *Transportation Planning Director*
- 8. **Matters from the Members**..... John Sharp, *Chair*
- 9. **Adjournment**.....John Sharp, *Chair*

10. Informational Items

Attachment #10 is the updated "Memorandum of Understanding on Metropolitan Transportation Planning Responsibilities for the Central Virginia Metropolitan Planning Area." This replaces the 2008 MOU which is the first item of Tab 2 in your CVMPO Board Member Handbook. Hard copies with punched holes will be available at the meeting.

The next scheduled meeting of the CVMPO will be at 4:00 p.m. on Thursday, January 17, 2019 (location TBA).

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 need 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 434-845-3491 to request an interpreter.



Central Virginia Metropolitan Planning Organization (CVMPO)

July 19, 2018

Staff Report

1. Call to Order

2. Approval of Minutes: July 19, 2018 Meeting

[\(Attachment 2\)](#)

The minutes of the July 19, 2018 meeting of the CVMPO are attached for your review and approval.

Recommendation: Staff recommends approval.

3. Opportunity for Public Comment

4. Adoption of Resolution Supporting Highway Safety Improvement Program (HSIP) Applications for Projects Within MPO Boundaries

[\(Attachment #4\)](#)

The City of Lynchburg is submitting a total of six projects for funding through VDOT's Highway Safety Improvement Program (HSIP). While projects within the MPO area are not required to be supported by the MPO Policy Board, the CVMPO Policy Board has traditionally adopted resolutions in support of similar projects.

The projects are:

HSIP Rail

1. Forest Brook Rd. – Add new pedestrian crossing to existing rail crossing.
2. Chapel Ln. – Install new grade crossing to replace existing signs only crossing.

HSIP Bike/Pedestrian

1. Langhorne Rd. North Side – Sidewalk from Tate Springs to Atherholt
2. Wyndale Dr. Sidewalk from Lakeside to Lakeside and to school property on Fleetwood
3. Old Graves Mill Road – fill in the gaps in sidewalks from Timberlake Road to Graves Mill Road
4. Mountain View Drive – Sidewalk from Laxton Road to Wood Road

The Transportation Technical Committee endorsed all six projects at its October 11, 2018 meeting and recommends that the MPO Policy Board adopt the resolution of support.

Recommendation: Staff and TTC recommend adopting the resolution.

5. Adoption of MAP 21 Performance Targets for Pavement & Bridge Condition and System Reliability Targets

MAP 21 (the current federal transportation funding bill) requires states and localities to set performance targets for a number of factors, including:

- Safety
- Transit Asset Management
- **Pavement condition**
- **Bridge condition**
- **System performance**
- Freight movements on Interstates

The 2040 Central Virginia Long-Range Plan (CVLRP) set in motion the concept of measuring the effectiveness of transportation solutions in our region, so it will be relatively easy for the CVMPO to adjust to the new federal requirements. These performance targets will serve as a baseline that will help us determine the success of certain projects and programs.

The three measures that are currently presented for adoption are Pavement Condition, Bridge Condition, and System Performance. Targets for Safety and Transit Asset Management were adopted at the February 2018 CVMPO meeting. The CVMPO will not be required to adopt performance targets for Interstate freight movements since no Interstate highways exists within the MPO area.

For these three measures, MPO staff recommend adopting the statewide targets. This is being done by most other MPOs of our size throughout the state. Those targets are:

Measure	Statewide 4-Year Target	CVMPO Current
% Pavement in good condition (Interstate)	45%	n/a
% Pavement in poor condition (Interstate)	<3%	n/a
% Pavement in good condition (Non-Interstate NHS)	25%	50.7%
% Pavement in poor condition (Non-Interstate NHS)	<5%	0.5%
% Deck area of bridges in good condition (NBI on NHS)	33%	40.3%
% Deck area of bridges in poor condition (NBI on NHS)	3%	0.4%
% of person miles traveled that are reliable (Interstate)	82%	n/a
% of person miles traveled that are reliable (Non-Interstate NHS)	82.5%	93%
Truck Time Travel Reliability Index (TTTR)	1.56	n/a

Recommendation: Adopt statewide performance measures.

6. Update on 10/4/18 Public Meeting for Proposed US 221/501 Intersection Improvements

City of Lynchburg staff will give a brief update on a public information meeting that was held on October 4, 2018 regarding the NEPA (National Environmental Protection Act) review and design process for proposed improvements to the intersection of US 501 (Lynchburg Expressway/Old Forest Road) and US 221 (Lakeside Drive/Forest Road).

This is the highest-ranking project in the Central Virginia Long Range Transportation Plan 2040 that has not been funded.

Recommendation: Participate in discussion.

7. Presentation on I-81 Corridor Improvement Plan

The Office of Intermodal Planning and Investment, the Virginia Department of Transportation and the Department of Rail and Public Transportation are developing a plan to study the entire length of the Interstate 81 corridor in the Commonwealth of Virginia.

As directed in Senate Bill 971 (now 2018 Acts of Assembly Chapter 743), the study team will identify targeted improvement along I-81 and potential revenue sources that could be dedicated to improvements. SB 971 was introduced by Senators Mark Obenshain and Bill Carrico, and supported by Delegate Steve Landes with budget language in the House of Delegates budget bill.

CVMPO staff have attended two public meetings in Salem as well as a Blue Ridge Economic Coalition (BREC) meeting and will make a brief presentation about proposed improvements and funding strategies.

Additional information about the plan may be found at: http://www.ctb.virginia.gov/projects/major_projects/i-81_study.asp

Recommendation: Participate in discussion.

8. Matters from the Members

9. Adjournment

10. Informational Items

Attachment #10 is the updated "Memorandum of Understanding on Metropolitan Transportation Planning Responsibilities for the Central Virginia Metropolitan Planning Area." This replaces the 2008 MOU which is the first item of Tab 2 in your CVMPO Board Member Handbook. Hard copies with punched holes will be available at the meeting.

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

- January 17, 2019
- April 18, 2019
- July 18, 2019
- October 17, 2019



Central Virginia Metropolitan Planning Organization

Region 2000 Conference Room, Lynchburg, VA 24504

~DRAFT MINUTES~

July 19, 2018, 4:00 pm

MEMBERS PRESENT

Carl Boggess Bedford County
 Brian Booth Greater Lynchburg Transit Company
 Nick Britton VA Dept. of Rails & Public Transportation
 Kenny Craig Liberty University
 William Mays, *Vice-Chair* Amherst County
 Turner Perrow City of Lynchburg
 Dean Rodgers Amherst County
 Frank Rogers Campbell County
 Bonnie Svrcek City of Lynchburg
 Dwayne Tuggle Town of Amherst
 Chris Winstead VDOT Lynchburg District

MEMBERS ABSENT

Sara Carter Town of Amherst
 John Sharp, *Chair* Bedford County
 Charlie Watts Campbell County

OTHERS PRESENT

Gary Christie Local Government Council
 Susan Cook Local Government Council
 Carrie Dungan News & Advance
 W. Scott Smith Local Government Council/CVMPO

1. Call to Order

Will Mays, Vice-Chair, called the meeting to order at 4:00 pm.
 Scott Smith introduced a new member of the MPO, Kenny Craig representing Liberty University.

2. Approval of Minutes – April 26, 2018 Meeting

Upon a motion by Frank Rogers to approve the minutes of the February 21, 2018 meeting, seconded by Turner Perrow, this motion carried by unanimous vote.

3. Opportunity for Public Comment – There were none.

4. Adoption of Resolution Supporting SmartScale Applications for Projects within the MPO Boundaries

Scott Smith explained that projects within the MPO boundaries, they either need to be listed on the Long Range Plan, or be consistent with the Long Range Plan. There is a total of seven projects that are within the MPO boundaries that our localities are submitting this year.

A motion was made by Bonnie Svrcek to adopt a Resolution supporting these projects. The motion was seconded by Turner Perrow and unanimously approved.

5. Presentation on Virginia Transit Reform Initiative

Nick Britton, from the Virginia Dept. of Rails and Public Transportation, reported that one of the big items that came up during the past legislative session was how the Commonwealth of Virginia would deal with the expiration of bonds that are being used to fund capital purchases of transit vehicles. This prompted a look at how capital needs would be managed in the coming years, out to 2023 and further. One of the big pieces of the new legislation is changes in how capital is funded. Right now there is a tiered approach to capital. Tier 1 is major bus purchases, Tier 2 is for new service, such as the Hopper, and Tier 3 for technical intelligent transportation systems such as bus stop signage. These tiers all had different matching fund levels associated with them, but now all matching levels are the same, at 68% for everyone. Large projects, or major expansion projects, will be judged similar to the way SmartScale projects are judged.

Mr. Britton explained that on the operating side, effective July 1, 2019, all operating money will be based on performance measures.

The third part of the legislation is the urban transit agencies strategic plans. All transit agencies that are in MPOs, such as GLTC, that have 20 buses or more have to do strategic plans now, every five years.

6. Update on Regional Van Pool Study

Scott Smith reminded the group that in April a concept was presented of working with the local Workforce Development Board, DRPT and Ride Solutions to do a study of van pool opportunities and to develop a plan for how to roll out van pool operations in our

area. He explained that there was money in the DRPT budget that was not spent the last fiscal year, 2016 to 2017. This is about \$23,000 that rolled over into the fiscal year budget for 2017 to 2018. It was approved at the April meeting to use this money for the van pool study. There is also approximately an additional \$5,500 that rolled over into this year. He asked if the group would be willing to add this amount to the surplus from the previous year. The MPO approved this by consensus.

7. Matters for Members

Brian Booth advised that he is finishing up the GLTC Traffic Analysis Plan. They have received recommendations for proposed route changes and will be putting them out to the public for review and comment in August. Their goal is to potentially implement the changes sometime in October.

Chris Winstead announced that the new member of the CTB is Bert Dodson. There is a completion date for the first Odd Fellows Road contract is August 3, 2018. The rest of Odd Fellows Road from the post office north to the Expressway is already under construction.

Mr. Winstead reminded that August 1 is the deadline for SmartScale Round 3.

8. Adjournment

There being no further business, the meeting adjourned at 4:45 p.m.

9. Informational Items

The next scheduled meeting of the CVMPO will be at 4:00 p.m. on Thursday, October 18, 2018 (location TBA).

CENTRAL VIRGINIA METROPOLITAN PLANNING ORGANIZATION



**Resolution in support for the City of Lynchburg's Application for the
FY 2020 Highway Safety Improvement Program**

WHEREAS, the Central Virginia Metropolitan Planning Organization has and continues to support transportation projects that improve safety across all modes of transportation; and

WHEREAS, the City of Lynchburg has and continues to invest in creating and improving facilities that promote safety for motorists, cyclists, and pedestrians; and

WHEREAS, the City of Lynchburg is requesting Highway Safety Improvement Program funds to assist with the following four projects: Rail crossings at 1) Forest Brook Road and 2) Chapel Lane; and sidewalks on 3) Langhorne Road, 4) Wyndale Drive, 5) Old Graves Mill Road, and 6) Mountain View Drive.

NOW THEREFORE, BE IT RESOLVED that the Central Virginia Metropolitan Planning Organization does hereby support the City of Lynchburg in its application to the Highway Safety Improvement Program for the four abovementioned projects.

ADOPTED this 18th day of October, 2018.

ATTESTED BY:

Gary F. Christie, Secretary
Central Virginia Metropolitan
Planning Organization

CERTIFIED BY:

John Sharp, Chair
Central Virginia Metropolitan
Planning Organization

**MEMORANDUM OF UNDERSTANDING
ON METROPOLITAN TRANSPORTATION PLANNING RESPONSIBILITIES
FOR THE CENTRAL VIRGINIA METROPOLITAN PLANNING AREA**

This agreement is made and entered into as of June 1, 2018 by and between the Commonwealth of Virginia hereinafter referred to as the State, the Central Virginia Metropolitan Planning Organization hereinafter referred to as the MPO, the Greater Lynchburg Transit Company hereinafter referred to as the Public Transportation Provider, and the Virginia's Region 2000 Local Government Council serving as planning and administrative staff to the MPO, hereinafter referred to as the Staff.

WHEREAS, joint responsibilities must be met for establishing and maintaining a continuing, cooperative, and comprehensive (3-C) metropolitan transportation planning and programming process as defined and required by the United States Department of Transportation in regulations at 23 CFR 450 Subpart C, and

WHEREAS, the regulations at 23 CFR 450.314 direct that the MPO, State, and Public Transportation Provider responsibilities for carrying out the 3-C process shall be cooperatively determined and clearly identified in a written agreement.

NOW, THEREFORE, it is recognized and agreed that, as the regional transportation planning and programming authority in cooperation with the Staff, State and Public Transportation Provider, the MPO shall serve as the forum for cooperative development of the transportation planning and programming activities and products for the Central Virginia metropolitan area. It is also agreed that the following articles will guide the 3-C process. Amendments to this agreement may be made by written agreement among the parties of this agreement.

**Article 1
Planning and Modeling Boundaries**

The MPO is responsible as the lead for coordinating transportation planning and programming in the Central Virginia metropolitan transportation planning area (MPA) that includes the City of Lynchburg along with the adjacent urbanized portions of Amherst County, Bedford County, and Campbell County and the Town of Amherst. A map providing a visual and itemized description of the current MPA will be included on the MPO website. It is recognized that the scope of the regional study area used with the travel demand model may extend beyond the MPA. The boundaries of the MPA shall be subject to approval of the MPO and the Governor. The MPA shall, at a minimum, cover the U.S. Bureau of the Census' designated urbanized area and the contiguous geographic area expected to become urbanized within the 20-year long range plan forecast period. The boundaries will be reviewed by the MPO and the State at least after

each Census decennial update, to adjust the MPA boundaries as necessary. Planning funds shall be provided to financially support the MPO's planning activities under 23 CFR 450 and 49 CFR 613, and the latest applicable metropolitan planning funding agreement with the State for the metropolitan planning area. All parties to this agreement shall comply with applicable state and federal requirements necessary to carry out the provisions of this agreement.

Article 2

MPO Structure & Committees

The MPO shall consist of, at a minimum, a Policy Board and a standing advisory group, the Transportation Technical Committee. The MPO shall establish and follow rules of order and record. The Policy Board and Transportation Technical Committee each shall be responsible for electing a chairman with other officers elected as deemed appropriate. These committees and their roles are described below. Redesignation of an MPO is required when an existing MPO proposes to make substantial changes on membership voting, decisionmaking authority, responsibility, or the procedure of the MPO.

(A) The Policy Board serves as the MPO's policy board, and is the chief regional authority responsible for cooperative development and approval of the core transportation planning activities and products for the urbanized region including:

- the MPO budget and Unified Planning Work Program (UPWP); and
- the performance based Constrained Long-Range Transportation Plan (CLRP); and
- the performance-based Transportation Improvement Program (TIP) including all regionally significant projects regardless of their funding source; and
- the adoption of performance measure targets in accord with federal law and regulations that are applicable to the MPO metropolitan planning area; and
- the reporting of targets and performance to be used in tracking progress toward attainment of critical outcomes for the MPO region [450.314]; and
- the Public Participation Plan

The Policy Board will consider, analyze as appropriate, and reflect in the planning and programming process the improvement needs and performance of the transportation system, as well as the federal metropolitan planning factors consistent with 23 CFR 450.306. The Policy Board and the MPO will comply and certify compliance with applicable federal requirements as required by 23 CFR 450.336. The Policy Board and the MPO also shall comply with applicable state requirements such as, but not limited to, the Freedom of Information Act requirements which affect public bodies under the Code of Virginia at 2.2-3700 et sequel.

Voting membership of the Policy Board shall consist of the following representatives, designated by and representing their respective governments and agencies:

- One representative participating on behalf of the State appointed by the Commonwealth of Virginia Secretary of Transportation,
- One representative of the Public Transportation Provider(s)
- Locally elected officials representing each County, independent City, Town or other appropriate representation within the metropolitan transportation planning area.

The individual voting representatives may be revised from time to time as designated by the respective government or agency. State elected officials may also serve on the MPO. Nonvoting members may be added or deleted by the Policy Board through a majority of all voting members. Voting and nonvoting designated membership of the Policy Board will be identified and updated on the MPO's website with contact information.

(B) The Transportation Technical Committee provides technical review, supervision and assistance in transportation planning. Members are responsible for providing, obtaining, and validating the required latest official travel and socio-economic planning data and assumptions for the regional study area. Members are to ensure proper use of the data and assumptions by the MPO with appropriate travel forecast related models. Additional and specific responsibilities may be defined from time to time by the Policy Board. This committee consists of the designated technical staff of the Policy Board members, plus other interests deemed necessary and approved by the Policy Board. The designated voting and nonvoting membership of the Transportation Technical Committee will be updated by the Policy Board, and will be identified online with contact information.

(C) Regular Meetings – The Policy Board and Transportation Technical Committee shall each be responsible for establishing and maintaining a regular meeting schedule for carrying out respective responsibilities and to conduct official business. Meeting policies and procedures shall follow regulations set forth in 23 CFR §450.316. The regular meeting schedule of each committee shall be posted on the MPO's website and all meetings shall be open to the public. Any meetings and records concerning the business of the MPO shall comply with State Freedom of Information Act requirements.

Article 3 Unified Planning Work Program (UPWP)

Transportation planning activities anticipated within the Central Virginia Metropolitan Planning Area during the next one or two-year period shall be documented and prepared annually by the Staff and the Transportation Technical Committee in accord with 23 CFR 450.308 and reviewed and endorsed by the Policy Board. Prior to the expenditure of any funds, such UPWP shall be subject

to the approval of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the State for funding the activities. Any changes in transportation planning and related activities, regardless of funding source, shall be accomplished by amendments to the UPWP and adoption by the Policy Board according to the same, full procedure as the initial UPWP.

Article 4 Participation Plan

The Policy Board shall adopt and maintain a formal, written Public Participation Plan. The Participation Plan shall provide reasonable opportunity for involvement with all interested parties in carrying out the metropolitan area's transportation planning and programming process, providing reasonable opportunities for preliminary review and comment especially at key decision points. Initial or revised participation plan procedures shall undergo a minimum 45-day draft public review and comment period. The Participation Plan will be published and available on the MPO's website. The State may assist, upon request of the MPO and on a case by case basis, in the provision of documents in alternative formats to facilitate the participation of persons with limited English proficiency or visual impairment.

The MPO also shall, to the extent practicable, develop and follow documented process(es) that at least outline the roles, responsibilities and key points for consulting with adjoining MPOs, other governments and agencies and Indian Tribal or federal public lands regarding other planning activities, thereby ensuring compliance with all sections of 23 CFR 450.316. The process(es) shall identify procedures for circulating or providing ready access to draft documents with supporting materials that reference, summarize or detail key assumptions and facilitate agency consultations, and public review and comment as well as provide an opportunity for MPO consideration of such comments before formal adoption of a transportation plan or program.

Article 5 Inclusion and Selection of Project Recommendations

Selection of projects for inclusion into the financially Constrained Long-Range Plan (CLRP)

Recommended transportation investments and strategies to be included in the CLRP shall be determined cooperatively by the MPO, the State, and Public Transportation Provider(s). The CLRP shall be updated at least every five years, and address no less than a 20 year planning horizon. Prior to the formal adoption of a final CLRP, the MPO shall provide the public and other interested stakeholders (including any intercity bus operators) with reasonable opportunities for involvement and comment as specified in 23 CFR §450.316 and in accordance with the procedures outlined in the Participation Plan. The MPO shall demonstrate explicit consideration and response to public input received during the development of the CLRP.

Development of the Transportation Improvement Program (TIP)

The financially constrained TIP shall be developed by the MPO with assistance from the State and Public Transportation Provider(s). The TIP shall cover a minimum four-year period and shall be updated at least every four years, or more frequently as determined by the State to coincide and be compatible with the Statewide Transportation Improvement development and approval process.

The State shall assist the MPO and public transportation providers in the development of the TIP by: 1) providing the project listing, planned funding and obligations, and 2) working collaboratively to ensure consistency for incorporation into the STIP. The TIP shall include any federally funded projects as well as any projects that are regionally significant regardless of type of funding. Projects shall be included and programmed in the TIP only if they are consistent with the recommendations in the CLRP. The State and the Public Transportation Provider(s), assisted by the state, shall provide the MPO a list of project, program, or grouped obligations by year and phase for all the State and the public transportation projects to facilitate the development of the TIP document. The TIP shall include demonstration of fiscal constraint and may include additional detail or supporting information provided the minimum requirements are met. The MPO shall demonstrate explicit consideration and response to public input received during the development of the TIP.

Once the TIP is compiled and adopted by the Policy Board the MPO shall forward the approved TIP, MPO certification, and MPO TIP resolution to the State. After approval by the MPO and the Governor, the State shall incorporate the TIP, without change, into the STIP. The incorporation of the TIP into the STIP demonstrates the Governor's approval of the MPO TIP. Once complete, the STIP shall be forwarded by the State to FHWA and FTA for review and approval.

Article 6

Financial Planning and Programming, and Obligations

The State, the MPO and the Public Transportation Provider(s) are responsible for financial planning that demonstrates how metropolitan long-range transportation plans and improvement programs can be implemented consistent with principles for financial constraint. Federal requirements direct that specific provisions be agreed on for cooperatively developing and sharing information for development of financial plans to support the metropolitan transportation plan (23 CFR 450.324) and program (23 CFR 450.326), as well as the development of the annual listing of obligated projects (23 CFR 450.334).

Fiscal Constraint and Financial Forecasts

The CLRP and TIP shall be fiscally constrained pursuant to 23 CFR §450.324 and §450.326 respectively with highway, public transportation and other transportation project costs inflated to reflect the expected year of expenditure.

To support the development of the financial plan for the CLRP, the State shall provide the MPO with a long-range forecast of expected state and federal transportation revenues for the metropolitan planning area. The Public Transportation Provider(s), similarly, shall provide information on the revenues expected for public transportation for the metropolitan planning area. The financial plan shall contain system-level estimates of the costs and the revenue sources reasonably expected to be available to adequately operate and maintain the federal aid highways and public transportation. The MPO shall review the forecast and add any local or private funding sources reasonably expected to be available during the planning horizon. Recommendations on any alternative financing strategies to fund the projects and programs in the transportation plan shall be identified and included in the plan. In the case of new funding sources, strategies for ensuring their availability shall be identified and documented. If a revenue source is subsequently found removed or substantially reduced (i.e., by legislative or administrative actions) the MPO will not act on a full update or amended CLRP and/or TIP that does not reflect the changed revenue situation.

Annual Obligation Report

Within 90 days after the close of the federal fiscal year the State and the Public Transportation Provider(s) shall provide the MPO with information for an Annual Obligation Report (AOR). This report shall contain a listing of projects for which federal highway and/or transit funds were obligated in the preceding program year. It shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and at a minimum include TIP project description and implementing agency information and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years. The MPO shall publish the AOR in accordance with the MPO's public participation plan criteria for the TIP.

Article 7

Performance-Based Metropolitan Planning Process Responsibilities

The MPO

The MPO, in cooperation with the State and Public Transportation Provider(s), shall establish and use a performance-based approach in carrying out the region's metropolitan transportation planning process consistent with 23 CFR 450.306, and 23 CFR 490. The MPO shall integrate into the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in applicable transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation required as part of a performance-based program. The MPO shall properly plan, administratively account for and document the MPO's performance-based planning activities in the MPO UPWP.

The MPO shall develop, establish and update the federally required transportation performance targets that apply for the MPO metropolitan planning area in coordination with the State(s) and the Public Transportation Provider(s) to the maximum extent practicable. The Policy Board shall adopt federal targets of the MPO after reasonable opportunity for and consideration of public review and comment, and not later than 180 days after the date on which the relevant State(s) and Public Transportation Provider(s) establish or update the Statewide and Public Transportation Provider(s) performance targets, respectively. No later than 21 days of the MPO deadline for the selection of new or updated targets, for each federally required performance measure, the MPO shall formally notify the State(s) and Public Transit Provider(s) of whether the MPO: 1) has selected "to contribute toward the accomplishment" of the statewide target selected by the state, or 2) has identified and committed to meet a specific quantitative target selected by the public transportation provider(s) or the MPO for use in the MPO's planning area of Virginia.

In the event that a Virginia MPO chooses to establish a MPO-specific federal highway or transit performance measure quantitative target, then the Virginia MPO shall be responsible for its own performance baseline and outcome analyses, and for the development and submittal of special report(s) to the State for the MPO-specific highway and/or transit performance measure(s). Reports from the Virginia MPOs that choose their own MPO-specific highway or transit target(s) will be due to the State no later than 21 days from the date that the MPO is federally required to establish its performance target for an upcoming performance period. The special report(s) for each new or updated MPO-specific highway target shall be sent from the Virginia MPO to the VDOT Construction District Engineer. The special report(s) for each new or updated MPO-specific transit target shall be sent from the Virginia MPO to the Department of Rail and Public Transportation. The special report(s) shall include summary documentation on the performance analyses calculation methods, baseline conditions, quantitative target(s), and applicable outcome(s) regarding the latest performance period for the MPO-specific performance measure(s). For the Virginia MPOs which agree to plan and program projects "to contribute toward the accomplishment" of each of the statewide performance measure targets, the State will conduct the performance analyses for the MPO's metropolitan planning area in Virginia and provide online summaries for each measure such that no special report to the State will be due from these MPOs.

If a Virginia MPO chooses to contribute to achieving the statewide performance target, the MPO shall, at minimum, refer to the latest performance measure analyses and summary information provided by the State, including information that was compiled and provided by the State on the metropolitan planning area's performance to inform the development of appropriate performance targets. The MPO may use State performance measures information and targets to update the required performance status reports and discussions associated with each

MPO CLRP and/or TIP update or non-administrative modification. The MPO's transportation performance targets, recent performance history and status will be identified and considered by the MPO's Policy Board in the development of the MPO CLRP with its accompanying systems performance report required per 23 CFR 450.324, as well as in the development of the TIP with its accompanying description of the anticipated effect of the TIP toward achieving the performance targets, linking their TIP investment priorities to the performance targets as required per 23 CFR 450.326. The MPO CLRP and its accompanying systems performance report, and/or the MPO TIP and its accompanying description of the anticipated effect of the TIP, shall directly discuss or reference the latest State performance measure status information available and posted online by the State regarding the metropolitan planning area at the time of the MPO's Technical Committee recommendation of the draft MPO long range plan or draft TIP.

The State

Distinct from the roles of the metropolitan Public Transportation Provider(s) with federal performance measures on transit (transit is the subject of the next section), the State is the lead party responsible for continuous highway travel data measurement and collection. The State shall measure, collect highway data and provide highway field data for use in federal highway related performance measure analyses to inform the development of appropriate federal performance targets and performance status reports. MPO information from MPO-specific data analyses and reports might not be incorporated, referenced or featured in computations in the Virginia statewide performance data analyses or reports. The State shall provide highway analyses for recommending targets and reporting on the latest performance history and status not only on a statewide basis but also on the Virginia portions of each of Virginia's MPO metropolitan planning areas, as applicable. The findings of the State's highway performance analyses will inform the development or update of statewide targets.

Information regarding proposed statewide targets for highway safety and non-safety federal performance measures will be presented to the Commonwealth Transportation Board (CTB) at the CTB's public meetings and related documents, including, but not limited to, presentations and resolutions, will be made publicly available on the CTB website. The MPO and Public Transportation Provider(s) shall ensure that they inform the State of any special data or factors that should be considered by the State in the recommendation and setting of the statewide performance targets.

All statewide highway safety targets and performance reports are annually due from the State to FHWA beginning August 31, 2017 and each year thereafter. The MPO shall report their adopted annual safety performance targets to the State for the next calendar year within 180 days from August 31st each year. The statewide highway non-safety performance two and/or four-year targets are due for establishment from the State initially no later than May 20, 2018 for use with the state biennial baseline report that is due by October 1, 2018. The subsequent

state biennial report, a mid-period report for reviews and possible target adjustments, is due by October 1, 2020. Thereafter, State biennial updates are cyclically due by October 1st of even numbered years with a baseline report to be followed in two years by a mid-period report. Using information cooperatively compiled from the MPOs, the State and the Public Transportation Providers, the State shall make publicly available the latest statewide and (each) MPO metropolitan planning area's federally required performance measure targets, and corresponding performance history and status.


The Public Transportation Provider(s)

For the metropolitan areas, public transportation providers are the lead parties responsible for continuous public transit data measurement and collection, establishing and annually updating federal performance measure targets for the metropolitan transit asset management and public transportation agency safety measures under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d), respectively, as well as for updates that report on the public transit performance history and status. The selection of the performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, between the MPO, the State and Public Transportation Provider(s) to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). Information from the Public Transportation Provider(s) on new or updated public transit asset management and safety performance targets, and data-reports on the public transit performance history and status relative to the targets is necessary for use and reference by the affected State(s) and the MPO(s). The Public Transportation Provider(s) that receive federal funds shall annually update and submit their transit asset management targets and data-reports to the FTA's National Transit Database consistent with FTA's deadlines based upon the applicable Public Transportation Provider's fiscal year. These Public Transportation Provider(s) shall notify, and share their information on their targets and data-reports electronically with the affected State(s) and MPO(s) at the time that they share the annual information with FTA, and coordinate as necessary so that the MPO(s) shall establish and/or update their MPO transit target(s) no later than 180 days thereafter.

IN WITNESS WHEREOF, the parties have executed this agreement on the day and year first written above.




Chairman
Central Virginia
Metropolitan Planning Organization

WITNESS BY 
DATE 6/22/18




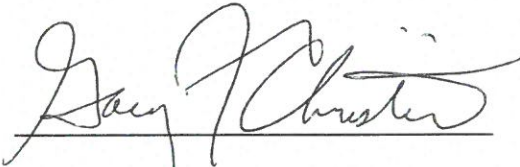
Secretary of Transportation
Commonwealth of Virginia

WITNESS BY 
DATE 7/22/18




General Manager
Greater Lynchburg Transit Company

WITNESS BY 
DATE 6/18/2018



Executive Director
Virginia's Region 2000 Local Government Council

WITNESS BY 
DATE 6/1/18