



Central Virginia Metropolitan Planning Organization

Academy Center for the Arts

~MINUTES~

October 18, 2018, 4:00 pm

MEMBERS PRESENT

Carl Boggess Bedford County
 Brian Booth Greater Lynchburg Transit Company
 Sara Carter Town of Amherst
 Kenny Craig Liberty University
 William Mays, *Vice-Chair* Amherst County
 Turner Perrow City of Lynchburg
 Dean Rodgers Amherst County
 Frank Rogers Campbell County
 John Sharp, Chair Bedford County
 Bonnie Svrcek City of Lynchburg
 Dwayne Tuggle Town of Amherst
 Chris Winstead VDOT Lynchburg District

MEMBERS ABSENT

Charlie Watts Campbell County

OTHERS PRESENT

Gary Christie Local Government Council
 Don DeBerry City of Lynchburg
 Susan Cook Local Government Council
 Bert Dodson Commonwealth Transportation Board
 Tiffany Dubinsky Dept. of Rail and Public Transportation
 Philipp Gabathuler Local Government Council
 Heather Kennedy Cella Molnar & Associates
 W. Scott Smith Local Government Council/CVMPO

1. Call to Order

John Sharp, Chair, called the meeting to order at 4:00 pm.

2. Approval of Minutes – July 19, 2018 Meeting

Upon a motion by Frank Rogers to approve the minutes of the July 19, 2018 meeting, seconded by Carl Boggess, the motion carried by unanimous vote.

3. Opportunity for Public Comment – There were none.

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

Scott Smith explained that the City of Lynchburg is applying for highway safety funds for six projects. A resolution from the MPO is not required for HSIP funding, but is traditionally offered to the localities and was requested by Lynchburg.

Sara Carter made a motion to adopt a resolution of support for Lynchburg’s application for HSIP funding. The motion was seconded by Frank Rogers and unanimously approved by those present.

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

The current federal transportation funding bill requires states and localities to set performance targets to measure the success of projects that are done. The performance targets serve as a baseline to help 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. For these three measures, MPO staff recommends adopting the statewide targets.

The motion was made by Frank Rogers, and seconded by Bonnie Svrcek, to adopt these statewide targets, and the motion was unanimously approved.

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

Don DeBerry and Heather Kennedy reported on the public meeting held on October 4 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). Over 100 people were in attendance for this meeting.

Heather Kennedy also reported that 25 written comments have been received from citizens. Project overview was discussed, specifically describing the project and the purpose. A schedule and cost estimate were posted so that attendees could ask specific

questions. The purpose and needs for the improvements were also discussed, including commercial and population growth that have increased traffic volumes.

Don DeBerry also explained that VDOT has developed a tool for evaluating intersections. This tool was used to come up with alternatives given the traffic conditions. Four of these alternatives were:

- 1) Split-Pair
- 2) Median U-Turn
- 3) Partial Median U-Turn
- 4) Quadrant Intersection

Mr. DeBerry advised that of the four alternatives, the split-pair is the only one that doesn't have significant commercial relocations of businesses required, involving a tremendous amount of right-of-way dollars. They have proposed to the Federal Highway Administration that the other three alternatives be screened out, and the split-pair alternative be evaluated.

Heather Kennedy further advised that the City of Lynchburg is preparing an environmental assessment in coordination with Federal Highways and VDOT. Some of the resources that were assessed as part of the environmental assessment are traffic noise, air quality, natural, cultural and historical resources, parks and public lands.

Another public meeting is planned for spring 2019.

Bert Dodson asked Chris Winstead to give an update on the Smart Scale application for this project. Mr. Winstead advised that Smart Scale is currently in Round 3 assessments and projects are being evaluated. He feels confident that the project will be approved. Scott Smith also added that this project is the top-rated project on the Central Virginia Long-Range Plan that has not yet been funded and is a priority for the MPO.

7. Presentation on I-81 Corridor Improvement Plan

Scott Smith reported that the Office of Intermodal Planning and Investment, the Virginia Department of Transportation and the Department of Rails and Public Transportation are developing a plan to study the entire length of the Interstate 81 corridor in the Commonwealth of Virginia. Because a number of businesses and industries in the region rely on I-81, this group may be asked to support recommendations related to this plan.

Scott explained that ½ of the delays on I-81 are caused by crashes, making the delay times unpredictable. The current plan is to improve operations on I-81 without doing

construction. The total estimate for making improvements on I-81, physical improvements with construction, as well as operational, is a little over \$3 billion. The only way the study has found to pay for improvements is to fund a bond. If there was another funding source to pay for these improvements, it could make Smart Scale money available for other projects.

Other funding options that the study is looking at and will present to the Commonwealth Transportation Board when they meet in a couple of weeks, would be tolling for heavy commercial vehicles. The estimated revenue per year for tolling of trucks would be \$50m to \$200m. A regional motor fuels tax would bring in \$60m to \$70m per year. This would apply to only counties that touch I-81. The same would apply to retail and sales tax, \$90m to \$100m per year.

Chris Winstead advised that next steps would include:

- 1) VDOT will be presenting a draft plan to the Commonwealth Transportation Board later in the month.
- 2) A final presentation will be presented to the Commonwealth Transportation Board at its December meeting.
- 3) The plan would be submitted to the General Assembly no later than the first day of the 2019 session.

8. Matters from the Members

Chris Winstead reminded the group that VDOT will hold a public meeting at the Lynchburg District office on November 19, from 4:00 to 6:00 p.m., with Secretary Valentine present.

Tiffany Dubinsky, with the Dept. of Rails and Public Transportation, advised the group that Nick Britton is no longer with DRPT.

She also advised that the draft policy for transit capital prioritization, as well as their operating allocation formulas, has been out for public comment, and the CTB will be reviewing the policy at their meeting at the end of the month.

The DRPT will be hosting their fall grants workshop and MPOs will be grouped with Urban Transit grantees.

9. Adjournment - There being no further business, the meeting adjourned at 5:00 p.m.

10. Informational Items – There were none.