



Lynchburg Regional Business Alliance Offices
828 Main Street, 12th Floor, Lynchburg, VA 24504
Thursday, January 16, 2020 at 4:00 p.m.

Agenda

1. **Call to Order**..... Turner Perrow, *Chair*
2. **Approval of Minutes: October 17, 2019** (Attachment #2).....Turner Perrow, *Chair*
3. **Opportunity for Public Comment**..... Turner Perrow, *Chair*
4. **Election of New Vice Chair**.....Turner Perrow, *Chair*
5. **Update on Organization Name Change** (Attachment #5).....Scott Smith, *CVMPO*
6. **Transportation Improvement Program (TIP) Amendment, 221/501 Improvements** (Attachment #6) ...
.....Scott Smith, *CVMPO*
7. **Setting Goals and Performance Measures for Connect Central Virginia 2045 Plan** (Attachment #7)
.....EPR, PC
8. **Matters from the Members**..... Turner Perrow, *Chair*
9. **Adjournment**..... Turner Perrow, *Chair*
- 10. Informational Items**

The next scheduled meeting of the CVMPO will be at **4:00 p.m. on Thursday, April 16, 2020** at the Central Virginia Planning District Commission Offices, 828 Main Street, 12th Floor, Lynchburg, Virginia, 24504.

The CVMPO ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights in regard to this project or need special assistance for persons with disabilities or limited English proficiency, please contact the CVMPO. Sign language or non-English language interpreters will be provided if needed and requested in advance of this meeting. Please contact the CVMPO at 434-845-3491 to request an interpreter.



Central Virginia Metropolitan Planning Organization (CVMPO)

October 17, 2019

Staff Report

1. Call to Order
2. Approval of Minutes: October, 17 2019 Meeting ([Attachment 2](#))

The minutes of the October 17, 2019 meeting of the CVMPO are attached for your review and approval.

Recommendation: Staff recommends approval.

3. Opportunity for Public Comment
4. Election of New Vice Chair
5. Update on Organization Name Change ([Attachment 5](#))

During October, each CVMPO member locality adopted a resolution concurring with the name change to "Central Virginia Transportation Planning Organization." At the direction of VDOT, staff has drafted a new Memorandum of Understanding between the Secretary of Transportation, Greater Lynchburg Transit Company, Central Virginia Planning District Commission, and Central Virginia Transportation Planning Organization. This MOU is open to public comment from January 13, 2020 to February 13, 2020 and is ATTACHMENT #4 in this packet. The intention is to begin execution of the MOU on February 15, 2020. The name change will officially take place once the MOU is executed. If negative comments are received, staff will work to address them and will place the matter on the April 16, 2020 meeting agenda.

Recommendation: Staff recommends approval the MOU.

6. Transportation Improvement Program (TIP) Amendment, 221/501 Improvements ([Attachment 6](#))

On September 24, staff received a request from VDOT to amend the Central Virginia Transportation Improvement Program (CVTIP) to add UPC 113116 (221/501 Split Pairs Project), which has been funded through Smart Scale. The amendment (see ATTACHMENT #5) has been advertised in the News & Advance and the public comment period ran from October 14, 2019 to November 14, 2019. No comments were received.

Recommendation: Staff recommends adoption of the TIP amendment.

7. Setting Goals and Performance Measures for Connect Central Virginia 2045 Plan ([Attachment 7](#))

Performance Measures: At the October CVMPO meeting, draft performance measures for the 2045 Long-Range Transportation Plan were presented and discussed. The proposed measures are based on that discussion as well as the recommendation of the Transportation Technical Committee at its January 9, 2020 meeting.

Recommendation: Staff recommends adoption of the performance measures.

8. Matters from the Members

9. Adjournment

10. Informational Items

The CVMPO will be meeting at 4:00 p.m. on the following dates unless otherwise noted or notified.

April 16, 2020

July 16, 2020

August 20, 2020

CENTRAL VIRGINIA METROPOLITAN PLANNING ORGANIZATION



CVMPPO

Central Virginia Metropolitan Planning Organization

Lynchburg Regional Business Alliance

~ MINUTES ~

October 17, 2019, 4:00 pm

MEMBERS PRESENT

Brian Booth Greater Lynchburg Transit Company
Kenneth Campbell Amherst County
Kenny Craig Liberty University
Turner Perrow, Chair City of Lynchburg
Frank Rogers Campbell County
John Sharp Bedford County
Dwayne Tuggle Town of Amherst
Chris Winstead VDOT Lynchburg District

MEMBERS ABSENT

Sara Carter Town of Amherst
Robert Hiss Bedford County
Dean Rodgers Amherst County
Daniel Sonenklar Dept. of Rail and Public Transportation
Bonnie Svrcek City of Lynchburg
Charlie Watts Campbell County

OTHERS PRESENT

Gary Christie CVPDC
Will Cockrell EPR
Susan Cook CVPDC
W. Scott Smith CVPDC/CVMPO
Marissa Sperry EPR

1. Call to Order

Turner Perrow, Chair, called the meeting to order at 4:00 pm.

2. Approval of Minutes: September 19, 2019

3. Upon a motion made by Frank Rogers and seconded by Dwayne Tuggle to approve the minutes of the September 19, 2019 meeting the minutes were approved, with Bonnie Svrcek abstaining.

4. Opportunity for Public Comment - There were none.**5. Update on Organization Name Change & Bylaws Update**

Turner Perrow reported that he, along with Frank Rogers, Paul Harvey, and Scott Smith have updated the organization name change and bylaws. They were approved by the MPO at the July meeting with the understanding that legal counsel will help to work through the details. The agreement now needs to be updated with the Secretary of Transportation. The attorney has advised having the localities adopt something similar to the cooperative agreement. All localities have either approved this resolution, or will this month. Once this resolution has been adopted by all of the localities the new cooperative agreement will be sent to Richmond for Shannon Valentine's signature and will then be official.

6. Upcoming TIP Amendment: 221/501 Split Pairs Project

Scott Smith reported that the CTB voted to provide funding for the split pairs project in June, and a public comment period has been advertised in order to add this project to the Transportation Improvement Program.

7. Setting Goals and Performance Measures for Connect Central Virginia 2045 Plan –

Will Cockrell, with EPR, reviewed the 2045 goals and performance measures for the Long Range Transportation Plan process. How the goals and performance measures are defined will determine which projects get into the process. The goal is to have these measures adopted by this group by January so that project evaluation can begin in the spring of 2020.

The local intercept approach was used to interact with the public, rather than the public meetings done in the past. Marissa Sperry, with EPR, said that she felt this approach was very successful. Will also announced that VDOT has a license for MetroQuest, and EPR is hoping to be able to use their license also.

The proposed schedule for the planning process is:

January 16 – recommendation from the TTC on the goals and performance measures

April 16 – project evaluation discussion

Mid-summer – discussion of the draft plan

An on-line survey will be sent to the TTC to get more feedback on the goals and performance measures.

The plan should be done in August, and the public open house scheduled.

The state-wide transportation plan, VTrans, is now being updated. This is important because in order to qualify to submit to Smart Scale some of the projects need to meet specific needs in VTrans.

Will Cockrell closed by stating that between this meeting and the January meeting a survey will be sent out, and also short white paper on each of the goals and performance measures for review and feedback. Turner Perrow asked for a one page summary of the goals, also.

8. Matters from the Members

Scott announced that the VDOT fall meeting will be held at the Ramey Auditorium on November 4, and also a meeting for the Rt. 460/29 Arterial Management Plan on October 29.

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



**RESOLUTION APPROVING THE MEMORANDUM OF UNDERSTANDING ON
METROPOLITAN TRANSPORTATION PLANNING RESPONSIBILITIES
FOR THE CENTRAL VIRGINIA METROPOLITAN PLANNING AREA**

Whereas on July 16, 2019, the Central Virginia Metropolitan Planning Organization revised its bylaws, the revision of which included a change of name to the **Central Virginia Transportation Planning Organization**;

Whereas during the month of October 2019, the Counties of Amherst, Bedford, and Campbell, the Town of Amherst, and the City of Lynchburg separately adopted a *Resolution Reaffirming the Central Virginia Transportation Planning Organization as the Federally Designated Metropolitan Planning Organization for the Central Virginia Metropolitan Area*, which among other things, recorded their concurrence with the name change;

Whereas the revised bylaws became effective on October 28, 2019, the date of adoption of the Resolution by the final locality;

Whereas the Virginia Department of Transportation is requesting that the participating parties in the Central Virginia Metropolitan Planning Organization's federally mandated transportation planning process execute an updated *Memorandum of Understanding on Metropolitan Transportation Planning Responsibilities for the Central Virginia Metropolitan Planning Area*;

Whereas the Memorandum acknowledges the Central Virginia Metropolitan Planning Organization's change of name to the Central Virginia Transportation Planning Organization, which will become effective upon execution of the Memorandum;

Whereas the Memorandum also acknowledges that the MPO shall establish and follow rules of order and record that shall be set out in the latest adopted version of the *CVTPO Policy Board Bylaws*; now, therefore, be it

Resolved, that the Central Virginia Metropolitan Planning Organization does hereby approve the execution of the revised *Memorandum of Understanding on Metropolitan Transportation Planning Responsibilities for the Central Virginia Metropolitan Planning Area* pending the receipt of no negative comments during an advertised thirty-day public comment period.

Approved this 16th day of January 2020.

ATTESTED BY:

Gary F. Christie, Secretary
Central Virginia Metropolitan
Planning Organization

CERTIFIED BY:

Edgar J. T. Perrow, Jr., Chair
Central Virginia Metropolitan
Planning Organization

**MEMORANDUM OF UNDERSTANDING
ON METROPOLITAN TRANSPORTATION PLANNING RESPONSIBILITIES
FOR THE CENTRAL VIRGINIA METROPOLITAN PLANNING AREA**

This agreement is made and entered into as of February 15, 2020 by and between the Commonwealth of Virginia hereinafter referred to as the State, the Central Virginia Transportation Planning Organization (serving as the Metropolitan Planning Organization for the Central Virginia metropolitan area) hereinafter referred to as the MPO, the Greater Lynchburg Transit Company hereinafter referred to as the Public Transportation Provider, and the Central Virginia Planning District Commission serving as planning and administrative staff to the MPO, hereinafter referred to as the Staff.

WHEREAS, joint responsibilities must be met for establishing and maintaining a continuing, cooperative, and comprehensive (3-C) metropolitan transportation planning and programming process as defined and required by the United States Department of Transportation in regulations at [23 CFR 450 Subpart C](#), and

WHEREAS, the regulations at [23 CFR 450.314](#) direct that the MPO, State, and Public Transportation Provider responsibilities for carrying out the 3-C process shall be cooperatively determined and clearly identified in a written agreement.

NOW, THEREFORE, it is recognized and agreed that, as the regional transportation planning and programming authority in cooperation with the Staff, State and Public Transportation Provider, the MPO shall serve as the forum for cooperative development of the transportation planning and programming activities and products for the Central Virginia metropolitan area. It is also agreed that the following articles will guide the 3-C process. Amendments to this agreement may be made by written agreement among the parties of this agreement.

**Article 1
Planning and Modeling Boundaries**

The MPO is responsible as the lead for coordinating transportation planning and programming in the Central Virginia metropolitan transportation planning area (MPA) that includes the City of Lynchburg along with the adjacent urbanized portions of Amherst County, Bedford County, and Campbell County and the Town of Amherst. A map providing a visual and itemized description of the current MPA will be included on the MPO website. It is recognized that the scope of the regional study area used with the travel demand model may extend beyond the MPA. The boundaries of the MPA shall be subject to approval of the MPO and the Governor. The MPA shall, at a minimum, cover the U.S. Bureau of the Census' designated urbanized area and the contiguous geographic area expected to become urbanized within the 20-year long range plan forecast period. The boundaries will be reviewed by the MPO and the State at least after

each Census decennial update, to adjust the MPA boundaries as necessary. Planning funds shall be provided to financially support the MPO's planning activities under 23 CFR 450 and 49 CFR 613, and the latest applicable metropolitan planning funding agreement with the State for the metropolitan planning area. All parties to this agreement shall comply with applicable state and federal requirements necessary to carry out the provisions of this agreement.

Article 2

MPO Structure & Committees

The MPO shall consist of, at a minimum, a Policy Board and a standing advisory group, the Transportation Technical Committee. The MPO shall establish and follow rules of order and record that shall be set out in the latest adopted version of the CVTPO Policy Board Bylaws. Redesignation of an MPO is required when an existing MPO proposes to make substantial changes on membership voting, decisionmaking authority, responsibility, or the procedure of the MPO.

The Transportation Planning Organization (TPO) serves as the MPO's Policy Board and is the chief regional authority responsible for cooperative development and approval of the core transportation planning activities and products. The Transportation Technical Committee provides technical review, supervision and assistance in transportation planning.

The TPO will consider, analyze as appropriate, and reflect on the planning and programming process, the improvement needs and performance of the transportation system, as well as the federal metropolitan planning factors consistent with 23 CFR 450.306. The TPO and the MPO will comply and certify compliance with applicable federal requirements as required by [23 CFR 450.336](#). The TPO and the MPO also shall comply with applicable state requirements such as, but not limited to, the Freedom of Information Act requirements which affect public bodies under the Code of Virginia at [2.2-3700 et sequel](#). Any meetings and records concerning the business of the MPO shall comply with State Freedom of Information Act requirements. The designated voting and nonvoting membership of the TPO and the Transportation Technical Committee will be updated and identified online with contact information. The TPO and Transportation Technical Committee shall each be responsible for establishing and maintaining a regular meeting schedule for carrying out respective responsibilities and to conduct official business. Meeting policies and procedures shall follow regulations set forth in 23 CFR §450.316. The regular meeting schedule of each committee shall be posted on the MPO's website and all meetings shall be open to the public.

Article 3
Unified Planning Work Program (UPWP)

Transportation planning activities anticipated within the Central Virginia Metropolitan Planning Area during the next one-or two-year period shall be documented and prepared annually by the Staff and the Transportation Technical Committee in accord with 23 CFR 450.308 and reviewed and endorsed by the TPO. Prior to the expenditure of any funds, such UPWP shall be subject to the approval of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the State for funding the activities. Any changes in transportation planning and related activities, regardless of funding source, shall be accomplished by amendments to the UPWP and adoption by the TPO according to the same, full procedure as the initial UPWP.

Article 4
Participation Plan

The TPO shall adopt and maintain a formal, written Public Participation Plan. The Participation Plan shall provide reasonable opportunity for involvement with all interested parties in carrying out the metropolitan area's transportation planning and programming process, providing reasonable opportunities for preliminary review and comment especially at key decision points. Initial or revised participation plan procedures shall undergo a minimum 45-day draft public review and comment period. The Participation Plan will be published and available on the MPO's website. The State may assist, upon request of the MPO and on a case by case basis, in the provision of documents in alternative formats to facilitate the participation of persons with limited English proficiency or visual impairment.

The MPO also shall, to the extent practicable, develop and follow documented process(es) that at least outline the roles, responsibilities and key points for consulting with adjoining MPOs, other governments and agencies and Indian Tribal or federal public lands regarding other planning activities, thereby ensuring compliance with all sections of [23 CFR 450.316](#). The process(es) shall identify procedures for circulating or providing ready access to draft documents with supporting materials that reference, summarize or detail key assumptions and facilitate agency consultations, and public review and comment as well as provide an opportunity for MPO consideration of such comments before formal adoption of a transportation plan or program.

Article 5

Inclusion and Selection of Project Recommendations

Selection of projects for inclusion into the financially Constrained Long-Range Plan (CLRP)

Recommended transportation investments and strategies to be included in the CLRP shall be determined cooperatively by the MPO, the State, and Public Transportation Provider(s). The CLRP shall be updated at least every five years and address no less than a 20-year planning horizon. Prior to the formal adoption of a final CLRP, the MPO shall provide the public and other interested stakeholders (including any intercity bus operators) with reasonable opportunities for involvement and comment as specified in 23 CFR §450.316 and in accordance with the procedures outlined in the Participation Plan. The MPO shall demonstrate explicit consideration and response to public input received during the development of the CLRP.

Development of the Transportation Improvement Program (TIP)

The financially constrained TIP shall be developed by the MPO with assistance from the State and Public Transportation Provider(s). The TIP shall cover a minimum four-year period and shall be updated at least every four years, or more frequently as determined by the State to coincide and be compatible with the Statewide Transportation Improvement development and approval process.

The State shall assist the MPO and public transportation providers in the development of the TIP by: 1) providing the project listing, planned funding and obligations, and 2) working collaboratively to ensure consistency for incorporation into the STIP. The TIP shall include any federally funded projects as well as any projects that are regionally significant regardless of type of funding. Projects shall be included and programmed in the TIP only if they are consistent with the recommendations in the CLRP. The State and the Public Transportation Provider(s), assisted by the state, shall provide the MPO a list of project, program, or grouped obligations by year and phase for all the State and the public transportation projects to facilitate the development of the TIP document. The TIP shall include demonstration of fiscal constraint and may include additional detail or supporting information provided the minimum requirements are met. The MPO shall demonstrate explicit consideration and response to public input received during the development of the TIP.

Once the TIP is compiled and adopted by the TPO the MPO shall forward the approved TIP, MPO certification, and MPO TIP resolution to the State. After approval by the MPO and the Governor, the State shall incorporate the TIP, without change, into the STIP. The incorporation of the TIP into the STIP demonstrates the Governor's approval of the MPO TIP. Once complete, the STIP shall be forwarded by the State to FHWA and FTA for review and approval.

Article 6

Financial Planning and Programming, and Obligations

The State, the MPO and the Public Transportation Provider(s) are responsible for financial planning that demonstrates how metropolitan long-range transportation plans and improvement programs can be implemented consistent with principles for financial constraint. Federal requirements direct that specific provisions be agreed on for cooperatively developing and sharing information for development of financial plans to support the metropolitan transportation plan (23 CFR 450.324) and program (23 CFR 450.326), as well as the development of the annual listing of obligated projects (23 CFR 450.334).

Fiscal Constraint and Financial Forecasts

The CLRP and TIP shall be fiscally constrained pursuant to 23 CFR §450.324 and §450.326 respectively with highway, public transportation and other transportation project costs inflated to reflect the expected year of expenditure. To support the development of the financial plan for the CLRP, the State shall provide the MPO with a long-range forecast of expected state and federal transportation revenues for the metropolitan planning area. The Public Transportation Provider(s), similarly, shall provide information on the revenues expected for public transportation for the metropolitan planning area. The financial plan shall contain system-level estimates of the costs and the revenue sources reasonably expected to be available to adequately operate and maintain the federal aid highways and public transportation. The MPO shall review the forecast and add any local or private funding sources reasonably expected to be available during the planning horizon. Recommendations on any alternative financing strategies to fund the projects and programs in the transportation plan shall be identified and included in the plan. In the case of new funding sources, strategies for ensuring their availability shall be identified and documented. If a revenue source is subsequently found removed or substantially reduced (i.e., by legislative or administrative actions) the MPO will not act on a full update or amended CLRP and/or TIP that does not reflect the changed revenue situation.

Annual Obligation Report

Within 90 days after the close of the federal fiscal year the State and the Public Transportation Provider(s) shall provide the MPO with information for an Annual Obligation Report (AOR). This report shall contain a listing of projects for which federal highway and/or transit funds were obligated in the preceding program year. It shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and at a minimum include TIP project description and implementing agency information and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years. The MPO shall publish the AOR in accordance with the MPO's public participation plan criteria for the TIP.

Article 7

Performance-Based Metropolitan Planning Process Responsibilities

The MPO

The MPO, in cooperation with the State and Public Transportation Provider(s), shall establish and use a performance-based approach in carrying out the region's metropolitan transportation planning process consistent with 23 CFR 450.306, and 23 CFR 490. The MPO shall integrate into the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in applicable transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation required as part of a performance-based program. The MPO shall properly plan, administratively account for and document the MPO's performance-based planning activities in the MPO UPWP.

The MPO shall develop, establish and update the federally required transportation performance targets that apply for the MPO metropolitan planning area in coordination with the State(s) and the Public Transportation Provider(s) to the maximum extent practicable. The TPO shall adopt federal targets of the MPO after reasonable opportunity for and consideration of public review and comment, and not later than 180 days after the date on which the relevant State(s) and Public Transportation Provider(s) establish or update the Statewide and Public Transportation Provider(s) performance targets, respectively. No later than 21 days of the MPO deadline for the selection of new or updated targets, for each federally required performance measure, the MPO shall formally notify the State(s) and Public Transit Provider(s) of whether the MPO: 1) has selected "to contribute toward the accomplishment" of the statewide target selected by the state, or 2) has identified and committed to meet a specific quantitative target selected by the public transportation provider(s) or the MPO for use in the MPO's planning area of Virginia.

In the event that a Virginia MPO chooses to establish a MPO-specific federal highway or transit performance measure quantitative target, then the Virginia MPO shall be responsible for its own performance baseline and outcome analyses, and for the development and submittal of special report(s) to the State for the MPO-specific highway and/or transit performance measure(s). Reports from the Virginia MPOs that choose their own MPO-specific highway or transit target(s) will be due to the State no later than 21 days from the date that the MPO is federally required to establish its performance target for an upcoming performance period. The special report(s) for each new or updated MPO-specific highway target shall be sent from the Virginia MPO to the VDOT Construction District Engineer. The special report(s) for each new or updated MPO-specific transit target shall be sent from the Virginia MPO to the Department of Rail and Public Transportation. The special report(s) shall include summary

documentation on the performance analyses calculation methods, baseline conditions, quantitative target(s), and applicable outcome(s) regarding the latest performance period for the MPO-specific performance measure(s). For the Virginia MPOs which agree to plan and program projects “to contribute toward the accomplishment” of each of the statewide performance measure targets, the State will conduct the performance analyses for the MPO’s metropolitan planning area in Virginia and provide online summaries for each measure such that no special report to the State will be due from these MPOs.

If a Virginia MPO chooses to contribute to achieving the statewide performance target, the MPO shall, at minimum, refer to the latest performance measure analyses and summary information provided by the State, including information that was compiled and provided by the State on the metropolitan planning area’s performance to inform the development of appropriate performance targets. The MPO may use State performance measures information and targets to update the required performance status reports and discussions associated with each MPO CLRP and/or TIP update or non-administrative modification. The MPO’s transportation performance targets, recent performance history and status will be identified and considered by the MPO’s TPO in the development of the MPO CLRP with its accompanying systems performance report required per 23 CFR 450.324, as well as in the development of the TIP with its accompanying description of the anticipated effect of the TIP toward achieving the performance targets, linking their TIP investment priorities to the performance targets as required per 23 CFR 450.326. The MPO CLRP and its accompanying systems performance report, and/or the MPO TIP and its accompanying description of the anticipated effect of the TIP, shall directly discuss or reference the latest State performance measure status information available and posted online by the State regarding the metropolitan planning area at the time of the MPO’s Technical Committee recommendation of the draft MPO long range plan or draft TIP.

The State

Distinct from the roles of the metropolitan Public Transportation Provider(s) with federal performance measures on transit (transit is the subject of the next section), the State is the lead party responsible for continuous highway travel data measurement and collection. The State shall measure, collect highway data and provide highway field data for use in federal highway related performance measure analyses to inform the development of appropriate federal performance targets and performance status reports. MPO information from MPO-specific data analyses and reports might not be incorporated, referenced or featured in computations in the Virginia statewide performance data analyses or reports. The State shall provide highway analyses for recommending targets and reporting on the latest performance history and status not only on a statewide basis but also on the Virginia portions of each of Virginia’s MPO metropolitan planning areas, as applicable. The findings of the State’s highway performance analyses will inform the development or update of statewide targets.

Information regarding proposed statewide targets for highway safety and non-safety federal performance measures will be presented to the Commonwealth Transportation Board (CTB) at the CTB's public meetings and related documents, including, but not limited to, presentations and resolutions, will be made publicly available on the CTB website. The MPO and Public Transportation Provider(s) shall ensure that they inform the State of any special data or factors that should be considered by the State in the recommendation and setting of the statewide performance targets.

All statewide highway safety targets and performance reports are annually due from the State to FHWA beginning August 31, 2017 and each year thereafter. The MPO shall report their adopted annual safety performance targets to the State for the next calendar year within 180 days from August 31st each year. The statewide highway non-safety performance two and/or four-year targets are due for establishment from the State initially no later than May 20, 2018 for use with the state biennial baseline report that is due by October 1, 2018. The subsequent state biennial report, a mid-period report for reviews and possible target adjustments, is due by October 1, 2020. Thereafter, State biennial updates are cyclically due by October 1st of even numbered years with a baseline report to be followed in two years by a mid-period report. Using information cooperatively compiled from the MPOs, the State and the Public Transportation Providers, the State shall make publicly available the latest statewide and (each) MPO metropolitan planning area's federally required performance measure targets, and corresponding performance history and status.

The Public Transportation Provider(s)

For the metropolitan areas, public transportation providers are the lead parties responsible for continuous public transit data measurement and collection, establishing and annually updating federal performance measure targets for the metropolitan transit asset management and public transportation agency safety measures under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d), respectively, as well as for updates that report on the public transit performance history and status. The selection of the performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, between the MPO, the State and Public Transportation Provider(s) to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). Information from the Public Transportation Provider(s) on new or updated public transit asset management and safety performance targets, and data-reports on the public transit performance history and status relative to the targets is necessary for use and reference by the affected State(s) and the MPO(s). The Public Transportation Provider(s) that receive federal funds shall annually update and submit their transit asset management targets and data-reports to the FTA's National Transit Database consistent with FTA's deadlines based upon the applicable Public Transportation Provider's fiscal year. These Public Transportation Provider(s) shall notify, and share their information on their

targets and data-reports electronically with the affected State(s) and MPO(s) at the time that they share the annual information with FTA, and coordinate as necessary so that the MPO(s) shall establish and/or update their MPO transit target(s) no later than 180 days thereafter.

IN WITNESS WHEREOF, the parties have executed this agreement on the day and year first written above.

Edgar J. T. Perrow, Jr.
Chair
Central Virginia
Transportation Planning Organization

Witness by _____
Date _____

Shannon R. Valentine
Secretary of Transportation
Commonwealth of Virginia

Witness by _____
Date _____

Brian Booth
General Manager
Greater Lynchburg Transit Company

Witness by _____
Date _____

Gary F. Christie
Executive Director
Central Virginia Planning District Commission

Witness by _____
Date _____

Return to:
Central Virginia Planning District Commission
Attn: W. Scott Smith, Transportation Planning Director
828 Main Street, 12th Floor
Lynchburg, Virginia 24504



**RESOLUTION TO AMEND THE CENTRAL VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2018 – 2021**

WHEREAS, the Central Virginia Transportation Improvement Program (CVTIP) is required to be submitted to the Virginia Department of Transportation for inclusion in the State Transportation Improvement Program; and

WHEREAS, inclusion of transportation projects in the CVTIP is a condition of federal participation in the funding of projects and programs; and

WHEREAS, this amendment includes the addition to the CVTIP of UPC 113116 (Route 221/501 Intersection Improvements); and

WHEREAS, public input has been sought in amending the CVTIP as required.

NOW, THEREFORE, BE IT RESOLVED THAT the Central Virginia Metropolitan Planning Organization does hereby approve the Central Virginia Transportation Improvement Program Fiscal Years 2018-2021, as amended and described in the attached *Narrative of Changes to the CVTIP FY18-21*.

Approved this 16th day of January 2020.

ATTESTED BY:

Gary F. Christie, Secretary
Central Virginia Metropolitan
Planning Organization

CERTIFIED BY:

Edgar J. T. Perrow, Jr., Chair
Central Virginia Metropolitan
Planning Organization



Narrative of Changes to the CVTIP FY18-21 (Pending MPO Approval 1/16/2020)

VDOT has proposed the following addition to the CVTIP FY18-21. These funding amendments—which have been reviewed and approved within the agency—reflect changes in agency needs.

This amendment adds UPC 113116 (Route 221/501 Intersection Improvements) to the CVTIP.

The proposed funding additions/changes are noted below. *The numbers are denoted in \$1,000s.*

UPC NO	113116	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Lynchburg		OVERSIGHT	NFO
PROJECT	#SMART20 RTE 221/501 - INTERSECTION IMPROVEMENT (SPLIT PAIR)				ADMIN BY	Locally
DESCRIPTION	FROM: BREEZEWOOD DRIVE TO: RTE 501 (DESMOND T. DOSS MEM. EXP.) (L)					
PROGRAM NOTE	TIP AMD - add \$1,597,533 (REVSH) FFY20 PE phase; add \$763,909 (REVSH), \$7,295,410 (AC-Other), \$2,265,117 (AC-STP) & \$91,945 (AC-NHPP) FFY21 RW phase.					
ROUTE/STREET	ROUTE 501 (LYNCHBURG EXPRESSWAY) (0221)				TOTAL COST	\$38,538,037
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
PE	Other	\$1,597,533	\$0	\$0	\$1,597,533	\$0
RW	Other	\$763,909	\$0	\$0	\$0	\$763,909
RW AC	Federal - AC	\$0	\$0	\$0	\$0	\$2,357,062
	Federal - AC OTHER	\$0	\$0	\$0	\$0	\$7,295,410
RW AC		\$0	\$0	\$0	\$0	\$9,652,472

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

CENTRAL VIRGINIA METROPOLITAN PLANNING ORGANIZATION



The Central Virginia Metropolitan Planning Organization is accepting comments regarding the proposed adoption of the Central Virginia Transportation Improvement Program FY 2018-2021 (CVTIP). A thirty-day comment period will begin on Monday, September 18, 2017 and end on Tuesday, October 17, 2017 at 5:00 p.m.

A public hearing on these matters will take place Thursday, October 19, 2017 at 4:00 p.m. at the Holiday Inn Conference Room located at 601 Main Street in downtown Lynchburg.

The proposed CVTIP document and a narrative with explanations are available for review at the Region 2000 offices and online at <http://www.localgovernmentcouncil.org/transportation-planning/transportation-improvement-program.html>.

Anyone wishing to have their views heard on these matters is encouraged to attend the public hearing. Written comments to the Central Virginia Metropolitan Planning Organization will also be accepted in advance of April 20th c/o Scott Smith, Transportation Planning Director, 828 Main Street, 12th Floor, Lynchburg, VA 24504, 434.845.3491, fax to 434.845.3493, or email ssmith@region2000.org

The CVMPO ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights in regards to this project or special assistance for persons with disabilities or limited English proficiency, please contact the CVMPO. Sign language or non-English language interpreters will be provided if needed and requested in advance of this meeting. Please contact the CVMPO at 434-845-3491 to request an interpreter no later than 14 days prior to October 19, 2017.

Legal Ads:

September 18

October 5

October 12

Goal	Weight	Suggested 2045 Performance Measures	Weight	Data used for Measure	Data Description	Ranges	Thresholds
Mobility and Accessibility	20%	Existing Congestion	20%	2016 Peak Hour Volume-to-Capacity (VC) Ratio from the CVMPO Travel Demand Model (TDM)	VC measures the number of vehicles a road segment carries compared to how many vehicles it could carry based on its design. VC is expressed as a ratio. For example, a road with a VC of 1.0 would be a road that carries as many vehicles as it is designed to carry, whereas a VC ratio of 0.50 would mean that half as many vehicles move on that road as it could carry.	High	Volume/Capacity > 1.1 AND increases road capacity
						Medium	Volume/Capacity 0.8 - 1.09 AND increases road capacity
						Low	Volume/Capacity < 0.8 OR does not increase road capacity
		Future Congestion	20%	2045 Peak Hour Volume-to-Capacity (VC) Ratio from the TDM	This is the same metric used in the Existing Congestion measure, but the data represents a projection to 2045.	High	Volume/Capacity > 1.1 AND increases road capacity
						Medium	Volume/Capacity 0.8 - 1.09 AND increases road capacity
						Low	Volume/Capacity < 0.8 OR does not increase road capacity
		Existing Traffic Volume	20%	2016 Weighted Traffic Flow from the TDM	Weighted Traffic Flow measures the number of vehicles per lane per hour on a given road segment.	High	Weighted Flow Rate > 300 vehicles
						Medium	Weighted Flow Rate: 150-299 vehicles
						Low	Weighted Flow Rate < 150 vehicles
		Future Traffic Volume	20%	2045 Weighted Traffic Flow from the TDM	This is the same metric used in the Existing Traffic Volume measure, but the data represents a projection to 2045.	High	Weighted Flow Rate > 300 vehicles
						Medium	Weighted Flow Rate: 150-299 vehicles
						Low	Weighted Flow Rate < 150 vehicles
Alternative Transportation Facilities	20%	Proposed Bus, Bicycle or Pedestrian Facilities	This measure estimates the number of non-automotive modes that would be improved by the proposed project.	High	Includes facilities for two or more alternative modes of transportation		
				Medium	Includes facilities for one alternative mode of transportation		
				Low	Does not include facilities for alternative modes of transportation		
Safety	25%	Fatal and Injury Traffic Crash Rate	50%	VDOT Crash Analysis Tool Data, last 5 years of crashes	The crash rate of fatal and injury crashes per 1,000,000 vehicle miles traveled (VMT) within the extent of the project will be used for this measure.	High	Over 1.81 F & I crashes per million VMT
						Medium	0.50 to 1.81 F&I crashes per million VMT
						Low	0 to 0.50 F & I crashes per million VMT
		PSI Locations	50%	VDOT PSI List, 2014 - 2018	The number and ranking of PSI locations improved by the proposed project will be used for this measure.	High	Top 20 PSI locations present
Medium	PSI locations present						
Low	No PSI locations						
Economy	25%	Placemaking	25%	Project Recommendations from past projects	Proposed streetscaping or corridor beautification features	High	Project includes specific streetscape improvement plans
						Medium	Project includes features along the edge (sidewalks) or middle (median, roundabout) of the road that may accommodate streetscaping
						Low	Project does not include streetscape improvements
		Comprehensive Economic Development Strategy	25%	Needs Identified in the Study	Consistency with the recommendations from the Comprehensive Economic Development Strategy (CEDS)	High	Project is specifically recommended in the CEDS
						Medium	Project generally supports the transportation-related goals and strategies laid out in the CEDS
						Low	Project does not support the transportation-related goals and strategies of the CEDS
		Surrounding Employment Density	25%	LEHD Origin-Destination Employment Data (LODES), 2017	The number of jobs per acre will be used for this measure.	High	Surrounding employment density > 4 jobs per acre
						Medium	Surrounding employment density is between 1 and 4 jobs per acre
						Low	Surrounding employment density < 1 job per acre
		Freight Volume	25%	Percentage of Truck Traffic, from SPS 2017	This measure is the percentage of the vehicle volume on a road segment that is made up of heavy vehicles.	High	Truck Volume > 5% AND improves corridor operation
Medium	Truck Volume: 2% - 4.99% AND improves corridor operations						
Low	Truck Volume < 2% OR does not improve corridor operations						
Community and Nature	15%	Social Resources	50%	National Register of Historic Places Properties, Schools, Churches, Libraries, Points of Interest	The proposed project's impact on cultural and historic sites identified by localities will be used in this measure.	High	Project has little or no impact on sensitive cultural resources
						Medium	Project has a moderate potential impact on sensitive cultural resources
						Low	Project has a major potential impact on sensitive cultural resources
		Environmental Resources	50%	Wetlands, Rivers, Streams, Conservation Districts, Parks, and Virginia Outdoor Foundation Easements	The proposed project's impact on environmental resources will be used in this measure.	High	Project has little or no impact on sensitive environmental resources
						Medium	Project has a moderate potential impact on sensitive environmental resources
						Low	Project has a major potential impact on sensitive environmental resources
Efficiency	15%	Right of Way Sufficiency	33%	Existing Right-of-Way	This measure estimates whether the proposed project will require the acquisition of additional right-of-way.	High	Project will not require any additional right of way
						Medium	Project will require a minor acquisition of additional right of way
						Low	Project will require a major acquisition of additional right of way
		Plan Coordination	33%	Existing Plans	This measure determines how many existing (previously conducted) plans have identified the proposed project as a need.	High	Project is recommended by two or more other plans
						Medium	Project is recommended by one other plan
						Low	Project is not recommended by any other plans
		Distribution of Benefit	33%	Expected Geographic Distribution of Users	This measure estimates the geographic extent of the benefits provided by the proposed projects.	High	Project will provide significant benefits to three or more localities
						Medium	Project will provide significant benefits to two localities
						Low	Project will provide significant benefits to one locality

Vision Theme	2040 Performance Measures	Suggested 2045 Performance Measures
Mobility and Accessibility	Congestion	Congestion
	Traffic Volume	Traffic Volume
	Freight Volume	
	Alternative Transportation Facilities	Alternative Transportation Facilities
Safety	Traffic Accidents	Fatal and Serious Injury Traffic Accidents
	Safety Features	PSI Locations
Economy	Economic Development Plans	Tourism and Activity Centers
	Regional Commuter Travel	CEDS
	Surrounding Employment Density	Surrounding Employment Density
		Freight Volume
Community and Nature	Social and Environmental Resources	Social Resources
	Corridor Beautification	Environmental Resources
	Right of Way Sufficiency	
		Air Quality Impact
Efficiency	Road Functional Classification	Right of Way Sufficiency
	Plan Coordination	Plan Coordination
	Distribution Benefits	Distribution of Benefit