

Central Virginia Transportation Technical Committee

Region 2000 Local Government Council

Large Conference Room

828 Main Street, 12th Floor

Thursday, June 12th, at 10:30 a.m.

Agenda

1. Call to Order.....Paul Harvey, Chair

2. Approval of the May 8th, 2014 Meeting Minutes.....Paul Harvey, Chair
See attachment 2.

3. Central Virginia Long Range Transportation Plan Year 2040 Update.....
.....Bob White, Deputy Director
See attachments 3a, 3b, 3c, 3d.

The Committee will continue its discussion of the update to the Central Virginia Long Range Transportation Plan. Attached are a briefing package and related material to support the discussion. Attachment 3a is the briefing material; Attachment 3b and 3c support Attachment 3a. Attachment 3d is a white paper on MAP 21 and statewide prioritization frameworks. This information was sent out earlier for your review and consideration. If you have not done so, please review as it will assist us in moving forward with the update tasks.

4. Matters from the Committee.....All

5. Adjournment - Next meeting: July 10th, 2014 at 10:30 am

General Information

➤ Transportation Technical Committee Statement of Purpose - *See attachment GI*

Central Virginia Transportation Technical Committee *Attachment 2*

828 Main Street, 12th Floor
May 8th, 2014 at 10:30 a.m.

pp. 2 - 5

MINUTES

URBAN MEMBERS

PRESENT

Christopher Arabia.....Virginia Department of Rail and Public Transportation
Lee Beaumont.....Liberty University
Don DeBerry.....City of Lynchburg
Paul Harvey.....Campbell County
Richard Metz.....Campbell County Citizen’s Representative
Rick Youngblood.....VDOT-Lynchburg District

ABSENT

Doyle Allen.....Bedford County Citizen Representative
Jeremy Bryant.....Amherst County
Mark Courtney.....Lynchburg Regional Airport
Michael Gray.....VDOT-Salem District
Jack HobbsTown of Amherst
Kevin Leamy.....Bedford County
Tom Martin.....City of Lynchburg
Karen Walton.....Greater Lynchburg Transit Company

RURAL MEMBERS

PRESENT

Christopher Arabia.....Virginia Department of Rail and Public Transportation
Paul Harvey.....Campbell County
Richard Metz.....Campbell County Citizens Representative
Johnnie Roark.....Appomattox County
Rick Youngblood.....VDOT-Lynchburg District

ABSENT

Doyle Allen.....Bedford County Citizen Representative
Jeremy Bryant.....Amherst County
Roxanne Casto.....Town of Appomattox
Michael Gray.....VDOT-Salem District
Kevin Leamy.....Bedford County
Russell Thurston.....Town of Brookneal
Bart Warner.....Bedford City
Dan Witt.....Town of Altavista

OTHERS PRESENT

David Cook.....VDOT-Lynchburg District
Philipp Gabathuler.....Local Government Council
Vlad Gavrilovic.....Renaissance Planning Group
Matt Perkins.....Local Government Council
Bob White.....Local Government Council
Bill Wuensch.....EP&R

Minutes

1. Call to Order

Chairman Paul Harvey called the meeting to order at 10:30 am.

2. Approval of the April 11, 2014 Meeting Minutes

Upon the motion of Don DeBerry to approve the minutes of April 11th, 2014 as presented, seconded by Richard Metz, the meeting minutes from April 11th, 2014 were approved unanimously.

3. Recommendation for Approval: Central Virginia Transportation Improvement Program Fiscal Years 2015-2018 (CVTIP 2015-2018)

Bob White provided an overview of the CVTIP 2015-2018 and the elements of the program. Bob specifically highlighted the three primary projects included in the program and the levels of funding according to project grouping. He mentioned that GLTC's items are included in the program and are consistent with what they have had in the past.

Upon the motion of Richard Metz to recommend the Central Virginia Transportation Improvement Program Fiscal Years 2015-2018 (CVTIP 2015-2018) to the CVMPO for approval as presented, seconded by Don DeBerry, this motion was approved unanimously.

Rick Youngblood recognized the staff's efforts and the effort of the CVMPO in moving this process along.

Agenda Addition

Endorsement of Statement of Certification Lynchburg Urbanized Area

Bob White noted that coinciding with putting forth the CVTIP that also put forth is the Statement of Certification Lynchburg Urbanized Area is presented and states that to the best of the CVMPO's knowledge that they are complying with the federal requirements pertaining to the transportation planning process. Bob asked that the TTC endorse the Statement and recommend approval to the CVMPO.

Upon the motion of Don DeBerry to endorse the Statement of Certification Lynchburg Urbanized Area, seconded by Rick Youngblood, this motion was approved unanimously.

4. Central Virginia Long Range Transportation Plan Year 2040 Update

Bob White overviewed the ongoing process of the LRTP update. Bob mentioned that one of the principle matters to address was to open discussions on how we propose to move through an evaluation process of the projects that are found principally on the vision list. This discussion aligns with the process already happening on the State and Federal level specifically in regards to performance measures. Bob also mentioned that there have been some adjustments to the scheduling of the update.

Vlad Gavrilovic spoke to the Committee regarding the progress on Mindmixer platform that will be used to leverage the public engagement process for the LRTP update. Vlad reviewed the preliminary Mindmixer site, cvlrtp2040.org, reviewing the general functions of the site and how it interfaces with the LRTP project.

Additionally, Vlad briefed the Committee on prioritization and evaluation of projects for the LRTP 2040 update. He reviewed the guiding principles, goals and criteria from the 2035 update and reviewed the CEDS plan goals and objectives and compared the common themes and differences between the two documents. Moving forward with this existing foundation of prioritization in the region, Vlad discussed general performance management and also reviewed linkages between the CEDS and current LRTP update project. Vlad reviewed a proposed evaluation matrix using the vision themes from the update.

Vlad took a moment to explain current legislation that addresses prioritization of projects at the State level for the funds that are controlled by the Commonwealth Transportation Board, and are guided by a set of five criteria.

Rick Youngblood noted that the Region had recently gone through a prioritization process for the rural transportation projects and he is seeing some similarities in the new legislation. He noted that the Committee should be aware that the new legislation may have significant impacts on projects in the pipeline.

Bill Wuensch provided an update on his work with the regional travel demand model. Bill reviewed some of the differences in capacity needs already being seen in the preliminary stages of the modeling. Bill also identified some of the congestion and stressed capacity points, most of which are in the City. These also help identify the levels of service at certain intersections and crash/accident rates.

Vlad and Bill took question from the Committee regarding the various aspects of the LRTP plan update and process.

5. Matters from the Committee

Rick Youngblood mentioned that the STARS 2 study on the Lynchburg Expressway is nearing its final stages and Rick expects that finalization of report should be September/October 2014.

Bob White mentioned the Six Year Improvement Program Public Meeting is May 15 at the VDOT Lynchburg District office. Also, he mentioned the MPO will be meeting on May 15th as well.

Chris Arabia mentioned that in September, DRPT will be supporting the “Try Transit” event week. Contest and rewards have been added to the event with a grand prize winner who will enjoy a year-long pass for transit services.

Kelly Hitchcock mentioned Bike Week events including Clean Commute Challenge and Bike Shorts Film festival.

6. Adjournment

A motion was made by Richard Metz to adjourn, seconded by Don DeBerry, and without objection Chairman Harvey adjourned the meeting at 11:40 a.m.

Signed: _____ **DRAFT** _____
Paul E. Harvey, Chair



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

Briefing Materials

for Transportation Technical Committee Review

May 23, 2014



Table of Contents

PART 1 - White Paper on Map-21 and Statewide
Prioritization Frameworks.....*page 2*
Action Requested: Review as Background Information

PART 2 – Mind Mixer Site Setup.....*page 3*
Action Requested: Review and Comment

PART 3 – Project Evaluation Framework.....*page 5*
Action Requested: Review and Comment

PART 4 – Selection of Analysis Intersections..*page 12*
Action Requested: Review and Identify Your Intersections of
Interest

PART 5 – Prior Project Listing for Review (CVALRTP
2035).....*page 15*
Action Requested: Review as Background Information

PART 6 – Project Schedule.....*page 19*
Action Requested: Review as Background Information



PART 1 – WHITE PAPER ON MAP-21 & STATEWIDE PRIORITIZATION FRAMEWORKS

A. Introduction & Purpose

As part of the work plan for the CVLRTP2040 Update, we have developed an informational white paper on the general topic of MAP-21 & Statewide Prioritization Frameworks. The white paper is being sent to the TTC separately for their review. It is being described in this Briefing Packet simply by way of introduction and to establish how it fits into the general work flow of the project.

<i>Deliverable:</i>	White Paper on MAP-21 & Statewide Prioritization Frameworks
<i>Document Link:</i>	Separate e-mail attachment
<i>Purpose:</i>	To provide a briefing on the federal and state legislative context changes for the LRTP update
<i>TTC Action Requested:</i>	Review as background
<i>Time Frame:</i>	Ongoing – as a reference throughout the project
<i>Future Steps:</i>	Will be posted on website



PART 2 – MIND MIXER SET UP

A. Introduction & Purpose

A Draft MindMixer site has been established as described in the prior TTC meeting and briefing materials. The link for the draft MindMixer site is:

www.cvlrtp2040.org

The TTC should review the draft website and provide feedback on the content and any changes needed prior to the next TTC meeting.

Deliverable:	Set Up of Draft MindMixer website
<i>Document Link:</i>	www.cvlrtp2040.org
<i>Purpose:</i>	This is the draft project website which is intended to provide ongoing interaction and input opportunities for the public throughout the life of the project
<i>TTC Action Requested:</i>	Review and comment – send any suggestions to Bob White by June 6.
<i>Time Frame:</i>	Send any suggestions to Bob White by June 6. Site will be launched July/August 2014
<i>Future Steps:</i>	Revisions to be made before next TTC meeting in June and site to be finalized in July

B. Specific Input Needed

Several specific items are needed from TTC members in order to be able to update the site and prepare for the launch:

1. **Contact Info of the website administrator and (if applicable) Facebook site administrator for your organization/locality (send to Bob White by June 6).**
 - We need to post the link for the MindMixer website on the websites of each locality and organization that is part of the MPO.

2. **Updated master contact list for the LRTP (send to Bob White by June 6).**
 - This is the master list of e-mail and/or street addresses that will be used to send out notices of public meetings and plan announcement for the LRTP. This list will also be used to send out notification when the project website is launched.

3. **Names for the “Who’s Listening” Page (send to Bob White by June 6).**



- The MindMixer site has a “Who’s Listening” page. Please go to the link and review it. For now, it only lists Bob White and the consultant team members, but typically it should have locality or organization officials in the Region. These are the “face” of the LRTP project and will give the public an idea of who will receive the input that they post on the site. By putting your name and photo on this page, you are not obligated to receive any extra input or respond to any input. You will receive a summary of the total public input received the same as all TTC and MPO Board members. Your name on this page will only establish a presence – a name and face – for those who help shape and guide this project.



PART 3 – PROJECT EVALUATION FRAMEWORK

A. Introduction & Purpose

A Draft Project Evaluation Framework spreadsheet has been developed for TTC review as described in the TTC meeting. The Framework is described briefly below and in an accompanying Powerpoint presentation.

Deliverable:	Draft Project Evaluation Framework spreadsheet & Power Point
<i>Document Link:</i>	Separate e-mail attachments
<i>Purpose:</i>	This is the first draft of an evaluation spreadsheet (and explanatory PPT) for TTC review that is the foundation for a project prioritization approach that will be developed in this LRTP update.
<i>TTC Action Requested:</i>	Review and comment (specifically the draft framework per slides 23 through 34) – send any suggestions to Bob White by June 6.
<i>Time Frame:</i>	Send any suggestions to Bob White by June 6. A revised version will be reviewed in the June 12 TTC Meeting
<i>Future Steps:</i>	Review revised version at June TTC Meeting Present Draft to MPO Board in July Present to CEDS Committee and Public in Fall Apply to Vision List projects in Winter?

B. Brief Description of the Evaluation Framework

Purpose:

The accompanying PPT presentation explains the basic context for this draft Project Evaluation Framework. Essentially, both the federal government, through MAP-21, and the state government, through VTrans and through the recently adopted House Bill 2 legislation, are moving closer towards implementing performance based planning and programming, and are calling for MPOs to follow suit.

This draft Project Evaluation Framework moves the CVMPO towards the kind of framework that will be needed in the future to be both MAP-21 ready and HB-2 ready. More specifically, the following key points relate to the purpose and need for this evaluation framework:



- Alignment with Federal requirements
 - Need for clear framework to be ready for implementation of target-based funding in 2016
- Alignment with State requirements
 - CTB will begin implementing House Bill 2 in 2016
- Improves transparency and clarity in planning and programming in the region
 - Opportunity for public/stakeholders to better understand how projects are evaluated

Prior LRTP Updates

The current CVMPO project prioritization criteria were first introduced in the CVLRTP 2025 Update. At the time, it was noted that the criteria incorporated public/stakeholder input as well as standard engineering measures. They were subsequently included and revisited in CVLRTP 2035 Update. However, they were not used in the 2035 Update as a project prioritization process due to the constrained funding situation. The lack of available transportation funds left no opportunity to advance “vision” projects to the constrained list, and thus be able to use the criteria for project prioritization.

The criteria that were developed in 2005 for the CVLRTP 2025 update are the following:

Prioritization Criteria:

1. Traffic served by proposed facility: 1 point for each 2,000 daily vehicles
2. Estimated project cost: -1 (negative one) point for each \$2.5 million in project cost
3. Safety: Based on crash experience on entire corridor; 2 points per each annual crash per thousand daily vehicle-miles
4. Intra-regional accessibility: 0.5 point for each of the following areas that the project addresses:
 - a. Improves intra-regional connectivity and provides an increase in clear and direct routes for travel within the region
 - b. Provides improved access to major regional activity centers by multiple travel modes
5. Transit/Multi-Modal Travel: 0.5 point for each of the following areas that the project addresses:
 - a. Supports the expansion of the geographic areas served by transit
 - b. Increases the number of opportunities for intermodal connectivity
 - c. Encourages increased transit ridership
 - d. Supports the coordination of transit and major activity centers
 - e. Supports an increase in the number miles of pedestrian facilities and/or encourages greater connectivity in the system
6. Transportation Efficiency: 0.5 point for each of the following areas that the project addresses:
 - a. Promotes efficient system management and operation of key regional roadway corridors; preserves and enhances the functionality of these corridors
 - b. Promotes access management on major roadways in the region
7. Economic Development and Transportation Connections to Outside the Region: 0.5 point for each of the following areas that the project addresses:



- a. Minimizes total travel time on corridors connecting Central Virginia to other metropolitan areas and to the interstate highway system
- b. Supports and promotes the economic vitality of Central Virginia

Current Guiding Principles and Goals Framework

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

Guiding Principles from 2035 Update:

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

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

Goals from the 2035 Update:

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

Policy Framework from the CEDS Plan



A key feature of this LRTP update is a close coordination with the CEDS plan and process. The CEDS policy framework was reviewed and compared with the policies in the last LRTP update:

Goals from CEDS Plan:

GOAL 1: Develop and maintain a knowledge based workforce to meet the needs and opportunities of a 21st century innovation economy.

GOAL 2: Develop and implement innovation led economic development (ILED) programs in Region 2000.

GOAL 3: Ensure the region has well-planned, state-of-the-art infrastructure to facilitate the growth of high-wage industry clusters.

GOAL 4: Promote and enhance inter-regional transportation systems.

GOAL 5: Seek to maintain and promote the region's natural beauty, health care, cultural amenities and tourism opportunities.

Objectives from CEDS Plan:

GOAL 4: Promote and enhance inter-regional transportation systems.

- OBJECTIVES 4.1** Support efforts to increase services at the Lynchburg Airport including monitoring and continuing to cultivate relationships with major airlines and other commercial operators who currently or could potentially serve the Lynchburg region and continue to examine regionalization of the airport facility.
- 4.2** Support efforts to increase services and infrastructure facilities at the Kemper Street Train station, including more frequent passenger train services to points east, west, north and south.
- 4.3** Support the ongoing development and management of the Rt. 29 corridor as a primary economic artery for the Commonwealth and promote the completion of the southern portion of the Lynchburg by-pass.
- 4.4** Promote the integration of community planning and development efforts with past, current and anticipated transportation investments.

Transportation Projects from CEDS Plan:

1. U.S. 29/460 Access Management Improvements
2. U.S. 29/460 Interchange with Odd Fellows Road
3. U.S. 29 Bypass, Southern Tier
4. U.S. 501 Corridor Improvements
5. Access Intersection from U. S. 29 Amherst Bypass to Izaak Walton Road

As shown in the PPT presentation, there is significant alignment between the CEDS goals and objectives and the current LRTP goals.



What Others Have Done

Performance Based Planning is increasingly being adopted by MPOs both in Virginia and nationwide. The following shows what is being done in this regard, as well as with respect to integrating CEDS planning with the LRTP process:

General Performance Management:

- Elsewhere:
 - Most MPOs have implemented or are implementing in current updates
- Virginia:
 - 12 of 14 MPOs now do performance based planning
 - Varying levels of project prioritization vs. system evaluation implemented

Linkage of LRTP with CEDS Process:

- Elsewhere:
 - Northern Iowa Regional Council combined their CEDS and LRTP into a Regional Development Plan
 - North Central Pennsylvania Region combined performance measures for its CEDS and LRTP
- Virginia:
 - No direct linkages between CEDS and LRTPs
 - A number of the larger MPOs, such as Hampton Roads, Richmond, and Northern Virginia, where the populations are over 200,000, are now including consideration of economic development measures in their LRTPs

The accompanying PPT has a number of slides that illustrate the project prioritization approaches undertaken by the Hampton Roads TPO and by the Northern Virginia Transportation Authority (TransAction2040).

Advancing Performance Based Planning in this LRTP Update

Every project evaluation process is composed of a few simple steps. The steps used for this framework are shown in the following diagram:



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

Steps in Developing the Framework:

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

The slides in the accompanying PPT describe how each step was accomplished and the resulting policy and evaluation framework that has been developed for TTC review.

C. Specific Input Needed

Specific input is needed from TTC members in order to be able to update the Draft Framework and present a revised version by the next TTC meeting on June 12, 2014. **Specifically, slides 23 through 34 of the powerpoint file address the beginnings for how the framework could be shaped. Please send your comments on the following items to Bob White by June 6:**

General comments, concerns, suggestions:

Any general comments on the project evaluation approach, the spreadsheet and how it can be used in this LRTP update.

The Policy Framework:



Comments on the current Guiding Principles and Goals, and the proposed policy framework, which uses the current goals but adds a list of Objectives and translates the Guiding Principles into a new Vision Statement.

The Project Evaluation Criteria and Indicators:

Comments on the approach of using the Project Evaluation Criteria and Indicators in the accompanying spreadsheet, as well as any specific comments on individual The Project Evaluation Criteria or Indicators.

Linkage to the CEDS plan:

Comments on how the LRTP update can be linked with the CEDS plan and process. Note that this will also be asked of the CEDS committee during the outreach process for this update.



PART 4 – SELECTION OF ANALYSIS INTERSECTIONS

Introduction & Purpose

In prior iterations of the CVLRTP update there has been an effort to examine intersections of concern across the region. In the past, the list has included intersections where there are specific concerns about congestion or safety. The EPR team needs direction about which intersections to examine in this next update. Provided in the following section is a listing of the prior intersections that were analyzed, as well as information pointing to the top 5 crash locations (intersections) with the MPO area for Amherst County, Bedford County, Campbell County, and City of Lynchburg. Following that is a summary of the top 20 crash locations in the MPO region. The ranking in all cases is by rate, which is a function of the number of crashes versus the intersection volumes, i.e. an intersection with 10 crashes that processes 1000 cars a day will rank higher than an intersection with 10 crashes that processes 2000 cars a day.

The study team needs a list of up to five intersections for each of the localities to advance forward for analyses. The analysis effort is necessarily kept to a fairly high level, though it will include an assessment of level of service and safety. Please note that the information provided on the following pages is for informational purposes only and not meant to serve as a suggestion for which intersections to choose. It is understood that each locality may have concerns at other locations beyond the ones shown in the following pages. Also note that for Bedford, the Gristmill/221 and Graves Mill/221 intersections were studied at length and recommendations provided in the Route 221 Corridor Safety Study.

Deliverable:	Intersection Analyses
<i>Purpose:</i>	Confirm intersection list.
<i>TTC Action Requested:</i>	Review and comment – send any suggestions to Bob White by June 3.
<i>Time Frame:</i>	Send any suggestions to Bob White by June 3. A revised version will be reviewed in the June 12 TTC Meeting
<i>Future Steps:</i>	Confirm final list of intersections at the June TTC Meeting



Prior List	Top 5 Crash Intersections in Each Locality	
<p>Amherst US 60 at 29 SB Ramp US 60 at 29 NB Ramp US 60 at Dulwich Drive Union Hills Road at Dulwich Drive Route 130 at Johns Creek Road Route 130 at River Road</p>	<p>Amherst Route 29 Stovall S Creek Rd Wright Shop Rd Seminole Dr Richmond Hwy</p> <p>N Coolwell Rd Izaak Walton Rd Old Wright Shop Rd Lakeland Cir Gordons Fairgrounds Rd</p>	
<p>Bedford Forest Road At Perrowville Road Thomas Jefferson Road and Waterlick Road Route 460 at Thomas Jefferson Road Forest Road at Enterprise Drive</p>	<p>Bedford Route 221 Route 221 US460 Route 221 Route 221</p> <p>Cottontown Rd Gristmill Dr Thomas Jefferson Rd Wayne Dr Forest Dale Dr</p>	
<p>Campbell Timerlake Road at Laxton Road Timberlake Road at Waterlick Road Wards Road at Caolohan Road/Commercial Entrance Route 460 at Doss Road</p>	<p>Campbell Timberlake Road Timberlake Road Waterlick Rd US460 Route 24</p> <p>Laxton Rd Greenview Dr Woodlawn Cir Powtan Dr Doss Rd</p>	
<p>Lynchburg Wards Road at Candler's Mnt Road Candler's Mountain Road at River Ridge Mall/Murray Pl Candler's Mountain Road at Mayflower Drive Timberlake Road at Greenview Drive</p>	<p>Lynchburg Church St Old Forest Rd Timberlake Road Rivermont Ave Candler's Mountain Rd</p> <p>12th St Hill St Graves Mill Rd Bedford Ave Liberty Mountain Dr</p>	



Top 20 Crash Intersections in the MPO Region (in order 1-20)

Timberlake Rd	Laxton Rd	Campbell
Timberlake Rd	Greenview Dr	Campbell
Forest Rd	Cottontown Rd	Bedford
Church St	12th St	Lynchburg
Route 221	Gristmill Dr	Bedford
US460	Thomas Jefferson Rd	Bedford
Old Forest Rd	Hill St	Lynchburg
Waterlick Rd	Woodlawn Cir	Campbell
Timberlake Rd	Graves Mill Rd	Lynchburg
Timberlake Rd	Powtan Dr	Campbell
Route 29	N Coolwell Rd	Amherst
Route 24	Doss Rd	Campbell
Route 221	Wayne Dr	Bedford
Route 221	Forest Dale Dr	Bedford
Rivermont Ave	Bedford Ave	Lynchburg
Timberlake Rd	Tomahawk Dr	Campbell
Stovall S Creek Rd	Izaak Walton Rd	Amherst
Wright Shop Rd	Old Wright Shop Rd	Amherst
Route 501	Cherokee Dr	Campbell
Seminole Dr	Lakeland Cir	Amherst



PART 5 – PRIOR (CVLRTP LRTP Update 2035) PROJECT LIST REVIEW

Introduction & Purpose

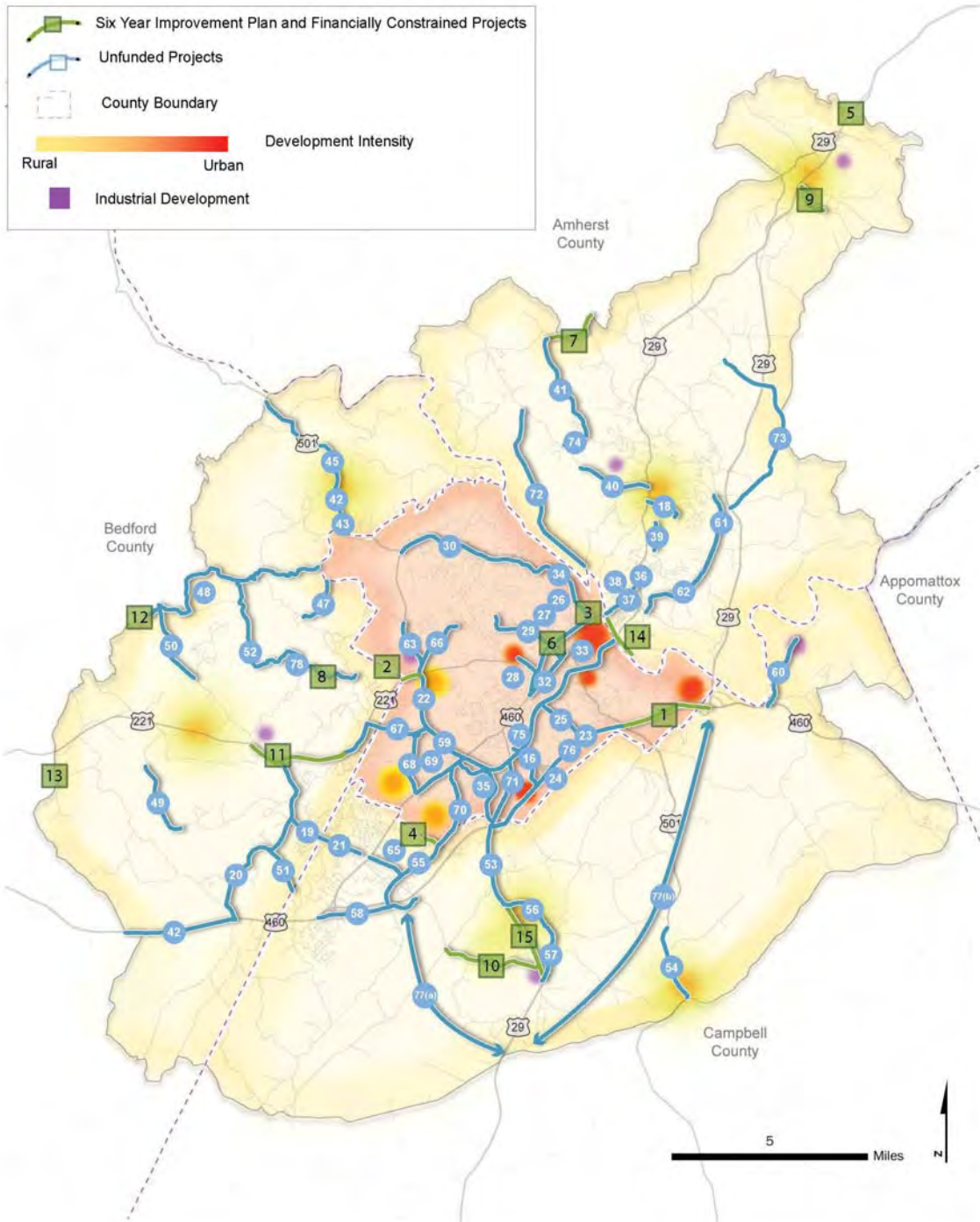
The purpose of this section is to provide to the TTC the summary of prior identified constrained and vision projects for review. In the near future, a list of additional projects, as identified in the next round of travel demand modeling, will be provided to the TTC. In our recent TTC meeting we estimated that we could provide the new project listing in this briefing. However, instead of providing a list it would be more effective, and easier for your review, to receive the projects in a map format that overlays the 2035 project map, thus this information will be provided to the TTC in the near future.

The purpose of sharing this information is simply to refresh our memories about the prior project list and project map.

<i>Deliverable:</i>	Intersection Analyses
<i>Purpose:</i>	Reminder of prior projects.
<i>TTC Action Requested:</i>	None
<i>Time Frame:</i>	Review prior to next TTC meeting
<i>Future Steps:</i>	Overlay new capacity projects to the map and consider these project needs when examining potential future investment strategies



Central Virginia Plan 2035 Projects (Constrained and Vision Plan)





Central Virginia Plan 2035 Constrained Projects

Map ID	Jurisdiction	Project Location	Length (mi.)	Description/Notes	Est Year of Expenditure (YOE)	Total Cost (Inflated to YOE)	Funding Prior to 2011	Fund Allocation 2011 - 2035
1	Lynchburg	Rt 460/29 (Richmond Hwy) - Rt 501 (Campbell Ave) to Rt 29 (Monacan Pkwy)	1.67	Safety / Traffic Ops / TSM (Primary)	2015	\$12,951,000	\$4,755,000	\$8,196,000
2	Lynchburg	Rt 221 (Lakeside Dr) Intersection - 0.25 MW Rt 501 to 1.15 ME Rt 501	1.40	Intersection improvement. Prelim. engineering only	2015	\$4,200,000	\$4,200,000	\$0
3	Lynchburg	Rt 501 Bus (Rivermont Ave) over Blackwater Crk	0.25	Rehab bridge. Fully funded, under construction	2010	\$3,682,000	\$3,763,000	\$0
4	Lynchburg	Greenview Dr - Hermitage Rd to 0.22 MS Leesville Rd	0.45	Widen to 4 lanes	2012	\$11,533,000	\$2,193,000	\$9,340,000
5	Amherst	Rt 29 -- NBL over Buffalo River	0.30	Replace bridge & approaches	2012	\$5,971,000	\$936,000	\$5,036,000
6	Lynchburg	Midtown Connector - Rt 29 Bus. to int. Memorial/5th	1.1	Reconstruct 2-In curb & gutter with flush median	2011	\$22,807,000	\$24,488,000	\$0
7	Amherst	Rt 652 over Graham Creek (Rt 1401 to Rt 675S.)	1.7	Bridge replacement & roadway reconstruction. Project complete; funding is for final payoff.	2010	\$4,466,000	\$4,466,000	\$0
8	Bedford	Rt 621 over Ivy Creek	0.4	Rehab bridge and approaches	2016	\$1,170,000	\$0	\$1,170,000
9	Amherst	Rt 659 (Union Hill Rd) over Rutledge Crk W of N&S RR Xing to Rt T-606)	1.1	Replace/ reconstruct bridge & roadway. Funding for prelim. engineering, RW & construction	2017	\$5,913,000	\$1,119,000	\$4,794,000
10	Campbell	Rt 622 (Lynbrook Rd) over Flat Crk (Rt 683 to Rt 29)	2.53	Replace bridge & reconstruct roadway. Funding for prelim. engineering, RW & construction	2017	\$12,355,000	\$1,990,000	\$10,365,000
11	Bedford	Rt 221 (Forest Rd) E. of Rt 663 to W. of N&S RR bridge	2.3	Improve to 4 lanes w/ center turn lane. Project complete; funding is for final payoff.	2010	\$20,386,000	\$20,386,000	\$0
12	Bedford	Rt 644 (Coffee Rd) over Elk Crk (Rt 665 S. to Rt 665 N.)	0.3	Rehab bridge and approaches	2011	\$3,230,000	\$2,610,000	\$620,000
13	Bedford	Rt 668 (Goode Rd) over N&S RR	0.4	Rehab bridge and approaches	2013	\$1,854,000	\$606,000	\$1,382,000
14	Amherst	River Walk Tr. Ext. - Amherst County Greenway - Rt 1005 & Park Entrance to 6,000' downstream	1.14	New construction	2011	\$2,356,000	\$2,020,000	\$336,000
15	Campbell	Rt 29 - Rt 460 Int to Rt 24	6.60	Spot Improvements: Safety, Traffic Ops, Transp System Management	2016	\$5,000,000		\$5,000,000
	MPO-Wide	Lynchburg District Design-Build Culvert Rehab		ARRA Funding for Bridge Culvert Rehab	2010	\$3,962,000	\$3,962,000	\$0
	MPO-Wide	Safety, Traffic Ops, Transp System Management (CN)	n/a		ongoing	\$10,687,559	\$0	\$10,687,559
	MPO-Wide	Rail Crossing Safety (CN)	n/a		ongoing	\$77,667	\$0	\$77,667
	MPO-Wide	Bridge Rehab/ Replace/ Reconstruct (CN)	n/a	Projects such as bridge or drainage structure rehab, reconstruction, replacement on/ adjacent to alignment	ongoing	\$17,522,800	\$0	\$17,522,795
	MPO-Wide	Transportation enhancements/ byway/ bike & ped/ other non-traditional transp projects (CN)	n/a		ongoing	\$544,198	\$0	\$544,198
	MPO-Wide	Federal Lands Highway (CN)	n/a	Projects funded and/or administrated by Federal Lands Highway Division	ongoing	n/a	\$0	determined on an annual basis
	MPO-Wide	Recreational Trails (DCR)	n/a	Projects funded/ advanced through VA Dpt of Conservation & Recreation recreational trails program	ongoing	n/a	\$0	determined on an annual basis
	MPO-Wide	General System Maintenance: Urban, Primary & Secondary Systems	n/a	Preventive Maintenance, System Preservation, Traffic & Safety Ops, Preventive Maintenance for Bridges	ongoing	\$1,630,111,243	\$0	\$1,630,111,243



Central Virginia Plan 2035 Vision Projects

Map ID	Jurisdiction	Project Location	Length (mi.)	Description/Notes
7	Amherst	Rt 652 (Cedar Gate Rd) - Rt 657 to Rt 675	1.1	2-ln reconstruction (assoc w/ constr. plan map ID 7)
16	Lynchburg	Rt 501 (Candlers Mountain Rd) - Woodall Rd to Mayflower Dr	0.5	Increase Rdway capacity, replace bridges over N&S RR
2	Lynchburg	Rt 501 (Lynchburg Expwy) at Rt 221 (Lakeside Dr)	N/A	CN funding to improve intersection. PE in Constrained Plan Map ID #7.
18	Amherst	Rt 682 (Woody's Lake Rd) - Rt 29 Bus to Dead End	0.8	Reconstruct Rdway
19	Bedford	Rt 622 (Waterlick Rd) - Rt 811 to Campbell Co Line	0.9	Widen to 4 lanes
20	Bedford	Rt 811 (Thomas Jefferson Rd) - Rt 460 to Rt 221	5.0	Widen to 4 lanes
21	Campbell	Rt 622 (Waterlick Rd) - Bedford Co Line to Rt 1520 (Rainbow Forest)	1.1	Widen to 4 lanes
22	Lynchburg	Rt 501 (Lynchburg Expwy) - Rt 221 (Lakeside Dr) to Old Graves Mill Rd	N/A	New interchange
23	Lynchburg	Rt 460 at Odd Fellows Rd Ext	N/A	New grade-separated interchange
24	Lynchburg	Rt 670 (Old Candlers Mtn Rd) - Mayflower Dr to Rt 460	0.7	Widen to 4 lanes
25	Lynchburg	Odd Fellows Rd - Lynchburg Expwy to End	1.3	Widen to 4 lanes
26	Lynchburg	5th St (Rt 163) - Langhorne Rd to Main St	1.2	Multi-modal corridor improvements
27	Lynchburg	Memorial Ave - Fort Ave to Langhorne Rd	1.3	Multi-modal corridor improvements
28	Lynchburg	Oakley Ave - Lakeside Dr to Memorial Ave	0.9	Multi-modal corridor improvements
29	Lynchburg	Langhorne Rd (Rt 501 Bus) - Fort Ave to Cranehille Dr	2.3	Multi-modal corridor improvements
30	Lynchburg	Rt 501 Bus (Boonsboro Rd) - Lynchburg Expwy (Rt 501) to Langhorne Rd	3.1	Multi-modal corridor improvements
32	Lynchburg	Rt 460 Bus (Fort Ave) - Memorial Ave to 12th Street	1	Multi-modal corridor improvements
33	Lynchburg	Fort Ave - 12th Street to Park Ave	0.4	Multi-modal corridor improvements
34	Lynchburg	Rivermont Ave - Langhorne Rd to 5th St	2.9	Multi-modal corridor improvements
35	Lynchburg	Wards Ferry Rd - Wards Rd to Timberlake Rd	2.3	Widen to 3 or 4 lanes w/ bike lane
36	Amherst	Rt 29 at Rt 163	N/A	Reconstruct interchange to allow all movements
37	Amherst	Rt 210 (Colony Rd) - Rt 163 to Rt 1034	0.3	Widen to 4 lanes
38	Amherst	Rt 163 (S. Amherst Hwy) - Rt 685 (River Rd) to interchange at Rt 29 Expwy (29 Bus)	1.6	Widen to 4 lanes with bike lane
39	Amherst	Parallel connector rd east of Rt 29 - Rt 29 Bus to Lakeview Dr	0.62	New 2-lane rd
40	Amherst	Rt 130 (Elon Rd) - NS railRd track to Rt 29 Bus	1.9	Widen to 4 lanes
41	Amherst	Rt 675 (Winesap Rd) - Rt 652 to Rt 795	3.1	Widen pavement to 22 feet
42	Bedford	Rt 460 - Study Area Boundary (Goode Rd) to Rt 811	2.9	Construct paved shoulder & implement access mgmt recommendations
43	Bedford	Rt 501 (Boonsboro Rd) at Rt 647	0.3	Relocate intersection, construct turn lane
44	Bedford	Rt 501 (Boonsboro Rd) at Judith Crk Rd	N/A	Bridge improvements
45	Bedford	Rt 501 (Boonsboro Rd) Lynchburg Corp Limits to Study Area Boundary	4.8	Reconstruct portions as a climbing lane (spot locations)
47	Bedford	Rt 659 (Hawkins Mill Rd) - Rt 660 to Lynchburg Corp Limits	1.5	Reconstruct 2 lane Rdway
48	Bedford	Rt 644 (Coffee Rd) - Rt 665 North to Lynchburg Corp Limits	3.6	Reconstruct 2 lane Rdway
49	Bedford	Rt 622 (Everett Rd) - Kensington Pkwy to N&S RR	2.2	Reconstruct 2 lane Rdway
50	Bedford	Rt 663 (Perrowville Rd) - Rt 1431 to Rt 644	2.1	Reconstruct 2 lane Rdway



PART 6 – PROJECT SCHEDULE

A. Revised Project Schedule

As discussed in the TTC meeting, the project schedule has been revised to accommodate the first round of public meetings being in September rather than June, 2014.

The Project Schedule on the following page was presented to the TTC at the last meeting.

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CVLRTP 2040 - SCHEDULE OF MEETINGS

2 0 1 4													
	MARCH	APRIL		MAY	JUNE	JULY		AUGUST - SEPTEMBER		OCTOBER		NOVEMBER - DECEMBER	
MEETING	TTC	MPO Board	TTC	TTC	TTC	TTC	MPO Board	CEDS Committee	Community Meeting	MPO Board	TTC	CEDS Committee	Community Meeting
PURPOSE / FOCUS OF MEETING	Project Kick Off and Review Scope / Schedule	Project Introduction	Technical Data Review	Vision, Goals and Draft Prioritization Framework	Vision Projects & Refined Prioritization Framework	Applying the Prioritization Framework & Draft Constrained Project List	Vision Projects & Refined Prioritization Framework	Project Introduction & Review Policy Context	Project Introduction & Review Policy Context	Investing in Our Future: Draft Transportation Priorities	Review MPO Board and Public Input	Investing in Our Future: Draft Transportation Priorities	Investing in Our Future: Draft Transportation Priorities

2 0 1 5							
	JANUARY	FEBRUARY - MARCH		APRIL		MAY - JUNE	JULY
MEETING	TTC	CEDS Committee	Community Meeting	TTC	MPO Board	TTC	MPO Board
PURPOSE / FOCUS OF MEETING	Review Draft LRTP	Transportation Plan for Our Region	Transportation Plan for Our Region	Review CEDS Committee and Public Input	Transportation Plan for Our Region	Review MPO Board Input and Final LRTP	Final LRTP Adoption

CENTRAL VIRGINIA LONG RANGE TRANSPORTATION PLAN 2040

Project Evaluation BRIEFING
May 23, 2014



Project Evaluation in Previous Updates



- Introduced in CVLRTP 2005 Update
- Incorporated public/stakeholder input + standard engineering measures
- Revisited in CVLRTP 2035 Update
- Not used in 2035 Update project listing due to funding situation - no opportunity to advance “vision” projects to the constrained list



Guiding Principles from 2035 Update



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

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



Goals from 2035 Update



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



Project Evaluation in 2035 Update



Evaluation Criteria:

- 1. Traffic served by proposed facility: 1 point for each 2,000 daily vehicles
- 2. Estimated project cost: -1 (negative one) point for each \$2.5 million in project cost
- 3. Safety: Based on crash experience on entire corridor; 2 points per each annual crash per thousand daily vehicle-miles



Project Evaluation in 2035 Update



Evaluation Criteria:

- 4. Intra-regional accessibility: 0.5 point for each of the following areas that the project addresses:
 - a. Improves intra-regional connectivity and provides an increase in clear and direct routes for travel within the region
 - b. Provides improved access to major regional activity centers by multiple travel modes

- 5. Transit/Multi-Modal Travel: 0.5 point for each of the following areas that the project addresses:
 - a. Supports the expansion of the geographic areas served by transit
 - b. Increases the number of opportunities for intermodal connectivity
 - c. Encourages increased transit ridership
 - d. Supports the coordination of transit and major activity centers
 - e. Supports an increase in the number miles of pedestrian facilities and/or encourages greater connectivity in the system



Project Evaluation in 2035 Update



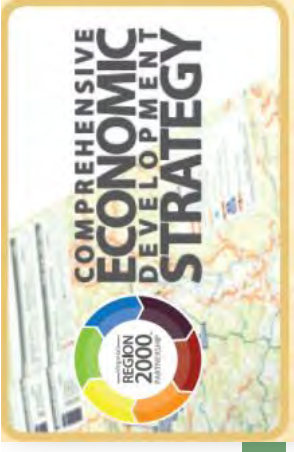
Evaluation Criteria:

- 6. Transportation Efficiency: 0.5 point for each of the following areas that the project addresses:
 - a. Promotes efficient system management and operation of key regional roadway corridors; preserves and enhances the functionality of these corridors
 - b. Promotes access management on major roadways in the region

- 7. Economic Development and Transportation Connections to Outside the Region: 0.5 point for each of the following areas that the project addresses:
 - a. Minimizes total travel time on corridors connecting Central Virginia to other metropolitan areas and to the interstate highway system
 - b. Supports and promotes the economic vitality of Central Virginia



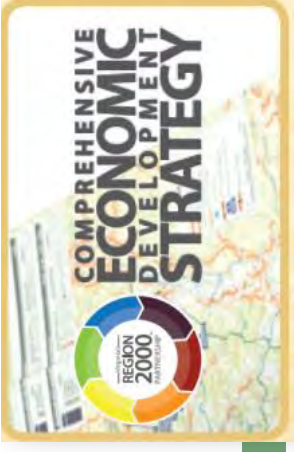
Goals from CEDS Plan



- **GOAL 1:** Develop and maintain a knowledge based workforce to meet the needs and opportunities of a 21st century innovation economy.
- **GOAL 2:** Develop and implement innovation led economic development (ILED) programs in Region 2000.
- **GOAL 3:** Ensure the region has well-planned, state-of-the-art infrastructure to facilitate the growth of high-wage industry clusters.
- **GOAL 4:** Promote and enhance inter-regional transportation systems.
- **GOAL 5:** Seek to maintain and promote the region's natural beauty, health care, cultural amenities and tourism opportunities.



Objectives from CEDS Plan



GOAL 4: Promote and enhance inter-regional transportation systems.

- **OBJECTIVES 4.1** Support efforts to increase services at the **Lynchburg Airport** including monitoring and continuing to cultivate relationships with major airlines and other commercial operators who currently or could potentially serve the Lynchburg region and continue to examine regionalization of the airport facility.
- **4.2** Support efforts to increase services and infrastructure facilities at the **Kemper Street Train station**, including more frequent passenger train services to points east, west, north and south.
- **4.3** Support the ongoing development and management of the **Rt. 29 corridor** as a primary economic artery for the Commonwealth and promote the completion of the southern portion of the **Lynchburg by-pass**.
- **4.4** Promote the **integration of community planning and development efforts with past, current and anticipated transportation investments**.



Transportation Projects from CEDS Plan



- 1. U.S. 29/460 Access Management Improvements
- 2. U.S. 29/460 Interchange with Odd Fellows Road
- 3. U.S. 29 Bypass, Southern Tier
- 4. U.S. 501 Corridor Improvements
- 5. Access Intersection from U. S. 29 Amherst Bypass to Izaak Walton Road



Alignment between CEDS Plan + 2035 LRTP Update

CEDS Goals L RTP Principles

- **GOAL 1:** Develop and maintain a knowledge based workforce to meet the needs and opportunities of a 21st century innovation economy.
 - **GOAL 2:** Develop and implement innovation led economic development (ILED) programs in Region 2000.
 - **GOAL 3:** Ensure the region has well-planned, state-of-the-art infrastructure to facilitate the growth of high-wage industry clusters.
 - **GOAL 4:** Promote and enhance inter-regional transportation systems.
 - **GOAL 5:** Seek to maintain and promote the region's natural beauty, health care, cultural amenities and tourism opportunities.
1. Our people enjoy a strong sense of community.
 2. Our businesses thrive and prosper.
 3. Our natural beauty flourishes.
 4. Our region is accessible to businesses and visitors from around the world.
 5. Our communities are accessible to people of all ages and abilities.



Alignment between CEDS Plan + 2035 LRTP Update

CEDS Goals LRTP Goals

- | | |
|--|---|
| <ul style="list-style-type: none"> □ GOAL 1: Develop and maintain a knowledge based workforce to meet the needs and opportunities of a 21st century innovation economy. □ GOAL 2: Develop and implement innovation led economic development (ILED) programs in Region 2000. □ GOAL 3: Ensure the region has well-planned, state-of-the-art infrastructure to facilitate the growth of high-wage industry clusters. □ GOAL 4: Promote and enhance inter-regional transportation systems. □ GOAL 5: Seek to maintain and promote the region's natural beauty, health care, cultural amenities and tourism opportunities. | <ol style="list-style-type: none"> 1. Make it Safe: Promote transportation safety and security for motorized and non-motorized travelers. 2. Make it Function: Ensure that the existing transportation system is maintained. 3. Make it Flow: Improve mobility and connectivity for people and freight, across all travel modes. 4. Make it Accessible: Promote equal access to all modes of transportation for people of all ages and abilities. 5. Make it Efficient: Maximize transportation operations and efficiency of key corridors such as Route 29 in the region and between regions. The Route 29 corridor is a vital economic artery for the region and the state and must be managed and developed accordingly. 6. Promote Vitality: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. 7. Sustain Quality: Support and enhance environmental resilience, energy conservation, and community quality of life. 8. Coordinate Investments: Ensure consistency with local and state plans and goals for land use, environmental preservation, and economic development. 9. Balance Priorities: Balance cross-jurisdictional transportation needs and concerns. 10. Expand Resources: Identify and develop new sources of transportation funding. |
|--|---|



Advancing Performance Based Planning in this LRTP Update



Why is this important?

- Alignment with Federal requirements
 - Need for clear framework to be ready for implementation of target-based funding in 2016
- Alignment with State requirements
 - CTB will begin implementing House Bill 2 in 2016
- Improves transparency and clarity in planning and programming in the region
 - Opportunity for public/stakeholders to better understand how projects are evaluated



What Others Have Done



Who's done what:

General Performance Management

- Elsewhere:
 - Most MPOs have implemented or are implementing in current updates
- Virginia:
 - 12 of 14 MPOs now do performance based planning
 - Varying levels of project prioritization vs. system evaluation implemented

Linkage with CEDS Process

- Elsewhere:
 - Northern Iowa Regional Council combined their CEDS and LRTP into a Regional Development Plan
 - North Central Pennsylvania Region combined performance measures for its CEDS and LRTP
- Virginia:
 - No direct linkages between CEDS and LRTPs
 - A number of MPOs are now including economic development measures in their LRTPs



HRTPO Project Prioritization:

Bridge and Tunnel Projects

Table 1: Bridge and Tunnel Projects With Snapshots on Following Pages

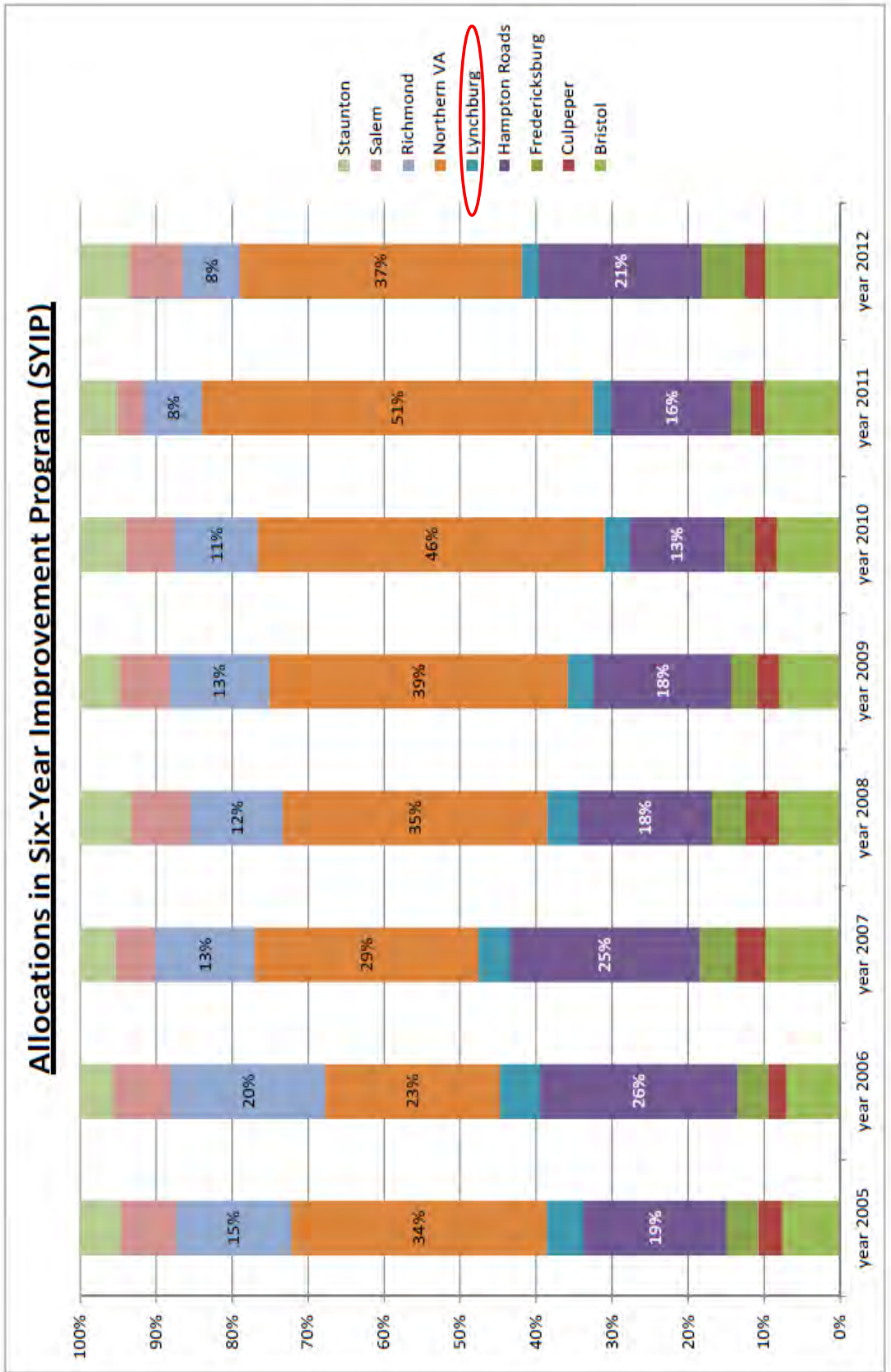
See Appendix A for all "Bridge and Tunnel" project scores.

Each Project gets a Score

Project Name	From	To	Jurisdiction	Project Utility	Economic Viability	Project Viability	Total Project Score
INTERSTATE							
HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	Multi	75	95	38	208
Third Crossing: Craney Island Connector and Eastern E-W Tunnel Connector	VA 164	I-564	Multi	69	100	34	203
Third Crossing: Complete Implementation	Peninsula	Southside	Multi	71	100	30	201
Third Crossing: Craney Island Connector and East-West Bridge-Tunnel Connector	VA 164 & I-64	I-564	Multi	68	90	32	190
Third Crossing: East-West Bridge-Tunnel Connector	I-564	I-664	Multi	68	90	29	187
Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	Multi	65	82	32	179
HRBT/I-64 (6-lane)	Settler's Landing Rd	I-64 / I-564 Junction	Multi	68	95	8	171
I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	CHE	75	85	0	160

Examples:

HRTPO:



TransAction2040

CRITERIA

MEASURES

WEIGHTING

Goal: Provide responsive transportation service to customers

46.67

Urgency

Project addresses existing significant level of service (LOS) deficiencies for all modes of transportation.

3.33

Project Readiness

Project addresses existing structural and maintenance deficiencies for all modes of transportation.

3.33

Reduce VMT

Project is able to be readily implemented as indicated by percent environmental clearance complete; percent preliminary engineering complete; or other factors (e.g., right-of-way acquired).

6.67

Safety

Project reduces vehicle-miles traveled.

6.67

Person Throughput

Project improves the safety of the transportation system.

6.67

Reduce Roadway Congestion

Project increases person-miles traveled by non-SOV modes.

3.33

Project increases person-miles traveled by SOV mode.

3.33

Reduce Time Spent Traveling

Project reduces roadway congestion.

6.67

Project reduces person-hours traveled.

6.67

TransAction2040

MEASURES

Safety

Project improves the safety of the transportation system.

- High Project designed to specifically improve system safety and/or address an existing safety deficiency.
- Medium Project will generally result in a safety improvement.
- Low Project will have no discernible positive effect on safety. **(QUALITATIVE)**

Person Throughput

- 1) Project increases in person-miles traveled by non-SOV modes.
- 2) Project increases person-miles traveled by SOV mode.

- High
- Medium
- Low

Scale for Measure 1 and Measure 2 were determined based on normalization of output (see Table 4.3 at end).

(QUANTITATIVE)

See next
slide 

TransAction2040

INDICATORS

Table 4.3 TransAction 2040 Quantitative Criteria (QUANTITATIVE)

Performance Evaluation Criteria	Multimodal Choices 1	Multimodal Choices 2	Person Throughput 1	Person Throughput 2	Travel Time
<i>Performance Measures</i>	<i>Total HBW non-SOV Productions and Attractions</i>	<i>Change in Transit-Vehicle Miles</i>	<i>PMT by non-SOV</i>	<i>PMT by SOV</i>	<i>PHT</i>
High Highway	>940,000	>400	>44,220,000	>44,239,600	>5,336,000
Highway Transit	>1,230,000		>48,800,000	>38,500,000	>3,758,000
Medium Highway	939,380-940,000	1-400	44,200,000-44,220,000	44,231,000-44,239,600	5,328,000-5,336,000
Transit	1,223,875-1,230,000		48,692,000-48,800,000	38,400,000-38,500,000	3,725,000-3,758,000
Low Highway	<939,380	No Change	<44,200,000	<44,231,000	<5,328,000
Transit	<1,223,875		<48,692,000	<38,400,000	<3,725,000

TransAction2040

SAMPLE PRIORITIZATION BY CORRIDOR

Then a
cost/benefit
analysis is
applied

Each Project
gets ranked
based on its
Score

Table 4.4 Corridor 1 - Dulles/VA 7 (continued)

Description	Reduce Congestion	Reduce Roadway	Reduce Time Spent Traveling	Reduce Roadway	Activity Center Connections	Land Use Supports Transport. Investment	Management and Operations	Cost Sharing	Score-Based Project Ranking	Project Cost (in Millions of 2011 \$)	Annual Operating Cost (in Thousands of 2011 \$)	B/C Rating
Widen VA 7 to six lanes from Brook Road/Lewinsville Road to Dulles Toll Road	●	●	●	●	●	○	○	○	1	19.8	23	●
Widen Dulles Greenway from six to eight lanes between Leesburg Bypass and VA 28	●	●	●	●	●	○	○	○	2	93.0	481	●
Reconstruct Elden Street from Monroe Street to Center Street	○	○	○	○	○	○	○	○	2	3.3	-	●
Reconstruct East Elden Street from Fairfax County Parkway to Monroe Street	○	○	○	○	○	○	○	○	4	22.4	36	●

A DRAFT Performance Evaluation Framework for the CVLRTP Update



Project Evaluation Process

24

1.

GOALS

“SAFETY”

2.

OBJECTIVES

“SAFETY –
Improve safety
on our roads”

3.

PROJECT
EVALUATION
CRITERIA

“Project results
in a safety
improvement”

4.

INDICATORS

“Project is in a
high crash rea”

5.

WEIGHTING

“10%”



Project Evaluation Process

25

1.

GOALS

STABLE, HIGH
DEGREE OF
BUY-IN

2.

OBJECTIVES

STABLE, MINOR
ADJUSTMENTS
FROM ONE
UPDATE TO THE
NEXT

3.

PROJECT EVALUATION CRITERIA

MAY BE ADJUSTED
AS NEW DATA
INDICATORS ARE
AVAILABLE

4.

INDICATORS

CONSTANTLY
UPDATED AS
DATA
COLLECTION
IMPROVES

5.

WEIGHTING

ADJUSTED
PERIODICALLY
TO BETTER
REFLECT
GOALS/
OBJECTIVES



Steps in Developing the Framework

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



Steps in Developing the Framework

1. Translate the Guiding Principles into a unified VISION statement

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

“Our Region will be accessible to visitors and businesses from around the world, with a prosperous economy, flourishing natural beauty and strong and safe communities accessible to all.”

Suggested addition of “safety”



Steps in Developing the Framework

2. Simplify the Vision into 4 basic “Themes”

*“Our Region will be **accessible** to visitors and businesses from around the world, with a prosperous **economy**, flourishing **natural** beauty and strong and **safe communities** accessible to all.”*




The vision has 4 basic Themes embodied in it:

1. **Safety**
2. **Mobility & Accessibility**
3. **Community & Nature**
4. **Economy**



Steps in Developing the Framework

3. Group the LRTP Goals according to the 4 Vision Themes

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

The vision's 4 basic principles relate only to the Direct and Indirect Goals:

- Safety 
- Mobility & Accessibility 
- Community & Nature 
- Economy 



Vision to Goals to Objectives

How this looks (partial)

VISION THEMES	GOALS
SAFETY	Make it Safe
MOBILITY & ACCESSIBILITY	Make it Function
	Make it Flow
	Make it Accessible



2 of 4 Themes



4 of 10 Goals



Goals to Objectives

How this looks (partial)

VISION THEMES	GOALS	POTENTIAL OBJECTIVES
SAFETY	Make it Safe	Improves the safety of the transportation system
	Make it Function	Improves the state of good repair of the transportation system
MOBILITY & ACCESSIBILITY	Make it Flow	Reduce roadway congestion
		Reduce delay / time spent traveling
	Improve capacity and reliability of freight	
	Make it Accessible	Improve access to non-auto transportation modes



2 of 4 Themes



4 of 10 Goals



1-3 Objectives for each Goal



Objectives to Evaluation Criteria

How this looks (partial)

GOALS Make it Safe	POTENTIAL OBJECTIVES Improves the safety of the transportation system	POTENTIAL PROJECT EVALUATION CRITERIA			WEIGHTING (Sample weighting)
		HIGH SCORE = 3	MEDIUM SCORE = 2	LOW SCORE = 1	
		Project designed to specifically improve system safety and/or address an existing safety deficiency.	Project will generally result in a safety improvement.	Project will have little or no discernible positive effect on safety.	7%
		<i>SAMPLE INDICATORS: Project designation as a safety improvement - Project location in high crash area</i>			



Goal



Objective



Evaluation Criteria and Indicators



Weighting



Objectives to Criteria to Weighting

How this looks (partial)						
VISION THEMES	GOALS	POTENTIAL OBJECTIVES	POTENTIAL PROJECT EVALUATION CRITERIA			WEIGHTING
			HIGH SCORE = 3	MEDIUM SCORE = 2	LOW SCORE = 1	
SAFETY	System Safety	Improves the safety of the transportation system	Project designed to specifically improve system safety and/or address an existing safety deficiency.	Project will generally result in a safety improvement.	Project will have little or no discernible positive effect on safety.	7%
			INDICATORS: Project designation as a safety improvement - Project location in high crash area			
MOBILITY & ACCESSIBILITY	State of Repair	Improves the state of good repair of the transportation system	Project designed to specifically address severe pavement or bridge condition deficiency	Project designed to specifically address moderate pavement or bridge condition deficiency	Project will have little or no discernible positive effect on pavement or bridge condition	7%
			INDICATORS: Roadway with deficient paving - Bridge with structural deficiency			
	Mobility	Reduce roadway congestion	Project will significantly improve traffic flow	Project will moderately improve traffic flow	Project will have little or no impact on traffic flow	7%
			INDICATORS: Roadway LOS - System-wide Volume/Capacity Ratio - Access management design features			
Mobility	Reduce delay / time spent traveling	Project will significantly reduce region wide delay	Project will moderately reduce region wide delay	Project will have little or no impact on region wide delay	7%	
		INDICATORS: Region wide delay - Travel Time Index score				
Project will significantly reduce region wide delay		Project will moderately reduce region wide delay	Project moderately improves the capacity and reliability of freight	Project has little or no impact on the capacity and reliability of freight	7%	
Project will moderately reduce region wide delay		Project will moderately reduce region wide delay	INDICATORS: Region wide delay - Travel Time Index score			
Project will have little or no impact wide delay		Project will have little or no impact on the capacity and reliability of freight	INDICATORS: Region wide delay - Travel Time Index score			
Project will have little or no impact onregion wide delay						
INDICATORS: Region wide delay - Travel Time Index score						

Summary Scoring

How this looks (partial)

Highway Projects											
Project Description	Mobility & Accessibility		Economy		Community & Nature		Safety		Total Score	Rank within Project Category	Overall Rank
	Evaluation Measure 1	Evaluation Measure 2	Evaluation Measure 3	Evaluation Measure 4	Evaluation Measure 5	Evaluation Measure 6	Evaluation Measure 7	Evaluation Measure 8			
Project 1											
Project 2											
Project 3											
Project 4											
Project 5											
Project 6											
Project 7											
Project 8											



NEXT STEPS

1. **You will get a digital copy of the Project Evaluation Draft Worksheet**
2. **Mark it up with comments/suggestions**
3. **Return to Bob by June 6**
4. **Review revised version at June TTC Meeting**
5. **Present Draft to MPO Board in July?**
6. **Present to CEDS Committee and Public in Fall**
7. **Apply to Vision List projects in Winter?**



CVL RTP 2040 - POTENTIAL PROJECT EVALUATION FRAMEWORK DRAFT 5-23-14						
VISION THEMES	GOALS	POTENTIAL OBJECTIVES	POTENTIAL PROJECT EVALUATION CRITERIA		WEIGHTING (Sample weighting)	
			HIGH SCORE = 3	MEDIUM SCORE = 2		LOW SCORE = 1
SAFETY	Make it Safe	Improves the safety of the transportation system	Project designed to specifically improve system safety and/or address an existing safety deficiency.	Project will generally result in a safety improvement.	Project will have little or no discernible positive effect on safety.	7%
			Project designed to specifically address severe pavement or bridge condition deficiency	Project designed to specifically address moderate pavement or bridge condition deficiency	Project will have little or no discernible positive effect on pavement or bridge condition	7%
			SAMPLE INDICATORS: Project designation as a safety improvement - Project location in high crash area		Project will have little or no impact on traffic flow	Project will have little or no impact on traffic flow
MOBILITY & ACCESSIBILITY	Make it Flow	Reduce roadway congestion	Project will significantly improve traffic flow	Project will moderately improve traffic flow	Project will have little or no impact on traffic flow	7%
			Project will significantly reduce region wide delay	Project will moderately reduce region wide delay	Project will have little or no impact on region wide delay	7%
			SAMPLE INDICATORS: Roadway LOS - System-wide Volume/Capacity Ratio - Access management design features		Project significantly improves the capacity and reliability of freight	Project moderately improves the capacity and reliability of freight
COMMUNITY & NATURE	Make it Accessible	Improve access to non-auto transportation modes	Project significantly supports transit, bicycle and pedestrian modes	Project moderately supports transit, bicycle and pedestrian modes	Project has little or no impact on transit, bicycle and pedestrian modes	7%
			Project significantly affects quality of life factors	Project moderately affects quality of life factors	Project has little or no impact on quality of life factors	7%
			SAMPLE INDICATORS: Percent of population within "x" minutes travel time to employment centers - percent of population in "y" distance to transit, bike, pedestrian routes		Project has positive or no impact on sensitive environmental areas	Project has moderate impact on sensitive environmental areas
ECONOMY	Sustain Quality	Support quality of life	Project has significant impact on system operation and management	Project has moderate impact on system operation and management	Project has little or no impact on system operation and management	7%
			Project has significant impact on reducing travel time on key corridors	Project has moderate impact on reducing travel time on key corridors	Project has little or no impact on reducing travel time on key corridors	7%
			SAMPLE INDICATORS: LOS on key corridors - TTI on key corridors		Project has high degree of coordination with local or state plans	Project has moderate degree of coordination with local or state plans
ECONOMY	Make it Efficient	Support growth in jobs and income by promoting travel efficiency	Project has equal benefits for multiple communities	Project is its secondary benefits for multiple communities	Project primarily benefits one community	7%
			Project has high degree of coordination with local or state plans	Project has moderate degree of coordination with local or state plans	Project is relatively independent of local or state plans	7%
			SAMPLE INDICATORS: project identification in local or state planning frameworks		Project leverages new sources of transportation funds for the region	Project uses new sources of transportation funds for the region
ECONOMY	Promote Vitality	Ensure geographical balance between communities	Project has significant impact on improving access to markets and labor	Project has moderate impact on improving access to markets and labor	Project has little or no impact on improving access to markets and labor	7%
			Project has high degree of coordination with local or state plans	Project has moderate degree of coordination with local or state plans	Project is relatively independent of local or state plans	7%
			SAMPLE INDICATORS: LOS on designated truck routes - TTI on designated truck routes		Project leverages new sources of transportation funds for the region	Project uses new sources of transportation funds for the region
ECONOMY	Coordinate Investments	Ensure coordination with local and state plans	Project has equal benefits for multiple communities	Project is its secondary benefits for multiple communities	Project primarily benefits one community	7%
			Project has high degree of coordination with local or state plans	Project has moderate degree of coordination with local or state plans	Project is relatively independent of local or state plans	7%
			SAMPLE INDICATORS: Source of transportation funding for project - Impact on new sources of transportation funding for project		Project leverages new sources of transportation funds for the region	Project uses new sources of transportation funds for the region
ECONOMY	Balance Priorities	Leverage new sources of transportation funding	Project has equal benefits for multiple communities	Project is its secondary benefits for multiple communities	Project primarily benefits one community	7%
			Project has high degree of coordination with local or state plans	Project has moderate degree of coordination with local or state plans	Project is relatively independent of local or state plans	7%
			SAMPLE INDICATORS: Source of transportation funding for project - Impact on new sources of transportation funding for project		Project leverages new sources of transportation funds for the region	Project uses new sources of transportation funds for the region

Highway Projects

Project Description	Mobility & Accessibility		Economy		Community & Nature		Safety		Total Score	Rank within Project Category	Overall Rank
	Evaluation Measure 1	Evaluation Measure 2	Evaluation Measure 3	Evaluation Measure 4	Evaluation Measure 5	Evaluation Measure 6	Evaluation Measure 7	Evaluation Measure 8			
Project 1											
Project 2											
Project 3											
Project 4											
Project 5											
Project 6											
Project 7											
Project 8											



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

White Paper on MAP-21 and Statewide Prioritization Frameworks

for Transportation Technical Committee Review

Prepared by Renaissance Planning Group

May 23, 2014



White Paper on MAP-21 and Statewide Prioritization Frameworks

PART 1 – Introduction & Purpose

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

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

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

PART 2 – Federal Legislation

MAP-21 – Holding ourselves accountable at the federal level

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

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



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

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



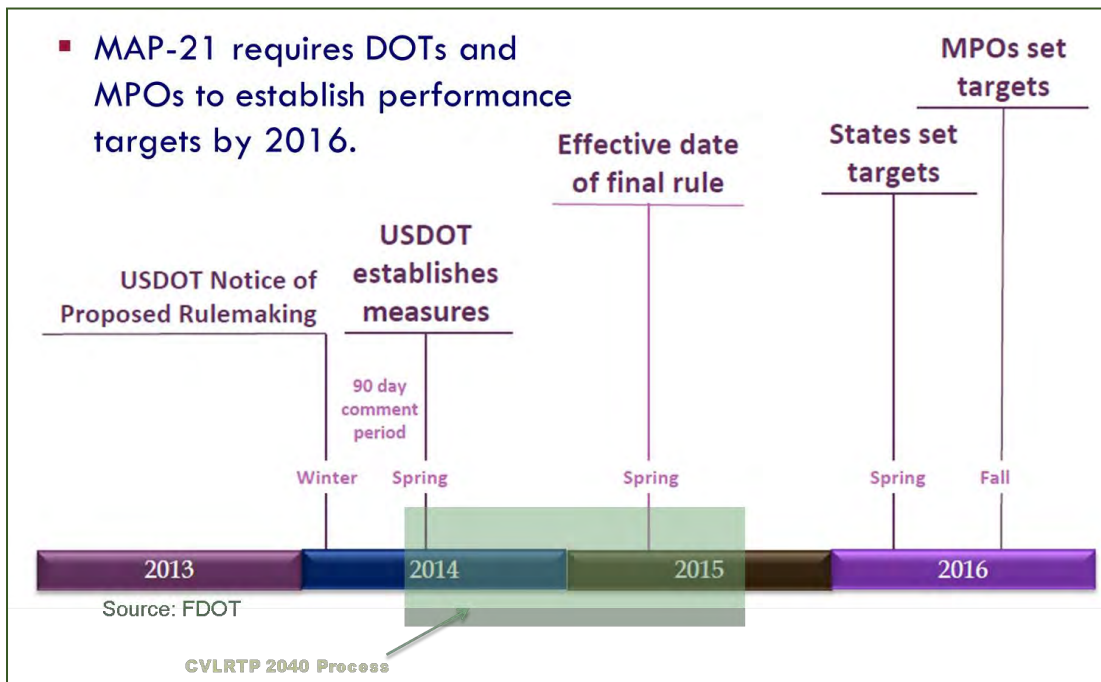
MAP-21 has done more to inject performance management into transportation planning than any prior federal law. MAP-21 states that “performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making.” [§1203; 23 USC 150(a)]

The law, passed in 2012, calls for the federal government to set goals in seven areas:

1. safety
2. infrastructure condition
3. congestion reduction
4. system reliability
5. freight movement and economic vitality
6. environmental sustainability
7. reduced project delivery delays.

MAP-21 also requires the states to set targets within each area, which will help the FHWA make progress towards its national goals. As of the date of this white paper, FHWA was still writing the rules that will implement MAP-21. However, before MAP-21 is fully implemented in 2016, states will need to coordinate with metropolitan planning organizations to set specific, measurable performance targets and report on their progress towards reaching the targets.

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



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

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

MAP-21 Impact on MPOs and Localities

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

Local governments – cities towns and counties – although not directly tied to new MAP-21 mandates, will likely feel the impact of performance based planning in the way they do transportation planning in the future. In Florida, for example, localities had already been accustomed to documenting traffic congestion through concurrency requirements. If local governments move closer to performance-based planning, the



impetus will likely come from any of three sources; from their MPOs and Long Range Transportation Plans using performance metrics, from state legislation requiring local accountability for transportation investments, or even from local citizens themselves, calling for greater transparency and accountability in the return on investment of public funds.

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

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

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

MAP-21 Impact on the LRTP Update Process

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

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



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

PART 2 – State Legislation

Introduction

Performance measurement is nothing new at the level of state DOTs. Many states already measure their transportation networks through annual “report cards”, “dashboards” or other user-friendly rating systems. Only rarely are these measures related to specific targets or measurable goals. However, under MAP-21, states will soon be required to adopt specific targets and measure how their transportation systems perform relative to those targets over time, with the expectation that future funding formulas may someday be linked to how effectively they are reaching these targets.

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

VTrans – the Statewide Transportation Policy Plan

VTrans is the long-range, statewide multimodal policy plan for Virginia that lays out an overarching vision and goals for transportation in the Commonwealth. It identifies transportation investment priorities and provides direction to transportation agencies on strategies and programs to be incorporated into their



plans and programs. VTrans plan updates have been developed by the statewide Office of Intermodal Planning and Investment (OIPI) and OIPI is currently working on VTrans2040, the latest update of the plan. More information can be found at www.vtrans.org, OIPI's website.

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

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

HB2 and Project Prioritization at the State Level

One of the foundations of performance-based planning and programming is to link the state's planning goals to measurable objectives and to performance measures that address fulfillment of the objectives. Virginia is in the midst of an evolution from agency-level linkages and prioritization efforts to a more unified statewide approach to be implemented under new legislation for statewide program and project prioritization under House Bill 2 (HB2). HB2, signed into law by Governor McAuliffe in March of 2014, provides for the development of a prioritization process for projects funded by the Commonwealth Transportation Board. The law mandates that "such prioritization shall weight factors such as congestion mitigation, economic development, accessibility, safety, and environmental quality and be applied within each highway construction district." More information can be found at: <http://leg1.state.va.us/cgi-bin/legp504.exe?141+sum+HB2>



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

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

HB2313 New Funding for Transportation

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

HB 2313:

- Eliminates the 17.5 cents per gallon excise tax on gasoline and diesel fuel
- Replaces the motor fuels tax with a 3.5 percent sales tax on the wholesale price of gasoline and a 6 percent sales tax on the wholesale price of diesel fuel
- Increases the state and local sales and use tax from 5 percent to 5.3 percent
- Partially eliminates the 2 percent motor vehicle titling tax exemption by increasing the rate from 3 percent to 4.15 percent
- Creates a \$64 Alternative Fuel Vehicle fee to ensure that all drivers are contributing to Virginia's roadways
- Levies an additional 0.7 percent local sales tax, a \$0.15/\$100 Grantor's Tax, and a 2 percent Transient Occupancy Tax in Planning District 8
- Levies an additional 0.7 percent local sales tax and a 2.1 percent fuel sales tax in Planning District 23

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

Other Statewide Transportation Planning Mandates

While not as recent as the passage of HB2 and the VTrans update, a number of new legislative changes in Virginia that affect transportation planning at the regional and local level have been summarized below.



The source for these summaries is the 2013 Catalog of State and Federal Mandates on Local Governments by the Commission on Local Government and the Department of Housing and Community Development for the Commonwealth of Virginia, September 2013: <http://www.dhcd.virginia.gov/clg>

Coordination of State and Local Transportation Planning STO.VDOT030

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

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

Corridors of Statewide Significance STO.VDOT041

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

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

Local Transportation Plan to be Reviewed by VDOT STO.VDOT042

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

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

If such an amendment is not made by the locality or MPO, the CTB may reallocate funding from that nonconforming project. Additionally, if the locality requests the project be terminated and VDOT does not



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

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

Conclusion: Lessons Learned

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

- Establish clear goals and measurable objectives – Measures lack meaning in the absence of goals and objectives. Performance measures should clearly communicate how well the MPO and transportation system are functioning relative to the goals and objectives. Measures can further help the MPO adjust its goals and objectives in the future.
- Involve public and private stakeholders – Public and private stakeholders in the areas of transportation and economic development may have compatible goals and objectives. Public and private stakeholders also depend on each other. By including key stakeholders and the public early and throughout the process, the MPO can ensure that the LRTP is a true reflection of the goals and vision of the Region as a whole – its residents businesses and institutions.
- Start small and build – The MPO should start small as it builds a system for performance management. The transportation industry is awash in data and agencies are often tempted to track as many measures as possible in their first attempt. But at first, the CVMPO should keep performance management simple and use the data that is easiest to collect and process. Each year the MPO can evaluate its measures and adjust them or add new ones to reflect the agency's needs and goals.
- Use existing data resources – In the interest of time and money, the MPO should start by using existing data resources. Only if existing data is insufficient should the MPO look to collect additional data to supplement what it already has.

We can look at performance management and performance measures in two ways – extrinsically or intrinsically. If we see them extrinsically, as something imposed on us top-down by new laws and rules, we risk missing their real significance. Ultimately, the recent thrust for performance measurement as



something intrinsic – it comes from society itself, and from our own intrinsic desire to hold ourselves more accountable in the future. In sum, MAP-21 and its intergovernmental counterparts is part of a wider public sentiment to make transportation programs more accountable, which is ultimately foundational to allowing future funding of those programs by taxpayers.

Postscript: Abraham Lincoln on Transportation Performance Measurement

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

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

... The surplus, that which is produced in one place to be consumed in another; the capacity of each locality for producing a greater surplus; the natural means of transportation, and their susceptibility for improvement; the hindrances, delays, and losses of life and property during transportation, and the causes of each, would be among the most valuable statistics in this connection. From those it would readily appear where a given amount of expenditure would do the most good. These statistics might be equally accessible, as they would be equally useful, to both the nation and the States. In this way, and by these means, let the nation take hold of the larger works, and the States the smaller ones; and thus, working in a meeting direction, discretely, but steadily and firmly, what is made unequal in one place may be equalized in another, extravagance avoided, and the whole country put on that career of prosperity, which shall correspond with the extent of territory, its natural resources, and the intelligence and enterprise of its people.

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

STATEMENT OF PURPOSE
Approved September 5, 2002

The Central Virginia Transportation Technical Committee (Committee) is responsible for supporting the Central Virginia Metropolitan Planning Organization's (CVMPO) and Region 2000 Regional Commission's transportation policy decision-making efforts.

The Committee provides technical advice in coordinating the federally-mandated "3-C" or continuing, comprehensive, and cooperative, transportation planning and programming process.

The Committee's three principal work efforts are updating the long range transportation plan, updating the transportation improvement program (TIP), and developing the annual unified planning work program. The Committee, in conjunction with its rural colleagues, also develops the annual Rural Transportation Planning Assistance Program Scope of Work. The Committee's intent is to review and comment on TIP projects and work program products.

The Committee acknowledges that the long range transportation plan update is the primary planning document for transportation issues in the Central Virginia region. This planning initiative drives the formulation of the transportation improvement program, as well as the annual work programs.

The Committee further realizes that the long range transportation planning process must identify regional priorities in order to fully influence project funding decisions ultimately exercised by the Commonwealth Transportation Board. The Committee's intent is to recommend priorities and encourage the CVMPO to set these priorities at the regional level.

Because of its importance, the Committee is fully committed to actively being involved in the long range transportation planning process.

In carrying out its responsibilities, the Committee will:

1. Coordinate with local planning departments to ensure an understanding of pertinent local development issues and their impact on the region;
2. Coordinate with nearby MPOs and develop an ongoing dialogue with them;
3. Strive to integrate land use and economic development, as well as transportation considerations, in its planning process;
4. Strive to be proactive as opposed to reactive in problem solving.