



# Chapter 1: What is this Update?

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The Central Virginia Metropolitan Planning Organization (MPO) is a federally mandated organization representing the transportation interests for City of Lynchburg, the Town of Amherst, and portions of Amherst County, Bedford County, and Campbell County. Ours is one of 342 MPO's that were created by the U.S. Congress through the Federal-Aid Highway Act of 1962 to ensure that existing and future expenditures of governmental funds for transportation projects and programs are based on a continuing, cooperative, and comprehensive ("3-C") planning process. All federal funding for transportation projects and programs in these urbanized areas and surrounding counties are channeled through the planning process implemented by the MPO.

The Central Virginia Metropolitan Planning Organization, like other MPOs, is charged with the creation of two primary documents: the Transportation Improvement Program (TIP), which budgets for transportation projects to be implemented over a 5-year period, and the Long Range Transportation Plan (LRTP), which is the focus of this document. The LRTP looks ahead three decades to assess transportation projects vital to the region. The LRTP considers all modes of transportation, and must be updated every five years.

## Summary of Last Update

The last update of the Long Range Transportation Plan was published in October 2010 and planned for transportation projects and programs through the year 2035. This plan established the core regional guiding principles and goals which were intended to guide transportation planning processes in the region. The guiding principles describe a desired vision of Lynchburg in the future. This vision includes:

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

A set of goals for the transportation network that would help the region achieve these guiding principles were then identified. They include:

1. Make it Safe
2. Make it Function
3. Make it Flow
4. Make it Accessible
5. Make it Efficient
6. Promote Vitality
7. Sustain Quality
8. Coordinate Investments
9. Balance Priorities
10. Expand Resources

Figure 1.1: CVMPO- State Context

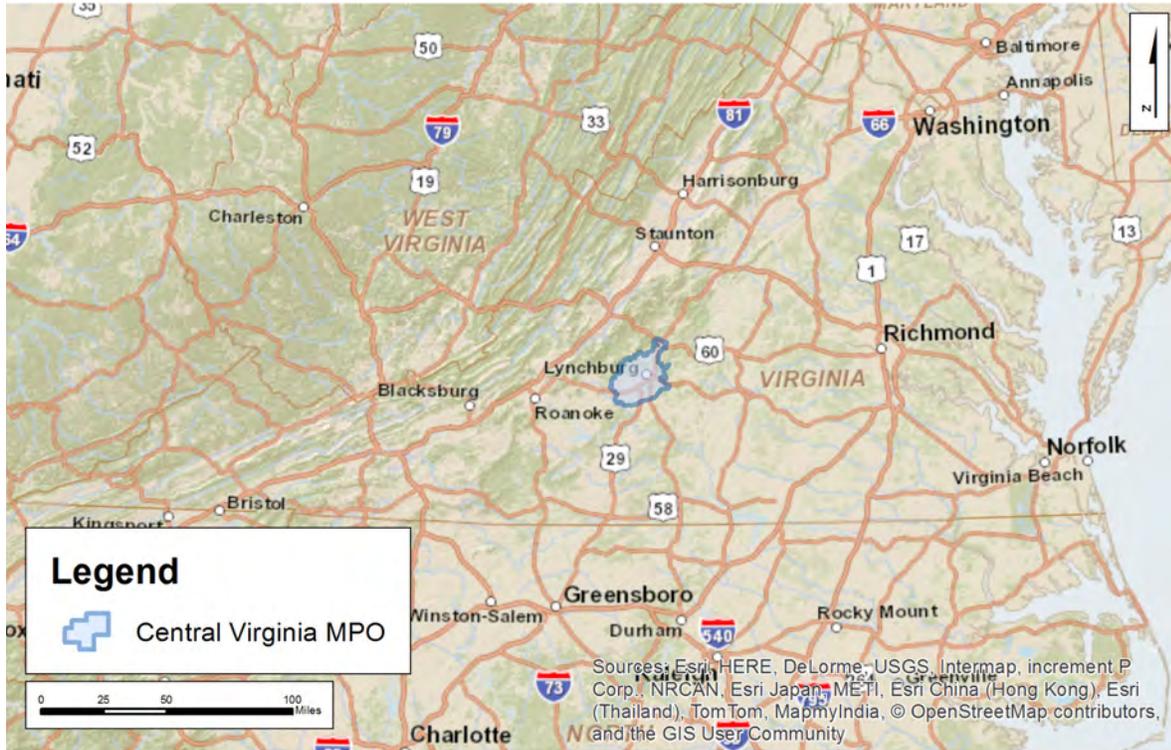
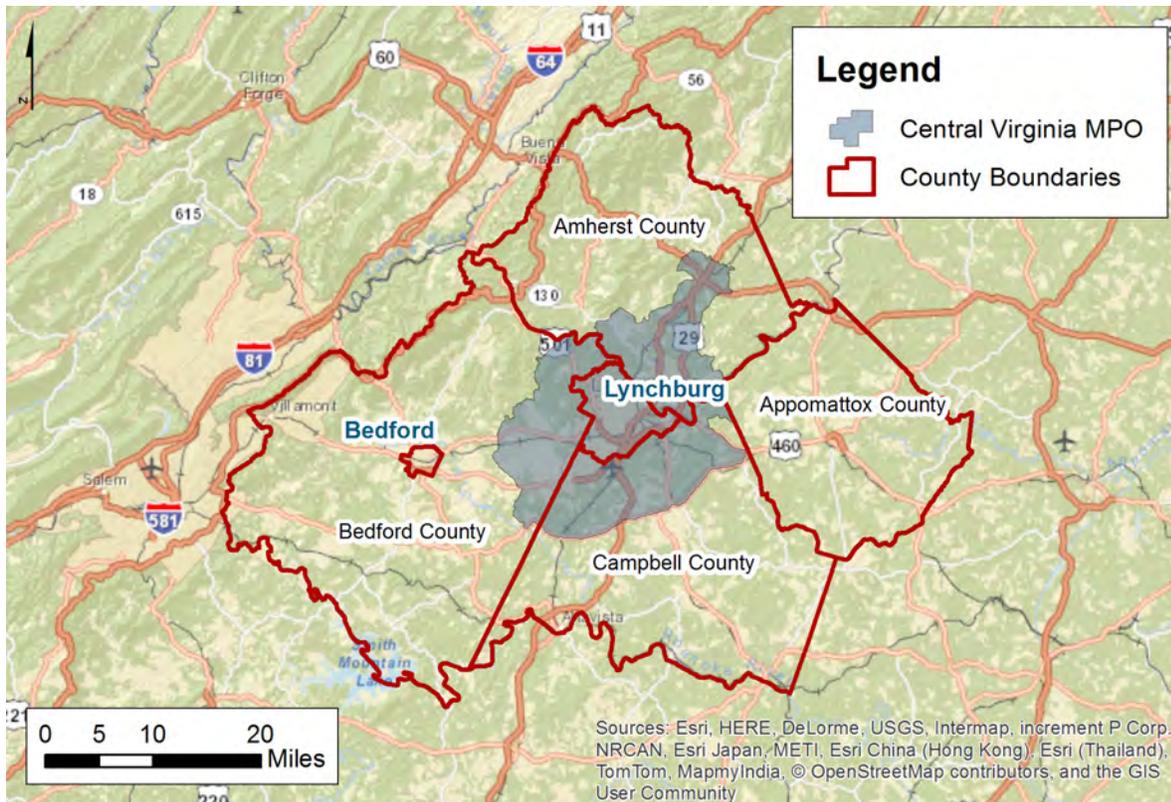


Figure 1.2: CVMPO- Regional Context





More information on the use of these goals in the current update, CVLRTP 2040, is provided in Chapter 4; Performance Based Planning Process.

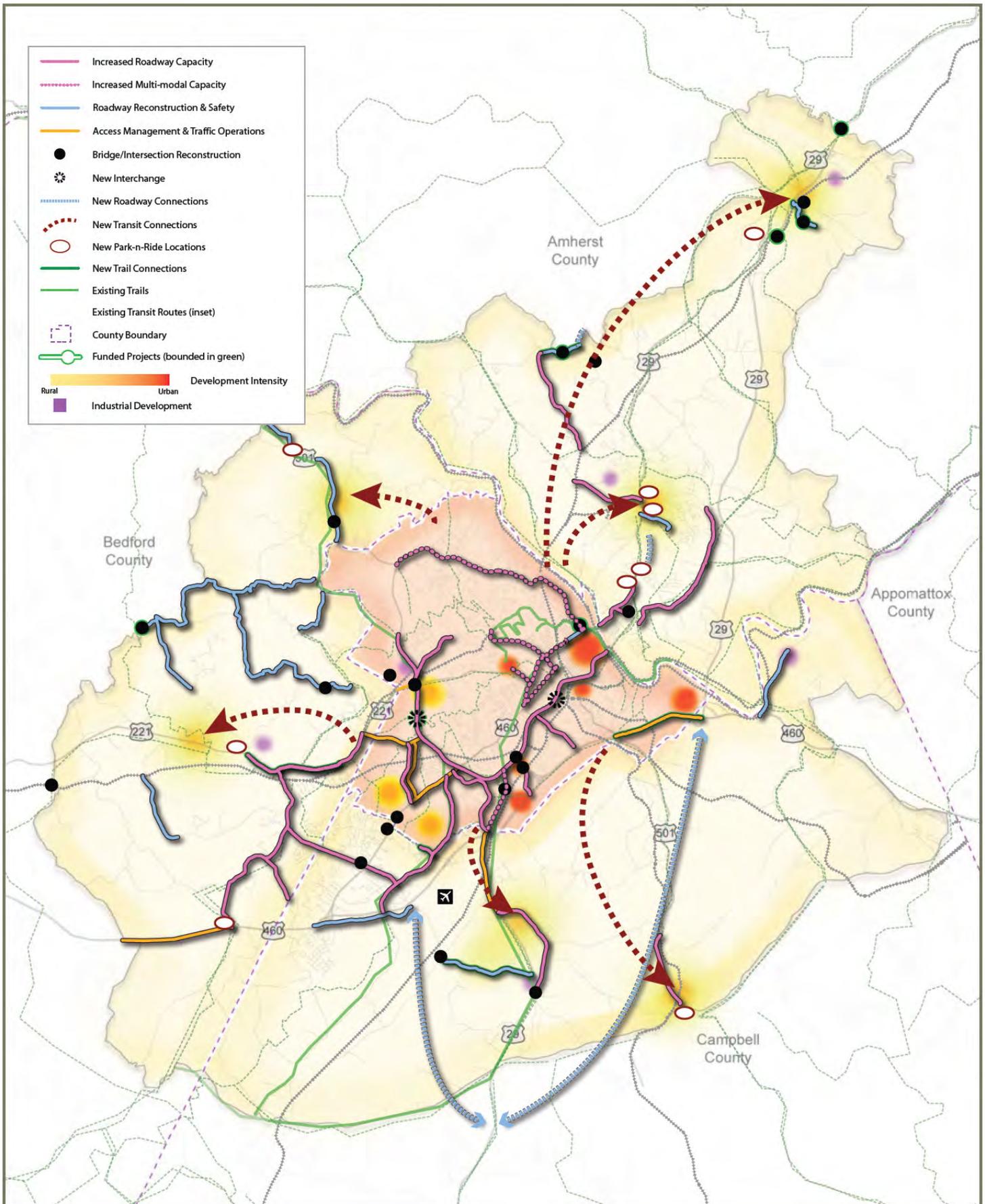
Given the funding shortfalls that were anticipated during the development of CVLRTP 2035, this plan included considerations for transportation and land use policies and strategies aimed at optimizing the use of the existing transportation network and reducing the need to add costly infrastructure in the future. Toward this end, CVLRTP 2035 featured a scenario planning process, in which the MPO and local stakeholders examined a variety of land use and transportation strategies to improve mobility and accessibility without relying solely upon expanded highway infrastructure.

The CVLRTP 2035 study group developed a “Trend Scenario”, representing potential future development patterns given the continuation of existing policies and past trends. They also developed an Alternative Perspective Scenario, which illustrated a way in which the region could grow that would optimize the existing transportation system and achieve community goals relating to quality of life. This Alternative suggested compact development around cities and village centers, and focused on accessibility between home, work, and recreation.

Key investments in the fiscally constrained plan under CVLRTP 2035 included a mix of corridor improvement projects to enhance efficiency and multimodal mobility. Only one major roadway facility expansion project was listed in the plan, the southern section of the US 29 bypass extension, which is strategically important to the region because it provides improved intra- and interstate access for both goods and people, as well as relief to a congested section of US 29 in northern Campbell County. The fiscally constrained plan included 15 projects and eight MPO-wide strategies. A map of the full CVLRTP 2035 Project Vision List is provided in Figure 1.3. The following types of Transportation Investments were included:

- **Roadway Capacity Expansion:** Adding and/or widening roadway lanes on congested corridors in order to accommodate increased numbers of vehicles.
- **New Roadway:** Adding roadway connections that reduce congestion on heavily traveled corridors and improve the efficiency of the regional network.
- **Access Management and Safety:** Reducing the risk of crashes and improving traffic flow along major corridors with strategies such as consolidating multiple driveways, reducing the number of crossings, increasing the space between intersections, and coordinating traffic signals.
- **Multimodal Capacity Expansion:** Adding facilities and services that encourage more walking, cycling, and transit use. This provides more travel choices for area residents and reduces the need to drive in congested urban areas.
- **Bridge/Intersection Reconstruction:** Repairing and/or upgrading bridges and intersections to ensure safe passage for all types of vehicles.
- **Roadway Reconstruction:** Improving roadway resiliency and safety by making improvements such as reducing sharp angles at dangerous curves, re-grading hilly “blind spots,” and paving gravel shoulders.
- **New Interchange:** Improving regional accessibility by adding connections from local street networks to state highways.

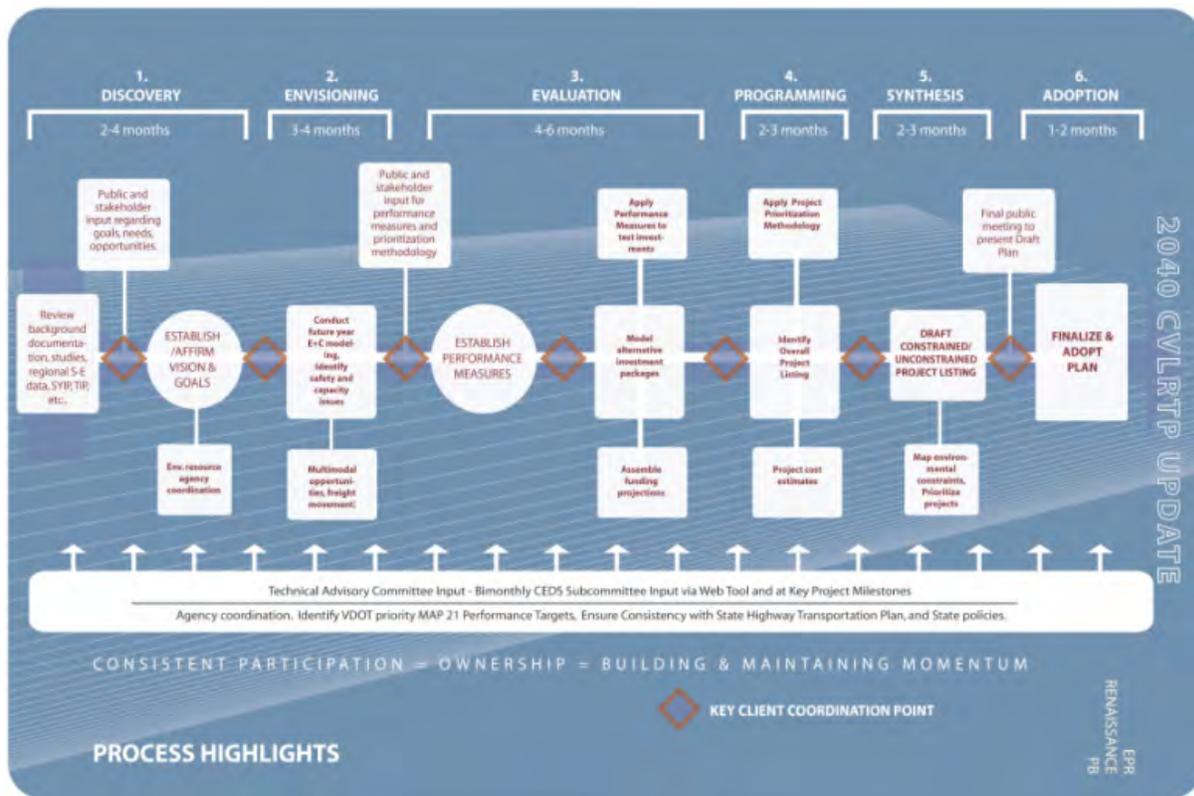
Figure 1.3: 2035 CVLRTP Vision List Project Map



# Purpose of the 2040 Plan

This CVLRTP 2040 update is built upon the 2035 Plan and other recent planning initiatives in Region 2000. It is also intended to align with emerging state and federal policy and legislative changes and to forge a strong transportation policy framework for the coming decades. The planning process, spanning an 18-month period from March 2014 to October 2015, incorporated a new performance management approach, new public engagement opportunities via social media, and focused on addressing the emerging economic needs of the region, with a particular emphasis on the economic and transportation linkages that are important to achieving prosperity in the region’s future. In addition to these new focus areas, the basic required elements of an LRTP remained. Such elements include a safety analysis; travel demand modeling for the year 2040; traffic analysis of links and key intersections; identification of potential projects; environmental mapping; project cost estimates; funding projections; prioritization; and a final constrained and vision plan list of transportation planning projects. Figure 1.4 provides a snapshot of the major planning milestones for the CVLRTP 2040 update.

**Figure 1.4: Process Highlights for CVLRTP 2040 Update**



## Public Involvement Process

The Central Virginia Metropolitan Planning Organization (CVMPO) adopted a Public Participation Plan (PPP) in April of 2007, which was later updated in July of 2010 and again in April of 2013. The Policy Statement in the CVMPO’s adopted PPP specifically states that “It is the policy of the CVMPO to facilitate public information; access and involvement under a collaborative planning process in which the interest of all interested parties, including affected agencies and certain identified population groups, are duly considered. To the extent permissible by law, the

policy and technical processes will be made inclusive of and accessible to the aforementioned stakeholders.”

As planning staff and consultants worked to update the list of the region’s long range transportation needs under this plan update, a key objective was to hear from as many citizens and interested groups as possible regarding their vision for how to accommodate future travel demand across all modes in the region. In order to raise public awareness of the planning effort, the project was highlighted in the August 2014 and March 2015 newsletters of Region 2000. Bob White, the CVLRTP project manager for the Central Virginia MPO, also participated in interviews that were aired on television and radio during those same months.

Planning staff and consultants directly engaged the public through scheduled public meetings in each of the represented Towns and Counties, in a November 2014 presentation and email announcement to members of the Lynchburg Chamber of Commerce, as well as via a social media outreach strategy. There were multiple opportunities to share ideas face-to-face during public workshops with the team that developed the 2040 long range plan. All public meetings and workshops were scheduled in the late afternoon and early evening so those citizens that work could more easily attend. Announcements of upcoming meetings were also made in a number of ways to attract the widest audience including notices placed in public libraries, newspaper ads, and direct outreach via email per the localities’ contact lists. These strategies ensured that low-income and disadvantaged community members were reached directly, as well as represented by agencies that serve their interests.

## Public Meeting Results

The first round of meetings was held in late September 2014. Four separate open house meetings were held at the following locations:

- Lynchburg Public Library
- Campbell Citizens Services Building
- Forest Public Library (in Bedford County)
- Amherst County Administrative Building

Each meeting was conducted in an open house format, staffed by MPO representatives and consultants and lasted approximately 5-1/2 hours. The planning team provided information on the regional economy, transportation data such as road congestion, safety data such as high crash locations, as well as summaries of the vision and fiscally-constrained projects from CVLRTP 2035. The planning team also introduced the new performance-based planning approach (explained further in Chapter 3) to be used in evaluating projects for the 2040 plan update. In addition, the regional goals from CVLRTP 2035 were displayed and participants were invited to provide input on what they believed to be the most important regional goals, and to identify assets and opportunities within the region via a mapping exercise. The following are high-level summaries of key input that was received at each of the regional meetings held from September 16th to 25th, 2015:

### **Lynchburg - September 16th**

- Identification of several growing areas with worsening traffic
- Need for transit connections from Madison Heights to Lynchburg City
- Need for more turn lanes at various locations in the region
- Need for pedestrian safety at roundabouts and audible signals at intersections
- Need for access from Wyndham to Candler's Station Shopping Center
- Opportunities to synchronize lights in fast growing areas
- Provide mass transit in Downtown
- Promote Greater Lynchburg Transit Company services
- Promote the Liberty Trails System

### **Campbell County - September 17th**

- Need for expanded air service at the Lynchburg Regional Airport
- Major congestion challenges on Wards Rd.
- Need for paratransit service in surrounding counties
- Opportunities to strengthen the Lynchburg Regional Airport as a regional asset
- Opportunity to extend Wards Rd pedestrian infrastructure to increase business in Wards Crossing West

### **Bedford County - September 24th**

- Need for more sidewalks in Forest
- General lack of pedestrian infrastructure near schools, shopping centers, or the library

### **Amherst County - September 25th**

- Concern over accidents at Rt. 29 Business/Elon Rd
- Congestion at Airport Rd approaching Greenview Dr
- Traffic and safety issues at Timberlake Rd
- Need for more interchange lighting for Sweetbriar College at US 29
- Need for deer fencing along entire length of Rt. 29 bypass
- Need for a connection from 221 to Perrymont
- Need for access to Isaac Walton Rd



- Concerns over pedestrian use of the shoulder on main roads
- Opportunity for a pedestrian bridge under the Carter Glass Bridge to connect Amherst & Lynchburg Trails
- Opportunities for additional bike and pedestrian infrastructure near public transit for regional commuting

In addition, participants were asked how they would prioritize the 10 regional goals from the CVLRTP 2035 plan. Figure 1.5 below summarizes the feedback received regarding how each goal should be prioritized when ranking transportation projects.

**Figure 1.5: Summary of Public Feedback from MindMixer and First 4 Meetings**

Category	GOAL	First 4 Public Meeting Votes (41 total)	% of total
Mobility & Accessibility	Make it flow	7	11%
	Make it accessible	6	10%
Safety	Make it safe	6	10%
Economy	Promote vitality	2	3%
Community & Nature	Sustain quality	2	3%
Efficiency	Make it function	6	10%
	Make it efficient	9	15%
	Coordination investments	2	3%
	Balance priorities	0	0%
<i>Not covered by any theme</i>	<i>Expand resources</i>	<i>1</i>	<i>2%</i>

Another public meeting was held in March 2015 to share progress on the plan and solicit further input. By this time, public comments on regional priorities had been incorporated into a newly developed performance evaluation matrix, which had been applied to the list of potential “vision” projects to come up with a draft prioritized project list. Attendees were invited to review and comment on the evaluation methodology as well as the draft list of prioritized projects, as summarized below:

- Accessibility is a strong goal, and should remain a priority.
- All modes of transportation, and all populations should be considered.
- Concern over congestion on Thomas Jefferson Road at peak times due to traffic from Thomas Jefferson Elementary School.
- The work the City of Lynchburg is doing to relieve the congestion at the intersection of Timberlake and Wards Ferry Road is not reflected in the plan.
- Concern that there should be a project along Timberlake from Greenview to Waterlick.
- Rebuilding small bridges in Bedford County to allow for the passage of school buses should be a priority.
- Priority Project #7 should have a higher readiness ranking.
- Project #6 should be labeled US 29 Bypass, not Lynchburg Expressway

## Mind Mixer Social Media Outreach

Recent declines in public meeting attendance and growing interest in providing input online, both locally and around the nation, highlighted the need for expanded opportunities for online forms of public engagement as part of this planning process. To supplement traditional public meetings, open house workshops, and existing opportunities for public input, this plan update incorporated a new approach to public engagement via social media. Adopting a platform that has been used extensively by state DOTs, transit agencies, MPO’s, and localities across the country, the CVLRTP planning team facilitated online engagement via MindMixer, an online web platform through which stakeholders can access resources, answer survey questions, and make comments that can be summarized and analyzed to bring issues of importance into focus. The Central Virginia LRTP 2040 MindMixer Project Site was used to solicit and gather input from citizens in the region as a supplement and enhancement to the public meetings and workshops.

The MindMixer platform was completely voluntary and free to users, and only asked them to register with some basic contact information in order to post comments and receive notices of project updates. However, project information could be received and comments posted on the Region 2000 MPO website as well, for those who did not want to register for MindMixer. The MindMixer platform gave the ability to measure usage and traffic on the site, as well as customize content to user groups such as the CEDS committee. This approach considerably expanded the opportunity for public input and engagement, with 1,295 unique visitors to the project site, which resulted in 93 ideas and 18 comments in response to CVMPO’s 47 posted topics. Participants varied by age, gender, and geographic location. A summary of participant data, based on basic information they submitted with their registration, is shown in Figure 1.6:

**Figure 1.6: Mindmixer Demographic Summary**



Participants’ personal information and emails are always kept confidential, and an alternative source of on line comment was also provided through which they could submit feedback without any need to create a MindMixer account.

Several themes emerged from the on line feedback received via MindMixer. These included:

- Congestion issues – Recommendations to add turn lanes and synchronize signal timing in

congested areas;

- Mobility issues – Need for better through access outside the Region, as well as to Lynchburg Regional Airport;
- Transit needs – Recommendations to improve local and regional transit service and to improve Multimodal connections;
- Bike/Pedestrian needs – informal poll responses showed that respondents typically drive to work, but would prefer to walk or bike in the future and want to improve Bike/Ped infrastructure in the region
- Economic issues – Tourism and economic development should be a focus for transportation investments.

The use of MindMixer allowed for an alternative means of engagement with the public, and acted as a supplement to public meetings and workshops. By utilizing an online platform, citizens were able to share their thoughts at any time from the convenience of their home or workplace. Sixty-nine community members posted comments or participated in polls, and the site saw a total of over 1,200 unique visitors. This level of engagement and exposure is significantly higher than what was achieved with the traditional meetings and workshops alone. The large number of responses to the 47 posted topics provided the CVLRTP planning team an in-depth look into what the public values when it comes to transportation services in Central Virginia. The feedback was typically on-topic, and provided insight into where problem areas exist, how they might be improved, and what direction citizens wanted to see the region go by the year 2040.

While the first year in using this new social media platform was a success, there is still room for improvement in its use. As the MindMixer platform transitions to a new service called mySidewalk, new tools and opportunities will become available for public engagement. Project managers should make themselves familiar with this resource and view examples of public engagement initiatives that have used it. Currently, the MindMixer site offers a number of best practices, ranging from promoting the site throughout the community, to developing the most effective topics and questions. Project managers should become familiar with these best practices and employ them throughout the next update. The majority of MindMixer activity during this update came in the form of responses to specific survey questions, rather than dialogue or discussion. Additionally, a small handful of people were responsible for the majority of the posts and comments. While it is encouraging to see citizens so engaged and dedicated to discussing transportation in the area, adding more voices – including local officials – to the discussion would ensure that the feedback received was representative of the population as a whole. Overall, the feedback received from MindMixer was quite useful in defining public values and concerns regarding transportation in the region, and provided insight into how the MPO might address those concerns through the 2040 LRTP.

# Policy Context

## Performance Based Planning in General

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

## Federal Policy Context

The new federal transportation law, known as MAP-21, mandates a performance-driven, outcome-based transportation planning process that has significant implications for the transportation planning process. In essence, MAP-21 reflects new fiscal constraints at the federal and state levels and responds to them with a demand for a more competitive, performance-based process for project selection and funding. In addition, MAP-21 gradually, but clearly, raises the bar for regional and local accountability. To succeed, entities at any level of government must develop a stronger case for transportation projects and tell a more effective story about their value and benefits toward meeting desired regional outcomes and national goals.

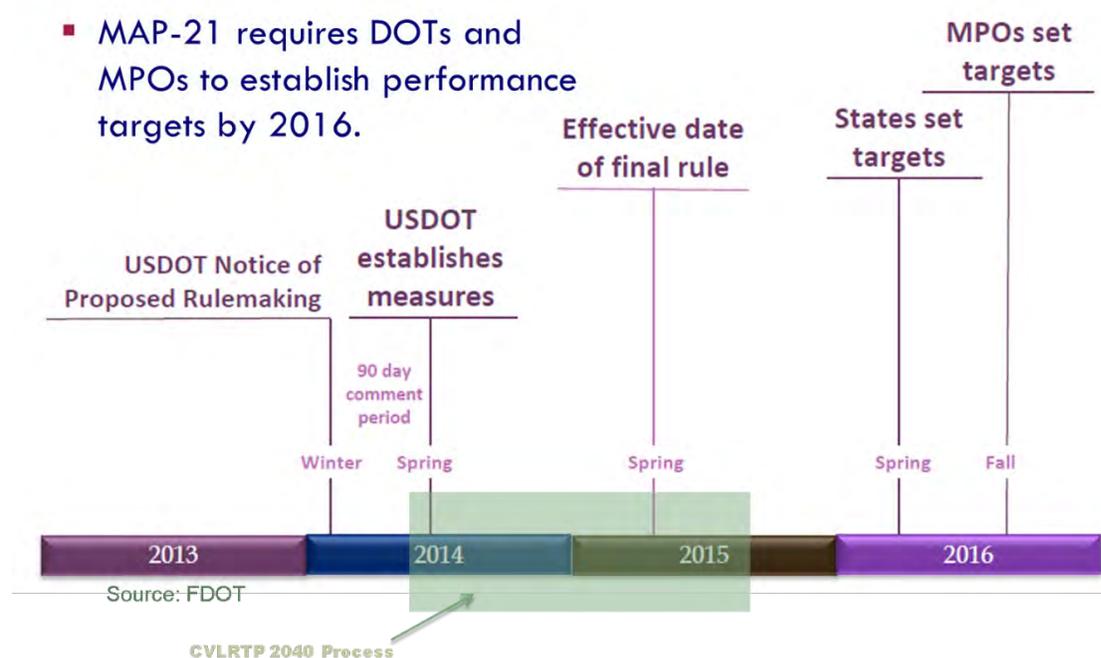
MAP-21 has done more to inject performance management into transportation planning than any prior federal law. MAP-21 states that “performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making.” [§1203; 23 USC 150(a)]. The law, passed in 2012, calls for the federal government to set goals in seven areas:

1. Safety
2. Infrastructure condition
3. Congestion reduction
4. System reliability
5. Freight movement and economic vitality
6. Environmental sustainability
7. Reduced project delivery delays

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

MAP-21 establishes a gradual schedule for phasing in the performance management framework that is being established at the federal, state and regional levels. Figure 1.7 below shows the general schedule for the gradual roll out of rulemaking for performance measures by USDOT under MAP-21. It also shows how this schedule compares with the schedule for the CVLRTP process.

**Figure 1.7: MAP 21 Performance Management Framework Rollout Schedule in Relation to CVLRTP Update Schedule**



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

For this LRTP update, this was done by establishing an analytical and policy framework to evaluate and prioritize projects in a clear, logical and transparent fashion, consistent with the policy intent of MAP-21. That kind of process requires clear linkages between transportation metrics and data with the goals, objectives and overall policy vision of the LRTP. A table summary of the ways in which the CVLRTP 2040 Update recommendations and considerations align with the MAP-21 planning factors is provided in Figure 1.8 on the following page.



**Figure 1.8: Considerations and Recommendations as Related to FHWA Planning Factors**

FHWA Planning Factors	CVLRTP 2040 Update Considerations and Recommendations
1. Safety	"Safety" was one of the vision themes of the project benefit evaluation tool created for the CVLRTP 2040 Update. Traffic accident data was used to both identify potential projects and in the rating process itself. Projects were also evaluated according to the primacy of safety features in the overall design. Multimodal travel safety was addressed by a rating category that awarded additional points to projects that added or improved multimodal features such as sidewalks or bike lanes.
2. Infrastructure Condition	The project evaluation process in the CVLRTP 2040 Update encourages the preservation and enhancement of existing transportation infrastructure. First, projects were evaluated by their need for additional right of way. Those that need little or none--such as improvements to existing facilities--are awarded more points in this category than those that need a significant addition--such as those that create new roadways. The evaluation process also conducted a Benefit-Cost analysis, which favors lower-cost projects that improve important existing corridors over higher cost projects such as the construction of new corridors. Finally, projects are also evaluated according to project readiness. In this evaluation, projects that improve operations and management without major additions are rated more highly than those that would create new infrastructure.
3. Congestion Reduction	"Mobility and Accessibility" was one of the project benefit evaluation vision themes. The evaluation process gave higher ratings to projects that improved corridors with traffic congestion, high traffic volumes, and high freight volumes. Additional points were awarded to projects that improved or added infrastructure to support multimodal travel.
4. System Reliability	The CVLRTP 2040 Update includes recommendations for maintaining mobility across the region, including all modes of transportation. Redundancy in the system will provide alternatives and opportunities for continued mobility should a major arterial or other significant facility be taken out of service.
5. Freight Movement and Economic Vitality	"Economy" was one of the vision themes of the project benefit evaluation tool created for the CVLRTP 2040 Update. In it, recommendations from regional and statewide economic development plans were used to identify and rate potential projects. Projects were also rated according to their role in commuter travel and freight travel, as well as their proximity to areas with high business activity. Finally, the evaluation process also awarded additional points to projects that improved corridors of statewide significance that are important to the movement of goods and people both within the region, as well as to other regions and the global market beyond.
6. Environmental Sustainability	Every project was evaluated concerning its proximity to sensitive environmental resources, its support of non-motorized transportation modes, congestion reduction, and corridor beautification features.
7. Reduced Project Delivery Delays	One of the three major evaluation strategies employed by the CVLRTP 2040 Update was an analysis of Project Readiness. This evaluation considered three factors: the need for additional right of way acquisition, NEPA review status, and connections to prior or ongoing transportation improvement projects. This evaluation enabled the MPO to see which projects were likely to be delivered in a short time period, and which would require a longer preparation period. Additionally, the project benefit evaluation included measurement categories that were scored according to whether or not the projects were supported by other planning efforts. Thus, projects that have been recommended by other plans and are thus more likely to receive a broad base of support and funding received additional points in their benefit score.

In addition, one of the key themes in this CVLRTP 2040 update was the linkage with economic development in the Region. Economic development and mobility were linked in the development of the 2040 Update's regional framework vision and long range transportation plan. The process engaged economic stakeholders and included identification of key economic priorities and the supporting transportation and development activities that can help diversify and sustain the region's economic vitality over the long term.

## State Policy Context

Many states already measure their transportation networks through annual “report cards”, “dashboards” or other user-friendly rating systems. Under MAP-21, states will soon be required to adopt specific targets and measure how their transportation systems perform relative to those targets over time, with the expectation that future funding formulas may someday be linked to how effectively they are reaching these targets.

Virginia already has a relatively long history in the use and development of performance measures in its statewide transportation planning process. Virginia in particular is moving towards both broadening the range of performance measures used and tying measures more closely to broad goals and policies in its statewide plans.

VTrans2040 is the long-range, statewide multimodal policy plan for Virginia that lays out an overarching vision and goals for transportation in the Commonwealth. It identifies transportation investment priorities and provides direction to transportation agencies on strategies and programs to be incorporated into their plans and programs. VTrans plan updates have been developed by the statewide Office of Intermodal Planning and Investment (OIPI), which is currently working on VTrans2040, the latest update of the plan.

VTrans2040, and especially one of its component plans, the VTrans Multimodal Transportation Plan (VMTP), more fully deploys performance-based planning at the statewide level. The intent of this “performance-based planning” framework is to allow transportation agencies and decision-makers to use information about projected transportation needs with assessments of current system performance to develop cost-effective strategies that simultaneously address existing transportation needs and anticipated future conditions.

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

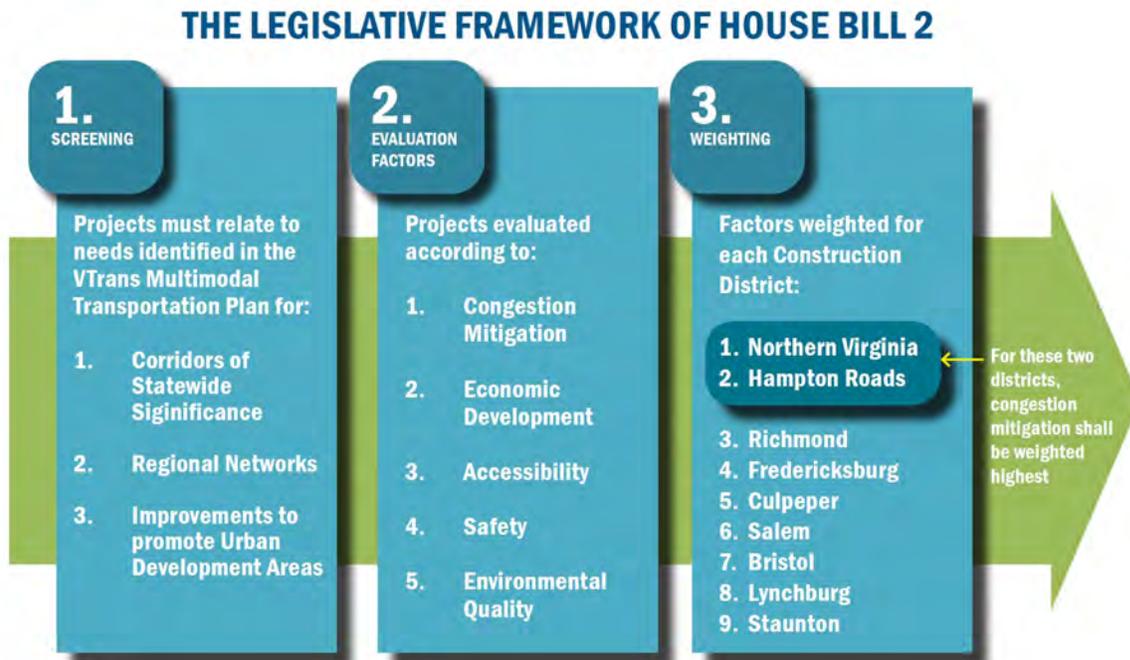
### *House Bill 2*

One of the foundations of performance-based planning and programming is to link the state’s planning goals to measurable objectives and to performance measures that address fulfillment of the objectives. Virginia is in the midst of an evolution from agency-level linkages and prioritization efforts to a more unified statewide approach to be implemented under new legislation for statewide program and project prioritization under House Bill 2 (HB2). HB2, signed into law by Governor McAuliffe in March of 2014, provides for the development of a prioritization process for projects funded by the Commonwealth Transportation Board. The law mandates that “such prioritization shall weight factors such as congestion mitigation, economic development, accessibility, safety, and environmental quality and be applied within each highway construction district.”

House Bill 2 establishes the screening process for projects before prioritization. To receive

state or federal highway funds, projects must demonstrate that they meet a capacity need identified in the statewide transportation plan VTrans2040 with regard to one of Virginia’s Corridors of Statewide Significance (CoSS) as identified by VDOT; Regional Networks; Urban Development Areas; or safety. Projects that pass this initial screening will be evaluated according to their impacts on Congestion mitigation; Economic development; Accessibility; Safety; and Environmental quality. Finally, projects will be weighted by Construction District. This bill has clear implications for the CVMPO and its planning processes. These implications are discussed in Chapter 4.

Figure 1.9: HB2 Statewide Prioritization Process



HB2 relies on a gradual implementation schedule as defined by the legislation. Rating of projects by the Commonwealth Transportation Board using the project prioritization framework called for in the bill will begin October 1, 2015. OIPI and VDOT are currently in the process of finalizing the project prioritization framework to implement HB2. Throughout the development of this LRTP, it has been necessary to monitor the progress of HB2 implementation and coordinate the MPO’s project evaluation process with any new standards that result from HB2.