

**Representatives to External
Boards, Commissions, Councils and Committees**

Attachment 1

Representative Report

Organization: LRTAG

Meeting Date/Time: Sep 7, 2017, 2-4 pm

Meeting Location: 2015 Memorial Ave., Lynchburg

Agenda/Discussion Topics of Interest to Amherst County:

- County's Round 3 Smart Scale projects now being studied
- Future projects will score higher with local matching funds
- Bus 29 light synchronization should be complete w/in a month
- Oct 30 Amtrak starts service to Roanoke
- Fastest growing cities in Virginia: 1st Harrisonburg, 2nd Lynchburg

Representations Made: Need to surface/gravel Fertilizer Road as an economic development initiative.

Instructions, Goals, Objectives received from Supervisors or Administrator: None

Guidance needed from Board of Supervisors: None

Upcoming Matters: None

Report By:

ICR

Date:

8 Sep 17

Lynchburg Regional Transportation Advocacy Group Agenda
September 7, 2017
2:00 p.m. - 4:00 p.m.

- | | | |
|------|--|--------------------------------|
| I. | 2:00 p.m. - Welcome: | Ed Craighill |
| II. | 2:05 p.m. - Connectivity Study Projects & Next Steps | Shannon Valentine |
| | a) Placemaking: Marjette Upshure/Scott Smith | |
| | b) Highway Corridors/Bottlenecks: Rick Youngblood/Chris Winstead/CVMPO | |
| | c) Transit: Brian Booth/Peggy Whitaker | |
| | d) Rail: Shannon Valentine | |
| | e) Air: Mark Courtney | |
| | f) Cargo/Freight: Shannon Valentine/Megan Lucas/Christine Kennedy | |
| | g) Broadband: Megan Lucas/Christine Kennedy/Scott Smith | |
| III. | 3:00 p.m. – SMART SCALE Potential Round 3 Changes | Rick Youngblood/Robert Guercia |
| IV. | 3:30 p.m. – Other business, matters from members? | All |
| V. | Next Meeting - TBD | |

Lynchburg Regional Transportation Advocacy Group Agenda
September 7, 2017
2:00 p.m. - 4:00 p.m.

The Lynchburg Region Transportation Advocacy Group (LRTAG) is a private-sector umbrella organization representing the area's major employers and other industries (including construction, manufacturing, and retail) that rely on a viable, sustainably and equitably-funded multi-modal transportation network for the success of their business and the strength of the region's overall economy.

LRTAG is committed to engaging elected officials and all relevant agencies to focus on the needs of the Lynchburg region to support our comprehensive multi-modal transportation network and its impact on job creation, business retention and expansion, and overall economic development. LRTAG also continues to facilitate collaborative discussions with the Salem VDOT District and partners to the west to promote projects of regional significance throughout central and southwestern Virginia. LRTAG provides leadership and advocacy for the region's transportation initiatives.

I. 2:00 p.m. - Welcome: Ed Craighill

II. 2:05 p.m. - Connectivity Study Projects & Next Steps Shannon Valentine

- a) Placemaking: Marjette Upshur
 - b) Highway Corridors/Bottlenecks: Rick Youngblood/Chris Winstead/CVMPO
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 - e) Air: Mark Courtney
 - f) Cargo/Freight: Shannon Valentine/Megan Lucas/Christine Kennedy
 - g) Broadband: Megan Lucas/Christine Kennedy/Scott Smith
- ✚ Draft on Broadband for State Legislative Agenda:
The Alliance encourages greater support for public-private partnerships to expand broadband and telecommunication services across the commonwealth to bolster economic development, telework, telemedicine, and tele-education access to underserved populations throughout our region.

III. 3:00 p.m. – SMART SCALE Potential Round 3 Changes Rick Youngblood/Robert Guercia

IV. 3:30 p.m. – Other business, matters from members? All

V. Next Meeting – At the call of Chair

http://www.newsadvance.com/news/local/local-state-officials-discuss-proposed-changes-to-smart-scale-program/article_f888974e-7332-11e7-bfd5-ef20ad73af1f.html

Local, state officials discuss proposed changes to Smart Scale program

Sherese Gore 13 hrs ago



The Central Virginia Metropolitan Planning Organization met Thursday to discuss the lessons learned over the course of two years of implementation of the state's Smart Scale transportation funding and proposed changes to the program.

The Central Virginia MPO provides local input on transportation projects that receive state and federal funding and represents the city of Lynchburg and portions of Amherst, Bedford and Campbell counties.

Smart Scale, originally approved under a different name by the General Assembly in 2014, prioritizes projects for funding by using a rating system that looks at how a transportation project improves factors such as safety, congestion, environmental quality, accessibility and economic development.

Smart Scale applications first were accepted in 2015, and scores were released in spring 2016. A second round of applications was accepted in 2016, with scores released in early 2017.

Ten projects in the Lynchburg area were awarded Smart Scale funding in the first application period. Only four were awarded in the second round of funding. The next round of applications for projects will be accepted in 2018, with scores to be released in January 2019.

The Lynchburg district has seen an 80 percent increase in transportation funding under the Virginia Department of Transportation's Six-Year Improvement Program since the implementation of Smart Scale, according to Nick Donohue, Virginia Deputy Secretary of Transportation.

Factors are weighed differently depending on the area of the state. In the Lynchburg MPO area, three factors — safety, economic development and accessibility — collectively represent 75 percent of project scoring, said Chad Tucker, VDOT Assistant Division Administrator for Performance Based and Conceptual Planning.

Among the recommended changes to the Smart Scale program include limiting the number of applications submitted by a locality and regional organizations such as an MPO, or regional and local transit operators, as well as making certain adjustments to scoring categories and increasing the application window from two months to five months.

reg. collaborative

“So what I really recommend is that you submit your best projects, so whatever gets funded, you’re going to be happy about it,” said Shannon Valentine, a member of the Commonwealth Transportation Board.

Other changes include clarifying the language in Smart Scale policy. VDOT Infrastructure Investment Assistant Director Margie Ray said some projects submitted in the first round of Smart Scale funding were not eligible. Other recommendations include having a resolution of support from the applicant’s local governing body. A few projects that were selected for Smart Scale funding lacked political support, Ray said.

The proposed changes will go up for public review and comment within the next two weeks; the comment period will end in October. The Commonwealth Transportation Board is expected to approve the recommended changes to the Smart Scale program at its October meeting.

In an interview prior to the meeting, Chairman Turner Perrow said he was disappointed Lynchburg did not receive funding for improvements to the intersection of Lakeside Drive and the Lynchburg Expressway. The city applied twice for Smart Scale funding for the project, which is estimated to cost about \$20 million, but did not receive funding.

The Lakeside Drive/Lynchburg Expressway intersection is of critical importance to the city, and improvements to it will ease congestion, make the intersection safer and benefit economic development, Perrow said.

The Central Virginia MPO also approved a resolution that supports the Lynchburg Regional Connectivity Study, which was presented to the board in April. Acknowledging the correlation between transportation and economic development, the study recommends actions such as regional bike corridors and advocating for increased rail capacity that can improve connectivity in the region.

Contact Sherese Gore at (434) 385-3357 or sgore@newsadvance.com.

Sherese Gore

http://www.newsadvance.com/work_it_lynchburg/news/va-commerce-secretary-visits-downtown-lynchburg/article_40a886ee-7183-11e7-a20a-03095f7a785f.html

Va. commerce secretary visits downtown Lynchburg

Haymore sees potential for revitalization

Rachael Smith Jul 25, 2017



Megan Lucas, CEO of the Lynchburg Regional Business Alliance, points out features of downtown Lynchburg to Virginia Secretary of Commerce Todd Haymore (right) during a tour of downtown Lynchburg and the Bluffwalk on Tuesday, July 25, 2017, in Lynchburg, Va.

[Buy Now](#)

Jay Westcott/The News & Advance

Lynchburg isn't the only city with a booming downtown.

That's what Virginia Secretary of Commerce Todd Haymore told the roughly 10 participants on a walking tour of downtown Lynchburg on Tuesday.

The Lynchburg Regional Business Alliance hosted Haymore as well as other businesses for a one-hour tour of Main Street as well as the Bluffwalk, where they explored places like El Jefe, Bootleggers and Altus Chocolate.

Haymore's visit is part of what the Alliance does to bring attention, awareness and interest in all the region has to offer, said Christine Kennedy, executive vice president of the business alliance, a group of about 850 companies.

"Downtown revitalization is so great to see here in Lynchburg," Haymore said. "The river is right behind us. There's so much activity, so much going on with construction, which is creating jobs and revenue."

Haymore, a native of Danville, said Virginia is seeing downtown revitalization across the state, especially in places like Richmond, Danville, Lynchburg and Norfolk.

"Richmond had a lot of potential, especially in Shockoe Bottom, which has been redeveloped in the last 20 years," he said. "More and more of that is happening here."

Kennedy said Lynchburg has a story to tell that includes the downtown area.

"Through industry tours and meetings with regional business and economic development leaders, Secretary Haymore got a glimpse into who we are and what we have to offer," she said. "Our role is to showcase our region and to work with our partners and state officials to ensure we have an economic climate that fosters economic and business growth. Today, we did just that."

Jim Richards, chairman of the alliance board, said he likes to show off downtown because of all that is happening there.

"It's such a wonderful showcase for Lynchburg," he said. "We want to impress people no matter where they relocate. This is a great focal point for them, and it's a really neat place."

Richards said he hopes Haymore will see Lynchburg and pitch the city's assets to business connections.

"A lot of the leads we get are from the state, and from his capacity, he will know [businesses] looking and will have seen for himself and can say, 'Hey, have you thought of Lynchburg?'" he said. "We want to expose him and as many people in Richmond to what's going on in this area."

Haymore said he likes the "renaissance" of downtowns in Virginia.

"We're starting to see the beginning of it," he said. "People will look at Lynchburg and follow that model for what's going on now, and other cities can do the same thing. Success breeds success."

For the past several decades, people and businesses have moved away from downtowns, according to Haymore, but that trend is shifting.

"Downtown has always been a fabric of the community, and in the past, we've seen people and businesses moving away from downtown, and it's changing now; people want to come work, live and play downtown," he said.

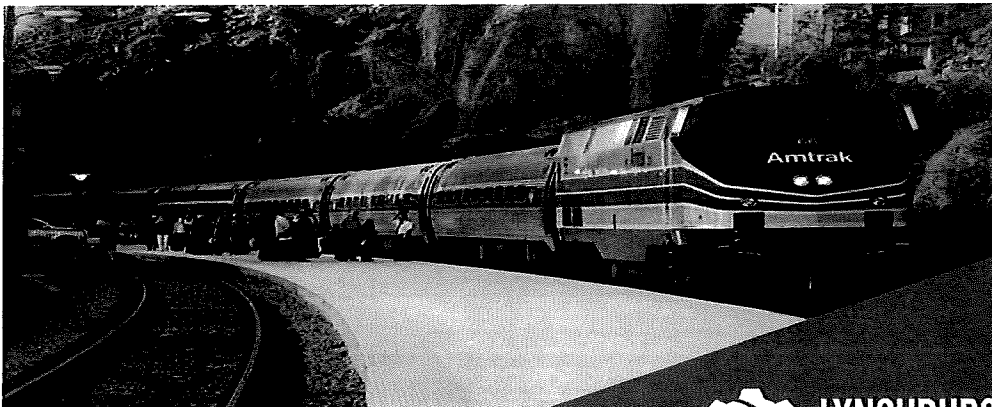
He said the success of downtown areas won't always be linear, and there will be bumps along the way, but in the end, it's worthwhile.

"If you look at Richmond and Danville and Norfolk, it's happening, and I think Lynchburg is doing it at the right time to recruit new businesses and people to live and work here," he said.

Contact Rachael Smith at (434) 385-5482 or rsmith@newsadvance.com.

Rachael Smith

Lynchburg Region Transportation Advocacy Group (LRTAG) 2017-18



**LYNCHBURG REGIONAL
BUSINESS ALLIANCE**
— Chamber & Economic Development —

Where Creativity and Commerce Connect

Lynchburg Region Transportation Advocacy Group

2017-18 Road Priorities

The **Lynchburg Region Transportation Advocacy Group (LRTAG)** is a private-sector umbrella organization representing the area's major employers and other industries (including construction, manufacturing, and retail) that rely on a viable, sustainably and equitably-funded multi-modal transportation network for the success of their business and the strength of the Region's overall economy.

LRTAG is committed to engaging elected officials and all relevant agencies to focus on the needs of the Lynchburg Region to support our comprehensive multi-modal transportation network and its impact on job creation, business retention and expansion, and overall economic development. LRTAG also continues to facilitate collaborative discussions with the Salem VDOT District and partners to the west to promote projects of Regional significance throughout central and southwestern Virginia.

LRTAG provides leadership and advocacy for the Region's transportation initiatives. All noted projects will dramatically improve roadway capacity and safety and are significant, long-term economic drivers for the entire Region. As projects are planned and built, projects should include intermodal designs for pedestrians, bicycles and transit. LRTAG supports the recommendations contained within the Central Virginia Long Range Transportation Plan (CVLRTP), Rural Long Range Transportation Plan (RLRTP), the Region's Comprehensive Economic Development Strategy (CEDS), VTrans 2040, and the Lynchburg Regional Connectivity Study.

LRTAG gratefully acknowledges the following entities for participating in this Regional collaborative effort: Lynchburg District VDOT, Salem District VDOT, Commonwealth Transportation Board, City of Lynchburg, Region 2000 Local Government Council, Central Virginia Metropolitan Planning Organization (CVMPO), our Regional colleges, the Lynchburg Regional Business Alliance, Roanoke Regional Chamber, and local businesses.

LABOR MARKET & INTRA-REGIONAL CONNECTIVITY

PLACEMAKING

Strategies

- Continue and enhance efforts to build an urban environment that is livable and appeals to younger workers and entrepreneurs.
- Focus efforts on developing a community that is connected by quality pedestrian and bicycle infrastructure, with a strong sense of place.
- Work to strengthen downtown Lynchburg and other local activity centers as assets for the entire Region by addressing issues such as wayfinding and intra-regional connectivity between centers of activities (higher education, health and the arts).

Priority Actions

- Pursue implementation of Complete/Better Streets projects as outlined in the Lynchburg Comprehensive Plan and Central Virginia Long Range Transportation Plan.
- Support revitalization and redevelopment activities in downtown Lynchburg, Altavista, Amherst, Appomattox, Bedford, and Brookneal.

LOCAL BOTTLENECKS

Strategies

- Focus on maintaining and enhancing the reliability of the network in the Region.
- Invest strategically to preserve performance on the Region's road network, continuing to support quality intra-regional travel.
- Target intra-regional transportation bottlenecks and work to ensure patterns of growth don't erode the current quality of commuting in the Region.

Priority Actions

- Pursue funding of significant improvements that will relieve bottlenecks on corridors serving commuter flows and regional activity centers, such as:
 - **Lynbrook Road** (Route 622), Phase I Reconstruction (Campbell County)
 - Improvements to the **Wards Road Corridor** between U.S. 460 and Fort Avenue (Campbell County and City of Lynchburg)
 - Safety improvements to Rt. 29/151 (Amherst County)
 - Improve Old Courthouse Road from Confederate Blvd to U.S. 460 Bypass in the Town of Appomattox (Appomattox County)
 - Construct a roundabout at the intersection of Patriot Place and Route 811 adjacent to Thomas Jefferson Elementary School to alleviate morning and afternoon peak hour congestion (Bedford County)
 - Construct a new northbound right turn lane and taper on Thomas Jefferson Road at Waterlick Road (Bedford County)

TRANSIT & TRANSPORTATION DEMAND MANAGEMENT

Strategies

- Build support and demand for transit and alternative transportation options by encouraging collaborative communication and problem-solving between major employers, regional commuters, and transit operators.
- Continue to build on the RIDE Solutions platform, increasing awareness of alternative transportation options and programs.
- Seek creative solutions that will make transit and other alternative transportation options (ridesharing, biking, walking) attractive and feasible.

Priority Actions

- Enhance outreach to the business community through partnerships between RIDE Solutions, the Region 2000 Workforce Development Board, and the Lynchburg Regional Business Alliance (LRBA).

INTER-REGIONAL CONNECTIVITY

INTERCITY PASSENGER RAIL

Strategies

- Enhance Lynchburg's role as a passenger rail hub for the Region.
- Continue to build off the demonstrated success with Amtrak services to and from Lynchburg through marketing, planning, and advocacy efforts.

Priority Actions

- Coordinate marketing of Amtrak services, particularly for travel to and from northeast markets.
- Advocate for reliability and additional rail capacity. Participate in efforts to improve on-time performance of trains and long-term planning to increase rail capacity at major stations.
- Engage with DRPT to offer guidance to Statewide Rail Plan for future station planning and rail capacity.

AIR SERVICE DEVELOPMENT

Strategy

- Consolidate regional support for the air service development activities managed by the Lynchburg Regional Airport (LYH). In particular, focus on maintaining and improving current service levels; enhancing service through equipment upgrades; expanding capacity and service reliability and expanding commercial air service; and targeting major carrier hubs and potential tourism niche markets.

Priority Actions

- Advocate for service to Dulles in coordination with the \$50 million Governor's program to reduce the cost of enplanements (boardings) at Dulles.

ACCESS ON KEY HIGHWAY CORRIDORS

Strategy

- Focus on maintaining and improving good access to the interstate system and on key corridors that connect the Lynchburg Region to national and international markets.

Priority Actions

- Invest in key inter-regional corridors to protect and improve access to external markets, the Interstate system, and important intermodal and port facilities. The following are representative Inter-regional roadway improvements identified from existing planning efforts:
 - o U.S. 221 & U.S. 501 Intersection Improvements (One-Way Pair Project) (City of Lynchburg)
 - o U.S. 29 Access Management Improvements from U.S. 460 to Colonial Highway (Route 24) (Campbell County)
 - o Candler's Mountain Road Improvements from Woodall Road to Liberty Mountain Road (City of Lynchburg)
 - o U.S. 501 Passing Lane from 1.6 miles north of Route 970 to 0.2 mile south of Molly's Creek Road (Campbell County)
 - o Improvements along the U.S. 29 Corridor in the Charlottesville region that present long-term solutions to congestion

CARGO-ORIENTED DEVELOPMENT

Strategy

- Enhance local readiness to respond to freight rail-oriented development opportunities.

Priority Actions

- Build awareness of the Virginia Rail Industrial Access program within the Regional economic development community as a tool for supporting new cargo oriented development.
- Focus industrial development efforts on sites adjacent to existing rail infrastructure and rail customers.

LRTAG Member Businesses and Organizations

Amherst County
Appalachian Power
AREVA Inc.
Bedford Areas Chamber of Commere
Boxley
Boxley Asphalt, LLC
Boxley Block LLC
Campbell County
Gary W. Case & Co., Inc.
Caskie & Frost
City of Lynchburg
Coldwell Banker Commercial Read & Co.
Commonwealth Transportation Board
Consolidated Shoe Company, Inc.
Cruises Inc.
Danville/Pittsylvania County Chamber of Commerce
Dawson Ford Garbee & Co. Realtors
Discover Lynchburg
Economic Development Office - City of Lynchburg
English Construction Company, Inc.
First National Bank - Forest
Gary W. Case & Co., Inc.
Gentry Commercial Real Estate Inc.
Genworth Financial
George E. Jones & Sons, Inc.
Greater Lynchburg Transit Company (GLTC)
US Pipe
HARRIS Corporation/RF Communications Division
Jamerson-Lewis Construction
George E. Jones & Sons, Inc.
Kirkley Hotel and Conference Center
L&R Precision Tooling, Inc.
Lanford Brothers
Liberty University

Lynchburg College
Lynchburg Ready Mix Concrete Co., Inc.
Lynchburg Regional Business Alliance
Lynchburg Wholesale Floral Corporation
MaxPlayFit, LLC
NAI/Liberty Commercial
OrthoVirginia
Pettyjohn, Wood & White, Inc.
Police Department - City of Lynchburg
Randolph College
Region 2000 Local Government Council
Ride Solutions, Agency of Region 2000 Local Govt. Council
Roanoke Regional Chamber of Commerce
Roanoke Valley - Alleghany Regional Commission
Robertson Construction
Shannon Valentine, Commonwealth Transportation Board
Smith Mountain Lake Chamber of Commerce
Southern Air, Inc.
The Trust Company of Virginia
TransDominion Express
TRAX, LLC
United Way of Central Virginia, Inc.
VDOT District
Virginia Department of Transportation
Virginia House of Delegates - Kathy Byron
Virginia House of Delegates - Scott Garrett
Virginia House of Delegates - Steve Newman
Watts Petroleum Corporation
Wegmann USA, Inc.
West Piedmont Planning District Commision
Wiley|Wilson

Note: In addition, 10 individual LRTAG Members



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LynchburgRegion.org

YesLynchburgRegion.org



Background

This is a design-build contract that was awarded to G.A. & F.C. Wagman. Construction began in late-February 2016 and the project completion date is August 3, 2018. There is an Early Completion incentive date of May 13, 2018. The contract value is \$29,846,350.

Traffic Impacts

Temporary single lane closures on Route 460 and Odd Fellows Road will be permitted during non-peak hours and total lane closures are restricted to a 15-minute maximum from 7 pm until 6 am (\$200/hr user cost disincentive for non-compliance). Odd Fellows Road and Mayflower Drive may be closed for a period of no longer than 90 calendar days for roundabout construction (\$1775/day user cost disincentive for non-compliance). Signed detours will be utilized during the closure.

Odd Fellows Road Improvements



Current Activity

A "Pardon Our Dust" Meeting was held on January 12, 2016. The format included a presentation on the construction schedule, maintenance of traffic and other items.

Currently, the contractor is continuing with bridge construction and grading operations at the proposed Rte. 29/460 interchange and along existing Odd Fellows Road. Bridge girders were set during nighttime operations in late April 2017. Utility relocation is nearing completion along existing Odd Fellows Road.

The project is currently on schedule and on budget.

Background

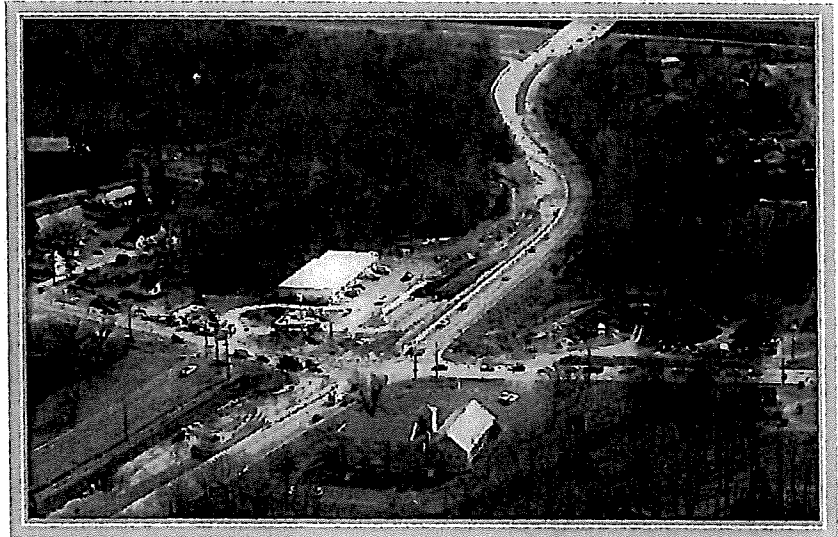
This is a design-build contract that was awarded to Branch Highways. The contract value is \$10,836,903.

Construction began in March 2016 and the contract completion date was July 26, 2017, with an incentive date of June 23, 2017.

Traffic Impacts

Traffic was maintained along Greenview Drive and Airport Road throughout construction. Temporary closures of each leg of Leesville Road were necessary to complete grading work and paving in the intersection. The closure on the north leg of Leesville Road was completed in December 2016. The closure of the south leg of Leesville Road was completed in May 2017.

Greenview Drive Improvements



Greenview Drive and Leesville Road Intersection

Current Activity

Phase I construction has been completed.

The Contractor performed a traffic switch in late May 2017 to begin Phase II construction. The traffic switch, including south Leesville Road closure, was done at a time that avoided both the Liberty University Commencement and Memorial Day weekend. The project is now entering its final phase of construction which will involve median construction, installation of permanent traffic signals, final paving, and completion of sidewalks, shared use paths, and landscaping.

The project is behind schedule due to contractor delays. The current anticipated completion date is November 2, 2017. VDOT is holding the contractor accountable, including \$2500/day liquidated damages and is working closely with them to recover as much of the delay as possible.

PROJECT SCOPE

The intersection of US 460 Business (Timberlake Road) at Route 622 (Waterlick Road) is located in Campbell County— in an area within the Central Virginia Metropolitan Planning Area. The project consists of the construction of a northbound right turn lane on Route 622, a 4 ft wide concrete median on the NB and SB approaches of Route 622, EB and WB dual left turn lanes on Waterlick Road, and the installation of new signal poles on the corners.

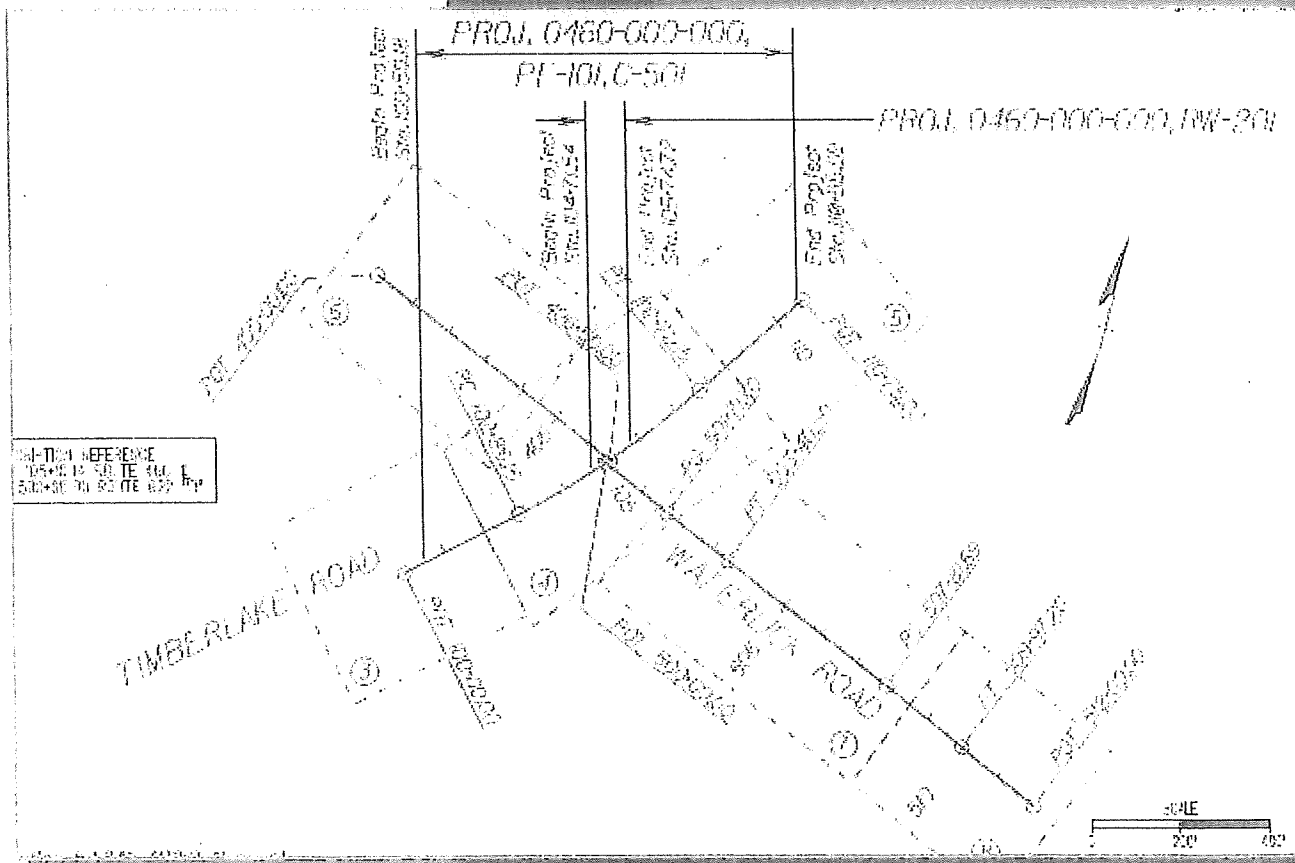
BUS. Route 460 Reconstruction at Rte. 622

BUDGET

PE:	\$445,965.00
RW:	\$ 1,134,303.00
CN:	\$1,653,029.00
TOTAL:	\$3,233,297.00

SCHEDULE

PE START:	02/28/2017
RW START:	04/03/2020
ADVERTISEMENT:	04/13/2021



PROJECT SCOPE

The purpose of this project is to improve alignment and reconstruct a wider roadway (both with the existing corridor and on new alignment) for this rural major collector roadway in northwestern Campbell County.

This project is the fourth construction project on Route 622 in Campbell County and, once completed, will provide the citizens of Campbell County with an improved corridor between the Campbell - Bedford County line and Route 29. Completing these improvements has long been a goal of both the Campbell County Board of Supervisors and the Appomattox Residency. Once completed, the reconstruction of this corridor will provide additional improved access to Route 29 south of Lynchburg, which is the premier location of residential and commercial development in Campbell County.

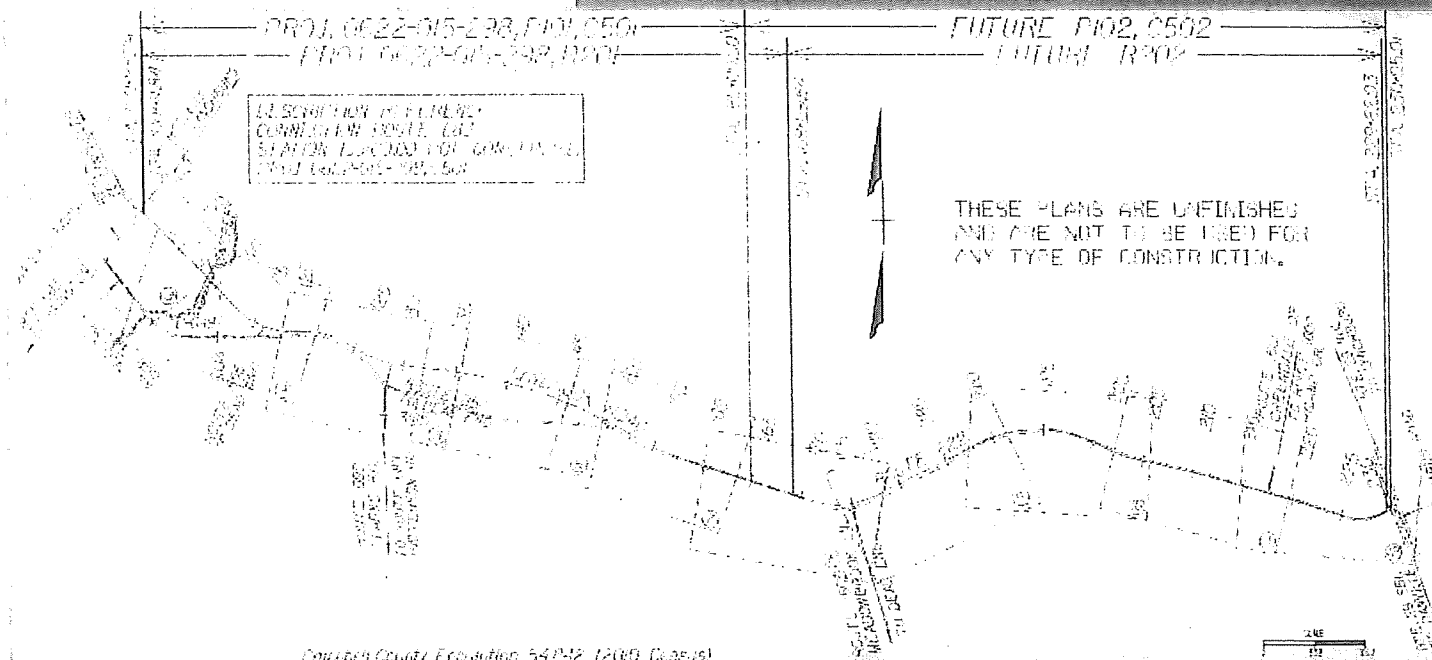
Route 622 Reconstruction

BUDGET

PE:	\$2,163,130.00
RW:	\$ 688,544.00
CN:	\$7,440,511.00
TOTAL:	\$10,292,185.00

SCHEDULE

PE START:	08/27/2005
RW START:	07/23/2017
ADVERTISEMENT:	07/16/2019



VDOT
Virginia Department of Transportation
LYNCHBURG DISTRICT

UPC: 5542
0622-015-298, P101, R201, C501, B649
Campbell County
Rural Major Collector
From: 0.004 Mi. E. of Route 683
To: 1.231 Mi. E. of Route 683

SMART SCALE – Round One

Locality	Route	Project Description	Total Project \$ Value	SMART SCALE funds \$
Altavista, Town of	Main Street and Lynch Mill Road	Construct right turn lane	2,370,161	2,370,161
Amherst County	Route 682, Woody's Lake Road	Reconstruct	7,855,088	7,855,088
Appomattox County	Route 460/609	Construct left/right turn lanes	1,182,981	1,182,981
Appomattox County	Route 460/630	Construct left/right turn lanes	721,625	721,625
Buckingham County	Route 15 and 636	Construct left/right turn lanes	2,652,279	2,652,279
Buckingham County	Route 60 and 56	Construct left/right turn lanes	2,967,687	2,967,687
Campbell County	Route 501	Widen shoulders, Route 607 to 655	2,271,487	2,187,487
Campbell County	Route 501/633	Construct left/right turn lane	2,543,998	2,478,998
Campbell County	Waterlick Road	Reconstruct intersection	3,233,297	3,233,297
Charlotte County	Route 360/47	Improve intersection	255,691	255,691 *
Charlotte County	Heartland Regional Business Park	Construct turn lanes and entrance	789,197	789,197
Danville, City of	Mount Cross Road -- Phase 1	Widen from 2 to 4 lanes	5,999,226	1,283,365
Danville, City of	Transit	Purchase 2 buses, construct bus shelter	269,226	269,226

Halifax County	Route 501	Construct passing lanes	20,122,087	19,794,412
Halifax County	Route 601	Improve roadway alignment	3,016,656	3,016,656
Lynchburg, City of	Central Business District Circulator	Purchase bus for circulator service	479,348	479,348
Lynchburg, City of	Odd Fellows Road – Segment 2	Reconstruct	19,581,800	17,202,165
Nelson County	Route 151/664	Construct right turn lane	925,177	925,177
Nelson County	Route 29/655	Construct right turn lanes	1,133,329	1,133,329
Pittsylvania County	Route 58/311	Construct left/right turn lanes	3,393,452	3,393,452
Pittsylvania County	Climax Road	Widen and overlay	1,317,000	1,317,000 #
Prince Edward County	Route 15/665	Construct left/right turn lanes	4,989,509	4,989,509
Prince Edward County	Route 15/692	Construct roundabout	2,808,037	2,808,037
Prince Edward County	Route 460 /307	Reconstruct intersection	2,744,657	2,744,657

SMART SCALE – Round Two

Locality	Route	Project Description	Total Project \$ Value	SMART SCALE funds \$
Amherst County	Route 29/151	Improve intersection	195,489	195,489
Appomattox County	Old Courthouse Road	Improve corridor	11,546,256	11,546,256
Campbell County	Route 622	Reconstruct portion and construct new segment, improve alignment, construct bridge	11,029,052	8,129,052
Charlotte County	Route 15/360	Improve intersection, including roundabout	7,514,634	5,217,268
Cumberland County	Route 690/45	Improve intersection, including roundabout	3,526,388	3,526,388
Danville, City of	Arnett Boulevard	Improve roadway, address pedestrian/bike traffic and safe route to GLH Johnson Elementary School	500,588	500,588
Danville, City of	Mt. Cross Road/Whitmell School Road	Improve intersection, including construction of right turn lane and implementation of access management	1,083,903	1,083,903
Farmville	South Main/Milnwood Road	Widen road, provide additional turn lanes	3,719,187	2,575,676
Halifax County	Route 501/ 648	Improve intersection	4,192,835	4,192,835
Prince Edward County	Route 460/ 626	Improve intersection, including installation of dynamic flashers	216,955	216,955

Preliminary Round 3 Smart Scale Projects

	B	C	D	E	F
1	Jurisdiction	District	UPC	System	Route
3	Amherst	Lynchburg		Primary	Intersection of 29 Bus and Coolwell
4	Amherst	Lynchburg		Secondary	Intersection of Seminole Dr and Lakeland Cir
5	Amherst	Lynchburg		Secondary	Intersection of Wright Shop and Old Wright Shop
6	Amherst	Lynchburg		Primary	Route 29 / 151 Intersection
7	Town of Amherst	Lynchburg		Trail	Ambriar Trail Connector
8	Appomattox	Lynchburg		Primary	
9	Town of Appomattox	Lynchburg		Primary	
10	Buckingham	Lynchburg		Primary	Intersection of 15/20
11	Buckingham	Lynchburg		Primary	Intersection Improvement Rt.15 Southbound at Rt. 617

Preliminary Round 3 Smart Scale Projects

	B	C	D	E	F
12	Campbell	Lynchburg	100556	Primary	US 501 Passing Lanes
13	Campbell	Lynchburg		Primary	Route 29 Corridor
14	Campbell	Lynchburg		Primary	Route 29 / 699 Intersection
15	Campbell	Lynchburg		Secondary	Route 622 Lynnbrooke Road Phase 2
16	Charlotte	Lynchburg			
17	Cumberland	Lynchburg		Primary	Cartersville Roundabout
18	Cumberland	Lynchburg		Primary	US 60 at VA 13
19	Danville MPO	Danville MPO		Secondary	Averett Roundabout
20	Danville MPO	Lynchburg		Secondary	Mount Cross Road/Mill Creek Road Safety Improvements Phase 2
21	Danville	Lynchburg		Secondary	Kentuck Road Intersection Improvement
22	Town of Halifax	Lynchburg		Primary	501 / State Route 360
23	Halifax	Lynchburg		Secondary	Rt. 751 from Rt. 58 to Rt. 699 (Phase 2)

Preliminary Round 3 Smart Scale Projects

	B	C	D	E	F
24	Halifax	Lynchburg		Primary	Intersection improvements at Rt. 58 / Rt. 751 (Phase 1)
25	Town of Halifax	Lynchburg		Primary	501 / State Route 360 (Mountain Rd)
26	Halifax	Lynchburg		Primary	Route 501 / 654 (Greens Folly Rd.)
27	Lynchburg	Lynchburg		Primary	Candlers Mountain Interchange
28	Lynchburg	Lynchburg		Primary	221/501
29	Nelson	Lynchburg		Primary	Route 29 / 6 Intersection
30	Nelson	Lynchburg		Primary	Oak Ridge Improvements
31	Nelson	Lynchburg		Primary	Route 6 @ Intersection with Route 151
32	Pittsylvania	Lynchburg		Primary	Route 40 and McBride Lane
33	Pittsylvania	Lynchburg		Primary	Berry Hill Connector
34	Pittsylvania	Lynchburg		Primary	Shula Drive R-Cut or Intersection Relocation

Preliminary Round 3 Smart Scale Projects

	B	C	D	E	F
35	Prince Edward	Lynchburg		Primary	US 460 Interchange
36	Prince Edward	Lynchburg		Secondary	Intersection Improvement @ Route 692 & 665
37	Town of Altavista	Lynchburg		Secondary	Lynch Mill Road (Rte 1466) & Altavista Elementary School
38	Town of Altavista	Lynchburg		Secondary	Intersection of Lynch Mill and Clarion Rd (Roundabout)
39	Farmville	Lynchburg		Secondary	High / Griffin / Oak Roundabout
40	Town of South Boston	Lynchburg		Secondary	Hamilton Blvd (Rte 4702)

Impact of SMART SCALE

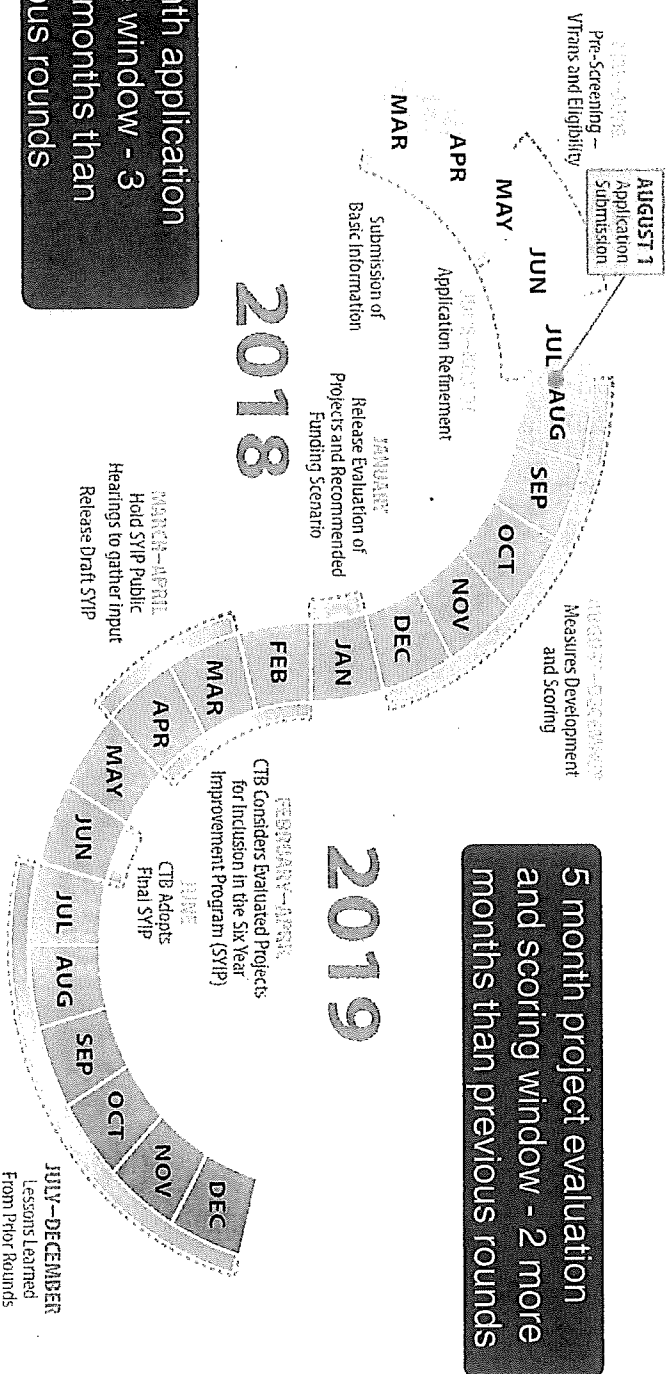
- ***Greater emphasis on the planning process*** and linkage to VTTrans needs
- Projects must be sufficiently developed such that benefits can be calculated - requires ***scoping of projects prior to funding decisions***
- Changes to project scope and/or cost may require reevaluation of benefits and scoring
- ***Importance of cost*** – need to focus the project scope on solving the problem/needs and don't let perfect get in the way of good
- Wants versus Needs - Reinforcing the concept of ***value engineering*** – applicants are seeing the importance of ***lean and focused scope of work***
- ***Thinking beyond SOVs*** – opportunities for bike/ped, transit, travel demand management (P&R, HOV) – non-SOV users used as scaling factor for several measures



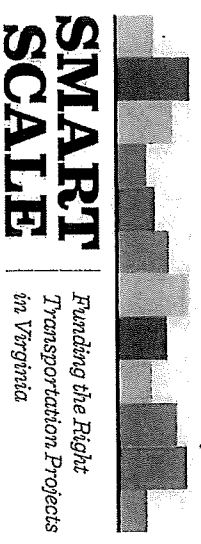
Funding the Right Transportation Projects in Virginia

Looking Forward - Round 3

- **Prepping for Round 3 – Start Now**
- **June CTB meeting**
 - Adoption of Six-Year Improvement Program
 - Consideration of proposed process/policy enhancements for Round 3
- **Round 3 Timeline**



Recommended Limits on Number of Applications



June CTB Meeting Generated Significant Discussion

- Approach modified
- Established 2 tiers based on population

Tier	Localities	MPOs/PDCs/Transit Agencies	Maximum Number of Applications
1	Less than 200K	Less than 500K	4
2	Greater than 200K	Greater than 500K	8

Increasing multi-modal access also adds points.

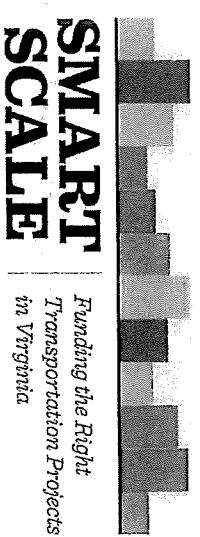
Projects will score higher with local match contributions

17

Office of the SECRETARY of TRANSPORTATION

35% of score derives from economic development data locality must input
 Alliances' INPLAN Program will help build the narrative of support

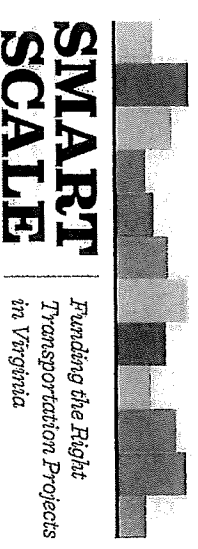
Measure Enhancements ED.1 - Site Development



Feedback/Direction from June CTB meeting

- Consider additional point for economically distressed areas
 - Several data sources are available for determination of economically distressed areas
- Next several slides outline potential data sources to establish economically distressed areas in Virginia

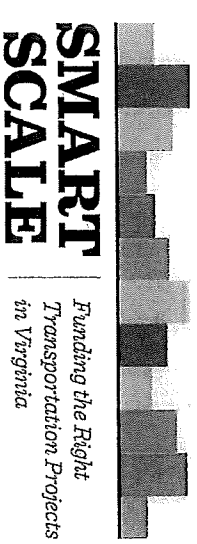
Measure Enhancements ED.1 - Site Development



Recommendations

- Zoned properties must get primary access from project
- Remove 0.5 point for consistency with local and regional plans
 - *Transportation Project specifically referenced in local comprehensive plan or regional economic development strategy = 0.5 points*
- *Project within economically distressed area = 0.5 points*
- Reduce max buffer to 3 miles for economic development sites

Measure Enhancements ED.1 - Site Development



Recommendations (cont)

- Distinguish the level of readiness for site plans

Site Readiness	Points
Conceptual site plan submitted	0.5
Conceptual site plan approved	1
Detailed site plan submitted	2
Detailed site plan approved	4

- Consider the establishment of maximum square footage
 - Based on current level of development - cannot exceed x% of total current square footage in jurisdiction(s)
 - *Currently working with several localities to determine if appropriate data is available*