

Central Virginia Transportation Technical Committee

In person (CVPDC Offices) & Via Electronic Meeting

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Thursday, September 9, 2021 – 10:30 a.m.

Agenda

1. Call to Order Paul Harvey, *Chair*
2. Approval of Minutes: July 2021 Paul Harvey, *Chair*
3. Proposed TIP Amendment Ada Hunsberger, CVTPO
4. DRPT TRIP Application Philipp Gabathuler, CVTPO
5. Electronic Meeting Policy Ada Hunsberger, CVTPO
6. LRTP 2045 Project Prioritization Will Cockrell, EPR, P.C.
7. Matters from the Committee All
8. Adjournment - Next meeting: **October 14th at 10:30 a.m.**

Informational Items:

VAMPO, the Virginia Association of Metropolitan Planning Organizations, is hosting a virtual webinar: **“Integrating Equity and Inclusion into Transportation Planning and Public Engagement Processes”** on September 15 (9-12 am).

Description: “Charles Brown, founder and principal with Equitable Cities, will give a keynote address titled “Arrested Mobility: Exploring the Adverse Impacts of Over-policing BIPOC Mobility in the US,” followed by facilitated break-out sessions focused on best practices in integrating equity and inclusion into transportation planning and public outreach and engagement processes within all levels of government.”

This webinar is part of a three-part series focusing on equity in Transportation Planning. To register, visit [this link](#).

Central Virginia Transportation Technical Committee

828 Main Street, 12th Floor, July 8, 2021 at 10:30 a.m.

In-Person and Electronic Meeting

MINUTES

PRESENT

Jeremy Bryant (U/R) Amherst County
Paul Harvey (U/R) Campbell County
Sharon Williams (R) Town of Altavista
Mariel Fowler (U/R) Bedford County
Brian Booth (U) Greater Lynchburg Transit Company
Daniel Sonenklar (U/R) Virginia Dept. of Rail and Public Transportation
Rick Youngblood (U/R) Virginia Department of Transportation

ABSENT

Sara Carter (U) Town of Amherst
Todd Carroll (U) Liberty University
Kevin Jones (U/R) Federal Highway Administration
Andrew LaGala (U) Lynchburg Regional Airport
Johnnie Roark (R) Appomattox County
Gary Shanaberger (R) Town of Appomattox
Russell Thurston (R) Town of Brookneal
Tom Martin (U) City of Lynchburg
Mary Zirkle (R) Town of Bedford

U- Members representing the urbanized area of the region

R- Members representing the rural area of the region

OTHERS PRESENT

J.P. Morris Virginia Department of Transportation
David Cook Virginia Department of Transportation
Ada Hunsberger CVPDC
Philipp Gabathuler CVPDC
Ryan Roberts City of Lynchburg

1. Call to Order

Paul Harvey, Chair, called the meeting to order at 10:30 a.m.

2. Roll Call

Attendance of the members present was recorded. Rick Youngblood of Virginia Department of Transportation and Daniel Sonenklar of Virginia Department of Rail and Public Transit participated virtually.

3. Approval of the April 2021 Meeting Minutes

The April 2021 Meeting Minutes were unanimously approved.

4. Electronic Meeting Policy

Upon discussion amongst committee members, this matter has been tabled until the next meeting to seek any additional opportunity for the committee to have more flexibility in allowing virtual participation.

5. Transportation Alternatives Program

There are three projects being submitted (one from Amherst County, Town of Amherst and one from the City of Lynchburg).

A motion was made by Jeremy Bryant, seconded by Sharon Williams, to recommend that CVTPO approves the adoption of a resolution of support for the Town of Amherst Transportation Alternatives application.

A motion was made by Jeremy Bryant, seconded by Sharon Williams, to recommend that CVTPO approves the adoption of a resolution of support for the Amherst County Transportation Alternatives application.

A motion was made by Sharon Williams , seconded by Jeremy Bryant, to recommend that CVTPO approve the adoption of a resolution of support for the City of Lynchburg Transportation Alternatives application.

Rick Youngblood informed the Committee that the Transportation Alternative Program applications are more competitive this cycle due to a large number of high-cost projects, and a budget of \$2 million. In the future, it is likely that more low-cost improvements will be preferred (under \$1 million).

6. Matters from the Committee

J.P. Morris spoke on the Salem District's new policy on allowing technical assistance on only one SMART SCALE project per locality, and that local governments must inform the district with their intention to submit a project by July 16.

Rick Youngblood asserted that the Lynchburg district will not have a similar policy due to its longstanding SMART SCALE application prioritization process.

There being no further business, the meeting adjourned at 11:04 a.m.
The next meeting will be on August 12, 2021 at 10:30 a.m.

Narrative of Proposed Changes to the 2021-2024 Transportation Improvement Program

The Virginia Department of Transportation (VDOT) has requested the following amendments to the Central Virginia Transportation Improvement Program (CVTIP). The following allocation of funding will allow Preventative Maintenance and System Preservation funds to be moved from Federal Fiscal Year (FFY) 22 to Federal Fiscal Year (FFY) 21.

Lynchburg District Project Groupings

MPO	Lynchburg					
GROUPING	Maintenance : Preventive Maintenance and System Preservation					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$60,798,374
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - STP/STBG	\$0	\$19,021,219	\$9,272,559	\$16,033,673	\$16,470,923
MPO Note	FFY21-09 STIP MOD - move \$6,851,559 (STP/STBG) from FFY22 to FFY21					



CVTPO Policy for Participation in Meetings via Video Conference or Telephone¹

1. A quorum of the Policy Board members must be physically present.
2. At the beginning of each meeting the Board must vote to allow electronic participation to verify that the policy is being followed by the member claiming exemption from personal attendance.
3. The member must notify the chair or staff on or before the day of the meeting that he or she plans to use the exemption.
4. The member must identify the reason for the use of the electronic meeting provision
 - a) a temporary disability or other medical condition that prevents the member's attendance or
 - b) a personal matter which prevents the member's attendance. The nature of the personal matter must be specifically identified and included in the minutes. There is no definition of what constitutes a "personal matter."
 - c) a family member's medical condition that requires the member to provide care for such family member, thereby preventing the member's physical attendance.
 - d) If a member's personal residence is more than 60 miles from the meeting location, he/she may attend electronically
5. The minutes shall also include a statement as to the remote location where the member is connected electronically.
6. There is no limit to the number of times a member may use:
 - a. the temporary disability or other medical condition reason,
 - c. a family member's medical condition,
 - d. residence more than 60 miles from the meeting location.
7. The use of personal matters (b) is limited to 25% of the annual meetings of the Policy Board.

¹ This policy shall also apply to the Transportation Technical Committee (TTC) as they are an advisory committee of the Transportation Planning Organization.



MEMO

To: Ada Hunsberger, CVTPO
CVTPO Transportation Technical Committee (TTC)

From: Will Cockrell, EPR, P.C.
Senior Planner

Date: August 31, 2021

Re: Central Virginia TPO's 2045 Constrained Budget and Practices Statewide

Purpose: This memorandum provides an update to the TTC on the region's 2045 Constrained Long-Range Plan (CLRP). EPR examined every Metropolitan Planning Organization (MPO) in Virginia to identify standard practices for projecting future funding for the constrained plan projects. The CVTPO will consider these approaches to adopt a constrained 2045 budget and Constrained Long-Range Plan (CRLP).

Background: In 2019 and 2020, EPR assisted the CVTPO with its 2045 Long Range Transportation Plan (LRTP) five-year update. This plan sets a collective vision for the Metropolitan Planning Area's future transportation system. It identifies projects intended to achieve regional goals and objectives. The CVTPO merged three documents into a unified planning document called Connect Central Virginia 2045.¹

During that 2045 planning process, the COVID-19 pandemic delayed VDOT Central Office's estimate of anticipated funds for the CLRP project list. The federal code states that MPOs will develop a list of transportation projects with cost estimates that stay within anticipated available funding during the planning horizon. Renewal deadlines forced the CVTPO to adopt the plan by October 2020. However, VDOT had not released its constrained budgets until December 2020. Consequently, the CVTPO adopted the plan without a constrained budget. This summer, EPR researched constrained budget approaches across Virginia's fifteen MPOs/TPOs. The following summarizes those findings and will guide the CVTPO in their revision of the 2045 plan.

¹ The three documents are the TPO's Long Range Transportation Plan, the Rural Long Range Transportation Plan (RLRTP), and the Comprehensive Economic Development Strategies (CEDS) plan.

Issues: While most of Virginia’s MPOs develop their constrained budgets similarly, there are some notable differences. The following shows examples that represent types of constrained lists and other approaches.

Determining the Constrained Budget

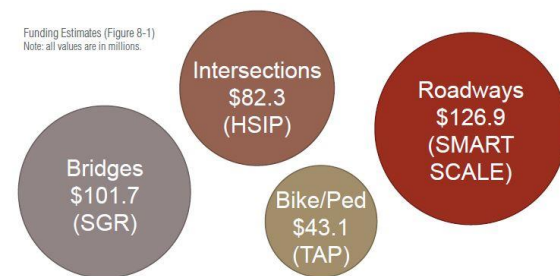
VDOT and the Department of Rail and Public Transportation (DRPT) send constrained budgets to the MPOs, thereby providing estimates on how much funding the region might expect over the planning horizon. Most of the fifteen MPOs used those dollar amounts without any revisions. There are examples of MPOs that provided a methodology for calculating the constrained budget. One example is the Bristol MPO’s 2040 LRTP. Bristol MPO identified funding sources for four different project types:

1. New road and non-maintenance road projects,
2. Road maintenance and operations projects,
3. Transit projects, and
4. Bike and pedestrian projects.

For each funding source, Bristol MPO examined the funding from previous years. The plan does not indicate how far back they explored previous project finances. Staff developed an average to create a per year future amount, adjusted for inflation with a 3% annual growth rate.

Charlottesville-Albemarle MPO (CAMPO) adopted a similar approach. They divided its constrained budget into five project types: roadway projects, intersection projects, bike and pedestrian projects, transit projects, and bridge projects. Staff used different estimated methods for projecting the future funding streams based on the project types. Their methodology includes the following excerpt from the 2045 LRTP.

Figure 1. CAMPO LRTP funding projections



1. **Roadway projects:** staff took an average of the amount of funding that CAMPO won through Smart Scale in rounds 1 and 2 for the first year of funding. For subsequent years, they decreased the funding “using VDOT estimates regarding a decrease in funding over time”.
2. **Intersection projects:** the amount of money currently programmed for intersection projects in the TIP was used to estimate the annual yearly funding.
3. **Bike/ped projects:** the amount of money currently programmed for bike/ped projects in the TIP was used to estimate the annual yearly funding.

4. **Transit projects:** staff did not estimate funding for transit projects “due to ongoing changes to the methods used by DRPT for distributing transit capital and operating funds.”
5. **Bridge projects:** VDOT provided annual yearly funding estimates for bridges. The estimate was based on State of Good Repair funding.

FIGURE 1 shows CAMPO’s estimates for anticipated transportation funds.

Using Time Increments

Most MPOs list the total dollars for the planning horizon (2045 for CVTPO) and created a constrained budget with the highest priority projects. Some regions, like Bristol, include an inflation rate. Those that adjust project costs by inflation divide the planning horizon into increments. Those examples include Bristol MPO and Hampton Roads TPO (HRTPO).

For Bristol’s 2040 LRTP, they segmented the funding into three-time horizons, including the Transportation Improvement Program (2016-2020), mid-term period (2021-2030), and a longer-range increment (2031-2040). Refer to **FIGURE 2**, which shows the projections for new road and non-maintenance road projects.²

The constrained project list in **FIGURE 3** includes three levels based on the three-time horizons. For example, Project V1-1 is the first project to be funded in 2016-2020, and V2-1 is the first project to be funded in 2021-2030. To make a list “constrained,” the MPO balanced the total cost for each project in each time horizon against the projected revenues from the table in Figure 1.

HRTPO used VDOT’s funding estimates for its funding revenue projections. With those forecasts, staff separated the revenue into funding for maintenance projects and funding for capacity improvements. HRTPO divided their identified projects into three time-horizons: Near (2021-2029), Middle (2030-2037), and Far (2038-2045).

² Note that the “Carryover” column is for any remaining Surface Transportation Block Grant (STBG) Program funds. The Virginia portion did not have this funding listed, but the Tennessee half of the MPO had some remaining dollars.

Figure 2. Balancing the costs against the projects revenues for two of the time-horizons

Table 9-6
Virginia Highway Program Cost vs. Revenue

Funding Source	2016-2020				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
NHPP	\$ -	\$ 2,027,055	\$ 2,027,055	\$ 2,000,000	\$ 27,055
STBG (State)	\$ -	\$ 15,489,069	\$ 15,489,069	\$ 6,552,000	\$ 8,937,069
HSIP	\$ -	\$ 1,834,349	\$ 1,834,349	\$ 1,500,000	\$ 334,349
STATE	\$ -	\$ 3,064,752	\$ 3,064,752	\$ 850,000	\$ 2,214,752
LOCAL	\$ -	\$ 571,613	\$ 571,613	\$ 100,000	\$ 471,613
Total	\$ -	\$ 22,986,838	\$ 22,986,838	\$ 11,002,000	\$ 11,984,838

Funding Source	2021-2030				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
NHPP	\$ 27,055	\$ 9,672,945	\$ 9,700,000	\$ 9,700,000	\$ -
STBG (State)	\$ 8,937,069	\$ 38,772,090	\$ 47,709,159	\$ 44,276,000	\$ 3,433,159
HSIP	\$ 334,349	\$ 4,591,725	\$ 4,926,074	\$ 4,700,000	\$ 226,074
STATE	\$ 2,214,752	\$ 7,671,657	\$ 9,886,409	\$ 9,646,955	\$ 239,454
LOCAL	\$ 471,613	\$ 1,430,857	\$ 1,902,470	\$ 500,000	\$ 1,402,470
Total	\$ 11,984,838	\$ 62,139,274	\$ 74,124,112	\$ 68,822,955	\$ 5,301,157

Figure 3. Constrained list of projects

Virginia Roadway Projects 2016-2040

MPO Project #	Jurisdiction	Project	Termini	Length (miles)	Description	Horizon Year	Costs
V1-1	Abingdon VA	Intersection Modifications	Various (i.e. Main St. at Cummings St; Old Reedy Creek Rd; Colonial Rd; US 19; and Jonesboro Rd.)	n/a	Intersection modifications/turn lanes.	2016-2020	\$ 5,152,000
V1-2	Bristol VA	Lee Highway	Exit 5	n/a	Improved turn lanes at Exit 5 on/off ramps at Exit 5. Widening Lee Hwy. from 5-lanes to 6-lanes at the interchange.	2016-2020	\$ 5,850,000
V2-1	Bristol VA	Lee Highway	Cabelas Dr to Alexis Dr.	0.9	Widening Lee Hwy. from a 2-lane to a 4-lane facility with turn lanes, signalization and access management improvements.	2021-2030	\$ 9,987,500
V2-2	Washington Co. VA	Providence Rd.	Lee Highway to Repass St.	1.0	Relocation for Virginia Highlands Airport runway extension (construct as 2-lane facility)	2021-2030	\$ 14,241,000
V2-3	Abingdon VA Washington Co. VA	Interstate 81 Exit 19	Exit 19 and Lee Highway	n/a	Reconfiguration of southside ramps and relocate frontage road.	2021-2030	\$ 9,736,000
V2-4	Abingdon VA Washington Co. VA	Interstate 81 Exit 17	Exit 17 and Cummings St.	n/a	Realign north and south bound lane on/off ramps and realign frontage road	2021-2030	\$ 21,000,000
V2-5	Abingdon VA	East Main St.	Hillman Hwy. to Exit 19	0.7	Widening from a 3-lane to a 5-lane	2021-2030	\$ 13,858,455
V3-1	Abingdon VA	Cook St./Lowry Dr.	Cummings St. to Stone Mill Rd.	0.8	2-lane extension of Cook St. to Lowry Dr. and 2-lane reconstruction of Lowry Dr. to Stone Mill Rd.	2031-2040	\$ 16,802,000
V3-2	Abingdon VA	Dr. French Moore Jr. Blvd.	Dr. French Moore Jr. Blvd. to Stone Mill Rd.	0.8	New 2-lane construction to connect Dr. French Moore Jr. Blvd. to Stone Mill Rd.	2031-2040	\$ 4,575,000
V3-3	Bristol VA	Lee Highway	Alexis Dr. to Old Airport Rd.	0.7	Reconstruction from a 3-lane to a 4-lane with turn lanes and intersection improvements at	2031-2040	\$ 31,872,000
V3-4	Washington Co. VA	Route 11	Rt. 58 to Enterprize Dr.	2.6	Reconstruction to urban 2-lane.	2031-2040	\$ 23,500,000

Fredericksburg Area MPO (FAMPO) used a similar approach. VDOT and DRPT provided the MPO and its member localities with revenue projections. The plan does not discuss how they developed estimates or how they accounted for inflation. The MPO illustrated a program breakdown and segmented those into two time-horizons: 2018 to 2030 and 2031 to 2045.

Subdividing the Constrained Budget by Mode or Topic

Several of Virginia’s MPOs subdivided the constrained budget by topic or mode. Bristol and CAMPO took this approach, as noted in the paragraphs above. Those categories could be by travel mode or other topics. Dividing the CLRP by mode helps focus on bike and pedestrian projects, transit service, and other investments other than roads.

HRTPO divided project lists into four categories. The following bullets detail those groups. The TPO listed project cost estimates in Year of Expenditure (YOE) dollars and adjusted for inflation with a 3% rate.

FIGURE 4 shows the costs of the constrained list projects.

- **Maintenance:** projects funded by operations and maintenance funding programs.
- **Committed Projects:** projects that are currently under construction or fully funded for construction in the VDOT SYIP or the TPO’s SYIP.
- **Grouped Projects:** smaller projects that are not regionally significant but will be added to the TIP as funding is available. They include a set-a-side for these projects of 10% of certain funding sources: District Grants, RSTP, CMAQ, TA set-a-sides (formerly TAP), and Other Discretionary Construction funds.
- **Regional Priority Projects:** these are the projects that they prioritized with their scoring process.

Figure 4. HRTPO demonstration of fiscal constraint.

Table 6: 2045 LRTP Total Project Costs

PROJECT CATEGORY	ESTIMATED PROJECT COSTS, IN MILLIONS (YOE)
Committed Projects	\$5,591
10% Grouped Projects Set-Aside	\$283
Regional Priority Projects (Highway, Transit, and Active Transportation)	\$4,193
Other Planned Additional Capacity Projects (Highway, Transit, and Active Transportation)	\$2,421
Planned Locally Funded Capacity Projects	\$934
Planned Studies	\$94
TOTAL	\$13,516

CLRP Project Selection

Nearly all of Virginia's MPOs adopted a scoring methodology that prioritized projects for inclusion in the CLRP. While these data-driven processes are standard, the MPO's also left room for discretion. HRTPO developed a quantitative method but also allowed choice with final project selection. CAMPO used a detailed process of sixteen performance measures to evaluate projects. Decisionmakers deviated from that scoring in some instances to allow for new improvements along US 29. FAMPO prioritized regional projects with a scoring methodology. Their LRTP states, "FAMPO staff reviewed each project and its associated data against the scoring criteria and then ranked the projects. Local government staff from around the region conducted reviews, and the results were then compared at the FAMPO Technical Committee, where a consensus was reached on individual project scoring." The last line in that quote signifies additional discretion for selection. After rescoring, they then categorized the projects based on their functional classification. There was discretion in how much of the available projected revenue to apply to each category, but that is not discussed beyond saying that it was the "result of regional staff recommendations, with modifications and adoption by policymakers". Once they decided on available funding, the MPO divided it among the groups. They worked down the list by score until depleting all anticipated funds in each category.

Actions: On September 9, EPR will present a PowerPoint and will be prepared to answer questions. During the CVTPO's 2045 process, EPR developed a detailed project scoring process intended to identify projects for the CLRP. Dividing the constrained budget by mode may help to emphasize a multi-modal 2045 vision. Subdividing the constrained budget by time increments may also serve as a more effective tool for the region.

The TTC will discuss these approaches from across Virginia and begin to identify preferred strategies. EPR will collect feedback and develop a CLRP structure and process. If you have any comments, concerns, or questions, please get in touch with me at w.cocktrell@epr-pc.com or (434) 202-5082 x109.