



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2019

MOTION

Made By: Ms. DeTuncq, Seconded By: Mr. Yates
Action: Motion Carried, Unanimously

Title: Revision to SMART SCALE Round 3 Consensus Scenario for the Final FY 2020 - 2025 Six-Year Improvement Program.

WHEREAS, on May 15, 2019, the Board adopted a Consensus Scenario as the approach to be used in funding projects scored pursuant to Round 3 of the SMART SCALE Project Prioritization Process for purposes of preparing the Final FY 2020-2025 Six-Year Improvement Program; and

WHEREAS, substantial additional revenues were identified to support Round 3 project selections following completion of the spring public hearings as a result of additional federal funds made available from the Federal Highway Administration; and

WHEREAS, due to this late notification of additional federal funding, certain districts were prevented from engaging in the desired level of coordination and consideration of project selections; and

WHEREAS, the Preston Avenue and Grady Avenue Intersection Improvement in the City of Charlottesville was ranked number 5 in Culpeper District and selected for funding in the Consensus Scenario using \$5.9 million in Culpeper District Construction District Grant Funding; and

WHEREAS, the 5th Street SW Corridor Improvement in the City of Charlottesville was ranked number 6 in the Culpeper District with a cost of \$6.1 million and was not selected for funding in the Consensus Scenario; and

WHEREAS, the City of Charlottesville and the Culpeper District have recently determined that the 5th Street SW Corridor Improvement warrants immediate consideration for improvement and should be funded in lieu of the Preston Avenue and Grady Avenue Intersection Improvement; and

WHEREAS, the Richmond District did not fully allocate the additional High Priority Projects Program funding made available to the district, leaving more unallocated High Priority Projects Program funding than any other district; and

WHEREAS, the City of Richmond has submitted a reduced SMART SCALE request for the CSX Bridge Replacement for Walking and Biking from \$5.7 million to \$3.1 million due to additional funding committed by CSX Corporation, making it the next highest ranked project eligible for High Priority Funds for which sufficient funds are available to fully fund; and

WHEREAS, the additional High Priority Projects Program funding needed to fully fund the CXS Bridge Replacement for Walking and Biking project is in line with the amount of additional High Priority Projects Program funding other districts received above their distribution to fully fund a project; and

WHEREAS, the City of Richmond intends to take over ownership of the CSX bridge over Lombardy Street upon completion, resolving questions regarding maintenance of the bridge.

NOW THEREFORE BE IT RESOLVED, that the Board finds it appropriate to fund the 5th Street SW Corridor Improvement in the City of Charlottesville for \$6.1 million instead of the Preston Avenue and Grady Avenue Intersection Improvement in the City of Charlottesville for \$5.9 million using Culpeper District Construction District Grant funds.

BE IT FURTHER RESOLVED that the Board finds it appropriate to fund the CSX Bridge Replacement for Walking and Biking in the City of Richmond for \$3.1 million using High Priority Projects funding.

BE IT FURTHER RESOLVED that the Board recommends inclusion of these revisions to the Consensus Scenario adopted May 15, 2019 in the FY2020-2025 Final Six-Year Improvement Program.

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CTB Decision Brief

Revision to SMART SCALE Round 3 Consensus Scenario for the Final FY 2020 -2025 Six-Year Improvement Program

Issue:

On May 15, 2019, the Board adopted a Consensus Scenario as the approach to be used in funding projects scored pursuant to Round 3 of the SMART SCALE Project Prioritization Process for purposes of preparing the Final FY 2020-2025 Six-Year Improvement Program. Substantial additional revenues were identified to support Round 3 project selections following completion of the spring public hearings as a result of additional federal funds made available from the Federal Highway Administration. Due to this late notification of additional federal funding, certain districts were prevented from engaging in the desired level of coordination and consideration of project selections.

Facts:

The Preston Avenue and Grady Avenue Intersection Improvement in the City of Charlottesville was ranked number 5 in Culpeper District and selected for funding in the Consensus Scenario using \$5.9 million in Culpeper District Construction District Grant Funding. The 5th Street SW Corridor Improvement in the City of Charlottesville was ranked number 6 in the Culpeper District with a cost of \$6.1 million and was not selected for funding in the Consensus Scenario.

The City of Charlottesville and the Culpeper District have recently determined that the 5th Street SW Corridor Improvement warrants immediate consideration for improvement and should be funded in lieu of the Preston Avenue and Grady Avenue Intersection Improvement. The City has an HSIP project and a bike/ped project on 5th Street that will compliment the SMART SCALE Project. In addition the recent development on 5th Street Extended has increased traffic on 5th Street enhancing the need to complete this project sooner rather than later.

The Richmond District did not fully allocate the additional High Priority Program funding made available to the district, leaving more unallocated High Priority Projects Program funding than any other district. The City of Richmond has submitted a reduced SMART SCALE request for the CSX Bridge Replacement for Walking and Biking from \$5.7 million to \$3.1 million due to additional funding committed by CSX Corporation, making it the next highest ranked project eligible for High Priority Funds for which sufficient funds are available to fully fund. The additional High Priority Projects Program funding needed to fully fund the CXS Bridge Replacement for Walking and Biking project is in line with the amount of additional High Priority Projects Program funding other districts received above their distribution to fully fund a project.

This project will provide critical safety improvements and enhance multimodal access along Lombardy Street from Leigh Street, north of the Pulse BRT, to Virginia Union University and surrounding Northside communities. The Lombardy Street Bridge in the City of Richmond is structurally deficient. The City of Richmond intends to take over ownership of the CSX bridge

Decision Brief

Revision to SMART SCALE Round 3 Consensus Scenario for the Final FY 2020 -2025 Six-Year Improvement Program

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over Lombardy Street upon completion, resolving questions regarding maintenance of the bridge.

Recommendations: The Office of Intermodal Planning and Investment recommends the approval of proposed revisions to the Round 3 Consensus Scenario.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to adopt changes to the Round 3 Consensus Scenario to be included in the Fiscal Years 2020 – 2025 Six-Year Improvement Program.

Result, if Approved: If approved, the revisions to the Round 3 Consensus Scenario will be included in the 2025 Six-Year Improvement Program.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None