

Central Virginia Transportation Technical Committee

Region 2000 Local Government Council

Large Conference Room

828 Main Street, 12th Floor

Thursday, July 10th, 2014 at 10:30 a.m.

Agenda

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

2. Approval of the June 12th, 2014 Meeting Minutes.....Paul Harvey, Chair
See attachment 2.

3. Central Virginia Long Range Transportation Plan Year 2040 Update.....
.....Bob White, Deputy Director
See attachment 3.

The Committee will continue its discussion of the Plan update. The attached briefing packet provides the points of discussion and relevant background information. Please review and be ready to discuss.

4. Alternative Transportation Planning Activities Update.....Kelly, Hitchcock, Senior Planner

5. Matters from the Committee.....All

6. Adjournment - Next meeting: August 14th, 2014 at 10:30 am

General Information

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

Central Virginia Transportation Technical Committee

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

MINUTES

URBAN MEMBERS

PRESENT

Doyle Allen.....Bedford County Citizen Representative
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
David Cook for Rick Youngblood.....VDOT-Lynchburg District
Karen Walton.....Greater Lynchburg Transit Company

ABSENT

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

RURAL MEMBERS

PRESENT

Doyle Allen.....Bedford County Citizen Representative
Christopher Arabia.....Virginia Department of Rail and Public Transportation
Paul Harvey.....Campbell County
Richard Metz.....Campbell County Citizens Representative
Johnnie Roark.....Appomattox County
David Cook for Rick Youngblood.....VDOT-Lynchburg District

ABSENT

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

Aaron Collins.....VDOT
Vlad Gavrilovic.....Renaissance Planning Group
Matt Perkins.....Local Government Council
Matthew Rehnborg.....EP&R
Bob White.....Local Government Council
Bill Wuensch.....EP&R

Minutes

1. Call to Order

Chairman Paul Harvey called the meeting to order at 10:34 am.

2. Approval of the May 8th, 2014 Meeting Minutes

Upon the motion of Johnnie Roark to approve the minutes of May 8th, 2014 as presented, seconded by Don DeBerry, the meeting minutes from May 8th, 2014 were approved unanimously.

3. Central Virginia Ling Range Transportation Plan Year 2040 Update

Bob White introduced the project for continued discussion and noted specifically that the statewide prioritization framework effort and the emphasis and concentration to implementing changes to how projects are funded.

Bill Wuensch and Vlad Gavrilovic continued the discussion on the Map-21 and update and overviewed the progress on the Mind-Mixer site set-up.

Additionally, Bill and Vlad discussed and presented information regarding the project evaluation framework and discussed with the Committee matters regarding corrections and edits to the framework as they relate to the themes, goals and objectives of the project evaluation framework.

Further, Bill reviewed the intersection analysis and noted that he was looking for information to be received from the localities as they develop a list of those intersections that are of specific concern for congestion or safety.

Lastly, Bill reviewed and summarized the prior identified constrained and vision projects and reviewed maps that identified those projects and discussed areas that are currently showing as new projects according to recent travel demand modeling efforts.

4. Matters from the Committee

Bob White discussed the Functional Classification System and the report that was created as a recommendation of those transportation systems and forwarded to VDOT Central office. Bob noted that he received the report back from VDOT which accepted some of the recommendations and rejected others. Bob presented the report to the Committee to discuss any comments that the Committee may have. By consensus, the Committee concluded that because of the involved and elaborate process that was in place for the recommendations, that the recommendations stand as presented and no changes in recommendations are appropriate. The Committee's position remains the same.

Karen Walton noted the grand opening of the GLTC transfer station and invited all from the Committee to attend.

5. Adjournment

A motion was made by Richard Metz to adjourn, seconded by Doyle Allen, and without objection Chairman Harvey adjourned the meeting at 11:50 a.m.

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



Central Virginia Long Range Transportation Plan 2040 Update



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Briefing Materials

for Transportation Technical Committee Review

July 2nd, 2014

(In Preparation for the July TTC Meeting)

PART 1 – 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

In our last two TTC meetings this item was discussed at length. The remaining need, at present, is to continue to coordinate regarding logistics for launching the site, and making ties to the locality, and GLTC websites. In preparation for the website launch, the TTC should continue to review the draft website and provide feedback on the content and any changes needed prior to the launch of this site in early August.

Deliverable:	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 be prepared to offer input in the July TTC meeting.
<i>Time Frame:</i>	This site will be launched in late July / early August 2014
<i>Future Steps:</i>	Finalize the “who’s listening” section, and launch the site. Finalize the email (contacts) list

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.**
 - 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.**
 - 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.**
 - The MindMixer sit 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 2 – PROJECT EVALUATION FRAMEWORK

A. Introduction & Purpose

This is a continuation of a previous discussion. The Evaluation Framework has been refined to further identify potential ways to measure performance and rank projects per the stated criteria within the matrix.

The Framework is described briefly below and in an accompanying Powerpoint presentation.

Deliverable:	Draft Project Evaluation Framework spreadsheet
<i>Document Link:</i>	N/A
<i>Purpose:</i>	This is the second draft of an evaluation spreadsheet 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 in preparation for the discussion in our July TTC meeting. As part of that discussion, the consultant team will have prepared a cursory review of two projects from the current constrained list, and two projects from the current vision list.
<i>Time Frame:</i>	This revised version will be reviewed in the July 10 TTC Meeting
<i>Future Steps:</i>	Review revised version at the July 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:

With the current federal funding legislation (MAP-21) and Virginia Assembly Legislation (HB-2), a system for performance based evaluation of projects will be required in the future. Neither Virginia nor FHWA have yet to prescribe specifics of the evaluation criteria, however per Virginia HB-2, *the prioritization process shall be based on an objective and quantifiable analysis that considers, at a minimum, the following factors relative to the cost of the project or strategy: **congestion mitigation, economic development, accessibility, safety, and environmental quality.***

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.

As a review from the prior TTC meeting, 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 [MEASUREABLE] Indicators for the Evaluation Criteria
8. Develop Weighting for the Evaluation Criteria

C. Specific Input Needed

Specific input is needed from TTC members in order to be able to continue to refine the Draft Framework and present this material to the MPO Board in July. We are not requesting comments in advance, but we would like to engage in a rigorous conversation about the performance criteria and methods of measurement so that we can further refine the suggested process.

The refined draft is presented on the following page.

CVLRTP 2040 - POTENTIAL PROJECT EVALUATION FRAMEWORK		POTENTIAL PROJECT EVALUATION CRITERIA / ?Benefit Evaluation/project rating			WEIGHTING	
VISION THEMES	GOALS	POTENTIAL OBJECTIVES	HIGH SCORE = 3	MEDIUM SCORE = 2	LOW SCORE = 1	
SAFETY	Make it Safe	Improves the safety of the transportation system	Located in a high crash area and improvements have safety-specific focus INDICATORS: Project designation as a safety improvement - Project location in high crash areas - Utilize state highway safety plan for safety recommendations	Located in high crash area or improvements have a safety-specific focus	Neither in a high crash area nor with specific safety focus	15%
	Make it Function	Improves the state of good repair of the transportation system	Project designed to specifically address severe pavement or bridge condition deficiency INDICATORS: Roadway with deficient paving (Inset with City/VDOT maintenance engineers) - Pavement, Bridge with structural deficiency	Project designed to specifically address moderate pavement or bridge condition deficiency	Project does not address pavement or bridge condition deficiency	5%
	Make it Flow	Reduce roadway congestion Reduce delay / time spent traveling	Increases capacity of highly congested corridor (V/C > 1.1) INDICATORS: Roadway LOS - Corridor Volume/Capacity Ratio - Access management design features Decreases travel time on a corridor with high daily delay INDICATORS: Travel Time Index score (delay x volume)	Increases capacity of moderately congested corridor (0.8 < V/C < 1.1) Decreases travel time on a corridor with moderate daily delay	Does not add capacity to a congested corridor Does not decrease travel time or on a corridor with low daily delay	5% 4%
MOBILITY & ACCESSIBILITY	Make it Accessible	Improve capacity and reliability of freight	Increases capacity of a freight corridor with high congestion (I<2) INDICATORS: Percent of truck traffic - designated truck route (check Cambridge mapping of freight flows), check statewide freight plan	Increases capacity of a freight corridor with moderate congestion (I<2)	Does not address a freight corridor (I<2)	5%
	Sustain Quality	Support quality of life Support preservation of natural beauty	Project significantly supports transit, bicycle and pedestrian modes INDICATORS: Bike plan priority and vision corridors/high-medium-low transit activity Project significantly affects quality of life factors 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 INDICATORS: sensitive environmental areas	Project moderately supports transit, bicycle and pedestrian modes Project moderately affects quality of life factors Project has little or no impact on transit, bicycle and pedestrian modes	Project has little or no impact on transit, bicycle and pedestrian modes Project has little or no impact on quality of life factors Project has high impact on sensitive environmental areas	10% N/A 5%
COMMUNITY & NATURE	Make it Efficient	Support efficient system operation and management (explain connection with travel time and congestion to avoid double count)	Project has significant impact on system operation and management INDICATORS: Regional travel times - Regional delay	Project has moderate impact on system operation and management	Project has little or no impact on system operation and management	10%
	Promote Vitality	Support growth in jobs and income by promoting travel efficiency	Directly adds capacity or efficiency to a CEDES priority corridor INDICATORS: CEDES Planning Document - LOS on key corridors - TTI on key corridors (interregional connection) Adds multimodal facilities within 0.5 miles of a high density employment site	Indirectly adds capacity or efficiency to a CEDES priority corridor	Does not add capacity or efficiency to a CEDES priority corridor Does not add multimodal facilities within 0.5 miles of a high or moderate density employment site	10% 7%
	Coordinate Investments	Ensure coordination with local and state plans	Project is identified as a priority in more than one state or local plans INDICATORS: project identification in local or state plans - project consistency with local or state planning frameworks (VTrans, statewide freight?, STP)	Project is identified as a priority in one state or local plan	Project is not identified as a priority in state or local plans	7%
	Balance Priorities	Ensure geographical balance between communities	Project has equal benefits for multiple jurisdictions INDICATORS: Geographic scale of project - Geographic scale of project benefits	Project has secondary benefits for multiple jurisdictions	Project primarily benefits one jurisdiction	7%
ECONOMY	Expand Resources	Leverage new sources of transportation funding	Project leverages new sources of transportation funds for the region INDICATORS: Source of transportation funding for project - Impact on new sources of transportation funding for project	Project uses new sources of transportation funds for the region	Project uses traditional sources of transportation funding for the region	10%

As currently shown - Safety is 15%, capacity/congestion is 34%, environmental is 5%, economy/freight is 22%, and other is 24%

PART 3 – FIRST COMMUNITY MEETINGS

Community Meetings (Early September)

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

In our July TTC meeting we will need to begin the discussion about dates and locations, and logistics (facility arrangements, advertisements, etc...), for the first round of community meetings. As a reminder, these meetings will be held in each of the member localities.

Deliverable: Community Meetings (first round)

<i>Document Link:</i>	N/A
<i>Purpose:</i>	Refine a plan for conducting a meeting in Amherst, Bedford, Campbell, and Lynchburg, preferably shortly after the labor day holiday.
<i>TTC Action Requested:</i>	Provide recommendations for location, time, and general meeting logistics.
<i>Time Frame:</i>	Finalize prior to end of July as needed to create meeting advertisements.
<i>Future Steps:</i>	Advertise for the meetings Develop the meeting agenda and materials Conduct meetings

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.