

Central Virginia Transportation Technical Committee

Region 2000 Local Government Council

Large Conference Room

828 Main Street, 12th Floor

Lynchburg, Virginia 24504

Thursday, November 6, 2014 at 10:30 a.m.

Agenda

1. Call to Order.....Paul Harvey, Chair
2. Approval of the October 9, 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. Matters from the Committee.....All
5. Adjournment - Next meeting: December 11, 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
October 9, 2014 at 10:30 a.m.

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
Kevin Leamy.....Bedford 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
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
Kevin Leamy.....Bedford County
Richard Metz.....Campbell County Citizens Representative
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
Johnnie Roark.....Appomattox County
Russell Thurston.....Town of Brookneal
Bart Warner.....Bedford City
Dan Witt.....Town of Altavista

OTHERS PRESENT

Mike Callahan.....Renaissance Planning Group
David Cook.....VDOT-Lynchburg District
Philipp Gabathuler.....Local Government Council
Matt Perkins.....Local Government Council
Matthew Rehnborg.....EPR
Bob White.....Local Government Council
Bill Wuensch.....EPR

Minutes

1. Call to Order

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

2. Approval of the September 11, 2014 Meeting Minutes

Upon the motion of Richard Metz to approve the minutes of September 11th, 2014 as presented, seconded by Rick Youngblood, the meeting minutes of September 11th, 2014 were approved unanimously.

3. Central Virginia Long Range Transportation Plan Year 2040 Update

Bob spoke to plan update and expressed goals for the meeting.

Mike Callahan presented a summary of the information gathered from MindMixer and the public meetings. He discussed themes from both sources those being, congestion issues, mobility issues, transit needs, bike/pedestrian needs, and economic issues. He noted that they are developing a new/next set of questions for the MindMixer site.

Matthew Rehnborg reviewed and discussed the remaining performance factors that needed to be reviewed with the Committee: economy, community and nature and efficiency. The Committee participated in an exercise that will facilitate the study team in drafting proposed weighting measures for these factors that are appropriate to each factor's respective theme. The Committee will review proposal at a future meeting.

Bill Wuensch led the discussion on the potential new and future projects and identified projects that went beyond the constrained vision list. Wuensch's list was created from other current/recent transportation plans and studies such as, 2035 Virginia Surface Transportation Plan, Rt. 221 Corridor Study, City of Lynchburg Comprehensive Plan, Amherst County Comprehensive Plan, Region 2000 Bicycle Plan.

The Committee offered suggestions for plans for the study team to review to identify possible additional transportation projects.

Committee reviewed list and provided feedback to identify accuracy of list and if the projects are funded through other sources. Study team requested that additions/deletions of projects be submitted to them so that a draft final list of projects can be assembled by the end of November.

Committee discussed project cost and project readiness evaluation framework. Mike Callahan reviewed methods used by other MPO's to incorporate these factors into the rating system. The study team presented the concept of incorporating a high-medium-low ranking for project readiness, compared to a projects benefit score, in order to then determine a benefit-to-cost comparison that would in turn be indicated as high, medium, or low. Committee reviewed and discussed the results of the "project set" as applied to this proposed evaluation.

The Committee agreed that the study team is moving in the right direction with the project evaluation process understanding that this matter will continue to be researched and discussed with the Committee as it is further developed.

4. Matters from the Committee

Bob White notified the Committee that another TIP amendment will be needed for the Odd Fellows Road interchange project. Rick Youngblood elaborated on the specifics of the requested amendments.

White also noted that the MPO meeting for October has been moved to November 20.

Committee agreed to move the next meeting to November 6, 2014.

5. Adjournment

A motion to adjourn was made by Richard Metz, seconded by Don DeBerry, and with no objections being heard, Chairman Harvey adjourned the meeting at 11:52 a.m.

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



Central Virginia Long Range Transportation Plan 2040 Update
November 2014 TTC Meeting Briefing Package



Briefing Materials

for Transportation Technical Committee Review

October 30, 2014

(In Preparation for the November 6th, 2014 TTC Meeting)

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Part 1- Documentation of Benefit Evaluation Matrix Development

Deliverable: Benefit Evaluation Matrix Development Record (Appendix 1)

<i>Purpose:</i>	To record the process and logic used to develop the Region 2000 Project Benefit Evaluation Matrix
<i>TTC Action Requested:</i>	Review the document and provide feedback regarding its effectiveness and accuracy in recording the development process
<i>Future Steps:</i>	Document will continue to be updated. Final version will be included in the LRTP update.

A. Introduction and Purpose

This document was developed as a resource that will allow the MPO to specifically explain how it created the Benefit Evaluation Matrix and the reasoning that was used to arrive at those decisions. Each major component of the tool is considered separately, with chronological documentation of any significant changes that were made to it in the development process. This information includes the reason for the change and the date that these changes were presented to the MPO for consideration.

B. Specific Input Needed

The study team is seeking feedback from the committee regarding whether or not TTC members believe that this document presents an accurate and thorough account of the tool development process. Specific topics for consideration include whether or not the information is comprehensible in its current format and suggestions regarding any specific events or kinds of information that may be missing from the current document.

Part 2- Project List Review

***Deliverable:* Project lists- 2035 CVLRTP, Additional Project Listing (Appendix 2)**

<i>Purpose:</i>	To refine the list of projects identified in the 2035 Long Range Transportation Plan and other planning documents.
<i>TTC Action Requested:</i>	Review list before TTC meeting and flag projects that are no longer applicable or have a questionable description.
<i>Future Steps:</i>	The updated project list, including potential new recommended projects, will be evaluated and rated according to the process developed in the planning effort.

A. Introduction & Purpose

The study team is creating a comprehensive list of all the candidate projects that will be reviewed and rated in this LRTP update. These projects include those that carry forward from previous LRTP updates, as well as any new projects that may be added as recommendations from other planning efforts.

B. Specific Input Needed

Committee members are asked to review the projects listed here—with special attention to any projects that they are especially familiar with—in order to verify it as reasonable and complete. Feedback is requested if any projects included on the list are no longer being considered or if any potential candidate projects are missing. Please bring comments and edits to the November 6th TTC meeting.

Part 3- Updated Project Schedule

Deliverable: Revised Project Schedule (Appendix 3)

<i>Purpose:</i>	The project schedule was updated to reflect current work status and to change meeting/deliverable events as necessary.
<i>TTC Action Requested:</i>	Review and notify study team of any questions or concerns
<i>Future Steps:</i>	Periodic updates as necessary to account for significant changes to events or project progress.

A. Introduction & Purpose

The original project schedule has been updated to better reflect the current status of the project, as well as to make any necessary changes regarding project meetings, events, and deliverables.

B. Specific Input Needed

This is being provided primarily for information purposes, but feedback is welcome regarding any questions, concerns, or suggestions related to the updated project schedule.

Part 4- Economic Development Alliance Meeting Report

Deliverable: Presentation to TTC

<i>Purpose:</i>	Report feedback collected at Economic Development Alliance Meeting
<i>TTC Action Requested:</i>	None; Information provided for committee consideration
<i>Future Steps:</i>	A second meeting with the economic development alliance is scheduled to be held in the late winter or early spring to review plan content related to economic development.

A. Introduction & Purpose

On October 15, 2014, a meeting was held with representatives of the region’s business community at an Economic Development Alliance meeting. Meeting participants were given a brief presentation that outlined the purpose of the LRTP Update and the primary strategies and methods that are being used in the planning process. This presentation was followed by a discussion about the role of the transportation system in economic development and the ways that the business community thinks that it can be improved to better serve their needs. A summary of that discussion will be presented for the TTC’s consideration.

B. Specific Input Needed

None- a period for comments or questions will be provided following the presentation.

Part 5- Traffic Count Update

Deliverable: Presentation to TTC

<i>Purpose:</i>	Update committee members on the intersection analysis component of the LRTP update.
<i>TTC Action Requested:</i>	Questions or comments as necessary
<i>Future Steps:</i>	Data collected in the traffic count process will be used to develop an analysis and recommendations of the selected intersections.

A. Introduction & Purpose

A brief update will be provided to committee members regarding the status of the intersection analysis that is being performed as part of the LRTP planning effort.

B. Specific Input Needed

None; questions or comments as necessary.

Benefit Evaluation Matrix

Record of Development

Central Virginia Long Range Transportation Plan 2040 Update

****DRAFT, October 28, 2014****

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Introduction

The need to develop a clear and transparent project evaluation process is the result of changes to both federal and state transportation funding programs. The new federal transportation law, known as MAP-21, mandates a performance driven, outcome-based transportation planning process that directs funding to projects that are able to clearly explain their value and benefits toward meeting desired regional outcomes and national goals.

At the state level, House Bill 2 was signed into law in Virginia in March 2014 and provides for the development of a prioritization process for projects that are funded by the Commonwealth Transportation Board. In order to allow the region's projects to be competitive for funding under both laws, the Central Virginia MPO is developing an evaluation system that can easily be adapted to each.

Part 1: Structure

Performance evaluation frameworks that are being used in regional and statewide planning efforts around the country were reviewed as examples of ways to develop an evaluation system. Special attention was focused on examples from the Commonwealth of Virginia, including evaluation systems developed by the National Capital Region Transportation Planning Board, the Hampton Roads Transportation Planning Organization, and Fredericksburg Area Metropolitan Planning Organization.

The basic approach used by these other MPOs includes four primary parts: identifying transportation goals, identifying transportation elements related to the goals, defining a measurement and scoring methodology for each element, and weighting each element according to its overall importance.

Introduction

*Content explained in project
White Paper distributed on
May 21, 2014*

Structure

*Originally presented to Central
Virginia MPO TTC on May 8,
2014*

Using this as a guide, an evaluation matrix structure was developed for the region that included the following parts:

- 1) Vision Theme Categories
- 2) Goals
- 3) Performance Factors
- 4) Measurements
- 5) Weighting

Part 2: Goals

The foundation of the Central Virginia MPO's project evaluation process was set by the ten transportation goals that were developed in the Central Virginia Long Range Transportation Plan 2035 Update. These included:

- Make it Flow
- Make it Accessible
- Make it Safe
- Promote Vitality
- Sustain Quality
- Make it Function
- Make it Efficient
- Coordinate Investments
- Balance Priorities
- Leverage Funding

In this update, these goals are being reviewed in meetings with the public and MPO representatives to determine which are most important to the region. The list of goals is not expected to change through the planning process, but may do so if it is determined to be necessary.

Part 3: Vision Themes

Phase I: Four Original Themes

The goals listed in Part 2 were categorized into four broad vision themes that were derived from the Vision Statement of the Long Range Transportation Plan 2035 Update. These themes included:

Goals
*Originally presented to Central
Virginia MPO TTC on May 8,
2014*

Vision Themes
*Originally presented to Central
Virginia MPO TTC on May 8,
2014*

- Mobility and Accessibility
- Safety
- Economy
- Community and Nature

Phase II: VDOT/CTB Transportation Goals

In 2005, the Virginia Department of Transportation (VDOT) and the Commonwealth Transportation Board (CTB) developed a prioritization tool to analyze statewide interstate and primary highway projects. Recently, the VDOT Lynchburg District Office adapted the tool for use in their rural long range plan. Although the state is still in the process of developing an official prioritization tool, this example reflects many of the ideas and goals that are likely to be used in the development process.

This study's original prioritization matrix shared many close similarities to the prior VDOT/CTB matrix. One difference between the two was the addition of a fifth category theme in the VDOT tool, which was described as "Preserve the existing transportation system and promote efficient system management."

This category, which was added to this study's evaluation matrix and given the title of "Operational Efficiency," has been used to capture objectives previously included in "Economy" and "Mobility and Accessibility." It was the opinion of the study team that this new category provided a helpful distinction between some of the objectives that further clarifies the evaluation process.

Part 4: Performance Factors

Mobility and Accessibility

Current Performance Factors:

Auto Congestion- Added as a more precise measurement of "Improved Traffic Flow." Measures predicted 2040 traffic volumes, compared to roadway capacity. Standard traffic engineering measurement. Used in VDOT/CTB prioritization tool. (Related Goal: Make it Flow)

Traffic Volume- Added as a more precise measurement of "Improved Traffic Flow." Measures the number of vehicles per

Vision Themes: Phase II

*Presented to Central Virginia
MPO TTC on August 28, 2014
for consistency with state
methodology*

Performance Factors

*Originally presented to Central
Virginia MPO TTC on May 8,
2014*

hour, per lane, on a given roadway. Standard VDOT measurement. Used in VDOT/CTB prioritization tool. (Related Goal: Make it Flow)

Freight Volume- Originally entitled, “Capacity and Reliability of Freight.” Measures the percentage of truck traffic on a roadway. Standard traffic engineering measurement. Used in VDOT/CTB prioritization tool (Related Goal: Make it Flow)

Alternative Transportation Facilities- Modified from “Supports Alternative Modes of Transportation.” Accounts for the addition of facilities supporting alternative modes of transportation. Used in VDOT/CTB prioritization tool. (Related Goal: Make it Accessible)

Eliminated Performance Factors:

Improved Traffic Flow- This evaluation element was eliminated in favor of more precise measurements of traffic congestion and weighted traffic flow.

Region-Wide Delay- This evaluation element was eliminated due to modeling limitations.

Safety

Current Performance Factors

Traffic Accident Rate- Originally entitled, “Addresses an Existing Safety Deficiency.” Identifies high accident locations in the region. VDOT data. (Related Goal: Make it Safe)

General Safety Improvements- Originally entitled, “Specifically Improves Roadway Safety.” Acknowledges road improvement projects specifically designed to improve safety, as described in the Virginia State Highway Safety Plan. (Related Goal: Make it Safe)

Eliminated Performance Factors:

None

Economy

Current Performance Factors:

Impact on Economic Development- Adapted from “Access to Markets and Labor.” Acknowledges projects that have been

recommended by state and regional economic development plans. (Related Goal: Promotes Vitality)

Commuter Use- Adapted from “Access to Markets and Labor.” Identifies relation of project to corridors that have been identified as primary regional commuter corridors. (Related Goal: Promotes Vitality)

Surrounding Employment Density- Adapted from “Access to Markets and Labor.” Measures the density of employment in the area surrounding a proposed project, as reported by the US Census. (Related Goal: Promotes Vitality)

Eliminated Performance Factors:

Access to Markets and Labor- Eliminated in favor of the more precise measurements currently in use.

Community and Nature

Current Performance Factors:

Major Environmental Concern- Originally entitled, “Impact on Sensitive Environmental Areas.” Identifies the proximity of a project to sensitive environmental areas. Used in VDOT/CTB prioritization tool. (Related Goal: Sustain Quality)

Right of Way Needs- The amount of additional right of way needed to be acquired to complete the project. Large amounts of new right of way acquisition can have a negative effect on both the community, due to the loss of private property, and on nature, due to development on previous undeveloped land. Used in VDOT/CTB prioritization tool. (Related Goal: Sustain Quality)

Roadway Aesthetics- Acknowledges projects specifically intended to improve corridor appearance to promote economic development or quality of life enhancements. (Related Goal: Sustain Quality)

Eliminated Performance Factors:

Impact on Quality of Life Factors: This evaluation factor was eliminated due to the wide range of opinions regarding what qualities produce a high quality of life.

Operational Efficiency

Current Performance Factors:

Recurring Maintenance Problems- Originally entitled, “Severe pavement or bridge condition deficiency.” Identifies roadways that require frequent maintenance due to deficient roadway or pavement design. (Related Goal: Make it Function)

Road Functional Class- Adapted from, “System Operation and Management.” Rates a corridor according to its VDOT functional categorization. Higher roadway classes understood to play a greater role in overall system operation. (Related Goal: Make it Efficient)

Coordination with State, Regional, and Local Plans- Identifies road projects that have been cited in multiple planning documents. These plans include:

- Virginia 2012-2016 Strategic Highway Safety Plan
- Virginia Statewide Multimodal Freight Study, Phase II
- Virginia Surface Transportation Plan 2035
- VTrans2035 Update
- Region 2000 Park and Ride Lot Location Study
- Commuter Services Study
- Greater Lynchburg Transit Company Transit Development Plan
- Region 2000 Bicycle Plan
- Region 2000 Comprehensive Economic Development Strategy
- Region 2000 Coordinated Human Service Mobility Plan
- Region 2000 Greenways, Blueways, and Trails Plan: 2012 Connection Vision
- Region 2000 2035 Rural Long Range Transportation Plan
- Amherst County Comprehensive Plan
- Town of Amherst 2009 Comprehensive Plan
- Bedford County 2025 Comprehensive Plan
- Campbell County Comprehensive Plan
- City of Lynchburg Comprehensive Plan

(Related Goal: Coordinate Investments)

Distribution of Benefits- Originally entitled, “Equal Benefits for Multiple Communities.” Identifies projects that provide benefits

for multiple jurisdictions in the region. (Related Goal: Balance Priorities)

Eliminated Performance Factors:

Leverages new sources of transportation funds- Eliminated due to the indeterminate funding sources available to most proposed projects.

Part 5: Scoring Method

Phase I: High, Medium, and Low

Due to the broad range of elements that are measured in these processes, it was necessary to also develop a common scoring scale that could be used across every category. Many MPOs, including Washington DC's National Capital Region Transportation Planning Board, employ a three level scale based on how well a project advances the region's desired outcomes. Those that strongly advance them receive a "high" score, those that somewhat advance them receive a "medium" score, and those that advance them little or not at all receive a "low" score.

The original scoring system designed to award three points for a high score, two points for a medium score, and one point for a low score.

Phase II: The 0-100 Point Scale

Feedback indicated that the original scoring scale, which produced a range of scores from 1-3, was too narrow to clearly demonstrate the differences between two projects. In order to accomplish this, it was suggested that the projects be rated on a 100 point scale. In this new method, a high score is given 100 points, medium scores given 66.7 points, and low scores given 33.3 points.

Part 6: Weighting Strategy

Phase I: Reasonable Estimation

An educated estimate of the appropriate weight of each evaluation element was assigned by the study team. Feedback

Scoring Method

Originally presented to Central Virginia MPO TTC on May 8, 2014

Scoring Method: Phase II

Presented to Central Virginia MPO TTC on August 14, 2014, in response to feedback from July 2 TTC Meeting

Weighting Strategy

Originally presented to Central Virginia MPO TTC on July 2, 2014

indicated that these weights should be set as equal until more extensive committee and public feedback.

Phase II: Equal Weight for Measurements

An equal weight was assigned to each evaluation element. This method, however, resulted in a greater importance to goals that had a greater number of established measurements with no regard for the overall importance of each goal category. (For example, “Mobility and Accessibility” was effectively 7 times more important than safety, simply because the original method used seven mobility measurements to only one safety measurement. In reality, the relative importance of both goals is likely to be very similar.)

Phase III: Equal Weight for Goals

Rather than assigning an equal weight to each evaluation element, the weighting division was performed among the five broader vision themes. Each vision theme was given relative weight of 20%.

Phase IV: TTC Weighting Exercise

On August 28th, 2014, the Transportation Technical Committee held a special meeting to determine the relative weight of the five vision themes. Economy and Safety were assigned the highest importance (25% each), followed by Mobility & Accessibility (20%), followed by Operational Efficiency and Community & Nature (15% each).

Phase V: Rating Performance Factors, Part I

On September 11, 2014, an exercise was completed by the TTC to help determine the relative importance of the performance factors used to rate each project in the Vision Themes of “Mobility and Accessibility” and “Safety.” The results are listed below:

Mobility and Accessibility Factors: Congestion (37%), Traffic Volume (23%), Freight Volume (20%), Alternative Modes (20%)

Safety Factors: Existing Safety Concern (61%), General Safety Improvement (39%)

Weighting: Phase II

Presented to Central Virginia MPO Board on July 17, 2014 in response to feedback from July 2 TTC meeting

Weighting: Phase III

Presented to Central Virginia MPO TTC on August 14, 2014 for consistency with VDOT approach

Weighting: Phase IV

Presented to Central Virginia MPO TTC on September 11, 2014 in response to results from August 28 meeting

Weighting: Phase V

Exercise completed by the Central Virginia MPO TTC on September 11, 2014. Results reported to TTC on October 10, 2014.

Phase VI: Rating Performance Factors, Part II

On October 9, 2014 an exercise was completed by the TTC to help determine the relative importance of the performance factors used to rate each project in the Vision Themes of “Economy,” “Community and Nature,” and “Efficiency.” The results are listed below:

Economy Factors: Primary Commuter Corridor (44%), Located in High Density Employment Area (31%), Identified Major Economic Corridor (25%)

Community and Nature Factors: Remains within existing right of way (40%), Avoids Major Environmental Concerns (30%), Adds aesthetic/landscaping improvements (30%)

Efficiency Factors: Experiences Recurring Maintenance Problems (32%), Provides direct benefits to multiple communities (31%), Coordinates with Other Existing Plans (27%), VDOT Functional Roadway Classification (10%)

Weighting: Phase VI
Exercise completed by the Central Virginia MPO TTC on October 10, 2014.

Part 7: Scoring Factors

Phase I: Benefit Analysis

The score produced by the original project benefit evaluation matrix only reflected the beneficial outcomes of the proposed project. Feedback expressed concern that this failed to account for the cost or viability of the projects. As a result, large projects that were unlikely to be built could be given consideration over smaller projects that could easily be completed.

Scoring Factors
Originally presented to Central Virginia MPO TTC on July 2, 2014

Phase II: Benefit/Cost Analysis

One of the primary obstacles to a project’s completion is cost. In order to account for this, the project benefit score was divided by the estimated cost (in millions of dollars) to produce a Benefit/Cost score. This score reflected the relative amount of benefit gained per million dollars of cost. The resulting scoring strongly favored low-cost projects, no matter how limited their overall benefit.

Scoring Factors: Phase II
Presented to Central Virginia MPO TTC on August 14, 2014 in response to email feedback

Phase III: Benefit/(Cost per User) Analysis

The Project Benefit Score was divided by the estimated cost per user. This score was intended to give more favor to projects

Scoring Factors: Phase III
Calculated in response to feedback from August 14 TTC meeting

that were both cost effective and served large numbers of users. The resulting scores, however, indicated that road traffic volume became the dominant determining factor, regardless of project benefit.

Phase IV: Cost and User Point System

Point values were assigned to both project costs and road traffic volume and added or subtracted to the original benefit score. Using the same scoring system developed for the 2030 Long Range Transportation Plan Update, one point was subtracted for every \$2.5 million in project cost, while one point was added for every 2,000 expected vehicles. This method allowed these factors to have an influence without becoming the sole determining factor. Feedback expressed concern, however, that 2,000 vehicles and \$2.5 million dollars were arbitrary figures and could not reasonably be given a point value.

Phase V: Separate Columns for Benefit Score, Cost, Users, Project Readiness

A project evaluation table was developed that lists the benefit evaluation score, cost, cost per user, and project readiness for each project. This method eliminates the need to determine an appropriate point value for cost, users, and readiness, while still allowing decision makers to clearly consider each. Feedback requested additional research into the approach used by other MPOs to acknowledge project cost and readiness.

Phase VI: Three Factor Evaluation Method

Small refinements were made to the evaluation table produced in Phase V to enhance the clarity of the information and to have consistency with the approach used by other MPOs in Virginia. Each project is evaluated in three ways. The first evaluation, Project Benefit, measures how well the project advances the region's transportation goals. Each project is scored on a 1-100 point scale. The second evaluation, Project Readiness, measures the viability of the project in terms of environmental screenings, right of way acquisition, and continuity with previous efforts. Projects are rated on a High, Medium, Low scale. Finally, the third evaluation, Benefit/Cost, measures the benefit of the project relative to the cost per user. Projects are rated on a High, Medium, Low scale.

Scoring Factors: Phase IV

*Presented to Central Virginia
MPO TTC on August 28, 2014
for consideration due to study
team concerns*

Scoring Factors: Phase V

*Presented to Central Virginia
MPO TTC on September 11,
2014 in response to feedback
from August 28 meeting*

Scoring Factors: Phase VI

*Presented to Central Virginia
MPO TTC on October 9, 2014
in response to evaluation
requested in September 11
TTC meeting.*

Table 5-1: Constrained Plan 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
16	Lynchburg	New interchange extending Odd Fellows Road over Route 29/460	1.00	New Construction	2011	\$31,715,000	\$0	\$31,715,000

Table 5-1 Constrained Plan Projects continued

Jurisdiction	Project Location	Description/Notes	Est. Year of Expenditure (YOE)	Total Cost (inflated to YOE)	Funding Prior to 2011	Fund Allocation 2011-2035
Lynchburg	Odd Fellows Rd—Lynchburg Expwy to End	<p>Segment B1 – located in the City of Lynchburg, Virginia, three lane typical section begins at the construction limits of Segment A (Odd Fellows Road interchange) and terminates at Mayflower Drive. This segment includes pedestrian facilities and intersection improvements.</p> <p>Segment B2 – located in the City of Lynchburg, Virginia, three lane typical section begins at the intersection of Odd Fellows Road and Mayflower Drive and ends at the southern termini of the existing Odd Fellows Road/Lynchburg Expressway (Route 29) interchange. This segment includes pedestrian facilities and intersection improvements.</p>	2014	\$10,800,000	\$0	\$10,800,000

Table 5-3: Unconstrained (Vision Plan) 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-In 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 (New interchange)	N/A	**MOVED TO CONSTRAINED PROJECTS
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	**MOVED TO CONSTRAINED PROJECTS
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

Table 5-3: Unconstrained (Vision Plan) Projects, continued

Map ID	Jurisdiction	Project Location	Length (mi.)	Description/Notes
51	Bedford	Rt 623 (Turkey Foot Rd) - Rt 811 to Campbell Co Corp Limits	1.2	Widen pvmt to 24 feet
52	Bedford	Rt 621 (Cottontown Rd) - Rt 644 (Coffee Rd) to Rt 662	4.9	Reconstruct 2 lane Rdway
53	Campbell	Rt 29 (Wards Rd) - S of Rt 685 to Lynchburg Corp Limits	3.5	Access management, traffic operations and safety improvements (coordinate with Project Map ID 2)
54	Campbell	Rt 501 (Campbell Hwy) - Rt24 to Rt 680 (Suburban Rd)	2.2	Widen to 4 lanes
55	Campbell	Rt 682 (Leesville Rd) - Lynchburg Corp Limits to Rt 460	0.9	Widen to 4 lanes
56	Campbell	Rt 738 (English Tavern Rd) - Rt 680 (Suburban Rd) to Rt 29 (north intersection)	1.5	Widen to 24 feet
57	Campbell	Rt 738 (English Tavern Rd) - Rt 29 (south intersection) to Rt 680 (Suburban Rd)	1.2	Widen to 24 feet
58	Campbell	Rt 681 (Sunburst Rd) Rt 460 to Rt 622	2.7	Reconstruct 2-lane Rdway
NA	Lynchburg / Campbell	Rt 29 (Wards Rd) & Rt 29/460 Bypass Interchange	NA	Rdway improvements assoc. w/ development of SE Quadrant. Private Funding (Developer) Regionally Significant Project
59	Lynchburg	Lynchburg Expwy (Graves Mill Rd to Kemper Street)	4.1	Ramp and Capacity improvements
60	Campbell	Rt 726 (Mt Athos Rd) t0 US 460 (Richmond Hwy)	1.6	Upgrade existing 2-lane Rd
61	Amherst	Rt 677 (Dixie Airport Rd) - Rt 699 (Amelon Rd) to Rt 622 (Galts Mill Rd)	1.2	Widen to 4 lanes
62	Amherst	Rt 622 (New Wright Shop Rd) - Rt 210 (Colony Rd) to Rt 677 (Dixie Airport Rd)	2.3	Widen to 4 lanes
63	Lynchburg	US 501 (Lynchburg Expwy) - US 221 (Lakeside Dr) to Rt 620 (Wiggington Rd)	1.3	Widen to 4 lanes
65	Campbell	Rt 622 (Waterlick Rd) - US 460 Bus (Timberlake Rd) Rt 682 (Leesville Rd)	1	Widen to 4 lanes
66	Lynchburg	Old Forest Rd (US-501 to Link Rd)	1.3	Access management improvements
67	Lynchburg	Graves Mill Rd Rt 1425 (US 221 - Forest Rd to Lynchburg Expressway)	1.6	Access management improvements
68	Lynchburg	Old Graves Mill Rd (US 460 - Timberlake Rd to Graves Mill Rd Rt 1425)	1.5	Access management and safety improvements
69	Lynchburg	US 460 - Timberlake Dr (Old Graves Mill Rd to Lynchburg Expressway)	1.5	TSM, access management improvements, and potential widening
70	Lynchburg	Leesville Rd Rt 682 (Greenview Dr Rt 678 to US 460 - Timberlake Rd)	2	Widen to 3 lanes
71	Lynchburg	Wards Rd Rt 29 (US 460 - Richmond Hwy to Lynchburg Expressway)	1.8	Pedestrian improvements and parallel capacity
72	Amherst	River Rd (Rt 685) - (Rt 130 to Rt 163)	3.7	Reconstruct 2-lane Rdway
73	Amherst	Izaak Walton Rd (Rt 663) - (Rt 29 to Rt 29B)	4.5	Reconstruct 2-lane Rdway
74	Amherst	Winridge Rd (Rt 795) - (Rt 130 to Rt 675)	1.25	Reconstruct 2-lane Rdway
75	Lynchburg	Rt 460 / 29 (Richmond Hwy) -- From Rt 501 (Campbell Ave) to Rt 29 (Monacan Pkwy)	1.67	Improve to 6 lane limited access Rdway
76	Lynchburg/ Campbell	Rt 460 Bypass - W of airport to Rt 501 (Campbell Ave)	7.40	Increase to six lanes
77 (a+b)	Campbell	Rt 29 Alt, new alignment W of existing Rt 29 - S of Rt 24 (Yellow Branch) to Rt 460	8.00	Construct new 4 lane limited access facility
78	Bedford	Rt 621 (Cottontown Rd) -- Rt 662 to Rt 660	1.7	Reconstruct 2 lane Rdway; PE in Right-of-Way, and accrual to construction
79	Lynchburg	Odd Fellows Road to Rt 29/460	1.0	Odd Fellows Road Connector

Projects Identified in Other Planning Documents

Several state, regional, and local planning documents have been reviewed as part of the background research process. Some of these plans include suggestions for projects that are located in the Central Virginia MPO but were not included in the 2035 Vision or Constrained project lists. A list of these projects, including descriptions and source documents is provided below.

2035 Virginia Surface Transportation Plan								
ID	Jurisdiction	Road	Location	Length (mi)	Improvement	Estimated cost	Notes	Source
1	Amherst County	Rt 29- Lynchburg Expressway	Rt 163 (Amherst St) to Rt 163N at Lytleton (1040)	0.52	4 lane improvements	\$12,000,000	Justification: Economic Vitality; Environment	2035 Virginia Surface Transportation Plan; Amherst County Comprehensive Plan
2	Amherst County	Rt 60- Richmond Highway	Rt 29 Bypass to Amherst ECL/Rt 606W	0.93	2 lane improvements	\$6,492,000	Justification: Mobility, Accessibility, and Connectivity; Economic Vitality; Environment	2035 Virginia Surface Transportation Plan; Amherst County Comprehensive Plan
3	Amherst County	Rt 60- Richmond Highway	Amherst ECL/Rt 606W to Rt 600 (MPO boundary)	3.29 (approx 2.08 in MPO)	2 lane improvements	\$49,837,000	Justification: Mobility, Accessibility, and Connectivity; Economic Vitality; Environment	2035 Virginia Surface Transportation Plan; Amherst County Comprehensive Plan
4	City of Lynchburg	Rt 501- Candler's Mountain Rd	Rt 460W to Lynchburg Expressway	0.99	Widen to 6 lanes	\$23,068,000	Justification: Mobility, Accessibility, and Connectivity; Economic Vitality; Environment	2035 Virginia Surface Transportation Plan; partial project in 2035 Central Virginia LRTP
5	City of Lynchburg	Rt 501- Lynchburg Expressway	Lakeside Dr to Boonsboro Rd	3.4	Widen to 4 lanes	\$36,157,000	Justification: Safety; Mobility, Accessibility, and Connectivity; Economic Vitality; Environment	2035 Virginia Surface Transportation Plan
6	City of Lynchburg	Rt 460- Richmond Highway	Rt 501S to ECL Lynchburg	1.66	Widen to 6 lanes	\$20,945,000	Justification: Safety; Mobility, Accessibility, and Connectivity; Economic Vitality	2035 Virginia Surface Transportation Plan; Virginia Statewide Multimodal Freight Study
7	City of Lynchburg	Rt 501- Lynchburg Expressway	Existing Rt 501 S of 221 to Northwest Expressway	0.51	New 4 lane roadway	\$37,383,000	Recommendation for new roadway. Justification: Safety; Mobility, Accessibility, and Connectivity	2035 Virginia Surface Transportation Plan
8	Campbell County	Rt 29- Wards Rd	English Tavern Rd to Lawyers Rd		Signage and access management	\$20,000	Add street names to mast arms, check clearance level for the traffic signal, move stop bar and install pork chop island at Wards Rd/English Tavern Rd	2035 Virginia Surface Transportation Plan
9	Campbell County	Rt 29- Wards Rd	Lawyers Rd to Airport Entrance		Access management	\$50,000	Close median openings in various locations on Wards Rd near Russel Woods Dr	2035 Virginia Surface Transportation Plan
10	City of Lynchburg	US 460/Richmond Highway	Campbell Rd/Rt 501 Interchange		Ramp improvements	\$5,000,000	Lengthen acceleration lane onto Rt 29N/Rt 460E from Rt 501	2035 Virginia Surface Transportation Plan
Virginia Statewide Multimodal Freight Study								
ID	Jurisdiction	Road	Location	Length (mi)	Improvement	Estimated cost	Notes	Source
11	Campbell County	Rt 29	Route 685 to SCL Lynchburg	4.32	Widen road		Rural 6 lane with median	Virginia Statewide Multimodal Freight Study
12	Campbell County	Rt 29	Route 24 to Route 685	2.4	Widen road		Rural 6 lane with median	Virginia Statewide Multimodal Freight Study
City of Lynchburg Comprehensive Plan								
ID	Jurisdiction	Road	Location	Length (mi)	Improvement	Estimated cost	Notes	Source
13	City of Lynchburg	5th St	Jackson St to Taylor St		Streetscape improvements	\$1,000,000	Funded project	City of Lynchburg Comprehensive Plan
14	City of Lynchburg	Odd Fellows Rd	Intersections with Mayflower Dr, Albert Lankford Dr, Murray Pl		Construct roundabouts	\$13,000,000	Funded project	City of Lynchburg Comprehensive Plan
15	City of Lynchburg	Lakeside Dr	College Dr intersection		Roundabout and Pedestrian improvements	\$1,600,000	Funded project	City of Lynchburg Comprehensive Plan
16	City of Lynchburg	Timberlake Rd	Logans Ln/ Wards Ferry Road		Ramp realignments	\$3,765,000	Funded project; may be included as part of 2035 LRTP project #69	City of Lynchburg Comprehensive Plan
17	City of Lynchburg	Wards Ferry Rd	Harvard St		Construct roundabout	\$1,100,000	Funded project	City of Lynchburg Comprehensive Plan
18	City of Lynchburg	Wards Rd	Harvard St intersection		Turn lane/signal improvements	\$750,000	Funded project	City of Lynchburg Comprehensive Plan
19	City of Lynchburg	Memorial Ave	Lakeside Dr/Park Ave intersection		Intersection improvements	\$1,750,000	Funded project	City of Lynchburg Comprehensive Plan
20	City of Lynchburg	Wards Rd			Peel/Bike improvements	\$800,000	Phase II; Funded Project; may be same as 2035 CVLRTP project #71	City of Lynchburg Comprehensive Plan
21	City of Lynchburg	Main St			Bridge repairs	\$1,700,000	Funded project	City of Lynchburg Comprehensive Plan
22	City of Lynchburg	Odd Fellows Rd	Norfolk Southern Bridge		Bridge repairs	\$690,000	Funded project	City of Lynchburg Comprehensive Plan
23	City of Lynchburg	Kemper St			Bridge repairs	\$4,850,000	Funded project	City of Lynchburg Comprehensive Plan
24	City of Lynchburg	Campbell Ave	Edmunds St to Florida Ave		Corridor improvements	\$2,500,000	Unfunded Project. Phase I: VUL Roundabout, Road Diet Construction Edmunds to Fairview, Road Diet striping to Florida	City of Lynchburg Comprehensive Plan

25	City of Lynchburg	Campbell Ave	Edmunds St to Florida Ave		Corridor improvements	\$1,100,000	Untfunded project. Phase 2a: VUL Rail to Trail	City of Lynchburg Comprehensive Plan
26	City of Lynchburg	Campbell Ave	Edmunds St to Florida Ave		Corridor improvements	\$2,500,000	Untfunded Project. Phase 2b: Campbell/Florida Ave Roundabout	City of Lynchburg Comprehensive Plan
27	City of Lynchburg	Campbell Ave	Edmunds St to Florida Ave		Corridor improvements	\$1,100,000	Untfunded Project. Phase 3: Road diet Fairview to King	City of Lynchburg Comprehensive Plan
28	City of Lynchburg	Campbell Ave	Edmunds St to Florida Ave		Corridor improvements	\$755,000	Untfunded Project. Phase 4: Road diet King to Florida	City of Lynchburg Comprehensive Plan
29	City of Lynchburg	Wards Ferry Rd			Sidewalk/Bicycle Improvements	\$1,900,000	Untfunded Project. Wards Ferry Rd Plan. Replace 2035 CVLRTP Project 35.	City of Lynchburg Comprehensive Plan
30	City of Lynchburg	Wards Ferry Rd	Adams Dr		Intersection improvements	\$683,000	Untfunded Project. Wards Ferry Rd Plan. Replace 2035 CVLRTP Project 35.	City of Lynchburg Comprehensive Plan
31	City of Lynchburg	Wards Ferry Rd	Atlanta Ave		Turn lanes	\$495,000	Untfunded Project. Wards Ferry Rd Plan. Replace 2035 CVLRTP Project 35.	City of Lynchburg Comprehensive Plan
32	City of Lynchburg	Wards Ferry Rd	Simons Run		Pedestrian accommodations	\$66,000	Untfunded Project. Wards Ferry Rd Plan. Replace 2035 CVLRTP Project 35.	City of Lynchburg Comprehensive Plan
33	City of Lynchburg	Lakeside Dr	Old Forest Rd		One way pairs	\$15,000,000	Untfunded project	City of Lynchburg Comprehensive Plan
34	City of Lynchburg	Odd Fellows Rd			New connector	\$10,000,000	Untfunded project. Campbell Ave connector	City of Lynchburg Comprehensive Plan
35	City of Lynchburg	John Capron Rd			Extension	\$800,000	Untfunded project	City of Lynchburg Comprehensive Plan
36	City of Lynchburg	Tyreanna			Roadway improvements	\$15,000,000	Untfunded project	City of Lynchburg Comprehensive Plan
37	City of Lynchburg	Buchanan St			Extension	\$1,000,000	Untfunded project	City of Lynchburg Comprehensive Plan
38	City of Lynchburg	Multiple	Downtown		Streetscape improvements	\$22,500,000	Untfunded project. In conjunction with waterline replacements	City of Lynchburg Comprehensive Plan
39	City of Lynchburg	McConville Rd			Extension	\$1,500,000	Untfunded project	City of Lynchburg Comprehensive Plan
40	City of Lynchburg		Tomahawk Industrial Park		Curb and gutter/sidewalks	\$500,000	Untfunded project	City of Lynchburg Comprehensive Plan
41	City of Lynchburg	Atherholt Rd			Extension	\$1,500,000	Untfunded project	City of Lynchburg Comprehensive Plan
42	City of Lynchburg	Lynchburg Expressway	Candlers Mountain Rd Interchange		Ramp improvements	\$20,000,000	Untfunded project. In place of 2035 CVLRTP project 59.	City of Lynchburg Comprehensive Plan
43	City of Lynchburg	Lynchburg Expressway	Odd Fellow Rd Interchange		Ramp improvements	\$20,000,000	Untfunded project. In place of 2035 CVLRTP project 59.	City of Lynchburg Comprehensive Plan
44	City of Lynchburg	Lynchburg Expressway	James St/Stadium Rd Interchange		Ramp improvements	\$20,000,000	Untfunded project. In place of 2035 CVLRTP project 59.	City of Lynchburg Comprehensive Plan
45	City of Lynchburg	Lynchburg Expressway	Kemper St/Campbell Ave Interchange		Ramp improvements	\$20,000,000	Untfunded project. In place of 2035 CVLRTP project 59.	City of Lynchburg Comprehensive Plan
46	City of Lynchburg	Lynchburg Expressway	Miller St/Robins Rd Interchange		Ramp improvements	\$20,000,000	Untfunded project. In place of 2035 CVLRTP project 59.	City of Lynchburg Comprehensive Plan
47	City of Lynchburg	Lynchburg Expressway	Main St/Church St Interchange		Ramp improvements	\$20,000,000	Untfunded project. In place of 2035 CVLRTP project 59.	City of Lynchburg Comprehensive Plan
48	City of Lynchburg	Stonemill Dr			Connection to Lillian Ln	\$8,000,000	Untfunded project	City of Lynchburg Comprehensive Plan
49	City of Lynchburg		Liberty University Connection West		New roadway	\$8,000,000	Untfunded project	City of Lynchburg Comprehensive Plan
50	City of Lynchburg		Liberty University Connection East		New roadway	\$1,000,000	Untfunded project	City of Lynchburg Comprehensive Plan
51	City of Lynchburg	Boonsboro Rd			Traffic Calming Measures	\$1,000,000	Untfunded project	City of Lynchburg Comprehensive Plan
52	City of Lynchburg	Candlers Mountain Rd			New sidewalks	\$327,000	Untfunded project. Sidewalks to Snowflex	City of Lynchburg Comprehensive Plan
Amherst County Comprehensive Plan								
ID	Jurisdiction	Road	Location	Length (mi)	Improvement	Estimated cost	Notes	Source
53	Amherst County	Old Stage Rd	Poplar Grove Golf Community		Road widening		Improve access to golf course	Amherst County Comprehensive Plan; CEDS Plan
54	Amherst County	Izaak Walton Rd	US 29 Bypass		New access ramps		Construct on/off ramps to Izaak Walton Rd from bypass	Amherst County Comprehensive Plan; CEDS Plan
55	Amherst County	Rt 29 Business- Amherst Highway	Coolwell Rd		Traffic signal	\$251,016		Amherst County Comprehensive Plan
56	Amherst County	130 Connector- Amelton Expressway	Amelton Circle/ Rt 669		Traffic signal	\$251,016	Industrial Park Traffic Signal	Amherst County Comprehensive Plan
57	Amherst County	Route 130	Berg Dr		2 left turn lanes	\$557,815		Amherst County Comprehensive Plan
Region 2000 Bicycle Plan								
ID	Jurisdiction	Road	Location	Length (mi)	Improvement	Estimated cost	Notes	Source
58	City of Lynchburg	Boonsboro Rd	Lynchburg Expressway to Rivermont Ave		Bike lane, shared road sign		CVMPD Priority Accommodation Corridor	Region 2000 Bicycle Plan
59	City of Lynchburg	Candlers Mountain Rd	Route 501 to Campbell Highway		Signed share road		CVMPD Priority Accommodation Corridor	Region 2000 Bicycle Plan

ID	Jurisdiction	Road	Location	Length (mi)	Improvement	Estimated cost	Notes	Source
60	City of Lynchburg	Cranehill Dr	Link Rd to Langhorne Rd		Signed Share Road; Bike Lane		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
61	Campbell County	English Tavern Rd	Wards Rd to Wards Rd (loop)		Signed Share Road; Pave Shoulder		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
62	City of Lynchburg	Enterprise Dr	Route 221 to Route 661 (Bateman Bridge)		Signed Share Road		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
63	City of Lynchburg	5th St	Main St to River Rd		Signed Share Road; Sharrow		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
64	City of Lynchburg	Fort Ave	Park Ave to Memorial Ave		Bike Lane		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
65	City of Lynchburg	Fort Ave	Memorial Ave to Lynchburg Expressway		Signed Share Road; Pave Shoulder		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
66	City of Lynchburg	Kemper St	Campbell Ave to 12th St		Signed Share Road; Wide Outside Lane; Sharrow		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
67	City of Lynchburg	Lakeside Dr	Park Avenue to Colonial Trail		Signed Share Road; Wide Outside Lane; Pave Shoulder		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
68	City of Lynchburg	Langhorne Rd	Campbell Ave to Rivermont Terrace		Signed Share Road; Wide Outside Lane		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
69	City of Lynchburg	Murrell Rd	Lakeside Dr to Langhorne Rd		Signed Share Road; Bike Lane		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
70	City of Lynchburg	Leesville Rd	Timberlake Rd to Greenview Dr		Signed Share Road; Pave Shoulder		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
71	Campbell County	Lynbrook Rd	Route 29 to Route 7385		Signed Share Road; Pave Shoulder		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
72	City of Lynchburg	Park Avenue	Lakeside Dr to 5th St		Signed Share Road; Bike Lane; Sharrow		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
73	City of Lynchburg	Rivermont Ave	Boonsboro Rd to 5th St		Signed Share Road; Bike Lane		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
74	City of Lynchburg	South Main St	Amherst Highway (North) to Amherst Highway (South)		Signed Share Road; Bike Lane; Sharrow		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
75	City of Lynchburg, Campbell County	Timberlake Rd	Business 460 to Lynchburg Expressway		Signed Share Road; Pave Shoulder		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
76	City of Lynchburg, Campbell County	Wards Rd	Fort Ave to South MPO Boundary		Signed Share Road; Wide Outside Lane; Trail		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
77	Campbell County	Waterlick Rd	Thomas Jefferson Dr to Wards Rd		Signed Share Road; Pave Shoulder		CVMPO Priority Accommodation Corridor	Region 2000 Bicycle Plan
Route 221 Corridor Plan								
78	Bedford County	Route 221	All signalized intersections		Evaluate and update signal timing			Route 221 Corridor Plan
79	Bedford County, City of Lynchburg	Route 221	All signalized intersections		Install pedestrian features		Install pedestrian push buttons and hand/man signals with countdown timers	Route 221 Corridor Plan
80	Bedford County	Route 221	Gristmill Dr to Graves Mill Rd		Access management		Implement access management improvements including: median installation and driveway consolidation	Route 221 Corridor Plan
81	Bedford County	Route 221	Intersection of Enterprise Dr with Rt 221		Modified Intersection Configuration		Change turn and through lane configurations	Route 221 Corridor Plan
82	Bedford County	Route 221	Intersection of Graves Mill Rd with Rt 221		Widened intersection approach		Widen the westbound Graves Mill Rd approach	Route 221 Corridor Plan
83	Bedford County	Route 221	Intersection of Grist Mill Rd with Rt 221		Modified intersection approach		Modify the westbound Gristmill Dr approach	Route 221 Corridor Plan
84	Bedford County, City of Lynchburg	Route 221	Multiple Locations		Construct Sidewalks		Add sidewalks in the locations shown as prioritized	Route 221 Corridor Plan
85	City of Lynchburg	Route 221/Lakeside Dr	East of Lynchburg Expressway		Widen to four lanes		Widen from two lanes to four lanes and incorporate the appropriate bicycle and pedestrian amenities	Route 221 Corridor Plan

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.