



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
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COMMONWEALTH TRANSPORTATION BOARD

We are concerned about your health, and we are committed to do all we can to reduce the risk and spread of novel coronavirus. Governor Ralph Northam declared a state of emergency in Virginia on Thursday, March 12 in response to COVID-19. In light of this action, we have decided to conduct the January 2021 Commonwealth Transportation Board (CTB) workshop meeting using electronic communications in accord with Item 4-0.01.g. of Chapter 1289 (2020 Acts of Assembly), as the COVID-19 emergency makes it impracticable or unsafe to assemble in a single location. The purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operation of the CTB and the discharge of its lawful purposes, duties, and responsibilities.

All board members will be participating remotely. The public may view the meeting via live stream by clicking the "View video" button at the following link: http://www.ctb.virginia.gov/public_meetings/live_stream/default.asp. There will be opportunity for public comment at the beginning of the January 19, 2021 Action meeting which will start upon adjournment of this meeting. Public comment can be submitted by calling the following telephone number 1-650-667-2503 followed by PIN 418 747 052# when it is announced that public comment will begin. A caller may be placed on hold until others who have called in earlier have had opportunity to speak.

In the event there is an interruption in the broadcast of the meeting, please call (804) 729-6495.

Should you wish to offer comment regarding how meetings using electronic communications technology compare to traditional meetings when the CTB is physically present, you may complete the FOIA Council's Electronic Meetings Public Comment form appearing at the end of this agenda and submit it to the FOIA Council as described on the Form.

WORKSHOP AGENDA

January 19, 2021

9:00 a.m.

1. Draft Policy for the Prioritization of the VTrans Mid-term Needs
Jitender Ramchandani, Office Intermodal Planning and Investment
2. I-495 American Legion Bridge Transit and TDM Plan Update
Jennifer DeBruhl, Virginia Department of Rail and Public Transportation
3. Preliminary FY 2022 – 2027 Commonwealth Transportation Fund
Six-Year Financial Plan
Laura Farmer, Virginia Department of Transportation
4. SMARTSCALE Round 4
Chad Tucker, Office Intermodal Planning and Investment

Agenda
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5. Virginia COVID-19 Traffic Trends
Mena Lockwood, Virginia Department of Transportation
6. Monarch Butterfly Candidate Conservation Agreement with Assurances
Angel Deem, Virginia Department of Transportation
7. Bowers Hill Environmental Impact Statement
Angel Deem, Virginia Department of Transportation
8. Tolling and Proposed Amendments
David Caudill, Virginia Department of Transportation
9. State of Good Repair Prioritization Process Methodology and FY 2022
Percentage Fund Distribution
Kimberly Pryor, Virginia Department of Transportation
10. SMART SCALE Proposed Budget Increase and Cancellation
Richmond-Henrico Turnpike Northern and Southern Segments
(UPC 110911 & 111716) – Richmond District
Kimberly Pryor, Virginia Department of Transportation
11. Director's Items
Jennifer Mitchell, Virginia Department of Rail and Public Transportation
12. Commissioner's Items
Stephen Brich, Virginia Department of Transportation
13. Secretary's Items
Shannon Valentine, Secretary of Transportation

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COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

DRAFT POLICY FOR THE PRIORITIZATION OF THE VTRANS MID-TERM NEEDS

Commonwealth Transportation Board

Nick Donohue, Deputy Secretary of Transportation
Jitender Ramchandani, AICP, PMP

January 19, 2021



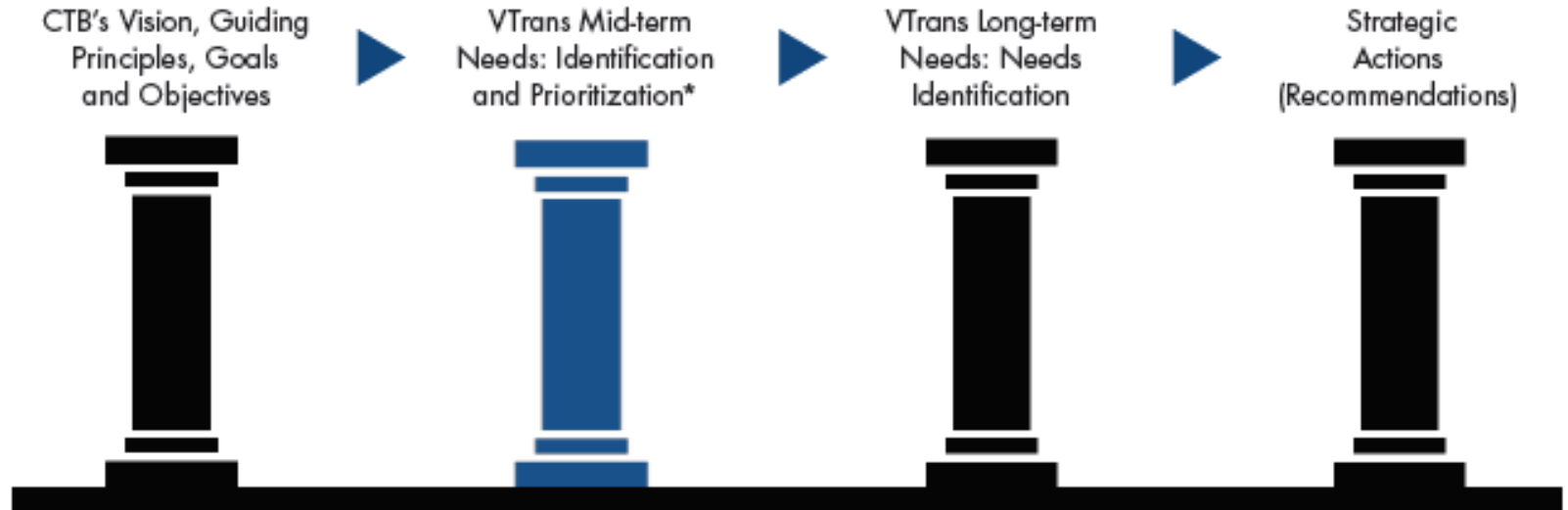
PURPOSE AND DISCUSSION ITEMS

- **Purpose:**
 - Share the Draft Policy for the Prioritization of the VTrans Mid-term Needs and comments received
 - Request for Board action at the February CTB Meeting
- **Discussion Items:**
 - Context and Overview
 - Overview of the VTrans Prioritization Policy
 - Results based on the Draft Policy
 - Outreach and Engagement
 - Recommended Actions or Modifications
 - Next Steps



CONTEXT AND OVERVIEW | ABOUT VTRANS

- Major components in VTrans - Virginia's Transportation Plan



* Focus of today's presentation

CONTEXT AND OVERVIEW | TIMELINE OF THE PRIORITIZATION POLICY

January 2020	<p>Direction from the Board</p> <p>Board action on the policy for the identification of the VTrans Mid-term Needs; direction to OIPI to prioritize</p>
May - June	<p>Briefings</p> <p>Gather initial feedback on the approach to methodology</p>
July	<p>CTB Workshop</p> <p>Present initial approach to the methodology and gather feedback</p>
July - Sept	<p>Evaluate</p> <p>Develop initial methodology options and associated results</p>
Oct - Nov	<p>Release Draft Policy</p> <p>30-day review and comment period, Conduct VTrans Virtual Workshops</p>
Oct - Nov	<p>Briefings</p> <p>Gather feedback on the draft methodology and the results</p>
January 2021	<p>CTB Workshop</p> <p>Present summary of comments received on the draft policy</p>
Feb	<p>CTB Meeting</p> <p>Incorporate changes and request Board Action</p>

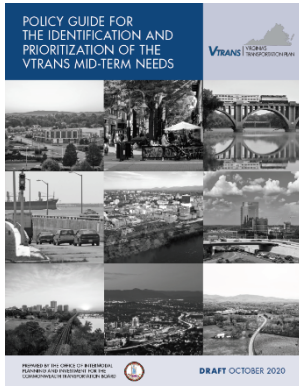


Outreach and engagement

 **We are here**

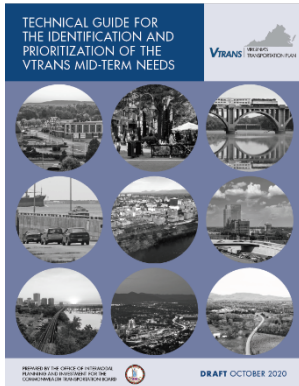
CONTEXT AND OVERVIEW | DOCUMENTATION OF THE DRAFT POLICY

Policy Guide



- **Draft policy was made available for public review and feedback between **October 29 and November 30, 2020****
 - Policy Guide
 - Synthesizes a **draft policy recommendation** with relevant existing policies
 - Provides framework and policy-level details
 - Technical Guide
 - Documents data sources, methods, and processes

Technical Guide



- **Board action requested on the Policy Guide, with the following direction:**
 - The methodology outlined in the Technical Guide may continue to evolve and improve based upon advances in technology, data collection, and reporting tools, and if any such improvements would modify or affect the policy and process described in the Policy Guide, they shall be brought to the Board for review and approval.

SIGNIFICANCE OF THE POLICY

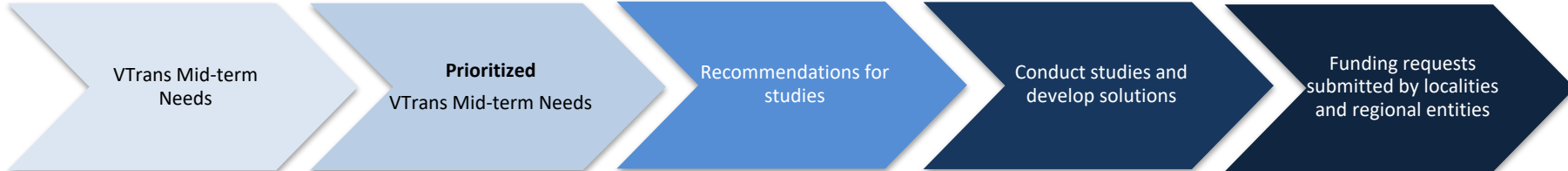
- **Based on guidance from the Board, this policy may:**
 - Guide the development of Multimodal Project Study Pipeline
 - Inform other state planning and programming purposes



SIGNIFICANCE OF THE POLICY | EXAMPLE



Route 3 (Plank Rd) near Bragg Rd Intersection in Fredericksburg Construction District



Per the Board adopted policy, this location has several needs that can be addressed by policies, programs, or projects

Per the draft policy, this segment would be one of the **Priority 1 Locations** for the Fredericksburg Construction District based on the following:

Congestion Mitigation	Low
Transit Access to Activity Centers	High
Bicycle Access to Activity Centers	Very High
Pedestrian Access to Activity Centers	Very High
Safety Improvement	High
Pedestrian Safety	Very High
Capacity Preservation	Medium/Low
Travel Demand Management	Very High/High
Access to Economic Dev. Area	Low

Require modifications to existing policies or creation of new policies

- **Prioritized Transportation Needs and Locations established based on the draft policy:**
 - Follow data-driven, transparent, and replicable methods
 - Allow localities to develop innovative context-sensitive multimodal solutions (infrastructure improvements, policies, or programs)
 - Example: Arlington County's innovative Transportation Demand Management programs
 - Allow for specificity while avoiding prescriptiveness
 - Example: Solution to a congestion problem can be a bike share program or a new bus service

POLICY FOR THE PRIORITIZATION OF THE VTRANS MID-TERM NEEDS | PROCESS

STEP 1

Establish Types of Priorities

- Establish criteria for aggregating VTrans Need Categories

STEP 2

Prioritize within Needs Categories

- Establish priorities within each VTrans Need Category

Prioritized Needs

- Very high
- High
- Medium
- Low

STEP 3

Weigh and Aggregate Needs across Needs Categories

- Apply weighting
- Identify initial Statewide and Construction District Priority Locations

STEP 4

Adjust Priorities for Influencing Factors

- Consider influencing factors
- Adjust the Statewide and Construction District Priority Locations

Prioritized locations:

- Statewide Priority Location 1 - 4
- Construction District Priority Location 1 - 4

STEP 1: ESTABLISH TYPES OF PRIORITIES

Statewide Priorities: Statewide Priorities are established using Needs in the following VTrans Travel Markets:

- Corridors of Statewide Significance (CoSS)
- Safety along CoSS

One set of Statewide Priorities
Directly or indirectly benefit Virginians no matter where they live



Construction District Priorities: Construction District Priorities are established using Needs in the following VTrans Travel Markets:

- Regional Networks (RN)
- Safety
- Urban Development Area (UDA): Access to Industrial and Economic Development Areas (IEDA)

Nine sets of Construction District Priorities, one for Each Construction District
Serve regional transportation needs in each Construction District



Photo Credit: Virginia Department of Transportation

STEP 2: PRIORITIZE WITHIN EACH NEED CATEGORY

- **Prioritize each Need Category (e.g. Congestion, Safety, etc.) using:**
 - Severity
 - Magnitude
- **Examples:**
 - **Statewide Priorities:** Compare a Safety Need along Route 11 in Bristol against a Safety Need along Route 1 in NoVA
 - **Construction District Priorities:** For Salem District, compare a transit need in Roanoke with one in Blacksburg

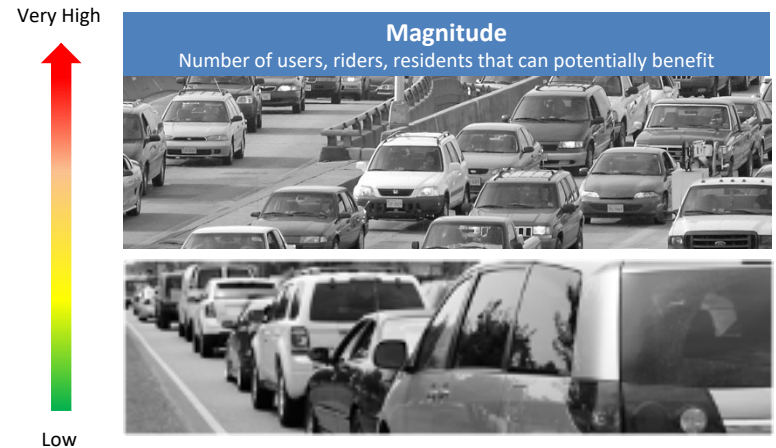
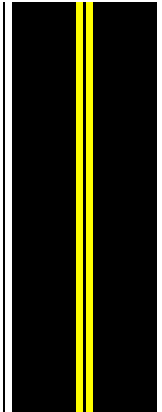


Photo Credit: Virginia Department of Transportation

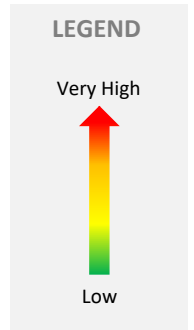
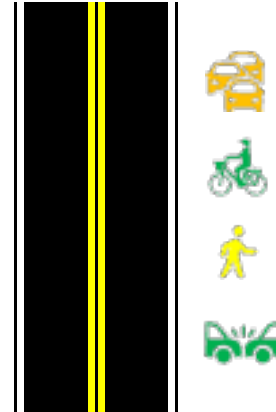
STEP 3: WEIGHT AND AGGREGATE ACROSS NEED CATEGORIES

- **Prioritized Needs (Very High, High, Medium, Low) are weighted by category and added for each segment**

- Location with a Very High Transit Access Need
- No other Needs present



- Location with several High, Medium, and Low Needs
- No Very High Need Present



STEP 3: WEIGH AND AGGREGATE ACROSS NEED CATEGORIES

Travel Market	Board-adopted VTrans Need Category	Weighting - Statewide Priority	Weighting – Construction District Priority ¹				
			Area Type A	Area Type B	Area Type C	Area Type D	
CoSS	Congestion Mitigation	25.00%	These Need Categories are not utilized for establishing Construction District Priority Locations.				
CoSS	Improved Reliability	15.00%					
CoSS	Rail on Time Performance	10.00%					
CoSS	Capacity Preservation	10.00%					
CoSS	Transportation Demand Management	15.00%					
Safety	Roadway Safety (along CoSS)	25.00%					
RN	Congestion Mitigation	These Need Categories are not utilized for establishing Statewide Priority Locations.	25.00%	15.00%	10.00%	5.00%	
RN	Improved Reliability		20.00%	10.00%	5.00%	5.00%	
RN	Transit Access to Activity Centers		5.00%	6.25%	6.25%	3.75%	
RN	Transit Access for Equity Emphasis Areas		5.00%	6.25%	6.25%	3.75%	
RN	Bicycle Access to Activity Centers		5.00%	6.25%	6.25%	3.75%	
RN	Pedestrian Access to Activity Centers		5.00%	6.25%	6.25%	3.75%	
RN	Capacity Preservation		2.50%	10.00%	15.00%	20.00%	
RN	Transportation Demand Management		10.00%	10.00%	10.00%	10.00%	
Safety	Roadway Safety		15.00%	15.00%	20.00%	25.00%	
Safety	Pedestrian Safety		5.00%	5.00%	5.00%	5.00%	
UDA	Access to Industrial and Economic Development Areas		2.50%	10.00%	10.00%	15.00%	
Total			100%	100.00%	100.00%	100.00%	100.00%

¹ Weighting for Construction District Priority Locations is based on SMART SCALE Area Types with the following variations:

- Area Type A: Weighting for *Safety* increased from 5% to 20%; Combined weighting for *Land Use + Accessibility* decreased from 35% to 20%.
- Area Type B: Weighting for *Congestion* increased from 15% to 25%; combined weighting for *Land Use + Accessibility* decreased from 35% to 25%.

STEP 4: ADJUST FOR INFLUENCING FACTORS

- Initial Priority Locations are adjusted for two types of influencing factors

Co-located Bridge and Pavement Needs



Carson Road (Rte 703) Bridge Replacement



I-81 Pavement Project

Exposure to Flooding

Projected or Historic Sea Level Rise, Storm Surge, and Inland/Riverine Flooding



Tropical Storm IDA – Route 10



Hurricane Isabel – Midlothian Turnpike & Labrook Drive

Photo Credit: Virginia Department of Transportation

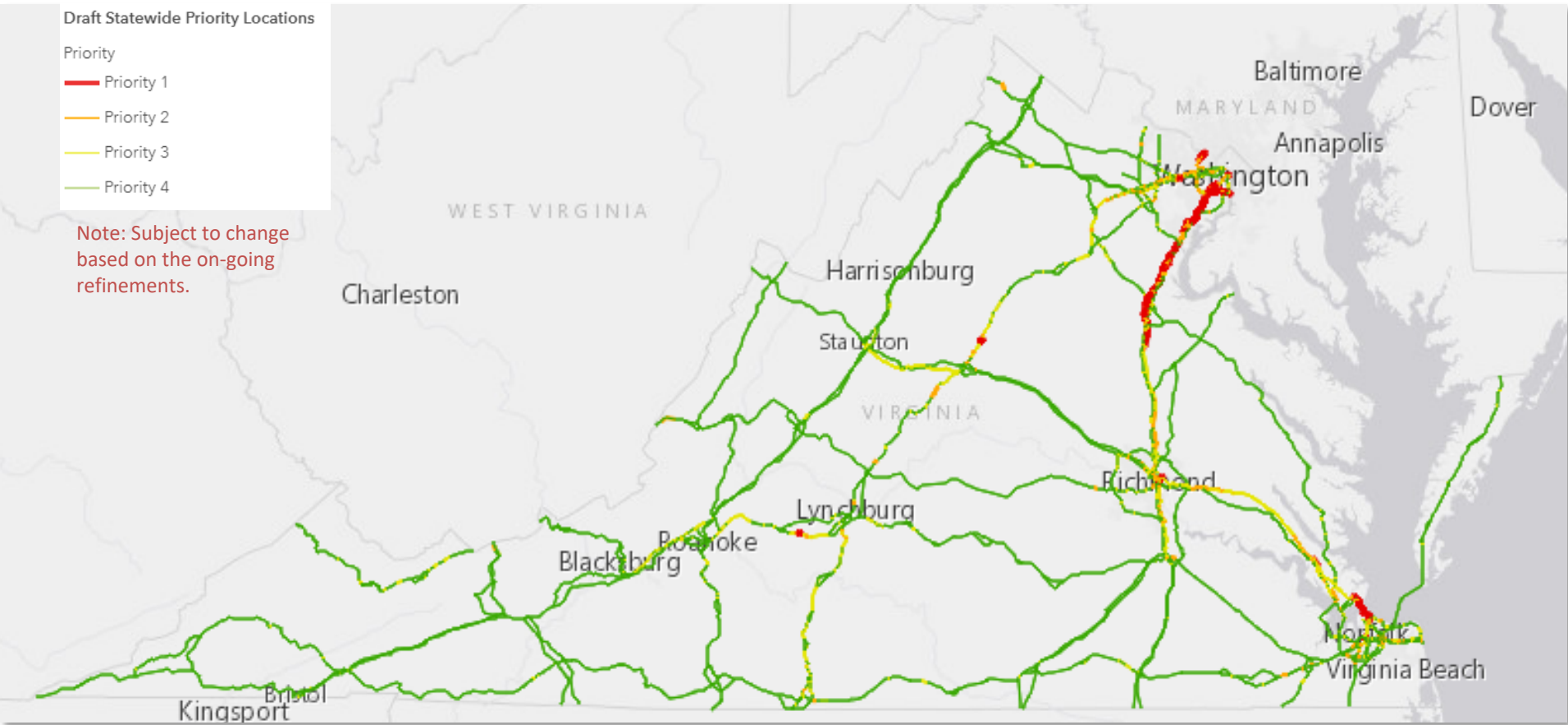
RESULTS BASED ON THE DRAFT POLICY | STATEWIDE PRIORITY LOCATIONS

Draft Statewide Priority Locations

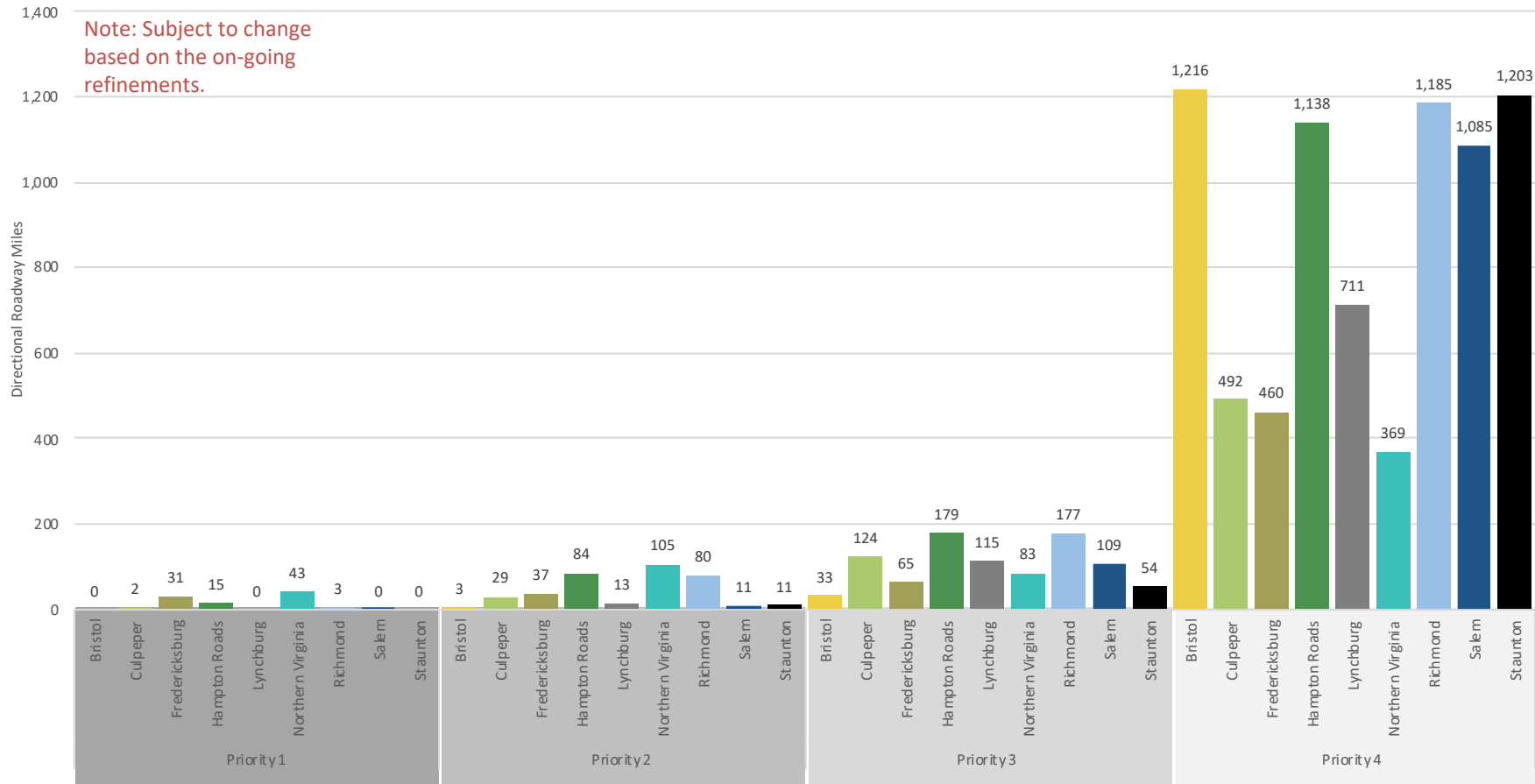
Priority

- Priority 1
- Priority 2
- Priority 3
- Priority 4

Note: Subject to change based on the on-going refinements.



RESULTS BASED ON THE DRAFT POLICY | STATEWIDE PRIORITY LOCATIONS (DIRECTIONAL MILEAGE)



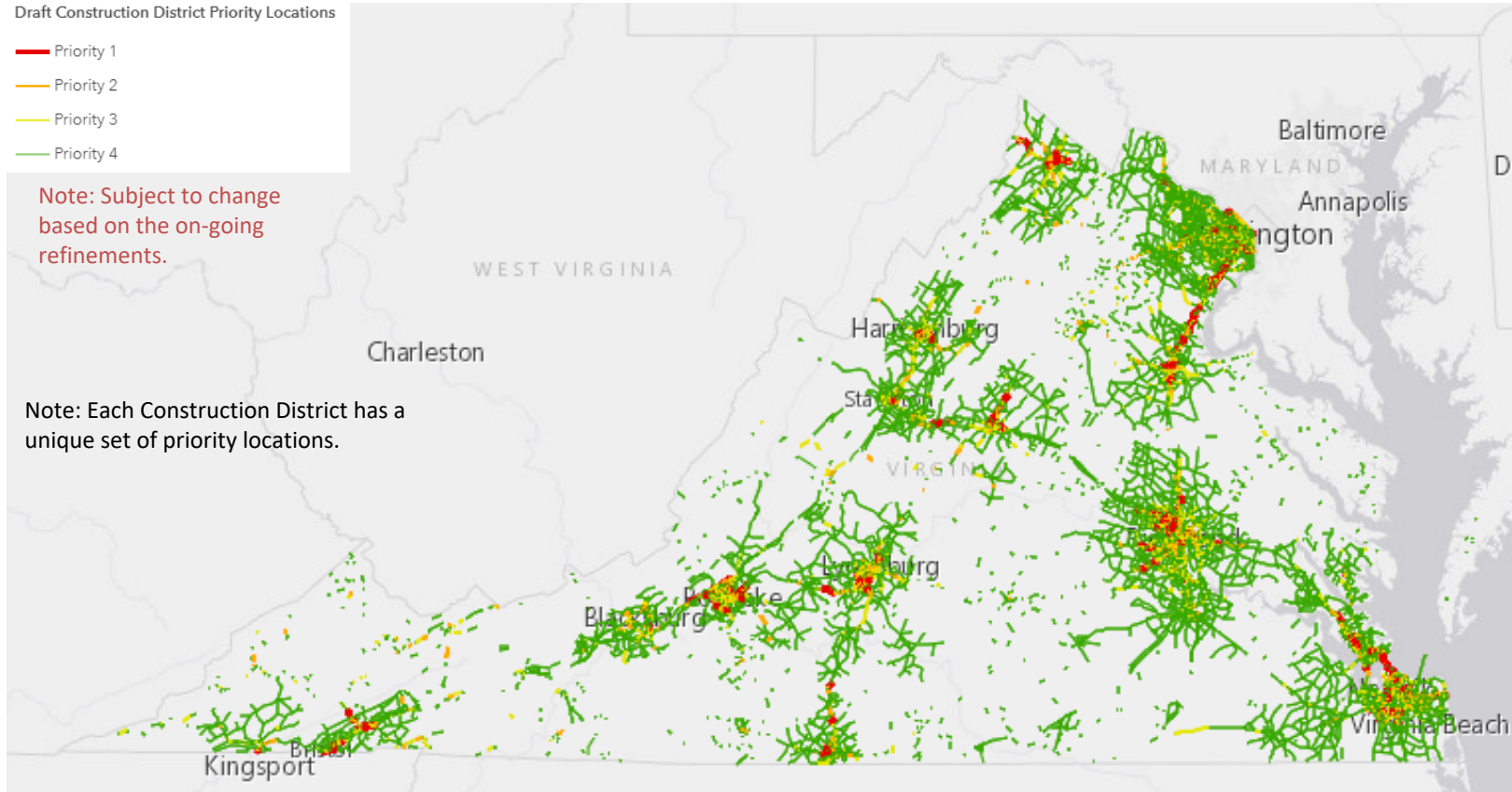
RESULTS BASED ON THE DRAFT POLICY | CONST. DISTRICT PRIORITY LOCATIONS

Draft Construction District Priority Locations

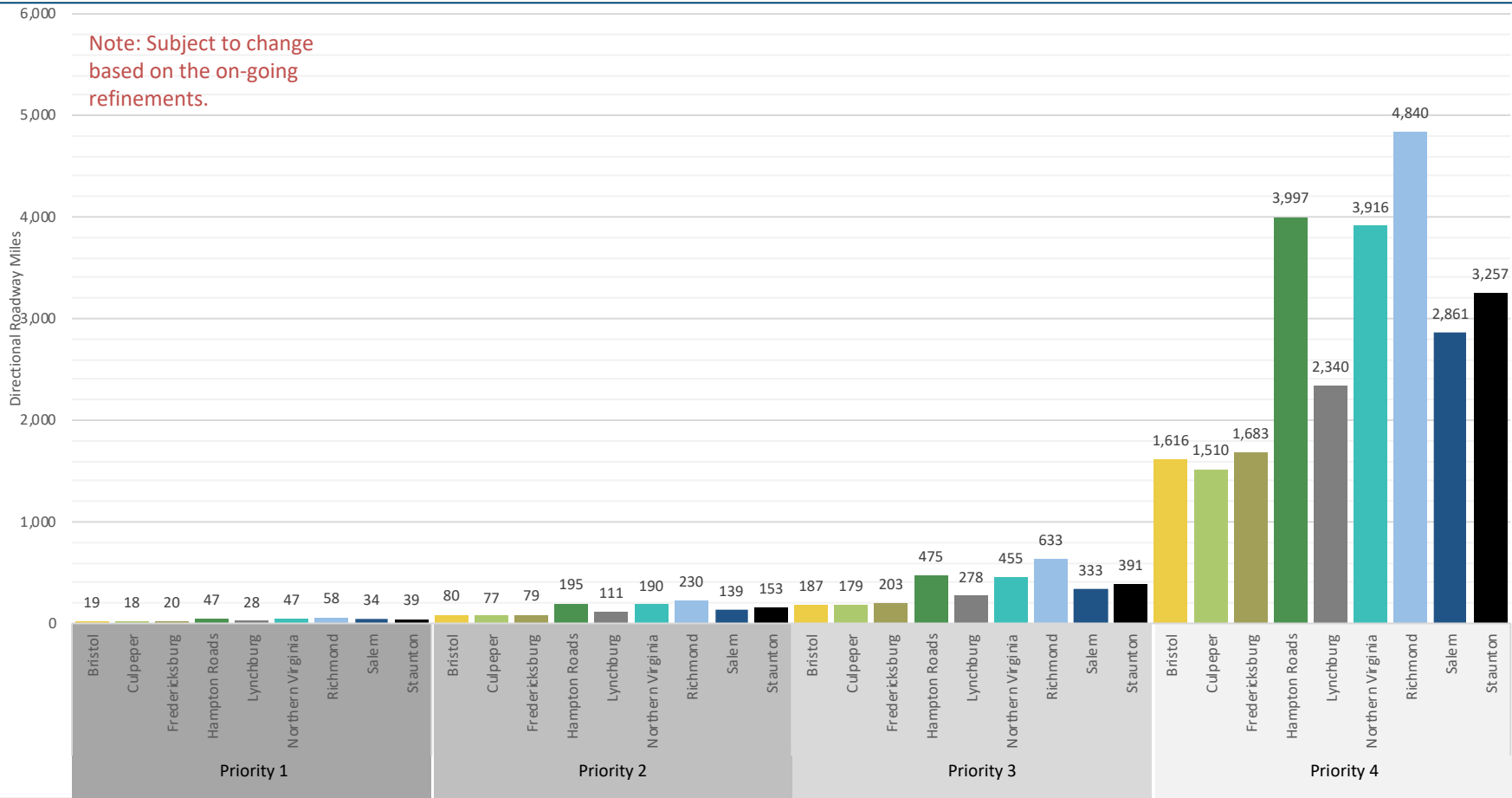
- Priority 1
- Priority 2
- Priority 3
- Priority 4

Note: Subject to change based on the on-going refinements.

Note: Each Construction District has a unique set of priority locations.



RESULTS BASED ON THE DRAFT POLICY | CONST. DISTRICT PRIORITY LOCATIONS (DIRECTIONAL MILEAGE)



OUTREACH AND ENGAGEMENT

- **Agency and Public Outreach since the July CTB Workshop meeting:**
 - 33 briefings or presentations at MPO and PDCS meetings as well as at other forums
 - 4 Virtual Workshops attended by over 350 participants
 - Several one-on-one meetings with various agencies and jurisdictions
 - Promotional posts on social media (Facebook)

Promotional Posts on Social Media (Facebook):

- Impressions: 449,689
- Engagements: 7,808
- Clicks: 6,262
- Reactions: 751

Attendee Self-affiliation	<u>Number of Agencies / Jurisdictions Reached</u>		<u>Number of Agencies / Jurisdictions Commented</u>	<u>Number of Written Comments</u>	
	2020 VTrans Virtual Workshops	MPO/PDC Meetings		Total	Comments on the Draft Prioritization Policy
City	13	27	4	28	23
County	24	33	6	82	61
Town	7	7	0	0	0
Transit/TDM	6	18	1	2	2
PDC/MPO	19	10	9	41	39
Other Regional	2	1	0	0	0
Other State	5	3	0	0	0
Other	18	9	3	33	19
TOTAL	94	108	23	186	144

AGENCY OUTREACH AND ENGAGEMENT | SUMMARY OF WRITTEN COMMENTS

- **All written comments on the draft policy are included in the Board Packet**
- **High-level Summary based on discussions and written comments**
 - A few (supportive) comments on increased weighting for Safety (in Area Type A) used for establishing District Priority Locations
 - Support for OIPI’s Growth and Accessibility Planning Technical Assistance Program to study locally-identified UDA Needs
- **Other comments**
 - Comments on existing VTrans-related Board policies will be considered for future updates



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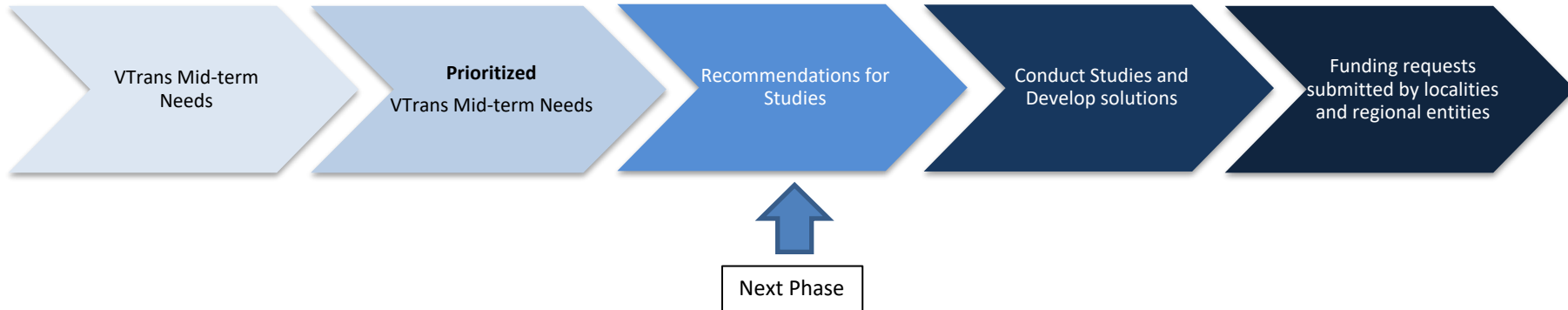
- **High-level Summary based on discussions and written comments *(continued)***
 - Questions and comments regarding utilization of the priorities
 - Concern that there are fewer Priority 1 Locations in rural areas
 - Concern that all local priorities may not necessarily rise to the level of being Statewide or Construction District priorities
 - Concern that studies funded in the past may not get funded
 - Comment to ensure that local preferences (e.g. mode, strategy) are considered while developing solutions
 - Concern that the influencing factor for projected sea level rise is used a positive influencing factor for establishing priority locations

AGENCY OUTREACH AND ENGAGEMENT | RECOMMENDED MODIFICATIONS

Comment or Concern	Policy	Recommendation or Modification
Include Fauquier County in the Northern Virginia Regional Network	VTrans Travel Markets	Per the existing Board Policy for VTrans Travel Markets, include Fauquier County in the Northern Virginia Regional Network
Request for more emphasis on rapidly developing corridors	Draft Prioritization Policy, Step 1	Also utilize <i>CoSS Need for Capacity Preservation</i> for establishing Construction District Priority Locations.
Consider equity / economic distress / transportation disadvantaged as an influencing factor	Draft Prioritization Policy, Step 4	Include economic distress as an influencing factor for establishing Construction District Priority Locations

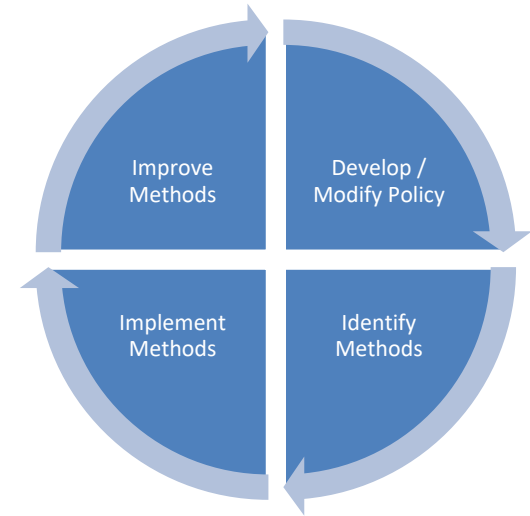
AGENCY OUTREACH AND ENGAGEMENT | ITEMS FOR FUTURE PHASES

- **Considerations for the next phase**
 - Fewer Priority 1 Locations in rural areas
 - Strategic importance of roadways and corridors
 - Committed improvements or previously completed studies
 - Need to ensure that studies and solutions focus on the underlying need



AGENCY OUTREACH AND ENGAGEMENT | CONSIDERATIONS FOR FUTURE UPDATES

- **Several agencies and jurisdictions have provided suggestions and recommendations for data sources, data usage, etc.**
- **The implementation of the Draft Policy for Prioritization will benefit from Continuous Improvement that addresses:**
 - Accuracy and completeness of data
 - Congruity and consistency of data

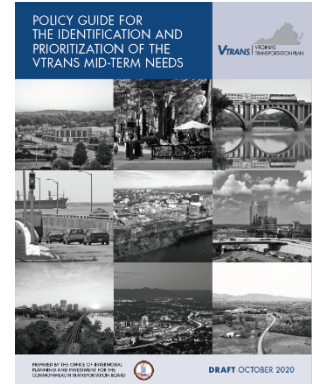


Continuous Improvement

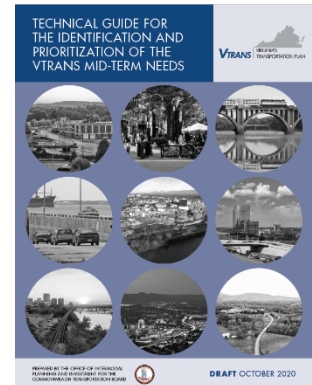
NEXT STEPS

- Based on the guidance from the Board, modify **Policy and Technical Guides for the Identification and Prioritization of the VTrans Mid-term Need**
- Request Board action on the draft policy at the February CTB Meeting

Policy Guide



Technical Guide



Comments and Responses - Draft Policy for the Prioritization of the VTrans Mid-term Needs

Comment Period: October 29, 2020 through November 30, 2020

ID	Name of Submitter	Submitter's Affiliation (if applicable)	Date Received	Method Received	Comment	Response
1	David Foster	RAIL Solution	11/6/2020	Email	The prioritization process seems well planned and executed, but it suffers from the limitation that the rankings include only those project ideas initially included. Life isn't that static, and somehow it seems to me that this process needs to allow for unforeseen projects that now are very important in light of changed needs or opportunities. How is this addressed?	Your point is noted and will be considered in the future phases of the Multimodal Project Pipeline effort.
2	John Madera	NSVRC/WinFred MPO	11/16/2020	Email	The Transit Access to AC methodology, as well as the results in the Win-Fred region, are not intuitive to me. Roads deemed Very High Priority extend far into the countryside west, north and east of Winchester, areas not planned or forecast for growth under any horizon. Points increase with higher functional classification/increased speed, an approach that seems to favor commuter/express service – not feasible in little Winchester. In short, the methodology does not seem to produce credible results.	The draft technical guide will be modified to address this issue.
3	Sarah Crawford	Arlington County	11/20/2020	Email	As Dennis outlined, and Rich detailed, we're vested in ensuring that the plan is balanced across all modes, and that weightings are distributed evenly across modes. I empathize that Virginia is a very diverse state. For regional transportation to be successful in Arlington, and across Northern Virginia, we need all modes to take up a proportional share of the mode split, and we need that to be reflected in how our priorities are rated.	The Mid-term Needs categories were developed based on the VTrans Goals and, per the Board Policy, are mode-neutral, in that the identified Needs do not prescribe a particular solution or project to address a need. While the Needs have been assigned to the roadway network for organizational purposes, Needs can be addressed through a variety of solutions and modes. For example, an identified congestion need could be addressed through roadway, transit, bike, ped, or TDM solutions.
4	Chloe Delhomme	City of Manassas	11/20/2020	Email	My main concern related to the priorities is that the Liberia Avenue corridor (including Liberia Avenue intersection with Prince William Parkway) is higher in priority for safety but not congestion for the RN. Our transportation master plan identified that intersection as well as a section of Liberia Avenue as a priority for congestion.	Not all high priority needs for a jurisdiction may rise to the level of Priority 1 location for the State or Construction District.
5	Anne Nygaard	City of Lynchburg	11/23/2020	Email	Wording on Step 1, specifically "Define Geographical Levels of Prioritization" is really difficult to understand and not immediately cleared up by "establish criteria for aggregating VTrans Need Categories." The text below on page 15 of the Policy Guide helps but I was hung up on the Step 1 language for a while.	Acknowledged. No response required at this time.
6	Anne Nygaard	City of Lynchburg	11/23/2020	Email	In Step 3 (page 18 of the Policy Guide), Congestion Mitigation is weighted at 25% on CoSS and Area Type A for Construction Districts. Without knowing what the mitigating project will be, this seems high. Best practices in transportation planning are moving away from lane increases as it is becoming more and more clear that you cannot build your way out of congestion. Add another lane and there will be induced demand that leads to more congestion. I suggest revisiting this to give more weight to transit and pedestrian access to activity centers or any that more clearly support good land use as a better way to deal with congestion.	Acknowledged. Two important clarifications on the VTrans Mid-Term Needs: (1) The proposed weighting for Construction District Priority Locations are based on SMART SCALE Area Types, and attempt to mimic, to the extent possible, the factor weighting applied in the SMART SCALE process. (2) VTrans Mid-term Needs, per the Board Policy, are mode-neutral, in that the identified Needs do not prescribe a particular solution or project to address a need. While the Needs have been assigned to the roadway network for organizational purposes, Needs can be addressed through a variety of solutions and modes. For example, an identified congestion need could be addressed through roadway, transit, bike, ped, or TDM solutions.
7	Anne Nygaard	City of Lynchburg	11/23/2020	Email	Overall- great work. It took me a while to wrap my head around it but the process seems logical and well done.	Acknowledged. No response required at this time.
8	Ron Svejkovsky	Tri-Cities MPO	11/23/2020	Email	On page 19, it lists the priorities by mileage as: Priority 1 for 0-1%, Priority 2 for 1-5% Priority 3 for 5-15% Priority 4 for 15-100% This breakdown appears to be very restrictive; can this be spread out differently (like 1 = 0-10%, 2 = 10-20%, 3 = 20-50%, and 4 = 50-100%)? These are Priorities that were filtered down from the Mid-Term Needs which were already filtered down from the entire transportation system.	The draft policy provides categorization based on available data and does not place restrictions at this time. The CTB's policy to identify transportation needs resulted in over 40,000 miles of roadway segment that have one or more transportation needs. In practice, the application of 1% has resulted in 94 miles of Statewide Priority 1 Locations and 310 miles of total Construction District Priority 1 Locations, whereas the application of 10% would result in an estimated 933 miles of Statewide Priority 1 Locations and 3,162 miles of total Construction District Priority 1 Locations.

Comments and Responses - Draft Policy for the Prioritization of the VTrans Mid-term Needs

Comment Period: October 29, 2020 through November 30, 2020

ID	Name of Submitter	Submitter's Affiliation (if applicable)	Date Received	Method Received	Comment	Response
9	Ron Svejkovsky	Tri-Cities MPO	11/23/2020	Email	<p>While it is commendable (and good planning) to use a variety of needs types (not just one or two), some VDOT study programs (especially STARS) may not be used by VDOT/DRPT to study/develop corridors that primarily have serious safety and/or congestion needs but are not of a high enough overall Mid-Term Needs Priority.</p> <p>Assuming the CTB will act in the same way in this "Prioritization/Project Pipeline" exercise as they did in the previous VTrans effort (which had Tier 1, 2 and 3), the "Prioritization/Project Pipeline" study/project development Policy adopted by the CTB may likely limit VDOT/DRPT to fund or study (ex: only Priority 1 or maybe 2 Needs).</p>	Acknowledged. The intended focus of the multimodal project pipeline is to develop multimodal solutions that may require cross-agency and cross-division collaboration.
10	Ron Svejkovsky	Tri-Cities MPO	11/23/2020	Email	(Referring to Ashland to Petersburg Trail Study) The ATP may not be eligible for VDOT/DRPT study/project development assistance if the CTB adopts a "Prioritization/Project Pipeline" policy (ex: only Priority 1 or 2 Needs).	Acknowledged. No response required at this time.
11	Ron Svejkovsky	Tri-Cities MPO	11/23/2020	Email	How do you address off-road or system-wide needs?	Please refer to Page 20 of the Policy Guide for the Identification and Prioritization of the VTrans Mid-term Needs - "A solution does not have to be co-located with a prioritized need or location as long as the purpose and effectiveness of a solution addresses the underlying issue(s)."
12	Ron Svejkovsky	Tri-Cities MPO	11/23/2020	Email	We are a small MPO and cannot fund these studies/analyses ourselves. This "Prioritization/Project Pipeline" process for VDOT/DRPT planning/study assistance will likely be the only way a need is studied in small MPOs and PDCs. This will make our MPO and PDC LRTP project prioritization processes difficult (even if we plan on using the VTrans Mid-Term Needs data).	Your point is noted and will be considered in the future phases of the Multimodal Project Pipeline effort.
13	Ron Svejkovsky	Tri-Cities MPO	11/23/2020	Email	<p>The Mid-Term Needs Prioritization Map appears to identify Priority 1/2 Mid-Term Needs that we also identify as MPO needs for a few locations (ex: Route 1/301 at Woods Edge/Happy Hill, which we and VDOT funded and constructed). However, many needs identified in other recent studies conducted or funded by VDOT (using much of the same information) are not even Priority 2 Mid-Term Needs.</p> <p>A prime example is the I-85/95 interchange, which was a key priority need identified in VDOT's I-95 Corridor Study but is a Priority 3/4 Mid-Term Need. Also, the I-95 interchange needs identified in that Study in the TCAMPO area do not appear to have been evaluated.</p> <p>Will further study/project development of these identified needs be eligible to be conducted (and funded) by VDOT/DRPT? Other examples include the Route 58 COSS Study.</p>	The draft policy for prioritization does not prescribe the usage. Your point is noted and will be considered in the future phases of the Multimodal Project Pipeline effort.
14	Ron Svejkovsky	Tri-Cities MPO	11/23/2020	Email	It also appears most of the handful of Priority 1 Mid-Term Needs locations in the Tri-Cities Area MPO are intersections. This was noted by our Crater PDC Executive Director in an earlier Workshop.	Acknowledged. No response required at this time.
15	Ron Svejkovsky	Tri-Cities MPO	11/23/2020	Email	It also appears that there are no Priority 1 or 2 Mid-Term Needs locations in the rural portion of the Crater PDC area. This "Prioritization/Project Pipeline" exercise further increases the funding imbalance/inequity between urban and rural needs.	Your point is noted and will be considered in the future phases of the Multimodal Project Pipeline effort.

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ID	Name of Submitter	Submitter's Affiliation (if applicable)	Date Received	Method Received	Comment	Response
16	Ron Svejksky	Tri-Cities MPO	11/23/2020	Email	Meadowville Technology Park continues to be missed. This is a Tier 4 IEDA Business Ready Site, like White Oak and other sites. The Mid-Term Needs Priorities map shows a Priority 1 Mid-Term Need at the intersection of N. Enon Church Road and Route 10, and various UDA Mid-Term Needs are identified in the immediate vicinity on the Mid-Term Needs map but not the Mid-Term Priorities map. We believe the most cost-effective way to improve access to MTP from I-295 is to widen N. Enon Church Road to Route 10; unfortunately, the Mid-Term Needs Priorities map does not show the MTP or the nearby UDA needs or the Mid-Term Needs Priorities related to the MTP IEDA site, so it appears access between this IEDA Site and the Interstate may not be eligible for further study/project development by VDOT/DRPT.	Based on VEDP data available to us the Meadowville Technology Park has not yet been assigned a Business Ready Site Program tiering status and therefore does not meet the criteria for needs identification. We would refer you to VEDP with any additional questions about designation status of any particular site. If there are any changes in VEDP's data, we will reflect those in future updates of the VTrans Mid-term Needs.
17	Hillary Orr	City of Alexandria	11/24/2020	Email	(In reference to Area Type A weighting) The pedestrian safety and transit equity weights are quite low. The fact that roadway safety is separate and a much higher weight than pedestrian safety is concerning, particularly as many jurisdictions in the region have adopted Vision Zero policies.	Roadway safety needs also include crashes involving bicyclists and pedestrians. The Pedestrian Safety Corridors used for the Pedestrian Safety needs are areas that take into account history of pedestrian safety crashes along with proactively addressing pedestrian crash risk, on top of the other Safety needs. Please note that VTrans Mid-term Need categories, Pedestrian Access to Activity Centers and Transportation Demand Management, also reflect the need for safer pedestrian infrastructure.
18	Hillary Orr	City of Alexandria	11/24/2020	Email	(In reference to Area Type A weighting) Equity is an important value in this region and transit equity (in reference to Transit Access to Equity Emphasis Area) in particular is of great importance. Congestion and reliability criteria are weighted highly and are someone redundant of one another. It could be possible to trip the weights of those to add value to pedestrian safety and transit equity.	Transit needs are reflected in three VTrans Need Categories: (1) Transit Access for Equity Emphasis Areas; (2) Transit Access to Activity Centers; and, (3) Transportation Demand Management. Please note that Needs are not prescriptive of a solution, for example a congestion or reliability need could be addressed through multiple modes (i.e. increased transit options, bike/ped options etc).
19	Hillary Orr	City of Alexandria	11/24/2020	Email	The City feels more comfortable with the higher weights for congestion or reliability with the understanding that a congestion or a reliability need does not necessarily mean a roadway project solution. However, we are concerned that that will be the default. Improved guidance on this point may be beneficial, as transit, pedestrian, and bicycle facilities should be solutions that are emphasized to address these needs.	The draft Policy Guide includes this guidance. The Mid-term Needs categories were developed based on the VTrans Goals and, per the Board Policy, are mode-neutral, in that the identified Needs do not prescribe a particular solution or project to address a need. While the needs have been assigned to the roadway network for organizational purposes, needs can be addressed through a variety of solutions and modes. For example, an identified congestion need could be addressed through roadway, transit, bike, ped, or TDM solutions.
20	Hillary Orr	City of Alexandria	11/24/2020	Email	We also understand that there was an attempt to align the VTrans needs prioritization with SMART SCALE, but there are differences that could be better explained. A clear alignment and explanation of how high priority VTrans needs can result in high scoring funded projects would be helpful.	Prioritized VTrans Mid-term Needs may inform several funding programs, including SMART SCALE. Currently, SMART SCALE area types are used for weighting VTrans Mid-term Need categories and it helps with consistency. There are noticeable differences: (1) VTrans Mid-term Needs and Priorities are not fiscally-constrained whereas the SMART SCALE program is fiscally constrained, in that not every funding request can be approved due to funding limitations; (2) SMART SCALE identifies project benefits on a relative basis, comparing one application with another, whereas VTrans does not have such restrictions; and, (3) SMART SCALE relies on a cost-benefit analysis of a project. A project with very high benefits may not get funded due to high cost. VTrans does not have such restrictions since the cost of solution is not taken into account.
21	Hillary Orr	City of Alexandria	11/24/2020	Email	It would also make sense to tie HSIP and TIP funding to the VTrans priority needs. Creating one application for all projects and having them scored related to the criteria for different grant programs would streamline the application process which is time consuming, especially for smaller jurisdictions.	Acknowledged. We will communicate this to relevant divisions within OIPI, VDOT, and DRPT.

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22	Charles Boyles	TJPDC	11/25/2020	Email	<p>While we support the overarching desire to take a performance-based approach to identify the areas of the highest need in order to direct limited resources, we are concerned about the potential impacts this performance-based prioritization system may have especially on the rural parts of the state should these recommendations be used to guide policies regarding access to funding for transportation planning purposes.</p> <p>On the FAQ section of the VTrans website, the response to “Why prioritize the 2019 Vtrans Mid-term Needs?” states that the prioritized 2019 Mid-term Needs “may form the basis for the state to make more informed decisions about locations to conduct planning studies and project development activities that will contribute the most to help address the Needs. Priorized VTrans 2019 Mid-term Needs may also be used for development of policies related to transportation programs and activities.” It is the impact of these prioritized needs that we are most concerned about.</p>	Your point is noted and will be considered in the future phases of the Multimodal Project Pipeline effort.
23	Charles Boyles	TJPDC	11/25/2020	Email	<p>The VTrans Mid-term Needs is a very top-down approach to determining where investment into transportation studies and analysis would be most beneficial. The performance indicators, while highlighting the areas with the largest performance deficiencies, fail to account for the previous investment of resources.</p> <p>Many of the areas identified as Priority 1 needs, such as Route 29 near the Hydraulic Road intersection in Charlottesville and Albemarle County, are areas that have already received large amounts of investment for planning purposes. MPOs, PDCs, and the VDOT Planning Districts are in the best position to determine where the planning resources are most needed since they know the local systems, past planning efforts, and pending transportation system improvement projects (the benefits of which would not yet be reflected in the data that is used to generate the priorities).</p>	As noted in the Draft Technical Guide, programmed projects are not currently reflected in the results. Your point is noted and will be considered in the future phases of the Multimodal Project Pipeline effort.
24	Charles Boyles	TJPDC	11/25/2020	Email	<p>While we understand that an identified need of any VTrans priority level is eligible for funding through Smart Scale and other competitive application processes, our larger concern is continuing to support our localities’ ability to understand and identify network deficiencies, develop proposed solutions, and prepare competitive applications for funding, all of which require planning studies funded by VDOT. Should access to these funds be allocated strictly based on the prioritization of needs in the VTrans Mid-term Needs update, the least resourced areas in the rural parts of the state will lose much of the support they need to make meaningful improvements in their transportation systems.</p>	Your point is noted and will be considered in the future phases of the Multimodal Project Pipeline effort.
25	Charles Boyles	TJPDC	11/25/2020	Email	<p>As policies related to resource allocation or project prioritization are developed based on the VTrans Mid- term Needs update, our hope is that there will be significant consideration given to how to ensure continued access to planning resources for the rural portions of the state.</p>	Your point is noted and will be considered in the future phases of the Multimodal Project Pipeline effort.
26	Charles Boyles	TJPDC	11/25/2020	Email	<p>We also request that you make the process of developing and adopting these policies as transparent as possible, providing updates and outreach to the MPOs and PDCs throughout the state, and allowing ample opportunity for us to discuss the potential impacts with our Boards and Commissions and provide comments to the Commonwealth Transportation Board prior to their adoption.</p>	Acknowledged. The intent behind this data-driven process is to make decision-making transparent. In the last 22 months, we have presented information over 100 public forums, and will continue to do so in the future.
27	Kerri Oddenino	City of Falls Church	11/25/2020	Email	<p>The City (of Falls Church) appreciates the effort to provide additional funding for studies given the competitive nature of state funding programs. In addition to the VTRANS Multimodal Project Study pipeline, the City also appreciates the creation of the Growth and Accessibility Planning Technical Assistance Program, which will be used to support studies in Urban Development Areas.</p>	Acknowledged. No response required at this time.
28	Kerri Oddenino	City of Falls Church	11/25/2020	Email	<p>The City (of Falls Church) requests that the overall understandability of VTRANS be improved, perhaps through a diagram or executive summary clarifying how different aspects of the plan are used.</p>	We will develop additional resources.

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29	Kerri Oddenino	City of Falls Church	11/25/2020	Email	<p>The City (of Falls Church) requests that additional information be provided about the VTRANS Multimodal Project Study pipeline program, in terms of funding availability, application process, and timeline.</p> <p>The City also requests that additional information be provided about how and which other state funding programs besides Smart Scale and Revenue Sharing may end up using VTRANS as a screening tool.</p> <p>The City understands that the addition of VTRANS as a tool for screening other funding programs would involve the opportunity for public process including input from localities.</p>	Your comment is noted and will be shared with the Executive Working Group tasked with the development of scope for the VTrans Multimodal Project Development Pipeline.
30	Kerri Oddenino	City of Falls Church	11/25/2020	Email	<p>The City (of Falls Church) requests that greater emphasis on the connection between land use and transportation be reflected in the VTRANS statewide and construction district priorities. The City would like to see a statewide plan that promotes accessible and connected places, and increases the opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs, as noted in goals of current VTRANS plan.</p>	Acknowledged. Needs categories were developed for VTrans Goals, including Goal B, Accessible and Connected Places. Please note that prioritization step 2 for several VTrans Need Categories takes land use in to account by focusing on number of jobs and residents.
31	Kerri Oddenino	City of Falls Church	11/25/2020	Email	<p>The City (of Falls Church) supports the addition of activity centers on maps in the VTRANS plan and interactive map (InteractVTrans).</p>	We will take this into consideration while considering future updates to the policy for the identification of the Mid-term Needs.
32	Kerri Oddenino	City of Falls Church	11/25/2020	Email	<p>The City (of Falls Church) would like to see a greater focus on meeting environmental and equity goals, including the electrification of private and public vehicles and the creation of the infrastructure needed to support them.</p>	<p>The policy for the identification and prioritization of VTrans Mid-term Needs allows for innovative solutions including, but not limited to, policies, programs, or infrastructure improvements that leverage technology.</p> <p>Additionally, VTrans Long-term Needs process will take a policy-oriented view and will include needs relating to technological advances such as electric vehicles.</p>
33	Kerri Oddenino	City of Falls Church	11/25/2020	Email	<p>The City (of Falls Church) would like to see a greater focus on) the importance of continued prioritization of technological advances that will help improve safety, environmental performance, service levels, and equity.</p>	<p>The policy for the identification and prioritization of VTrans Mid-term Needs allows for innovative solutions including, but not limited to, policies, programs, or infrastructure improvements that leverage technology.</p> <p>Additionally, the upcoming VTrans Long-term Needs process will take a policy-oriented view and will include needs relating to technological advances such as electric vehicles.</p>
34	Kerri Oddenino	City of Falls Church	11/25/2020	Email	<p>The City (of Falls Church) understands that VTRANS is a statewide plan, and that data across the state for different types of modes is not readily available everywhere. The City also understands that in the VTRANS draft prioritization, area types are identified, and that the weighting for needs in these different area types is not the same. Area Type A, which includes the Northern Virginia region is proposed to be more heavily weighted for congestion mitigation, and improved reliability than other areas of the state. More data is also available in this area for transit, bicycle and pedestrian.</p> <p>Given the separate weighting for different area types, and availability of data for a variety of modes for the area type that includes Northern Virginia, the City requests that additional data for transit, bicycle and pedestrian trips in Northern Virginia be included in evaluation of needs for this area.</p> <p>If available data is not complete enough to be included in VTRANS, the City requests that the Commonwealth facilitate or prioritize the creation of more complete data sets including data for transit, bicycle and pedestrian trips. These data sets could be created potentially by VDOT or through some sort of university partnership, to better meet the needs of OIPI staff in statewide modeling efforts.</p>	<p>We are actively evaluating options that can make the VTrans Needs Identification and Prioritization more robust by allowing us to conduct statewide analysis in transparent, systematic, and replicable manner. We will take this into consideration while considering future updates to the policy for the identification of mid-term needs.</p> <p>Please note that the identified Needs or the priorities do not prescribe a particular solution or project to address a need. While the Needs have been assigned to the roadway network for organizational purposes, Needs can be addressed through a variety of solutions and modes. For example, an identified congestion need could be addressed through roadway, transit, bike, ped, or TDM solutions.</p>

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35	Kerri Oddenino	City of Falls Church	11/25/2020	Email	<p>For the congestion mitigation performance measure, the City (of Falls Church) supports calculating person miles traveled in a way that includes trips taken not in an automobile. The current calculation for this measure uses vehicle miles traveled and converts to person miles traveled using average vehicle occupancy.</p> <p>The City would like to see a performance measure, such as person hours of delay or person trips that reflects trips taken using other modes. This would better capture first mile/last mile connections, active transportation trips which are being taken more frequently due to COVID-19 impacts. Many trips less than two miles in the Northern Virginia region are taken using modes other than the automobile.</p>	<p>Please note Person Miles Traveled (PMT) is taken into account for one of the measures. Presently, availability and quality of such data for several facility types is inconsistent. We continue to evaluate options that can make the VTrans Needs Identification and Prioritization more robust by allowing us to conduct statewide analysis in transparent, systematic, and replicable manner. We will take this into consideration while considering future updates to the policy for the identification of mid-term needs.</p> <p>Please note that the identified Needs or the priorities do not prescribe a particular solution or project to address a need. While the Needs have been assigned to the roadway network for organizational purposes, Needs can be addressed through a variety of solutions and modes. For example, an identified congestion need could be addressed through roadway, transit, bike, ped, or TDM solutions.</p>
36	Kerri Oddenino	City of Falls Church	11/25/2020	Email	<p>For the improved reliability measure, for district priority needs in the technical guide document, only roadway reliability needs are included.</p> <p>Instead of using vehicle miles traveled and speed to calculate level of travel time reliability for roadway, the City (of Falls Church) instead requests that reliability of travel time for other modes also be assessed, perhaps using congestion duration as a performance measure.</p>	<p>VTrans includes a rail reliability measure that focuses intercity and passenger rail on-time performance. Presently, availability and quality of transit-only reliability data is inconsistent. Moreover, an overwhelming majority of transit services in Virginia utilize public roadways and are impacted by roadway reliability issues. We are actively evaluating options that can make the VTrans Needs Identification and Prioritization more robust by allowing us to conduct statewide analysis in a transparent, systematic, and replicable manner. We will take this into consideration while considering future updates to the policy for the identification of the VTrans Mid-term Needs.</p>
37	Kerri Oddenino	City of Falls Church	11/25/2020	Email	<p>For the Capacity Preservation measure, the City (of Falls Church) requests that the measure include facilities in addition to only highways. The measure and calculations as they are currently written relate to the VDOT Arterial Preservation Network, or the state-maintained portion of the National Highway System in Virginia and including some additional highways that facilitate connectivity.</p> <p>The City requests that capacity instead be considered at a person throughput level. There are a number of other facilities that have other capacity for person throughput including VDOT's network of streets in Counties and Cities. Other multimodal capacity is also available in the identified corridors.</p>	<p>Please note Person Miles Traveled (PMT) is taken into account for one of the measures. Presently, availability and quality of such data for several facility types is inconsistent. We are actively evaluating options that can make the VTrans Needs Identification and Prioritization more robust by allowing us to conduct statewide analysis in a transparent, systematic, and replicable manner. We will take this into consideration while considering future updates to the policy for the identification of the VTrans Mid-term Needs.</p> <p>Finally, please note that the identified Needs or the priorities do not prescribe a particular solution or project to address a need. While the Needs have been assigned to the roadway network for organizational purposes, Needs can be addressed through a variety of solutions and modes. For example, an identified congestion need could be addressed through roadway, transit, bike, ped, or TDM solutions.</p>
38	Kerri Oddenino	City of Falls Church	11/25/2020	Email	<p>The City (of Falls Church) requests that the weighting for the regional network needs for transit, pedestrian, and bicycle access to activity centers be increased. As identified in numerous adopted regional and local studies, policies, and plans; trips made by foot, bicycle, and transit are a critical part of the solution to mitigating congestion in the Northern Virginia region.</p>	<p>Please note that the identified Needs or the priorities do not prescribe a particular solution or project to address a need. While the Needs have been assigned to the roadway network for organizational purposes, Needs can be addressed through a variety of solutions and modes. For example, an identified congestion need could be addressed through roadway, transit, bike, ped, or TDM solutions.</p>
39	Kerri Oddenino	City of Falls Church	11/25/2020	Email	<p>The relative weighting of the roadway and pedestrian safety needs categories could be reconsidered, especially given the needs and adopted policies of jurisdictions in the Northern Virginia region. Compact land use patterns that support pedestrian, bicycle, and transit modes of travel have favorable impacts on safety.</p>	<p>Please note that Roadway safety needs also include crashes involving bicyclists and pedestrians. The Pedestrian Safety Corridors used for the Pedestrian Safety needs are areas that take into account history of pedestrian safety crashes along with proactively addressing pedestrian crash risk, on top of the other Safety needs.</p> <p>Additionally, pedestrian and bicycle safety needs are also reflected in the following categories: (1) Pedestrian Access to Activity Centers; (2) Bicycle Access to Activity Centers; and, (3) Travel Demand Management.</p>
40	Kerri Oddenino	City of Falls Church	11/25/2020	Email	<p>The City (of Falls Church) requests also increasing the weighting for Urban Development Areas, and pedestrian safety needs categories.</p>	<p>Acknowledged.</p>
41	Paolo Belita	Prince William County	11/30/2020	Email	<p>Prince William County Department of Transportation staff concurs with the approved 2019 VTrans Mid-Term Needs. In addition to the quantitative measures, flexibility should be considered to focus on qualitative measures (local priorities/parallel projects).</p>	<p>Your point is noted and will be considered in the future phases of the Multimodal Project Pipeline effort.</p>

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42	Paolo Belita	Prince William County	11/30/2020	Email	Ensure safety measures/focus transitions to SMART SCALE scoring (20%)	Acknowledged. This comment will be conveyed to the SMART SCALE program for further consideration.
43	Paolo Belita	Prince William County	11/30/2020	Email	Ensure overall congestion remains at 45% (congestion mitigation/Improvement reliability)	Acknowledged. No response required at this time.
44	Paolo Belita	Prince William County	11/30/2020	Email	Find a way for the public to understand all the technical info (Overall, interactive process was very helpful)	Acknowledged and noted. We will develop tools to help further improve access and understanding.
45	Paolo Belita	Prince William County	11/30/2020	Email	Needs priority are based on current data, which can impact projects in the out-years, SMART SCALE funds are funded in the last 2 years of SYP.	Per the Board Policy, SMART SCALE also relies on current year data. The intent is ensure consistency between planning and programming of funds. We will evaluate other options for future updates.
46	Paolo Belita	Prince William County	11/30/2020	Email	VTrans Needs/Priority should not impact Revenue Sharing to a high degree which primarily focuses on local needs, especially at a 50/50 match	Your point is noted and will be considered in the future phases of the Multimodal Project Pipeline effort.
47	Paolo Belita	Prince William County	11/30/2020	Email	How do Priority Needs impact and translate the need for new roadway alignments (example: Extensions)?	Please refer to Page 20 of the Policy Guide for the Identification and Prioritization of the VTrans Mid-term Needs - "A solution does not have to be co-located with a prioritized need or location as long as the purpose and effectiveness of a solution addresses the underlying issue(s)."
48	Paolo Belita	Prince William County	11/30/2020	Email	How old is the data and how does changing conditions (Covid-19) impact future needs?	The Technical Guide for Identification and Prioritization of the VTrans Mid-term Needs is a companion document to the Policy Guide for the Identification and Prioritization of the VTrans Mid-term Needs and provides detailed technical information for planners, engineers, and other professionals interested in the data sources, processes, and methods used. The data sources and years of analysis are prior to 2020 and do not account for Covid-19-related impacts.
49	Paolo Belita	Prince William County	11/30/2020	Email	Why are not all pedestrian access to activity centers included? ex. Gainesville Activity Center, Innovation Activity Center	Please refer to page 24 of the Technical Guide for Identification and Prioritization of the VTrans Mid-term Needs. Needs for Pedestrian Access to Activity Centers were identified for only knowledge-based and local-serving Activity Centers inside of MPO boundaries.
50	Paolo Belita	Prince William County	11/30/2020	Email	Will these Needs Prioritization impact future Highway Safety Improvement Program (HSIP) funding? Concerns with lack of funding for safety – Most programs focus on operations.	The draft Policy Guide does not include that. Potential uses will be determined based on the direction from the CTB.
51	Paolo Belita	Prince William County	11/30/2020	Email	Will Pedestrian Safety Action Plan (PSAP) Structure Change?	The draft Policy Guide does not impact VDOT's Pedestrian Safety Action Plan.
52	Paolo Belita	Prince William County	11/30/2020	Email	Additional clarification may be needed on the map depicting Transit Access - Why are there major high priority gaps in Prince William County?	Please refer to the Draft Technical Guide for more details on the Transit Access to Activity Centers methodology.
53	Chad Neese	Southside PDC	11/30/2020	Email	The Southside PDC's overwhelming concern is that rural areas, such as ours, will be left behind compared to more urbanized areas if the Policy Guide is adopted as is. The rationale for this is found by reading how needs are proposed to be prioritized on page 17 of the Guide. The two criteria are listed as "severity of the need" and "magnitude of the need". Magnitude of need is noted to take "into account the number of residents, vehicles, or persons impacted by the Need." For example, when needs are compared throughout the entire Richmond Construction District utilizing this criteria we're concerned that the vast differences in residents/vehicles between the Richmond area and Southside Virginia will produce highly skewed results in favor of the more populated areas. That naturally leads us to ask the following question: How much more severe would a need have to be in a rural area to score equal to or better than a less deserving need in an urban area that is simply pushed up the list because they have more residents/vehicles?	<p>The Draft Policy for Prioritization utilizes both the severity of a need which is how acute an issue is and magnitude of a need which is how many vehicles, users, or residents are impacted by that acuteness. Generally, the calculations within prioritization Step 2 attempt to balance the contribution of severity and magnitude.</p> <p>Finally, please refer to page 18 of the Policy Guide for the Identification and Prioritization of VTrans Mid-term Needs - the Step 3 weighting for Construction District Priority Locations attempts to account for the geographic (urban/rural) context of the roadway segment by applying weighting.</p>

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54	Chad Neese	Southside PDC	11/30/2020	Email	Issues such as this is why it's difficult for us to get rural areas interested in participating in transportation planning programs/projects. They already feel the deck is stacked in favor of the more populated areas, specifically stating so in the Guide does not help. Is there any way in which rural areas can be compared to other rural areas and have urban areas compared against other urban areas? Aren't we already going down that path to some extent anyway with transportation planning being addressed by MPO's for the more urbanized areas and PDC's for the rural areas?	Acknowledged. Please refer to page 18 of the Policy Guide for the Identification and Prioritization of VTrans Mid-term Needs - the Step 3 weighting for Construction District Priority Locations attempts to account for the geographic (urban/rural) context of the roadway segment by applying weighting.
55	Joe Bonanno	West Piedmont PDC	11/30/2020	Email	Comments from the Draft Policy Guide, Page 17: Magnitude of need is based on the number of persons, residents, and vehicles impacted by the priority locations. The WPPDC suggests using a different measure, such as share, percentage, or per-capita of persons, residents, and vehicles, since the number of persons, residents, or vehicles favors the largest urban areas over the smaller urban areas and the rural areas.	<p>The Draft Policy for Prioritization utilizes both the severity of a need which is how acute an issue is and magnitude of a need which is how many vehicles, users, or residents are impacted by that acuteness. Generally, the calculations within prioritization Step 2 attempt to balance the contribution of severity and magnitude.</p> <p>Finally, please refer to page 18 of the Policy Guide for the Identification and Prioritization of VTrans Mid-term Needs - the Step 3 weighting for Construction District Priority Locations attempts to account for the geographic (urban/rural) context of the roadway segment by applying weighting.</p>
56	Joe Bonanno	West Piedmont PDC	11/30/2020	Email	(Comments from the Draft Policy Guide, Page 17) Also, with regard to those affected, consider including potential impact on disadvantaged populations (as a magnitude criterion).	<p>VTrans Need Categories include Need for Transit Access to Equity Emphasis Areas which includes access needs for: (1) people with disabilities; (2) low-income households; (3) Limited-English Proficiency; (4) Race and Ethnicity; and (5) age 75 or above.</p> <p>Also, please refer to page 18 of the Policy Guide for the Identification and Prioritization of VTrans Mid-term Needs - the Step 3 weighting for Construction District Priority Locations attempts to account for the geographic (urban/rural) context of the roadway segment by applying weighting.</p> <p>Finally, we will recommend the addition of an influencing factor in Step 4 for economically distressed communities.</p>
57	Joe Bonanno	West Piedmont PDC	11/30/2020	Email	Comments from the Draft Technical Guide, page 33: within the row entitled "Applicable Need Categories," the WPPDC recommends adding Urban Development Area (UDA) to Regional Network (RN) for the following: Transit Access for Equity Emphasis Areas, Transit Access to Activity Centers, Pedestrian Access to Activity Centers, Bicycle Access to Activity Centers	Designation of a UDA is a voluntary. Given that the current VTrans Needs for UDAs were identified by localities, localities may be in a better position to establish priorities. OIPI provides Technical Assistance opportunities for existing or planned UDAs through the expanded Growth and Accessibility Planning (GAP) Technical Assistance Program.
58	Joe Bonanno	West Piedmont PDC	11/30/2020	Email	Comments from the Draft Technical Guide, Within Section 4.2 on Page 34, consider the following as was noted for the Draft Policy Guide, above: Magnitude of need is based on the number of persons, residents, and vehicles impacted by the priority locations. The WPPDC suggests using a different measure, such as share percentage, or per-capita of persons, residents, and vehicles, since the number of persons, residents, or vehicles favors the largest urban areas over the smaller urban areas and the rural areas.	<p>Please note that the purpose of magnitude criteria is to identify number of beneficiaries. The purpose cannot be accomplished.</p> <p>Please refer to page 18 of the Policy Guide for the Identification and Prioritization of VTrans Mid-term Needs - the Step 3 weighting for Construction District Priority Locations attempts to account for the geographic (urban/rural) context of the roadway segment by applying weighting.</p>
59	Joe Bonanno	West Piedmont PDC	11/30/2020	Email	With regard to the Interact VTrans site, using the search criteria on the left side of the screen seems complex and confusing, with multiple criteria to choose from. Furthermore, the legend shows statewide priorities as well as priorities by construction district, even though only statewide priorities was selected twice (see the criteria selections at left on the screen shot below). Additionally, the screen shot below seems to indicate that map is not distinguishing between statewide and construction district priorities, even though both legends appear. Also, what does the highlighted segment on the screen shot indicate? The WPPDC recommendation is that Interact VTrans should be made more user-friendly.	Acknowledged. No response required at this time.

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Comment Period: October 29, 2020 through November 30, 2020

ID	Name of Submitter	Submitter's Affiliation (if applicable)	Date Received	Method Received	Comment	Response
60	Morgan Butler	Southern Environmental Law Center	11/30/2020	Email	<p>Pursuant to the proposed prioritization policy, after applying the severity/magnitude analysis and weighting across the different needs categories, this process will produce a single overall prioritization score for a given location. Although we appreciate the need to prioritize among the many locations across the Commonwealth that have transportation needs, we are concerned that having a generalized priority score for a location is of limited utility for transportation planning purposes if the specific needs for a priority location are obscured as a result. Flagging a location as an urgent priority without laying out its primary needs risks an outcome in which the solutions proposed for that location are not targeted to—or may even exacerbate—the problems that make it a priority, leading to ineffective investments of Virginia’s limited transportation dollars.</p> <p>It will therefore be critical that decision-makers, transportation agency staff, and the public have easy and direct access to information that shows the specific needs for each prioritized location. This crucial information is currently distilled into an accessible and easily understandable format within the online InteractVTrans mapping tool, but the mapping will only be useful if the agencies and decision-makers know to access it and use it as a basis for developing potential solutions and deciding which projects to fund. We urge you to regularly emphasize the importance of accessing the specific locational needs information for prioritized locations, and to provide clear links to the InteractVTrans mapping where that information can be found, in all aspects of VTrans that discuss or incorporate the prioritized mid-term needs.</p>	Acknowledged. Data related to individual need categories will be maintained and utilized while developing solutions. We will continue to emphasize the underlying needs.
61	Morgan Butler	Southern Environmental Law Center	11/30/2020	Email	<p>The October 29 overview webinar contained an important acknowledgment that projects that are already programmed were not included in the data used for the mid-term needs prioritization. Although we do not object to the decision to omit such data, and we appreciate that this point was noted in the webinar presentation, we urge you to also underscore it in all materials in which the VTrans mid-term needs priority locations will be presented so that anyone using those priorities to help develop projects and make programming decisions is aware of this critical aspect of the prioritization.</p> <p>It will be important for decision-makers to also refer back to currently programmed projects to make sure one or more needs for a location are not already being addressed by another project or investment.</p>	Acknowledged. Committed improvements will be taken into account prior to utilizing the priorities for decisions on studies, project development and advance activities.
62	Morgan Butler	Southern Environmental Law Center	11/30/2020	Email	<p>We encourage OIPI to update the data for this prioritization process as often as it is feasible to do so to help capture changes to the identified needs as programmed projects are completed.</p>	Acknowledged.

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63	Morgan Butler	Southern Environmental Law Center	11/30/2020	Email	<p>SELC understands the importance of—and has long called for—incorporating risks from sea level rise, storm surge, and flooding into Virginia’s transportation planning and programming, and we support the effort to give the issue greater consideration in the development of VTrans.</p> <p>The Commonwealth’s transportation infrastructure already faces significant threats from the effects of climate change, including more frequent and intense precipitation, stronger storms, rapid rates of sea level rise, and higher storm surges. These threats and the damage they cause are only going to increase over the coming years and decades, and Virginia needs to fully consider them when planning and investing in our transportation system.</p> <p>However, the adjustment method currently proposed in the mid-term needs prioritization policy—awarding bonus points to locations that are particularly susceptible to these impacts, and increasing the bonus relative to the level of susceptibility—has a number of shortcomings. For one thing, it may promote short-sighted transportation investments in areas that will be routinely and heavily impacted by flooding and where such investments—and current and potential development served by such investments—are therefore unsustainable.</p> <p>Virginia should be thinking twice before making significant new expenditures on infrastructure in areas that will frequently be covered by water within the foreseeable future, and additional data, analysis, policy development, and collaborative planning with localities is needed to inform such decisions. In some cases, projects to adapt existing infrastructure to a changing climate and to add new infrastructure in areas experiencing or projected to experience significant climate impacts will make sense; in others it will not. The proposed adjustment makes no such distinction; it seems instead to simply put a thumb on the scale for projects in potentially risky locations.</p> <p>Further, the adjustment proposed in the draft policy would provide the bonus points even if the existing infrastructure in the flood-susceptible location is sufficient to accommodate the projected flooding. The bonus is awarded regardless of actual need. Even in areas where existing infrastructure is insufficient, there is nothing in the policy that ensures the projects ultimately pursued in the locations that receive the bonus will actually be designed to accommodate the projected flooding. And the policy provides no assurance that improvements built in these flood-susceptible locations would not make flooding worse by, for example, paving over wetlands or blocking the migration of marshes that help absorb floodwater. We understand the overall number of locations and extent of mileage that may be bumped up or down from one of the VTrans priority categories to another due to this proposed adjustment may be a relatively small amount, but in our view that does not justify including the adjustment in the policy.</p> <p>Moreover, we are concerned that the proposed approach of providing a scoring bonus to flood-susceptible locations without factoring in other crucial considerations such as the ones we note above may serve as a precedent for efforts to incorporate climate resilience into other state, regional, and local transportation prioritization efforts. We urge you to drop this adjustment from the mid-term needs prioritization policy at this time so that this complex issue can receive the further consideration it warrants. Along those lines, we think a better approach may be to award points to individual proposals at the programming phase based on how well they address the factors outlined above. Notably, SMART SCALE currently awards points under its Economic Development factor to proposals in areas that are prone to flooding if the project includes flood mitigation features. Perhaps the most appropriate next step is to review this aspect of the SMART SCALE methodology to see if specific changes or additional emphasis may be warranted.</p>	<p>Acknowledged. Please note that there is a difference in planning horizons. Projected sea-level rise data is for the year 2040 whereas the Mid-term Needs are for the next 6-10 years.</p> <p>As part of VTrans, we are evaluating long-term needs associated with flooding related infrastructure risk.</p>

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64	Morgan Butler	Southern Environmental Law Center	11/30/2020	Email	<p>While we understand that the SMART SCALE factors and the weighting of these factors are not a perfect fit that can be directly carried over into the mid-term needs prioritization process, we have some concerns with how far the proposed draft deviates from SMART SCALE in some respects. In particular, using the Transportation Demand Management (TDM) measure as the sole proxy for environmental quality misses the potential negative environmental impacts of transportation proposals that are captured by SMART SCALE (such as impacts on wetlands, habitat, and historic resources).</p> <p>We realize it is difficult to incorporate a factor for potential environmental damage into a methodology focused on assessing and prioritizing needs, but we urge you to consider other ways the mid-term needs prioritization policy can highlight when important environmental, historic, and cultural resources are located within or near a priority location. For example, the Department of Conservation and Recreation's ConserveVirginia map could potentially provide an initial screen for assessing when priority locations overlap with lands that have been determined by the Commonwealth to be top priorities for conservation due to their value for flood resilience, natural habitat, water quality, and cultural and historic preservation, in addition to other conservation categories. Including the ConserveVirginia map as an overlapping layer in the InteractVTrans mapping tool might be a fairly simple step toward helping to identify potential environmental risks to be aware of for each priority location, and helping to avoid advancing projects that cannot be granted necessary environmental permits.</p>	Please note that the identified Needs or the priorities do not prescribe a particular solution or project to address a need. While the Needs have been assigned to the roadway network for organizational purposes, Needs can be addressed through a variety of solutions and modes. For example, an identified congestion need could be addressed through roadway, transit, bike, ped, or TDM solutions.
65	Morgan Butler	Southern Environmental Law Center	11/30/2020	Email	<p>We are also concerned to see that much of the weighting given to land use factors in SMART SCALE appears to have been shifted to other categories—more specifically, from land use to safety in Category A areas, and to congestion mitigation in Category B areas. The proposed prioritization needs categories related to transit, bicycle, and pedestrian access, as well as TDM, seem to be most closely-aligned with the goals and objectives of SMART SCALE's land use factors, and thus seem like the most appropriate places for this land use weighting to be incorporated. We therefore urge OIPI to further evaluate ways to reallocate the weighting percentages so that more of the SMART SCALE land use weighting is placed in these other categories. In addition, further explanation and support should be provided for any proposed shifts of the land use factor toward safety and congestion mitigation.</p>	<p>Please note that the identified Needs or the priorities do not prescribe a particular solution or project to address a need. While the Needs have been assigned to the roadway network for organizational purposes, Needs can be addressed through a variety of solutions and modes. For example, an identified congestion need could be addressed through roadway, transit, bike, ped, or TDM solutions.</p> <p>Additionally, the terms, by themselves, may not provide a complete picture since land use is indirectly considered, wherever appropriate, as part of the Accessibility measures as well.</p>
66	Morgan Butler	Southern Environmental Law Center	11/30/2020	Email	<p>We understand that one of the suggestions you have received during the public input process so far is to give some type of a bonus in SMART SCALE for projects that are proposed in areas identified as priorities in this VTrans mid-term needs prioritization process. We recommend against this approach and directly entangling these two processes, in part due to the number of areas identified above in which the factors evaluated for individual projects in SMART SCALE differ significantly from the broader evaluation of needs in this VTrans process—such as the latter's omission of environmental impacts and its substantially differing treatment of land use considerations. Further, we do not believe a proposal should receive a bonus in SMART SCALE simply for being located in an identified priority area. In line with one of the concerns we raise above, this risks prioritizing investing in a location, rather than investing in the right solution for that location.</p>	Acknowledged. Please note that all SMART SCALE applications are screened to ensure that they meet the identified VTrans Needs and are not just co-located with a VTrans Need.
67	Cristina Finch	RVARC	11/30/2020	Email	<p>Observing that the characteristics of an IEDA fall under the umbrella of the UDA Travel Market, and assuming that IEDAs will not be a separate needs category in VTrans, it is possible that a locality could designate an IEDA without having designated a UDA. If, in the next round of SMART SCALE the designation of an IEDA is not a standalone need, can an application be screened in if there is no UDA.</p>	<p>IEDA's are sites designated through the VEDP (Virginia Economic Development Partnership) Business Ready Sites Program. Localities submit sites to the program. VTrans Needs for Access to IEDAs apply to sites with a VEDP readiness designation of Tier 3 or higher. The IEDA Need is included in the Needs that can be used to screen a project in for SMART SCALE. An application can be screened in for an IEDA need even if there is no UDA present.</p>

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68	Cristina Finch	RVARC	11/30/2020	Email	In the characteristics of the Regional Networks Travel Market, VTrans Activity Centers are included in the description. What, if any distinctions are there between these and Multimodal Centers and Districts, as defined by the DRPT Multimodal System Design Guidelines? Further if any discrepancies exist, and an MPO has adopted MM Centers and Districts, what is the prevailing construct when evaluating Regional Networks through the SMART SCALE process?	VTrans Activity Centers are defined as areas of regional importance that have a high density of economic and social activity and were identified through a combination of analysis and stakeholder input, and there may be similarities and differences between the VTrans Activity Centers and any regionally designated Multimodal Centers and Districts. The VTrans Needs are used to screen for SMART SCALE eligibility.
69	Cristina Finch	RVARC	11/30/2020	Email	When describing "high volume" as a characteristic of the CoSS travel market, it may be worth stipulating the relativity of high volume to either lesser roadway classifications, or to other CoSSs.	Acknowledged. No response required at this time.
70	Cristina Finch	RVARC	11/30/2020	Email	It appears the UDA Needs Categories are not included in the prioritization – how are these needs included in the VTrans prioritization? If the localities are responsible for prioritizing needs within UDAs, should there be a similar relationship between MPOs/PDCs the RNs?	Designation of a UDA is voluntary. Given that the current VTrans Needs for UDAs were identified by localities, localities may be in a better position to establish priorities. OIPI provides Technical Assistance opportunities for existing or planned UDAs through the expanded Growth and Accessibility Planning (GAP) Technical Assistance Program. The FY21 application intake is currently open and we encourage you to take advantage of that.
71	Cristina Finch	RVARC	11/30/2020	Email	Step 3 – In general, since transit is considered an essential service it seems Transit Access to Activity Centers should be given a higher weighting across all area types and an even higher weighting for the Transit Access to Equity Emphasis Areas.	Acknowledged. Please note that transit access is included in three VTrans Need Categories: (1) Transit Access to Activity Centers; (2) Transit Access to Equity Emphasis Areas; and, (3) Transportation Demand Management. Additionally, please note that the identified Needs or the priorities do not prescribe a particular solution or project to address a need. While the Needs have been assigned to the roadway network for organizational purposes, Needs can be addressed through a variety of solutions and modes. For example, an identified congestion need could be addressed through roadway, transit, bike, ped, or TDM solutions.
72	Cristina Finch	RVARC	11/30/2020	Email	It doesn't seem that equity is addressed in the prioritization process aside from the specific need category "Transit Equity Emphasis Areas". Consider also including equity as a factor in step 4 – influencing factors where any need located in an equity emphasis areas is given an adjustment.	One of the VTrans Need categories is Transit Access to Equity Emphasis Areas. It can be difficult to assign equity values for Needs in which there are not prescribed solutions, and the solutions may be located in a different area or consist of different project types and modes. Based on this comment, we recommended modifying the draft policy guide to reflect considerations for economically distressed communities as part of Step 4.
73	Daniel Butch	Albemarle County	11/30/2020	Email	There are 2019 Mid-Term segment needs identified for Street Grid (UDA) which are not District priorities which we feel should be which are made aware via comment on Interact VTrans map. Specifically: The US 29/Rio Rd area as well as the downtown Crozet area.	The 2019 Mid-term Needs are prioritized using a four-step process. The first step includes the definition of geographical levels of prioritization and establishment of criteria for aggregating VTrans Need Categories. For Construction District Prioritization, Needs within the Regional Networks, Safety and IEDA Access Travel Markets were included. Designation of a UDA is voluntary. Given that the current VTrans Needs for UDAs were identified by localities, localities may be in a better position to establish priorities. OIPI provides Technical Assistance opportunities for existing or planned UDAs through the expanded Growth and Accessibility Planning (GAP) Technical Assistance Program. The FY21 application intake is currently open and we encourage you to take advantage of that.

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74	Daniel Butch	Albemarle County	11/30/2020	Email	District Draft needs to include specific areas for District priority need for Pedestrian Infrastructure/sidewalks & Access- as yes; comments made in Interact VTrans.	<p>The 2019 Mid-term Needs are prioritized using a four-step process. The first step includes the definition of geographical levels of prioritization and establishment of criteria for aggregating VTrans Need Categories. For Construction District Prioritization, Needs within the Regional Networks, Safety and IEDA Access Travel Markets were included.</p> <p>Designation of a UDA is voluntary. Given that the current VTrans Needs for UDAs were identified by localities, localities may be in a better position to establish priorities. OIPI provides Technical Assistance opportunities for existing or planned UDAs through the expanded Growth and Accessibility Planning (GAP) Technical Assistance Program. The FY21 application intake is currently open and we encourage you to take advantage of that.</p>
75	Daniel Butch	Albemarle County	11/30/2020	Email	Within UDA on roads in residential neighborhoods that don't have pedestrian facilities- why are these not priority District needs? Made comments on Interact Vtrans for locations.	<p>The 2019 Mid-term Needs are prioritized using a four-step process. The first step includes the definition of geographical levels of prioritization and establishment of criteria for aggregating VTrans Need Categories. For Construction District Prioritization, Needs within the Regional Networks, Safety and IEDA Access Travel Markets were included.</p> <p>Designation of a UDA is voluntary. Given that the current VTrans Needs for UDAs were identified by localities, localities may be in a better position to establish priorities. OIPI provides Technical Assistance opportunities for existing or planned UDAs through the expanded Growth and Accessibility Planning (GAP) Technical Assistance Program. The FY21 application intake is currently open and we encourage you to take advantage of that.</p>
76	-	-	11/30/2020	InteractVTrans	UDA Street Grid need for Rio/29 - Hillsdale Connection from VTRANS segment Needs to Priorities.	We will review underlying data in the context of the adopted Policy for Identification of VTrans Mid-Term Needs and ensure accuracy.
77	-	-	11/30/2020	InteractVTrans	(Mill Creek Drive) Within UDA on roads in residential neighborhoods that don't have ped facilities- why are these not priority District needs?	Designation of a UDA is a voluntary. Given that the current VTrans Needs for UDAs were identified by localities, localities may be in a better position to establish priorities. OIPI provides Technical Assistance opportunities for existing or planned UDAs through the expanded Growth and Accessibility Planning (GAP) Technical Assistance Program. The FY21 application intake is currently open and we encourage you to take advantage of that.
78	-	-	11/30/2020	InteractVTrans	(Soloman Rd at Hydraulic Rd.) Within UDA on roads in residential neighborhoods that don't have ped facilities- why are these not priority District needs?	Designation of a UDA is a voluntary. Given that the current VTrans Needs for UDAs were identified by localities, localities may be in a better position to establish priorities. OIPI provides Technical Assistance opportunities for existing or planned UDAs through the expanded Growth and Accessibility Planning (GAP) Technical Assistance Program. The FY21 application intake is currently open and we encourage you to take advantage of that.
79	-	-	11/30/2020	InteractVTrans	(5th St. EXT at Old Lynchburg Rd.) Albemarle County identifies Pedestrian Access (RN) as a priority	Acknowledged.
80	-	-	11/30/2020	InteractVTrans	(Avon St. near I-64 overpass) Albemarle County identifies Pedestrian Access (RN) as a priority on Avon St Extended. Also, should be included in Urban Development Area.	We will review underlying data in the context of the adopted Policy for Identification of VTrans Mid-Term Needs and ensure accuracy.
81	-	-	11/30/2020	InteractVTrans	We ask to recognize Berkmar Dr from Hilton Heights to Conner Dr as Segment mid-term needs that should be prioritized for Need for Street Grid (UDA) /connectivity.	We will review underlying data in the context of the adopted Policy for Identification of VTrans Mid-Term Needs and ensure accuracy.
82	Ann Cundy	VAMPO	11/30/2020	Email	It is unclear how equity for transportation disadvantaged individuals will be considered for all modes; therefore, we suggest including equity as an influencing factor in Step 4.	Based on this comment, we recommend modifying the draft Policy Guide to reflect considerations for economically distressed communities as part of Step 4.

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83	Ann Cundy	VAMPO	11/30/2020	Email	Overall, the VTrans Needs Identification and Prioritization Process at the level of Regional Networks (RNs) is not meaningfully built upon, or aligned with, the comprehensive regional needs assessments and priorities of MPOs. Regional needs and their prioritization should reflect regional (i.e., MPO) processes and planning efforts in the same way that local needs for Urban Development Areas (UDAs) are prioritized by localities.	Per the state code, VTrans is required to include a comprehensive review at the state level and not a compilation of local or regional plans. VTrans also does not outline particular projects to be completed. Rather, the prioritization process is primarily intended to highlight areas with a greater need for study and analysis.
84	Ann Cundy	VAMPO	11/30/2020	Email	The delayed webinars, and the one-month review period for the MidTerm Needs Prioritization methodology and recommendations did not provide adequate time to review the materials, take recommendations to our committees and Boards for approval, and present them as formal comments.	While the results were made available on October 29 for a 30-day review, the approach to the prioritization was initially presented to the CTB in July 2020 with updates to MPO's in the Fall. We appreciate the comments provided to OIPI and will present comments and proposed refinements based on the comments to the CTB prior to a decision on the policy.
85	Ann Cundy	VAMPO	11/30/2020	Email	There has been a lack of clarity from the State on the policy implications of the Needs Prioritization, specifically on VDOT's ability to support the preparation of technical materials that are required as part of the application for Smart Scale funding for lower ranking priorities.	The Prioritization process does not determine other potential policy decisions that may be made further down the line.
86	Ann Cundy	VAMPO	11/30/2020	Email	Based on the location of Needs around the state, we are concerned that the outcome of this prioritization process will be less equity for accessing resources (i.e., to access studies, project development efforts) among different areas of the state. This inequity is of particular relevance for the Corridors of Statewide Significance (CoSS): a need in a smaller urban or rural area will almost always lose if compared to the same need in a larger urban area.	In addition to the Statewide Priority Locations developed for corridors with the potential to provide benefits for the state as a whole, the draft policy also provides a mechanism for construction district-specific priorities. Construction District priorities have a more regional focus.
87	Richard Roisman/Dennis Leach	Arlington County	11/30/2020	Email	One broad solution to improving this alignment is to have OIPI reconsider allowing the expanded use of local data in the computation of the Construction District Prioritization Strategies, rather relying solely on statewide data sets. Northern Virginia has a complex transportation network, and local data are available to provide detailed coverage of our trail and bike lane network, roadways, bus routes, and rail transit. These data provide the granularity appropriate to the area and will improve the predictive capabilities of VTrans' analytical and decision-support framework for mid-term priorities..	We will take this comment into account while considering future updates to the policy for the identification of the Mid-term Needs.
88	Richard Roisman/Dennis Leach	Arlington County	11/30/2020	Email	Why is Road Safety (15%) weighted at three times the importance of Pedestrian Safety (5%)? We strongly urge you to consider making these weights equal for Northern Virginia.	Roadway safety needs also include crashes involving bicyclists and pedestrians. The Pedestrian Safety Corridors used for the Pedestrian Safety needs are areas that take into account history of pedestrian safety crashes along with proactively addressing pedestrian crash risk, on top of the other safety Needs. Please note that VTrans Mid-term Need categories, Pedestrian Access to Activity Centers and Transportation Demand Management, also reflect need for safer pedestrian infrastructure. Finally, please note that the identified Needs or the priorities do not prescribe a particular solution or project to address a need. While the Needs have been assigned to the roadway network for organizational purposes, Needs can be addressed through a variety of solutions and modes. For example, an identified congestion need could be addressed through roadway, transit, bike, ped, or TDM solutions.
89	Ada Hunsberger	Central Virginia MPO/Central Virginia PDC	11/30/2020	Email	The prioritization of needs into four categories has brought about concern regarding the limitations that being identified as priority 3 or 4 will present. It seems that many of the Priority 1 and 2 needs have been studied extensively, but there are concerns that those needs identified in Priorities 3 and 4 will not be able to easily be studied due to their ranking. In addition, there is concern that VDOT staff and resources will only be allocated to Priority 1 and 2 needs, which will further limit our capacity to study and receive funding for projects that address needs in categories 3 and 4.	Your point is noted and will be considered in the future phases of the Multimodal Project Pipeline effort.

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90	Ada Hunsberger	Central Virginia MPO/Central Virginia PDC	11/30/2020	Email	The implications of the policy on other funding sources (i.e. Smart Scale, HSIP, etc.) have not been clearly defined. While OIPI has indicated that these decisions will be made at a later time, we urge you to allow local agencies adequate time to comment and participate in that process in the future	Your point is noted and will be considered in the future phases of the Multimodal Project Pipeline effort.
91	Ada Hunsberger	Central Virginia MPO/Central Virginia PDC	11/30/2020	Email	This policy limits the local ability to identify and prioritize projects based off both local qualitative and quantitative data. By incorporating qualitative data from public outreach, surveys and engagement, as well as the quantitative data found within long range plans and local transportation studies, the VTrans Needs Prioritization would be a more balanced look at statewide needs.	<p>VTrans is a statewide plan and relies on data-driven methods designed to capture statewide Needs in a uniform and systematic manner. It also relies on public and agency feedback. Please refer to the 2019 VTrans Workshops and the resulting modifications to the policy.</p> <p>Localities can continue to rely on local outreach and engagement processes to develop context-sensitive solutions. Please note that the identified Needs or the priorities do not prescribe a particular solution or project to address a need. While the Needs have been assigned to the roadway network for organizational purposes, Needs can be addressed through a variety of solutions and modes. For example, an identified congestion need could be addressed through roadway, transit, bike, ped, or TDM solutions.</p> <p>VTrans Mid-term Needs are updated periodically to reflect change in conditions, and the policy for identification and prioritization of VTrans Mid-term Needs can be updated over time to account for the availability of new and/or emerging datasets. We will review your suggestion for future updates.</p>
92	Ada Hunsberger	Central Virginia MPO/Central Virginia PDC	11/30/2020	Email	The criteria presented for prioritizing needs gives considerable leverage for urban communities to have their needs addressed over rural communities. Even with adjustments to the weighting for certain categories (such as congestion) within the construction district priorities, smaller localities will be disadvantaged by these criteria. Because of this weighting structure, and the already limited monies allocated to rural planning, it will become even harder to receive funding for rural studies, thus making it harder to receive funding. While the needs of rural communities may seem less impactful at the statewide level, bottlenecks impacting freight movement in rural localities have statewide economic impacts. Therefore, we recommend incorporating more criteria which addresses rural transportation needs within the policy.	<p>Please refer to page 18 of the Policy Guide for the Identification and Prioritization of VTrans Mid-term Needs - the Step 3 weighting for Construction District Priority Locations attempts to account for the geographic (urban/rural) context of the roadway segment by applying weighting.</p> <p>Your point is noted and will be considered in the future phases of the Multimodal Project Pipeline effort.</p>
93	Ada Hunsberger	Central Virginia MPO/Central Virginia PDC	11/30/2020	Email	Additionally, the only criteria that integrates equity is "Transit Access to Activity Centers", which relates mostly to urban communities. However, since equitable development is a top priority for urban and rural communities alike, we recommend allowing equity to be considered into Step 4: "Adjust Priorities for Influencing Factors". This would allow projects which serve transportation networks in marginalized communities to receive an extra point, but not penalize projects which do not serve those communities.	<p>One of the VTrans Need categories is Transit Access to Equity Emphasis Areas. It can be difficult to assign equity values for Needs in which there are not prescribed solutions, and the solutions may be located in a different area or consist of different project types and modes.</p> <p>Based on this comment, we recommend modifying the draft policy guide to reflect considerations for economically distressed communities as part of Step 4.</p>
94	Ada Hunsberger	Central Virginia MPO/Central Virginia PDC	11/30/2020	Email	The short turnaround time between the presentation to our technical committee and deadline for comments has presented some challenges in educating the local representatives and garnering their feedback. The rural localities with the most limited resources/staff are the ones that will likely be most marginalized by this, and the short timeframe for them to comment further disenfranchises them.	While the results were made available on October 29 for a 30-day review, the approach to the prioritization was initially presented to the CTB in July 2020 with updates to MPO's in the Fall. We appreciate the comments provided to OIPI and will present comments and proposed refinements based on the comments to the CTB prior to a decision on the policy.
95	Bonnie Riedesel	CSPDC	11/30/2020	Email	Several level 1 and 2 needs in the SAWMPO and HRMPO regions have been addressed by funded SMART SCALE applications, recent studies and/or, current SMART SCALE applications. There are still lower priority needs in our region that could be eligible for further study and project development. We request that OIPI clarify the relationship between the priority levels and eligibility for state study funding. Will the Priority 3 and 4 needs be eligible for studies?	Your point is noted and will be considered in the future phases of the Multimodal Project Pipeline effort.
96	Bonnie Riedesel	CSPDC	11/30/2020	Email	The alignment of the availability of state study funds with CoSS, RN, and Safety needs limits the ability of rural areas without RNs to conduct studies in partnership with VDOT.	Your point is noted and will be considered in the future phases of the Multimodal Project Pipeline effort.

Comments and Responses - Draft Policy for the Prioritization of the VTrans Mid-term Needs

Comment Period: October 29, 2020 through November 30, 2020

ID	Name of Submitter	Submitter's Affiliation (if applicable)	Date Received	Method Received	Comment	Response
97	Bonnie Riedesel	CSPDC	11/30/2020	Email	Rural areas' eligibility for studies to advance projects hinges on how well-funded the new GAP program is, and whether a need is in a UDA. How much funding will the GAP program have each year for technical assistance? Will the program be available each year?	It is intended that the GAP Technical Assistance Program be funded similarly to the previous UDA Technical Assistance Program and be available on a yearly basis.
98	Bonnie Riedesel	CSPDC	11/30/2020	Email	PDC Rural Transportation Planning annual funding can help assist rural areas up to a point, but we only receive \$58,000 from VDOT each year. This annual grant award has not been increased in over 20 years, so the PDCs have limited resources to help rural localities with larger studies.	Your point is noted and will be considered in the future phases of the Multimodal Project Pipeline effort.
99	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	We propose that Office of Intermodal Planning and Investment (OIPI) and the Northern Virginia Transportation Authority (NVTA) work towards one uniform process for prioritizing projects in for the NOV A Construction District. Having separate processes is not beneficial to NOV A and can result in different outcomes for the same needs or project.	We will share this comment with SMART SCALE Team within OIPI.
100	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	The prioritization of mid-term needs is a data driven process and the data that drives the process needs to be current, relevant, and updated regularly. What we have seen so far is that the data being used in Loudoun County is not current, and we understand that there is no schedule or assurance that the data will be updated before its use in the next round of Smart Scale.	Data used for VTrans was the most current available at the time of the use.
101	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	The relevancy of the data is concerning as it is based on existing conditions (2018 or 2019 data) and does not account for rapidly changing conditions such as what is occurring in Loudoun County. By 2027 the population will have grown by 14% and employment by 25%, over existing conditions. In 2021 Metrorail will begin operating in Loudoun County and there does not seem to be any accountability for its impact on our transportation systems	Per the Board Policy, SMART SCALE also relies on current year data. The intent is ensure consistency between planning and programming of funds. We will evaluate other options that allow us to maintain consistency between planning and programming for future updates.
102	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	The initial outcome of the Statewide prioritization process shows that mostly Interstates rank in the High categories. Interstates have their own funding sources now with the "I-81 funds" provided in the last General Assembly and should be excluded from the prioritization process.	Acknowledged.
103	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Before the prioritization process can be finalized, there needs to be clarification of how the process will be used to select projects for funding by VDOT and or DRPT, such as in future Rounds of Smart Scale and the next Round of Revenue Sharing.	The Prioritization process does not determine other potential policy decisions that may be made further down the line.
104	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Congestion Mitigation - Please provide an example of the Travel Time Index (TTI) calculation for congestion mitigation and clarify whether Step 4 is supposed to be the weighted average of weekday and weekend hours.	Section 3.1 of the Draft Technical Guide outlines how TTI is calculated.
105	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	As illustrated if Figure 1, queue spill-back/spillover likely triggers false-positives, ranking upstream segments as having higher priority than the downstream 'causal' locations. This becomes more of an issue as segments get smaller (length of segments vary widely in the VTrans files). It is recommended that the PECC of neighboring roadway segments be considered in the calculation: high values of upstream PECC should increase priority of a downstream segment. This becomes more complicated when queue spills back beyond more than one segment. Please also consider implementing a similar adjustment for scores calculated using TTI values.	Please refer to Page 20 of the Policy Guide for the Identification and Prioritization of the VTrans Mid-term Needs - "A solution does not have to be co-located with a prioritized need or location as long as the purpose and effectiveness of a solution addresses the underlying issue(s)." For example, a solution to a Need in a spillover area can be addressed by a project in a causal location.
106	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Congestion Mitigation - How do severity measures compare between PECC and TTI methods? Is this fair? It is recommended to adjust PECC and TTI scores at this stage to ensure similar levels of travel time delay are comparable. It is not expected that normalization of PECC and TTI scores will accurately portray comparable travel time delays. Please illustrate that the methodology correctly equates similar levels of travel time delay in the prioritization methodology documentation using example calculations.	The Draft Technical Guide provides explanation of how PECC and TTI measures are normalized in order to sort the measures within the Congestion Mitigation needs category. If there was a difference between the severity measures, the normalization process would temper those differences.

Comments and Responses - Draft Policy for the Prioritization of the VTrans Mid-term Needs

Comment Period: October 29, 2020 through November 30, 2020

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107	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	The 'Magnitude' for Congestion Mitigation scores is dependent upon segment length; however, segment length is sometimes established arbitrarily, with longer segments generally found on limited access facilities between interchanges. This prioritizes limited access facilities. For example, if a segment is a mile long and VMT is not reported, it will receive a magnitude score of 7,100 VMT. If the facility was divided in half, each half would receive a magnitude score of 3,550. It is recommended to utilize the average VMT-per-XX distance instead. In our example, if we were using a 'per 1 mile' measure, the mile-long segment would have a VMT of 7,100 VMT-per-mile and, if the segment were divided in half, each half would also receive a magnitude measure of 7,100 VMT-per-mile.	We will review data for accuracy and completeness.
108	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Congestion Mitigation - The selection of 7,100 vehicle miles travelled for all null and VMT=0 segments should, ideally, be scaled according to the facility type and number of travel lanes of the segment.	We will review data for accuracy and completeness.
109	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Congestion Mitigation - Consideration of Severity and Magnitude Criteria calculations should reflect the adjusted PECC and TTI scores as well as the VMT-per-XX distance. Since the 'Low (Score 1)' is the bottom 50%, it is suggested that minimum scores be replaced with the 10th percentile scores prior to normalization to reduce the influence of minimum-value outliers.	We will review data for accuracy and completeness.
110	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Congestion Mitigation - Please provide a table showing the mileage of segments in each of the categories (Score 1 through 7) that have been assigned using the TTI verses the PECC methodologies. Is one methodology favored over another? Does the bias make sense?	The Draft Technical Guide provides explanation of how PECC and TTI measures are normalized in order to sort the measures within the Congestion Mitigation needs category. If there was a difference between the severity measures, the normalization process would temper those differences.
111	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Transit Access to Activity Centers - The methodology converts median transit commute time in each bin to a distance value by multiplying it by the average travel speed of a bus (12 mph); however, given that the question stated "mark (X) the box of the one used for most of the distance", the "Public Transportation" commute time includes: a) Time to walk to/from the bus-stop, b) Wait time at the initial stop, c) Wait time at a transfer. The corresponding distance should be much smaller. Literature assumes that people are willing to walk 5 minutes to get to a bus stop and 10 minutes to get to a Metrorail station. Literature assumes that people will need to wait half a headway; however, bus arrival time applications may significantly reduce initial wait times.	We will take this into consideration while considering future updates.
112	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Pedestrian Access to Activity Centers - The methodology uses 'Walk Score' to develop its severity measure. Walk Score measures the walkability to amenities in a neighborhood using existing walking routes ... so if you already have lots of sidewalks in a neighborhood, the segments within that area will receive higher priority. The methodology limits the degree to which a well-built-out neighborhood can influence the scores by only considering segments with an average score below 70. Our review identified that some links along Leesburg Pike and Chain Bridge Rd in Tysons Comer have weighted average walk scores above 70 but are listed by VTrans as "Very High". Please provide an explanation.	Walk Score is a combination of several indicators and is one of the few datasets available at this time. See page 42 of the Technical Guide for the Identification of Prioritization of VTrans Mid-Term Needs, note that the method prioritizes only those locations without existing pedestrian infrastructure.
113	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Pedestrian Access to Activity Centers - The methodology still favors building links near neighborhoods with already good pedestrian infrastructure and other 'resource rich' neighborhoods; therefore, equity of infrastructure investments is concerning.	See page 42 of the Technical Guide for the Identification of Prioritization of VTrans Mid-Term Needs, note that the method prioritizes only those locations without existing pedestrian infrastructure.

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114	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Pedestrian Access to Activity Centers - The methodology uses a weighted average based on census block area of the "Access Walk Score" to census block centroids. This means that 'barrier' roadways get prioritized as there is very little opportunity to cross and so there can be a large dichotomy between walk scores on either side of the roadway.</p> <p>For example, the draft VTrans prioritization methodology assigns Eastbound Route 7 segment between City Center Blvd and Cascades Parkway a "Very High" to "High" need priority for pedestrian access but the Westbound segment is assigned a 'low' priority. This is because the development north of Route 7 has a very high walk score and south of Route 7 has a moderate walk score. The average walk score based on their proposed methodology must cut the westbound segment because it is over 70; The average walk score for the eastbound segment is likely just under the '70' walk score cut-off. The actual need for pedestrian facilities at this location is questionable. A preferred methodology would be to look at the maximum absolute gradient of walk scores along a segment, as a steep gradient would indicate a strong need for pedestrian facilities along that segment (i.e. Potomac View Road, north of Route 7).</p>	Walk Scores are calculated at a much finer level and then aggregated for computation purposes.
115	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Pedestrian Access to Activity Centers - The methodology calculates density based on the sum of employment and population density in the block that the segments' centroid intersects. This means that densities for longer segments are more likely to be incorrect, particularly if they pass by towns or villages (i.e. the northbound segment of Fairfax County Parkway has a centroid closest to Reston but is actually quite long). Furthermore, blocks are usually defined by roadways, particularly principal arterials on their edges. Preferred method: use a weighted average of densities within 200 feet of the corridor.</p>	We will take this into consideration while considering future updates.
116	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Pedestrian Access to Activity Centers - The methodology assigns the following values for roadway functional classification: 7 points for Principal Arterial, 3 points for Minor Arterial, 1 point for all other functional classes, and then multiplies it to the severity and population/employment densities to determine the final "Pedestrian Access to Activity Centers" score. Given that most pedestrian trips are local in nature, why are we outright prioritizing pedestrian infrastructure for principal arterials? No justification was provided in the technical report. No justification was provided for the chosen point values: why is Principal Arterial 7 times more important than collector roadways, particularly for pedestrian access? It means that given the same walk I score, a principal arterial with less than half the density will rank higher than a minor arterial. Likewise, given the same walk score a minor arterial with a density less than half that of a collector road would have priority. This does not make sense for measures of pedestrian activity.</p>	Please refer to Page 20 of the Policy Guide for the Identification and Prioritization of the VTrans Mid-term Needs - "A solution does not have to be co-located with a prioritized need or location as long as the purpose and effectiveness of a solution addresses the underlying issue(s)." Functional classification in this case serves as a Magnitude measure and indicates the routes likely to carry more trips to or from an activity center, however, the intent is not to limit a solution to any particular facility or functional classification.
117	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Bicycle Access to Activity Centers - The methodology awards a greater number of Severity points when a segment is proximate to a transit stop. Given that average bicycle commute speeds are comparable to average bus speeds, is it equitable to prioritize a corridor with multiple mode options over a corridor that only has one mode option? Please consider awarding higher priority to locations that are within 3 miles and not within a 5-minute walk of an activity center or transit stop.</p>	The 200 ft. buffer of transit stop was used to identify transit accessible roadway segments which was then used as a criteria in calculating the Severity measure for Bicycle Access to Activity Centers.
118	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Bicycle Access to Activity Centers - Repeat of concerns outlined in 11 d above (The methodology calculates density based on the sum of employment and population density in the block that the segments' centroid intersects. This means that densities for longer segments are more likely to be incorrect, particularly if they pass by towns or villages (i.e. the northbound segment of Fairfax County Parkway has a centroid closest to Reston but is actually quite long). Furthermore, blocks are usually defined by roadways, particularly principal arterials on their edges. Preferred method: use a weighted average of densities within 200 feet of the corridor.)</p>	The 200 ft. buffer of transit stops was used to identify transit accessible roadway segments which was then used as a criteria in calculating the Severity measure for Bicycle Access to Activity Centers.

Comments and Responses - Draft Policy for the Prioritization of the VTrans Mid-term Needs

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119	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Bicycle Access to Activity Centers - Please provide justification as to why roadway functional classification is a measure of "magnitude" as opposed to 'severity' and for the values chosen. Assuming the same population and employment densities, are bicycle facilities along "Other Principal Arterials" between 5 and 7 miles from an activity center more than twice as valuable as bicycle facilities along a collector within 3 miles of an activity center? Why is roadway functional classification more influential than presence of a transit stop or difference between activity centers?	Please refer to Page 20 of the Policy Guide for the Identification and Prioritization of the VTrans Mid-term Needs - "A solution does not have to be co-located with a prioritized need or location as long as the purpose and effectiveness of a solution addresses the underlying issue(s)." Functional classification in this case serves to indicate the areas/overall routes from which people may be coming from to get to an activity center. Solutions need not be located on that facility.
120	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Bicycle Access to Activity Centers - The methodology indicates that roadway segments with no documented bicycle infrastructure should receive a score that is the product of the severity and magnitude measures while other roadway segments should receive a priority score of 1 (Low). The draft results listed segments along Dranesville Road just south of Route 7 (need segment ID) as 'Medium Priority' and Fairfax County Parkway segments north of the Greenway (need segment ID 125701) received a "Very High"; however, the Virginia Bicycle Facility Inventory indicates that these roadways are equipped with Shared Use Paths. Similarly, Segment ID 109404 (King Street) is listed as having "High" need; however, the Virginia Bicycle Facility Inventory indicates these roadways have "Shared Lane" and "Designated Bike Lane" facilities. Please clarify what is meant by "no documented bicycle infrastructure" and clarify how scores are awarded to roadway segments with documented bicycle infrastructure.	We will review the data for accuracy and completeness and will review the Technical Guide for the Identification and Prioritization of VTrans Mid-Term Needs and ensure method is properly reflected.
121	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Bicycle Access to Activity Centers - While the Virginia Bicycle Facility Inventory does specify whether a facility is present, it does not indicate whether that facility is sufficient. For example, segment ID 218800 has a 5-foot asphalt trail. It is listed as a Shared Use Path in the Virginia Bicycle Facility Inventory; however, it will need to be upgraded to reflect the 10 foot Shared Use Path standard width as called for in Loudoun County's 2019 Comprehensive Transportation Plan.	We will take this into consideration for future updates to the policy for the prioritization of mid-term needs.
122	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Roadway Safety - Severity and Magnitude scores are averaged instead of using the product of Severity and Magnitude scores (as was done for the previous need categories). If not adopting the recommendation noted in 13a, please provide justification as to the deviation or consider using a methodology consistent with other need categories.	Consistency with other measures, while not important, is not the end goal. Our goal is to methods reflect limitations and strengths of unique data points that vary from measure to measure.
123	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Transportation Demand Management - The methodology considers inter-RN trips. Does this include all trips that cross a construction district border (i.e. Maryland into NOV A Construction District) or just between Virginia construction districts?	Please refer to pages 51-52 in the Technical Guide for Identification and Prioritization of the VTrans Mid-term Needs for detailed methodology.
124	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Transportation Demand Management - Concerns like those outlined for the "Prioritization within Congestion Mitigation Need" Category: Please indicate how responses to those concerns correspond to the Capacity Preservation prioritization methodology.	Please refer to pages 49-50 in the Technical Guide for Identification and Prioritization of the VTrans Mid-term Needs for detailed methodology.

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125	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Transportation Demand Management - The proposed methodology is basically the same methodology as the 'Congestion Management' need category but applies to more links throughout the construction district. This means that the Congestion Management need category is essentially weighted at 30% and Capacity Preservation is essentially weighted at 12.5%.</p> <p>It is unlikely that "congested corridors" are an adequate indicator of funding allocation for transportation alternatives that would manage demand. Instead, there needs to be looking significantly 'upstream' for opportunities to provide additional and viable transportation mode options. Furthermore, Transportation Demand Management is the need category intended to fulfill Goal E: Healthy Communities and Sustainable Transportation Communities. Please address how the proposed methodology, which prioritizes congested corridors, would support a variety of community types promoting local economies and healthy lifestyles that provide travel options, while preserving agricultural, natural, historic and cultural resources or address the objectives of: (E. 1) reduce per-capita vehicle miles traveled and (E.3) increase the number of trips traveled by active transportation.</p>	The method for prioritization of Transportation Demand Management focuses on areas where the demand for infrastructure is exceeding the supply. Priorities are developed based on the gap between transportation supply and transportation demand - higher difference indicates higher priority.
126	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Transit Access to Activity Centers - The methodology utilizes the same definition of transit deficit as used to identify needs. We understand that we cannot change the 'Needs' calculation at this point; however, we encourage an alternate methodology to determine 'transit deficit' used in the prioritization of those needs.	Acknowledged.
127	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Bicycle Access to Activity Centers - For Metrorail stations the journey from a platform to bicycle parking is typically greater than 200 feet. It is recommended to increase the buffer for BRT lines and fixed-guideway transit stops or to use a polygon to represent BRT and fixed guideway transit stations and apply the buffer from the station's perimeter.	The 200 ft. buffer of transit stops was used to identify transit accessible roadway segments which was then used as a criteria in calculating the Severity measure for Bicycle Access to Activity Centers.
128	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Roadway Safety - The methodology uses the Potential for Safety Improvement (PSI) ranking within each district as the severity score. According to VMTP 2025 Needs Assessment documentation, the ranking within each district used the number of years PSI was greater than zero (weighted by 3), the number fatal and injury crashes during those years (weighted by 5), and the total crashes during those years (weighted by 1). The weighted scores for intersection and segment locations within each district was sorted and ranked by percentile. Given that the PSI ranking has already been adjusted to reflect the number of fatal and injury crashes, it is recommended that the PSI ranking be directly converted to the VDOT Construction District-specific categorizations for Roadway Safety needs within the (Regional Network) RN.	Please refer to pages 46-47 in the Technical Guide for Identification and Prioritization of the VTrans Mid-term Needs for detailed methodology of Prioritization within Roadway Safety Need category for Construction Districts.
129	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Bicycle Access to Activity Centers - The methodology adopts a buffer of within 200 feet of a transit stop. How is this buffer meaningful for bicyclists?	The 200 ft. buffer of transit stops was used to identify transit accessible roadway segments which was then used as a criteria in calculating the Severity measure for Bicycle Access to Activity Centers.
130	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Loudoun County is currently doing a Corridor Study for Route 9 from Route 7 all the way to the West Virginia Line. We are trying to see how the work to date can help us in our study. We have noticed that across Corridor the Transportation Demand Management need varies from N/A to Low to High on some links of Route 9. Some segments have big Safety needs and others do not. There is also variability in the Congestion need.	Acknowledged.

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ID	Name of Submitter	Submitter's Affiliation (if applicable)	Date Received	Method Received	Comment	Response
131	Curtis Smith	Middle Peninsula PDC	11/30/2020	Email	The draft prioritization methodology fails to address the stress being placed on our rural transportation infrastructure from tidal flooding and sea-level rise and stormwater flooding from increases in precipitation extremes and inadequately designed or maintained drainage ditches. Being that sea level rise is considered only as an influencing factor in Step 4 of the methodology, the vast majority, if not all roads vulnerable to flooding and inundation are deprioritized by default in the methodology due to lesser traffic volumes. Again, the secondary roads provide critical access to our natural resource based economies and the value of the traffic on these roads is not captured effectively in the methodology. These worsening conditions are creating compounding issues for the transportation needs of our rural coastal communities and industries.	Your point is noted and will be considered in the future phases of the Multimodal Project Pipeline effort.
132	Judy Swystun	Hampton Roads Transportation, INC	12/1/2020	Email	This does not address going beyond the ADA guidelines for the disability community. I know we service a lot of people when Transit is not available. Also, we do on-demand wheelchair accessibility.	Please note that the identified Needs or the priorities do not prescribe a particular solution or project to address a need. While the Needs have been assigned to the roadway network for organizational purposes, Needs can be addressed through a variety of solutions and modes. For example, an identified congestion need could be addressed through roadway, transit, bike, ped, or TDM solutions.
133	Judy Swystun	Hampton Roads Transportation, INC	12/1/2020	Email	I think there should be some sort of mention of Private/Public partnerships. We approached HRTransit with a multimodal sample a few years ago after attending the Transportation Research Board meeting in Colorado. Subsequently, we had a Microtransit Software firm show some great results to HRTransit on how Microtransit is being utilized in Texas.	Acknowledged. The prioritized needs and locations established based on the Policy for the Prioritization of VTrans Mid-Term Needs will allow localities to develop innovative context-sensitive multimodal solutions which can be infrastructure improvements, policies, or programs.
134	Chessa Faulkner	Chesterfield County	12/14/2020	Email	Kudos on the policy and technical guides. I really thought the technical guide was easy to follow and coupled with the presentation did a good job explaining the prioritizing process.	Acknowledged. No response required.
135	Chessa Faulkner	Chesterfield County	12/14/2020	Email	(Regarding Draft Statewide Priority Locations) Congestion Mitigation, I-95 prioritized needs do not extend through the Route 10 interchange.	Noted. No response required.
136	Chessa Faulkner	Chesterfield County	12/14/2020	Email	(Regarding Draft Statewide Priority Locations) Reliability - Roadway: Only 1 segment (Route 288 between Route 1 and I-95) prioritized based on reliability, expected I-95 near Route 10 interchange; No prioritized needs on I-95 through Chesterfield?; This impacts the "Access to IEDA" score.	Noted. No response required.
137	Chessa Faulkner	Chesterfield County	12/14/2020	Email	(Regarding Draft Statewide Priority Locations) Reliability - Rail: This is a medium/high priority need for I-95 & Route 288 in Chesterfield; This category seems weighted high when compared to congestion and safety for I-95 & Route 288.	Noted. No response required.
138	Chessa Faulkner	Chesterfield County	12/14/2020	Email	(Regarding Draft Statewide Priority Locations) Roadway Safety: There are no roadway safety prioritized needs on I-95 in Chesterfield; Please verify I-95, particularly the high crash segment between Route 10 and Route 288.	We will review the underlying datasets.
139	Chessa Faulkner	Chesterfield County	12/14/2020	Email	(Regarding Draft Statewide Priority Locations) TDM: This is a high priority need for I-95 & Route 288 in Chesterfield; This category seems weighted high when compared to congestion and safety for I-95 & Route 288	Noted. No response required.
140	Chessa Faulkner	Chesterfield County	12/14/2020	Email	(Regarding Draft Construction District Priority Locations) Congestion Mitigation: I-95 prioritized needs do not extend through the Route 10 interchange; No prioritized needs on Route 150 (Chippenham Parkway)?	Noted. No response required.
141	Chessa Faulkner	Chesterfield County	12/14/2020	Email	(Regarding Draft Construction District Priority Locations) Reliability - Roadway: No prioritized needs on I-95/Route 150/Route 60 corridors? This impacts the "Access to IEDA" score	Noted. No response required.
142	Chessa Faulkner	Chesterfield County	12/14/2020	Email	(Regarding Draft Construction District Priority Locations) Access to IEDA: Concern over lack of prioritized needs related to the following IEDA sites, Meadowville Technology Park, James River Industrial Center and Watkins Centre	Noted. No response required.

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143	Chessa Faulkner	Chesterfield County	12/14/2020	Email	(Regarding Draft Construction District Priority Locations) Roadway Safety: There are no roadway safety prioritized needs on I-95 through Chesterfield; please verify I-95, particularly the high crash segment between Route 10 and Route 288.	Noted. No response required.
144	Chessa Faulkner	Chesterfield County	12/14/2020	Email	(Regarding Draft Construction District Priority Locations) TDM: This category seems weighted high when compared to congestion and safety.	Noted. No response required.

I-495 American Legion Bridge Transit and TDM Study Update

Commonwealth Transportation Board Workshop

January 19, 2021

Jennifer B. DeBruhl, Chief of Public Transportation
Department of Rail and Public Transportation

Engagement Process

- Four Stakeholder Meetings
- Public Comment Period for Draft Recommendations: Open through February 1st
- Public Meetings
 - DRPT/VDOT I-495 NEXT Public Meeting. November 18, 2020
 - I-495 ALB Transit and TDM Study Public Meeting. January 12, 2021
- Surveys
 - Survey 1: Purpose was to gain an understanding of commute choices in addition to driving alone. *Closed August 28, 2020*
 - Survey 2: Getting feedback on potential recommendations. *Closed December 15, 2020*
- Keeping track of [the Study](#) is easy by connecting to DRPT's Major Initiatives Webpage
- The study webpage includes a [stakeholder comment link](#) (See: <https://bit.ly/33Zw3YD>)

Input Related to Multimodal Travel

Themes

- Support for analyzing multimodal solutions
- Importance of air quality and emissions goals
- Provide affordable and equitable choices
- Request for dedicated funding to expand transit
- Consider the effect of COVID-19 and potential increase in teleworking
- Developing transit options for near-term investment

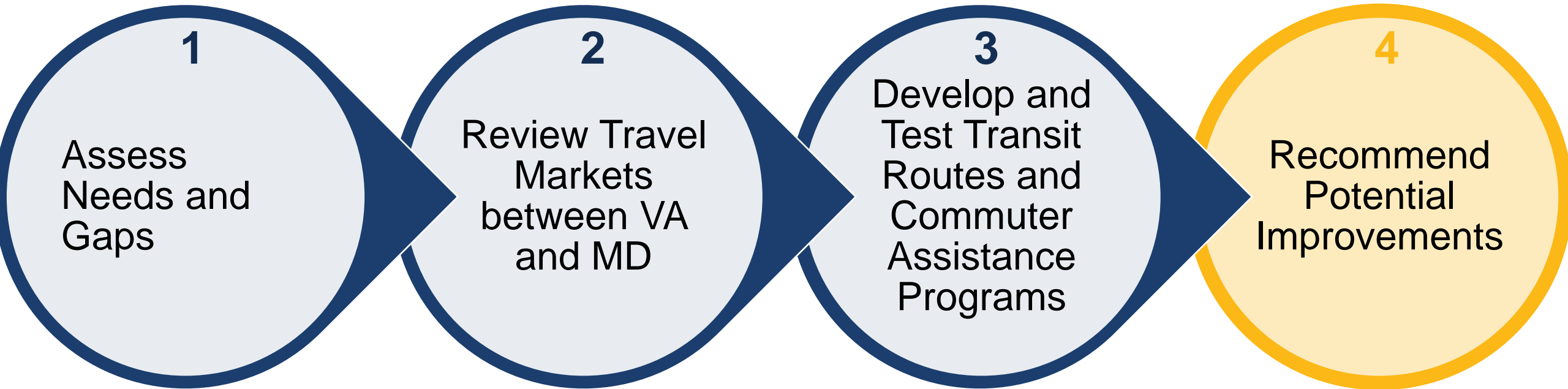
Sources of Input

- Public comment on ongoing I-495 Virginia and Maryland projects
- Transit/TDM Public Survey #1
- Stakeholder coordination meetings
- Transit/TDM Public Survey #2
- Public Meetings



Survey #2 Update

- **48%** of respondents are served by a potential bus route
- **Bethesda to Tysons** is the most desired route
- Technology that shows **real-time bus arrival info** is the **#1 factor** in encouraging transit use
- **63%** of respondents expect to telework more in the future



1
Assess
Needs and
Gaps

2
Review Travel
Markets
between VA
and MD

3
Develop and
Test Transit
Routes and
Commuter
Assistance
Programs

4
Recommend
Potential
Improvements

- Why is transit needed?
- What transit is there today?
- What transit is planned in the future?

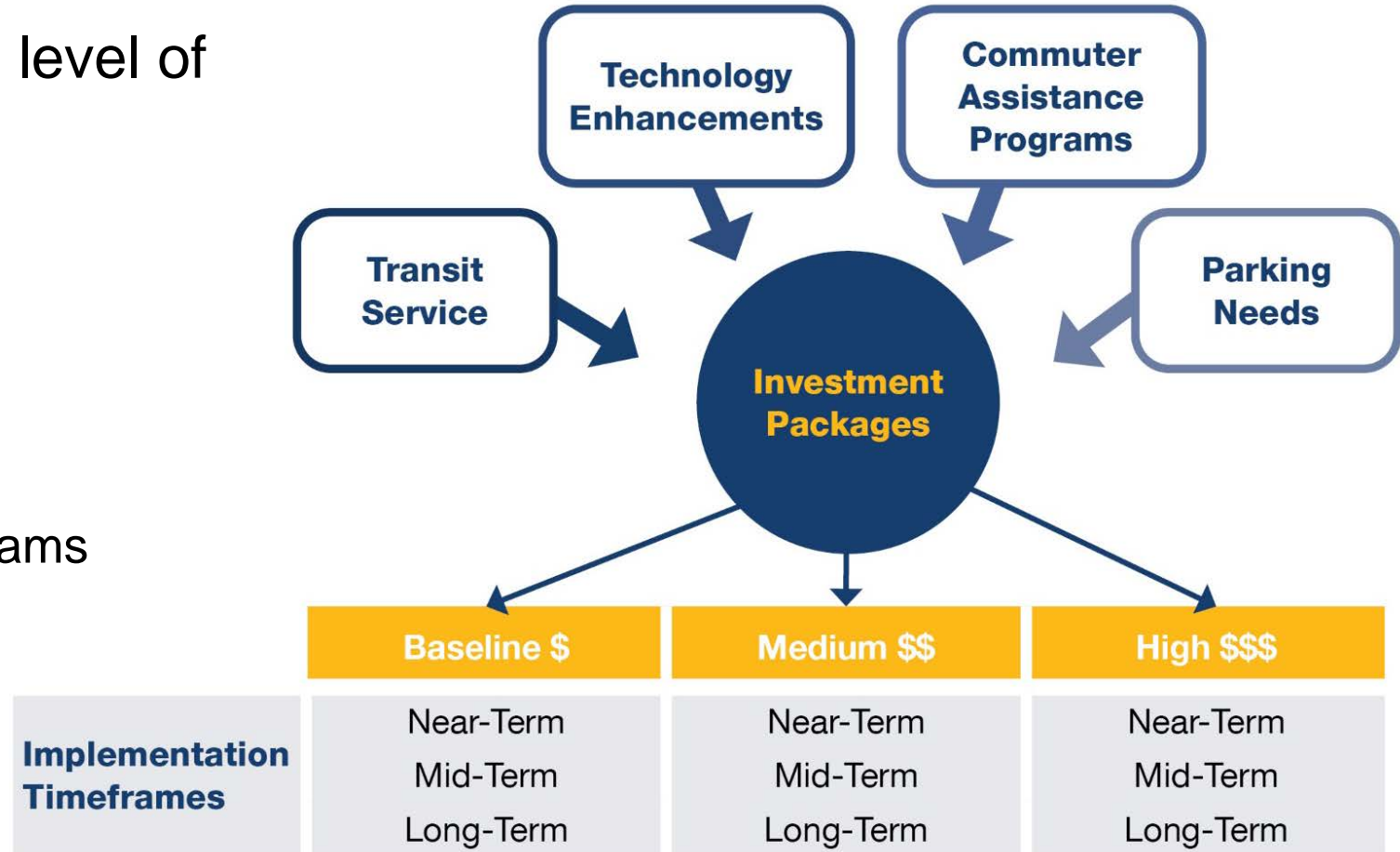
- Where are trips over the bridge coming from and going to?
- Which of those markets could be served by transit?

- Where and how often should the route stop?
- Where can transit use managed lanes?
- How can technology improve the transit experience?
- How will people get to and from the transit service?

- What is the overall forecasted affect on reducing congestion?
- How many people and jobs will be connected by new transit?
- How much will it cost to implement?

Implementation Framework

- Each package built around level of transit service and vary by:
 - Markets served
 - Frequency
 - Span (time of day)
- Transit supported by:
 - Technology enhancements
 - Commuter assistance programs
 - Parking needs



Investment Packages

Baseline

- Foundational peak-period service
- Connects three markets identified in previous planning efforts

Medium





- Robust network of primarily peak-period service
- Connects five key markets in Maryland with Tysons and Arlington

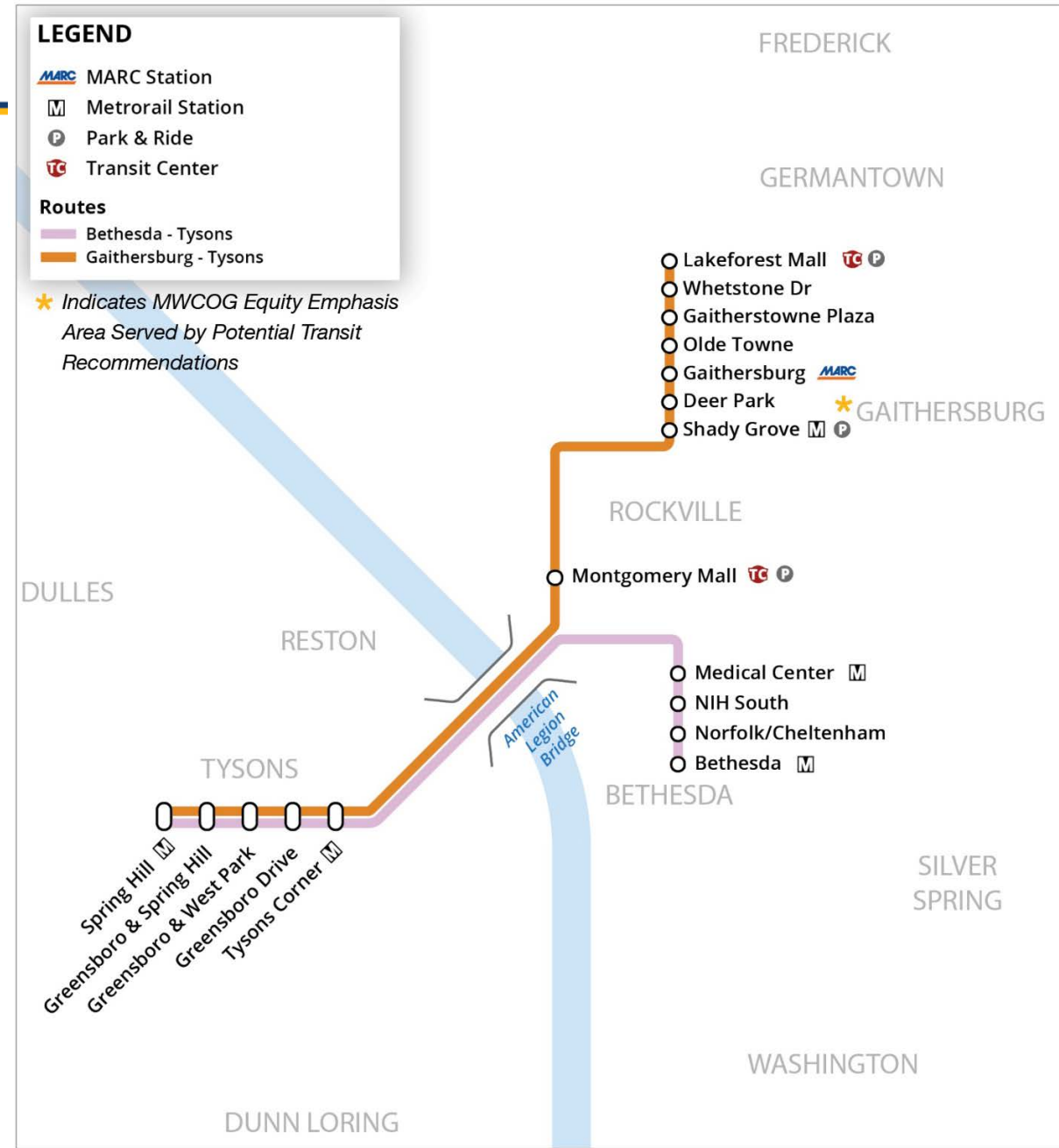
High

- Comprehensive all-day bus service
- Maximizes potential ridership
- Serves additional destinations

Baseline Package





- Transit Service

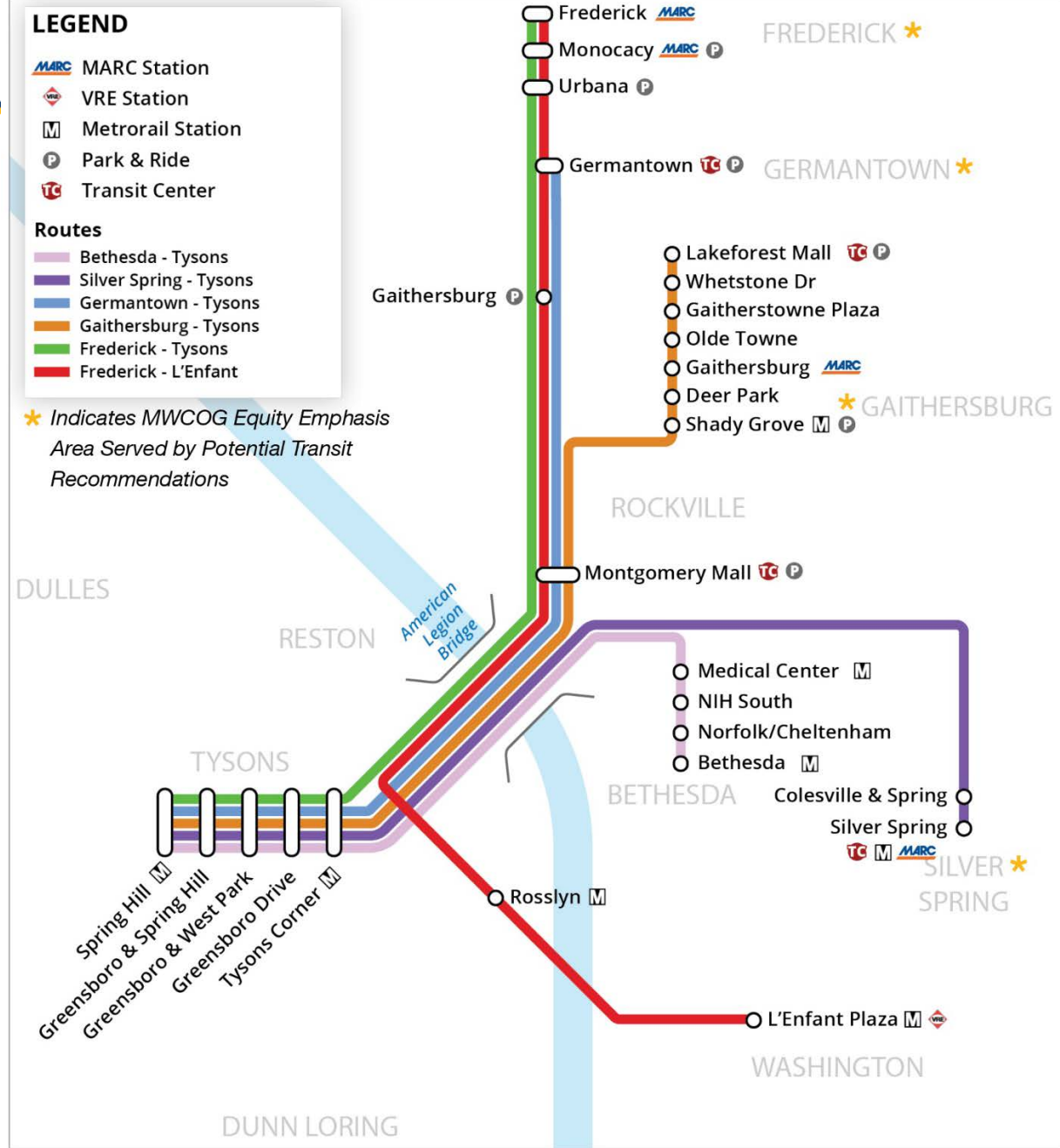
	Markets	Bethesda, Tysons, Gaithersburg
	Trips (peak hour)	6 trips per hour
	Total Forecasted Daily Riders over ALB	1,000 riders
	Off-Peak/ Mid-Day Service	None



Medium Package

– Transit Service

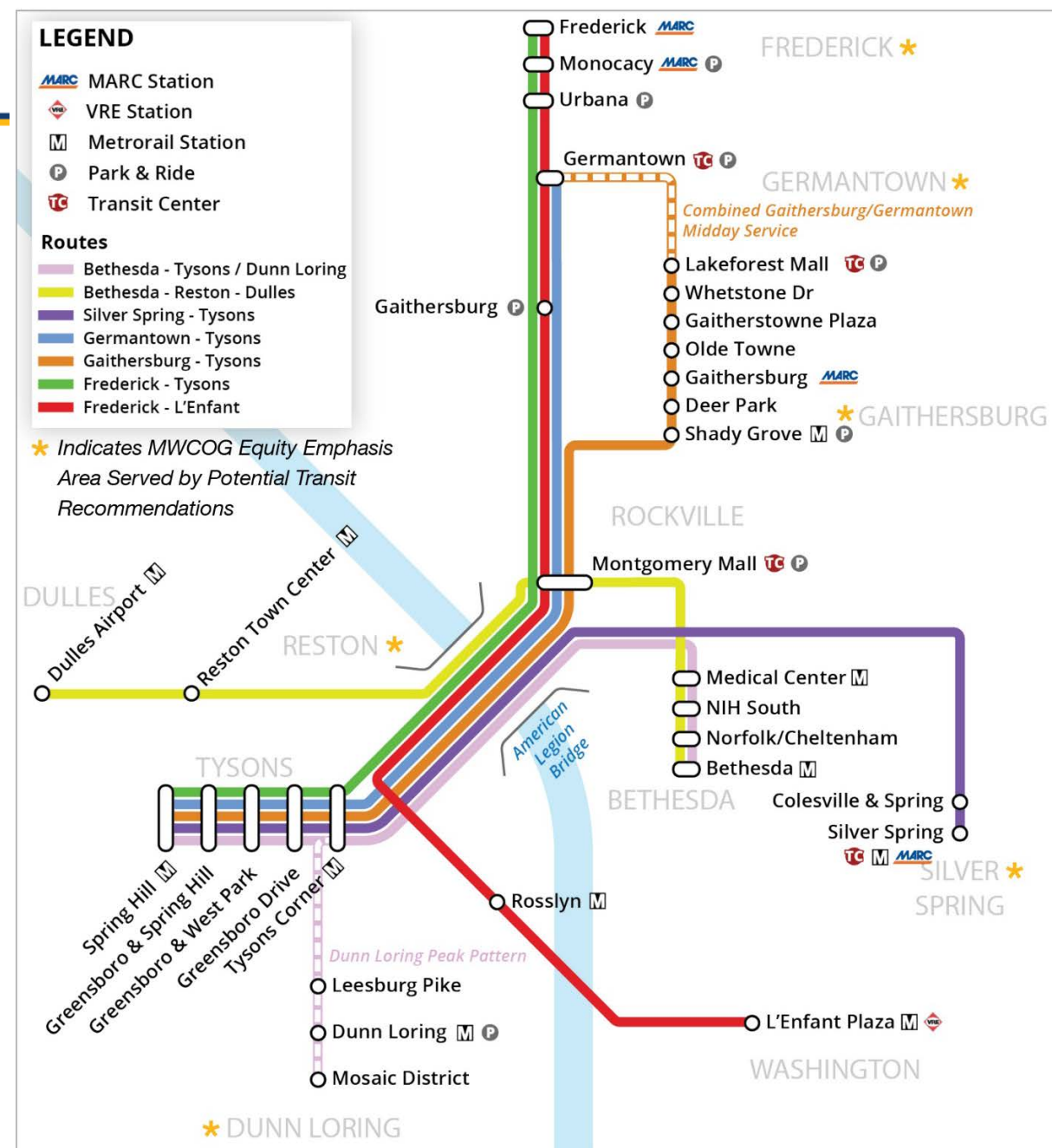
	Markets	Bethesda, Tysons, Gaithersburg, Silver Spring, Germantown, Frederick, L'Enfant
	Trips (peak hour)	16 trips per hour
	Total Forecasted Daily Riders over ALB	3,700 riders
	Off-Peak/ Mid-Day Service	Limited (Bethesda – Tysons only)



High Package

– Transit Service

 <p>Markets</p>	<p>Bethesda, Tysons, Gaithersburg, Silver Spring, Germantown, Frederick, L'Enfant, Dunn Loring, Reston, Dulles</p>
 <p>Trips (peak hour)</p>	<p>30 trips per hour</p>
 <p>Total Forecasted Daily Riders over ALB</p>	<p>5,600 riders</p>
 <p>Off-Peak/ Mid-Day Service</p>	<p>Yes</p>



Technology and Commuter Assistance Program Options

**Commuter Parking
Information System**

**Vanpool Formation and
Expansion Program**

**Real-Time Toll and
Transit Information**

Carpool Promotion Programs

Real-Time Arrival Information

**Corridor-Specific Mobility
Options Marketing Campaign**

**Real-Time Passenger
Load Information**

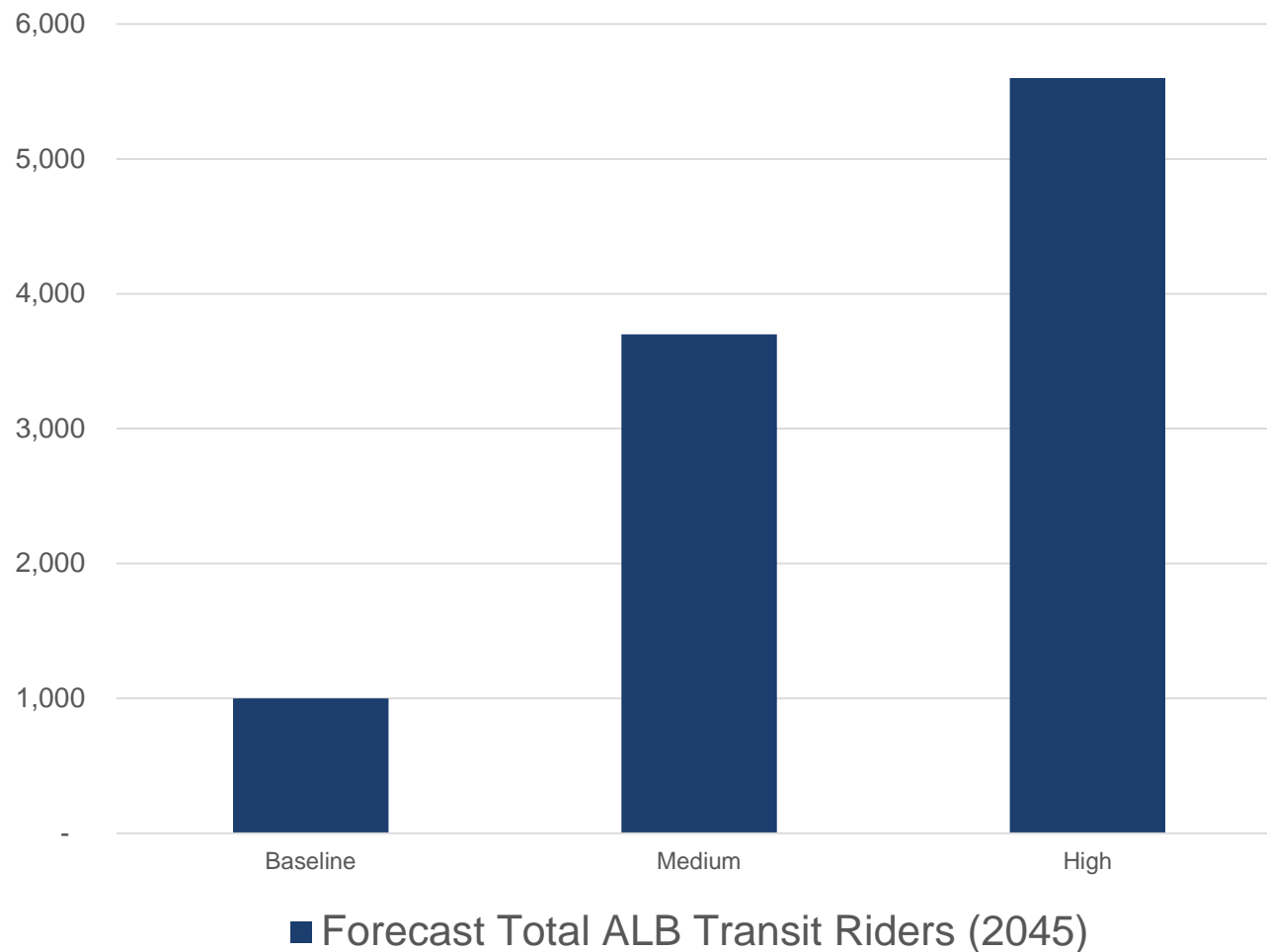
Targeted Residential Outreach

Transit Signal Priority

Targeted Employer Outreach

Moving More People With Fewer Vehicles

- There is no existing transit service over the Bridge
- High Package Benefits:
 - Over **180** bus trips per day
 - Forecast increase of **5,600** daily transit riders

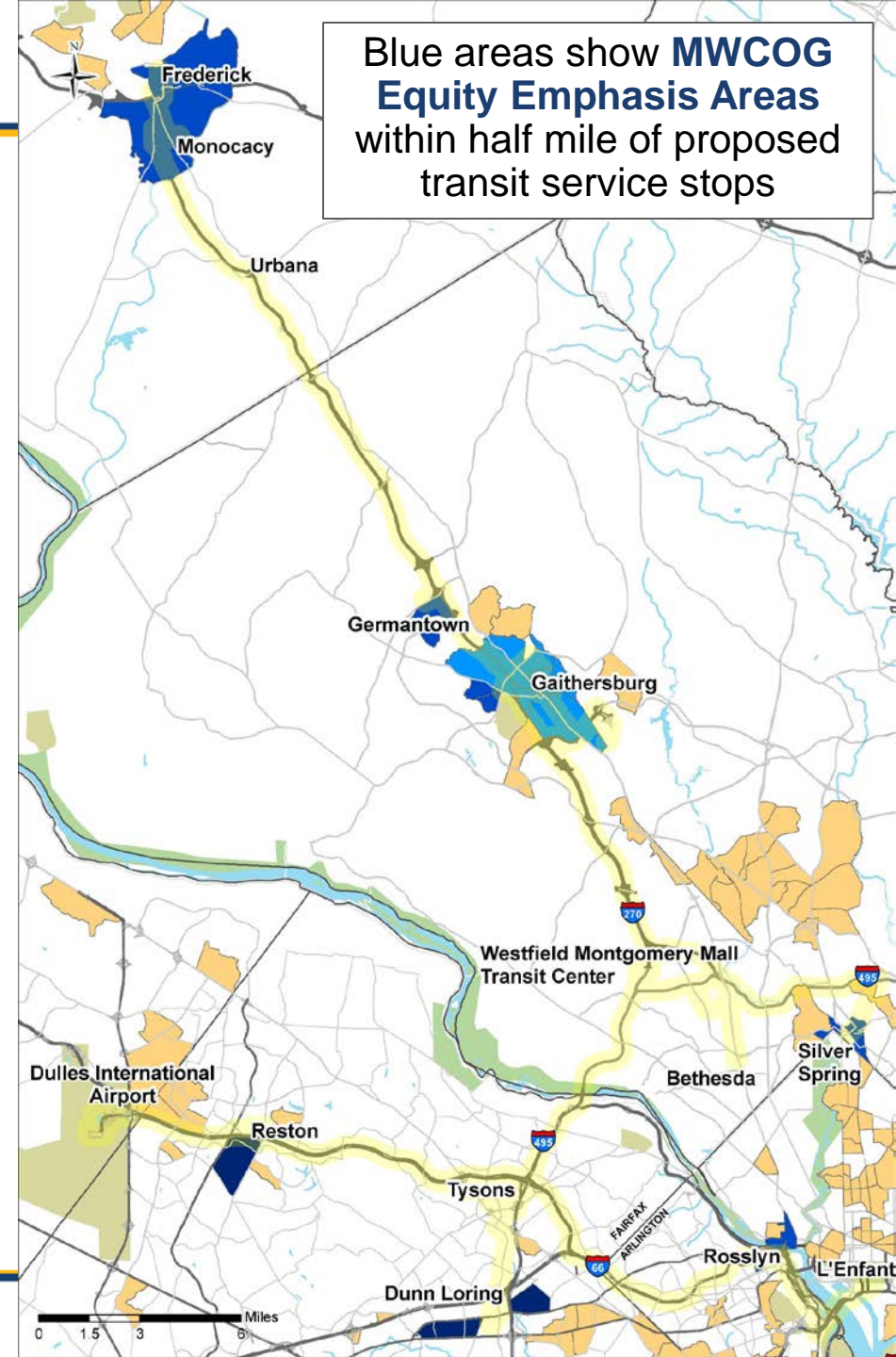


Equity

- 66% of bus trips during peak period in High Investment Package service origins within 1/2 mile of Equity Emphasis Areas

- MWCOG Equity Emphasis Areas
- Baseline Package Service
- Medium Package Service
- High Package Service

Equity Emphasis Areas according to
National Capital Region Transportation Planning Board (2012-2016 ACS)



Transit Connections – Existing and Planned



Tysons ●●○
 Reston ○
 Dulles ○
 Dunn Loring ○
 Bethesda ●●○
 Silver Spring ●○
 Shady Grove ●●○
 Rosslyn ●○



Silver Spring ●○
 Gaithersburg ●
 Monocacy ●○
 Frederick ●○



Silver Spring ●●○
 Bethesda ●●○

**Corridor
 Cities
 Transitway &
 MD 355 BRT**

Tysons ●●○
Bethesda ●●○
 Silver Spring ●○
Westfield ●●○
*Montgomery Mall
 Transit Center*
Gaithersburg ●●○
Germantown ●○

**Local
 Bus**

All stops ●●○

Notes:

Italicized stops are serviced by planned transit connections
 ● denotes stops on routes included in the baseline package
 ● denotes stops on routes included in the medium package
 ○ denotes stops on routes included in the high package

Next Steps

- Recommendations available for review and comment through February 1st
- Following public comment period – finalize and publish final recommendations (March 2021)

I-495 American Legion Bridge Transit and TDM Study Update

Commonwealth Transportation Board Workshop

January 19, 2021

Jennifer B. DeBruhl, Chief of Public Transportation
Department of Rail and Public Transportation



Preliminary FY 2022 – 2027 Commonwealth Transportation Fund (CTF) Six-Year Financial Plan

Laura Farmer, Chief Financial Officer

January 19, 2021

Long-term Impacts to Transportation Revenues from COVID-19

- ❑ December forecast updated expected impacts to revenues and provided the first insight for the full 6-year programming window
- ❑ Annual reduction anticipated to be an average of \$230M from FY 2023 to FY 2027
- ❑ Total reductions of \$1.8B from FY 2021 to FY 2027 when compared with the post-2020 session figures
- ❑ With reductions, Omnibus is still expected to generate ~ \$200M/year for new transportation spending in FY 2024



Transportation Revenue Estimate Updates

Value of revenue changes to the CTF since March 2020 assumptions

(in millions)

Details of Differences	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
Retail Sales and Use Tax	\$ (86.1)	\$ (76.1)	\$ (65.5)	\$ (61.1)	\$ (24.5)	\$ 11.6	\$ 22.5	\$ (279.2)
Motor Vehicle Sales and Use Tax	(53.2)	(119.6)	(54.7)	(69.6)	9.7	36.9	(15.8)	(266.3)
Motor Fuels Tax	(80.7)	(120.4)	(99.9)	(94.8)	(112.5)	(129.3)	(132.2)	(769.6)
Aviation Fuels Tax	-	-	-	-	-	-	-	-
Road Tax	(25.2)	(27.1)	(27.1)	(26.9)	(28.6)	(30.4)	(32.2)	(197.5)
International Registration Plan	(2.7)	0.3	1.8	3.9	0.5	0.6	0.6	5.0
Registration Fees	(7.9)	(16.6)	(18.0)	(15.7)	(14.5)	(13.2)	(13.2)	(99.1)
State Insurance Premium Tax	(16.2)	(34.1)	(36.8)	(38.6)	(41.0)	(44.1)	(47.6)	(258.4)
Recordation Tax	21.8	14.8	14.8	14.8	14.8	14.8	14.8	110.6
Vehicle Rental Tax	(7.8)	(2.5)	(1.9)	(1.4)	(0.9)	(0.3)	0.2	(14.6)
Highway Use Fee	(1.9)	(2.7)	1.3	(1.3)	(4.0)	(6.9)	(9.9)	(25.4)
Miscellaneous Revenues to HMOF	(0.6)	(0.6)	(0.6)	(0.6)	(0.6)	(0.6)	(0.6)	(4.2)
	\$ (260.4)	\$ (384.5)	\$ (286.6)	\$ (291.3)	\$ (201.6)	\$ (160.9)	\$ (213.4)	\$ (1,798.6)



Commonwealth Transportation Fund (CTF) Revenue Estimate

	(in millions)						
Sources of Funds	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Retail Sales and Use Tax	\$ 1,096.9	\$ 1,126.0	\$ 1,157.5	\$ 1,184.4	\$ 1,243.9	\$ 1,303.9	\$ 1,339.2
Motor Vehicle Sales and Use Tax	942.4	899.6	983.6	982.8	1,025.1	1,057.3	1,009.6
Motor Fuels Tax	1,016.4	1,278.8	1,345.4	1,377.1	1,392.4	1,412.5	1,447.6
Aviation Fuels Tax	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Road Tax	25.4	27.5	27.5	28.3	28.3	28.3	28.3
International Registration Plan	71.0	73.9	73.8	72.2	69.2	69.6	69.9
Registration Fees	209.7	202.9	202.9	206.0	206.9	207.8	207.4
State Insurance Premium Tax	181.4	171.8	177.5	184.3	190.8	197.0	203.2
Recordation Tax	67.1	57.0	57.0	57.0	57.0	57.0	57.0
Vehicle Rental Tax	24.7	29.7	31.1	31.6	32.1	32.7	33.2
Highway Use Fee	38.0	46.6	53.1	53.1	53.1	53.1	53.1
Total Commonwealth Transportation Fund	\$ 3,675.0	\$ 3,915.8	\$ 4,111.4	\$ 4,178.8	\$ 4,300.8	\$ 4,421.2	\$ 4,450.5
December 2020 Forecast							



Commonwealth Transportation Fund Revenue Updates

- ❑ **Full state revenue update through FY 2027**
 - Reflect impact of COVID on state economy
 - Reflect adjustments to new revenue sources from the I-81 and Interstate funding actions from the 2019 Session
 - The impact of the revenue reduction was minimized due to not adopting a Six-Year Improvement Program in June 2020
 - Majority of impact in FY 2021 and FY 2022 was reflected in updates adopted for COVID to the Six-Year Financial Plan and Six-Year Improvement Program in December 2020.

- ❑ **Federal Revenue updates include removal of anticipated growth planned from FY 2020 to FY 2021; continue federal growth of 1.7 percent from FY 2021 forward**

Commonwealth Transportation Fund (CTF) Preliminary Fiscal Years 2022 – 2027 Six-Year Financial Plan Overview

- ❑ The Six-Year Financial Plan (SYFP) identifies the planned funding for allocation to Highways, Rail, Transit, Ports, Aviation, DMV, and Space Flight
- ❑ The Preliminary Fiscal Years 2022 – 2027 SYFP allocates \$45.5 billion
- ❑ Includes the use of \$1.2 billion of GARVEE and Route 58 Corridor Bonds
- ❑ Transfers \$4.85 billion to the three regions for transportation improvements and \$692 million in dedicated revenue for WMATA Capital Fund
- ❑ Includes \$376 million of dedicated fuel tax revenue for the I-81 Corridor Improvements
- ❑ Dedicates \$14.3 billion for Maintenance and Operations
- ❑ Provides \$13.5 billion for Construction

Approximately \$3.9 billion of Construction Funding represents Local and Regional Funding for Projects



Commonwealth Transportation Fund Preliminary Fiscal Years 2022 – 2027 Six-Year Financial Plan Estimated Revenues (in millions)

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2022-2027 Total
State Transportation Revenues							
Commonwealth Transportation Fund	\$ 4,077.7	\$ 4,111.4	\$ 4,178.8	\$ 4,300.8	\$ 4,421.2	\$ 4,450.5	\$ 25,540.4
Prior year funding	-	191.4	-	-	-	-	191.4
Local & Regional Project Participation/Revenue	885.1	901.9	888.8	879.7	189.7	161.5	3,906.7
Other Revenue	367.6	445.4	442.2	418.3	417.3	357.5	2,448.3
Total	5,330.4	5,650.1	5,509.8	5,598.7	5,028.3	4,969.5	32,086.8
Federal Revenues							
	1,116.3	1,113.6	1,131.4	1,149.4	1,167.8	1,186.5	6,865.0
Total Revenues	6,446.7	6,763.7	6,641.2	6,748.2	6,196.1	6,156.0	38,951.8
Other Financing Sources							
GARVEE Bonds	76.3	100.0	125.0	134.0	137.1	149.0	721.4
Route 58	218.4	-	152.2	74.2	-	-	444.8
Total	294.7	100.0	277.2	208.2	137.1	149.0	1,166.2
Total Operating Revenues and Other Financing Sources	\$ 6,741.4	\$ 6,863.7	\$ 6,918.4	\$ 6,956.4	\$ 6,333.2	\$ 6,305.0	\$ 40,118.0
Pass Through Revenues							
Regional Transportation Funds	732.8	751.8	767.6	798.7	830.5	850.9	4,732.3
WMATA Capital Fund Revenue	109.5	115.1	115.7	116.5	117.3	118.0	692.1
Grand Total	\$ 7,583.7	\$ 7,730.6	\$ 7,801.7	\$ 7,871.6	\$ 7,281.0	\$ 7,273.9	\$ 45,542.4



Commonwealth Transportation Fund Preliminary Fiscal Years 2022 – 2027 Six-Year Financial Plan Estimated Allocations (in millions)

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2022-2027 Total
Debt Service	\$ 401.7	\$ 425.4	\$ 436.7	\$ 446.9	\$ 464.7	\$ 475.4	\$ 2,650.7
Other Agencies & Transfers	43.8	44.8	44.9	45.9	46.0	47.1	272.6
Maintenance & Operations	2,239.0	2,325.6	2,361.6	2,413.1	2,467.7	2,525.8	14,332.7
Administration & Other Programs	595.3	553.3	532.1	549.6	543.1	559.2	3,332.7
Toll Programs	93.6	99.7	102.3	104.2	104.2	36.8	540.7
Special Structures	5.0	80.0	82.1	84.0	86.0	87.9	425.0
Rail and Public Transportation	604.8	669.5	707.8	700.6	718.7	723.0	4,124.5
Port Trust Fund	45.4	49.2	49.4	50.9	52.4	52.7	300.0
Airport Trust Fund	26.0	27.4	29.7	30.5	31.4	31.6	176.6
Commonwealth Space Flight Fund	15.8	16.8	19.7	20.2	20.8	21.0	114.3
Department of Motor Vehicles	14.0	21.5	24.7	25.2	25.8	26.0	137.1
Construction	2,614.4	2,510.5	2,487.5	2,445.0	1,732.4	1,678.7	13,468.5
Total Operating Programs	\$6,698.8	\$6,823.7	\$6,878.4	\$6,916.4	\$6,293.2	\$6,265.0	\$ 39,875.4
Pass Through Programs							
WMATA Capital Fund	132.1	135.1	135.7	136.5	137.3	138.0	814.7
Central Virginia Transportation Fund	200.3	205.7	210.0	218.1	226.6	232.4	1,293.1
Northern Virginia Transportation Authority Fund	317.0	324.5	330.9	345.1	359.5	367.9	2,044.9
Hampton Roads Regional Transit Fund	32.3	32.6	33.0	33.4	33.5	33.5	198.3
Hampton Roads Transportation Fund	203.2	209.0	213.7	222.1	230.9	237.1	1,316.0
Subtotal	884.9	906.9	923.3	955.2	987.8	1,008.9	5,667.0
Total	\$7,583.7	\$7,730.6	\$7,801.7	\$7,871.6	\$7,281.0	\$7,273.9	\$ 45,542.4



Major Program Changes from previous assumptions

- ❑ Improved revenue picture in FY 2021 allows for adjusting the use of Revenue Sharing balances to be shifted from FY 2022 to FY 2023.
 - Reallocation schedule remains the same as December 2020 assumptions.
- ❑ Provide for additional pre-scoping funding in Planning and Research program area for project pipeline studies.
- ❑ New distribution formulas from the omnibus legislation are fully implemented in FY 2024

Assumptions for Highway Construction Programs

- ❑ Revenue Sharing Program includes the re-allocation of funds over fiscal years 2021 – 2024 as granted by the flexibility. Funds available in FYs 2025 – 2027 are \$100 million annually.
- ❑ The Innovation and Technology Transportation Fund (ITTF) funding from the High Priority Projects Program for FY 2026 and FY 2027 is \$25 million annually
- ❑ Unpaved Roads funding for FY 2026 and FY 2027 is \$25 million annually from the District Grant Program

Assumptions for Highway Construction Programs

State of Good Repair

	(in millions)						
	2022	2023	2024	2025	2026	2027	TOTAL
State of Good Repair Allocation	\$260.4	\$271.1	\$238.1	\$249.3	\$261.8	\$248.3	\$1,529.1
Difference from Previous Assumptions	(30.0)	(21.9)	(45.1)	(32.9)			

Assumptions for Highway Construction Programs

Smart Scale – Allocation for Distribution

Estimated Smart Scale Round 4 based on revenue

(in millions)	Difference from previous assumptions							TOTAL
	2021	2022	2023	2024	2025	2026	2027	
High Priority Projects Program (HPP)	\$ -	\$39.9	\$38.2	(\$14.3)	(\$6.3)	\$218.1	\$215.1	\$490.7
District Grant Program (DGP)								
Formula Distribution		40.1	38.2	(14.3)	(6.3)	218.1	215.1	490.9
Supplemental DGP Funding from Fuel Tax Revenue (through FY 2024)	84.1	100.1	103.4	105.2				392.8
Subtotal – DGP	84.1	140.2	141.6	90.9	(6.3)	218.1	215.1	883.7
Grand Total – SMART SCALE	\$84.1	\$180.1	\$179.9	\$76.6	(\$12.6)	\$436.2	\$430.2	\$1,374.4

Supplemental DGP Funding from Fuel Tax continues beyond FY 2024, unprogrammed

Assumptions for Highway Construction Programs

Interstate Operations and Enhancement Program

(in millions)							
	2022	2023	2024	2025	2026	2027	TOTAL
Interstate 81 – Fuel Tax	\$50.6	\$62.8	\$64.2	\$65.0	\$66.1	\$67.7	\$376.4
Interstate 81	58.9	69.4	69.4	72.6	76.3	72.3	418.9
NVTA	13.3	13.3	13.3	13.9	14.7	13.9	82.5
Interstate 95	14.5	26.2	26.2	27.4	28.8	27.3	150.3
Interstate 64	10.8	18.7	18.8	19.6	20.6	19.6	108.2
Interstate Improvements	21.7	31.1	31.1	32.6	34.2	32.5	183.2

Debt issuance schedule and associated allocations for Interstate 81 will be completed for Draft SYIP

Virginia Highway Safety Improvement Program

(in millions)							
	2022	2023	2024	2025	2026	2027	TOTAL
Safety Allocation	\$87.5	\$90.7	\$79.4	\$83.1	\$87.3	\$82.8	\$510.8

Next Steps

- ❑ **Federal COVID Relief funding – We will develop a plan for using the COVID relief funding once we receive notice of the amount and guidance from Federal Highway Administration.**
- ❑ **Monitor actions by 2021 General Assembly and impact to transportation funding**

COVID-19 Traffic Trend Update for CTB

Volume, Speed and Crashes

Mena Lockwood, P.E.
VDOT Traffic Engineering Division

01/19/21

Volume Source

VDOT Traffic Monitoring System (TMS)

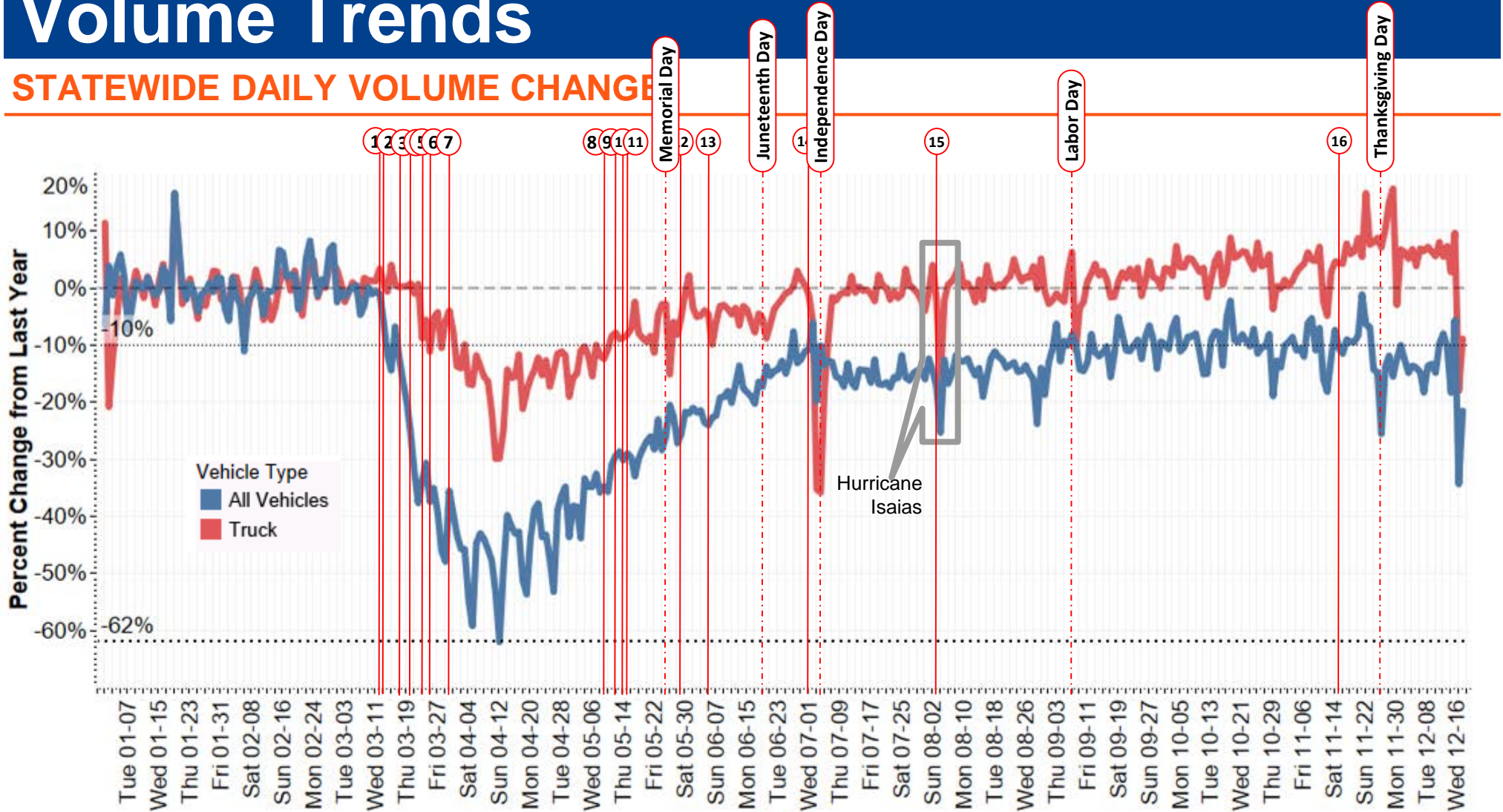


512 Continuous Count Stations

- 306 Road Sensors (CCS)
- 206 Non-Intrusive (Radar) Sensors (NCCS)

Volume Trends

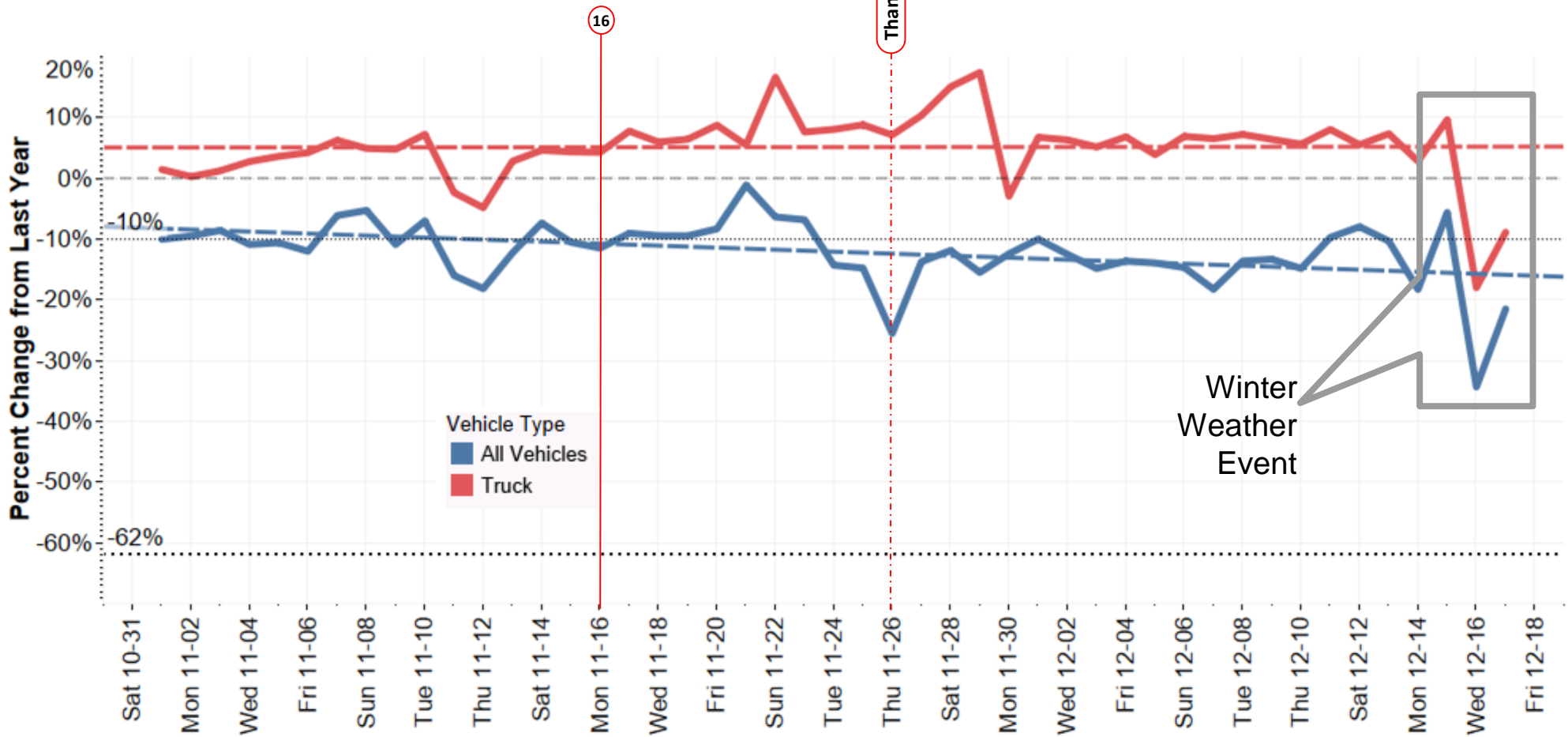
STATEWIDE DAILY VOLUME CHANGE



#	Date	Governor Action	#	Date	Governor Action
1	3/12	Declares state of emergency	9	5/12	Delays Phase 1 for Northern Virginia Localities till 05/28
2	3/13	Closes schools for two weeks, beginning 3/16	10	5/14	Delays Phase 1 for Accomack County and the City of Richmond till 05/28
3	3/17	Advises to avoid non-essential gatherings of more than 10	11	5/15	Phase One Begins (NOVA, Richmond and Accomack in Ph Zero)
4	3/20	State agencies begin process of implementing telework where possible/applicable	12	5/29	Phase One Begins for NOVA, Richmond and Accomack (rest in ph two)
5	3/23	Close - Schools for rest of school yr, Non-essential business, Restaurants; No gathering more than 10	13	6/05	Phase Two Begins, (NOVA and Richmond in Ph One)
6	3/25	Directs hospitals to stop elective surgeries	14	7/01	Phase Three Begins for entire Virginia
7	3/30	Issues statewide stay-at-home order until June 10	15	8/03	Additional Restrictions on the Eastern Region
8	5/09	Phase One will begin no sooner than Friday, 05/15	16	11/15	Limit 25 individuals for in-person gatherings, expanded mask mandate, on-site alcohol curfew & increased enforcement

Volume Trends

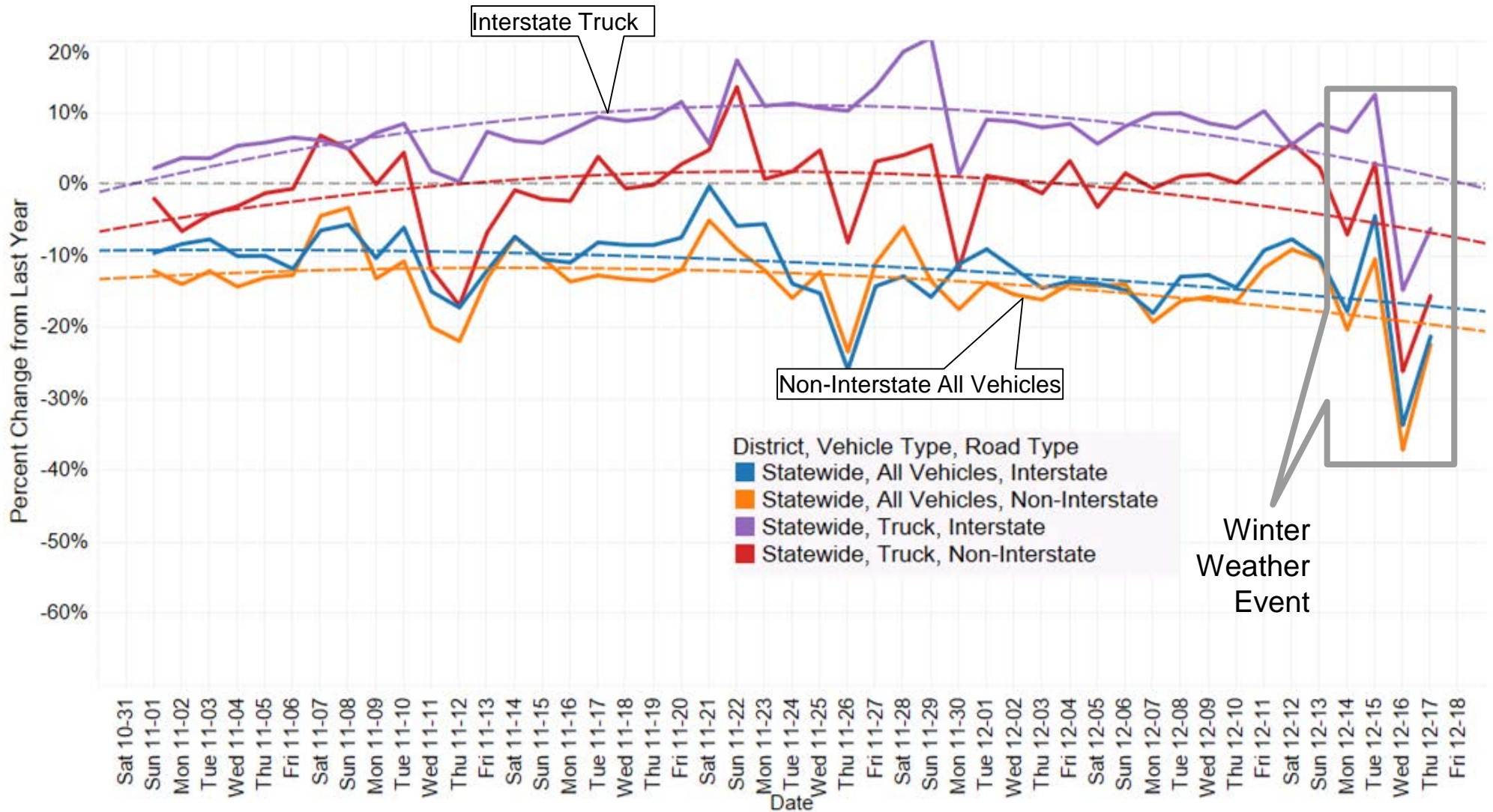
STATEWIDE DAILY VOLUME CHANGE in NOVEMBER 2020



#	Date	Governor Action
16	11/16	Limit 25 individuals for in-person gatherings, expanded mask mandate, on-site alcohol curfew & increased enforcement

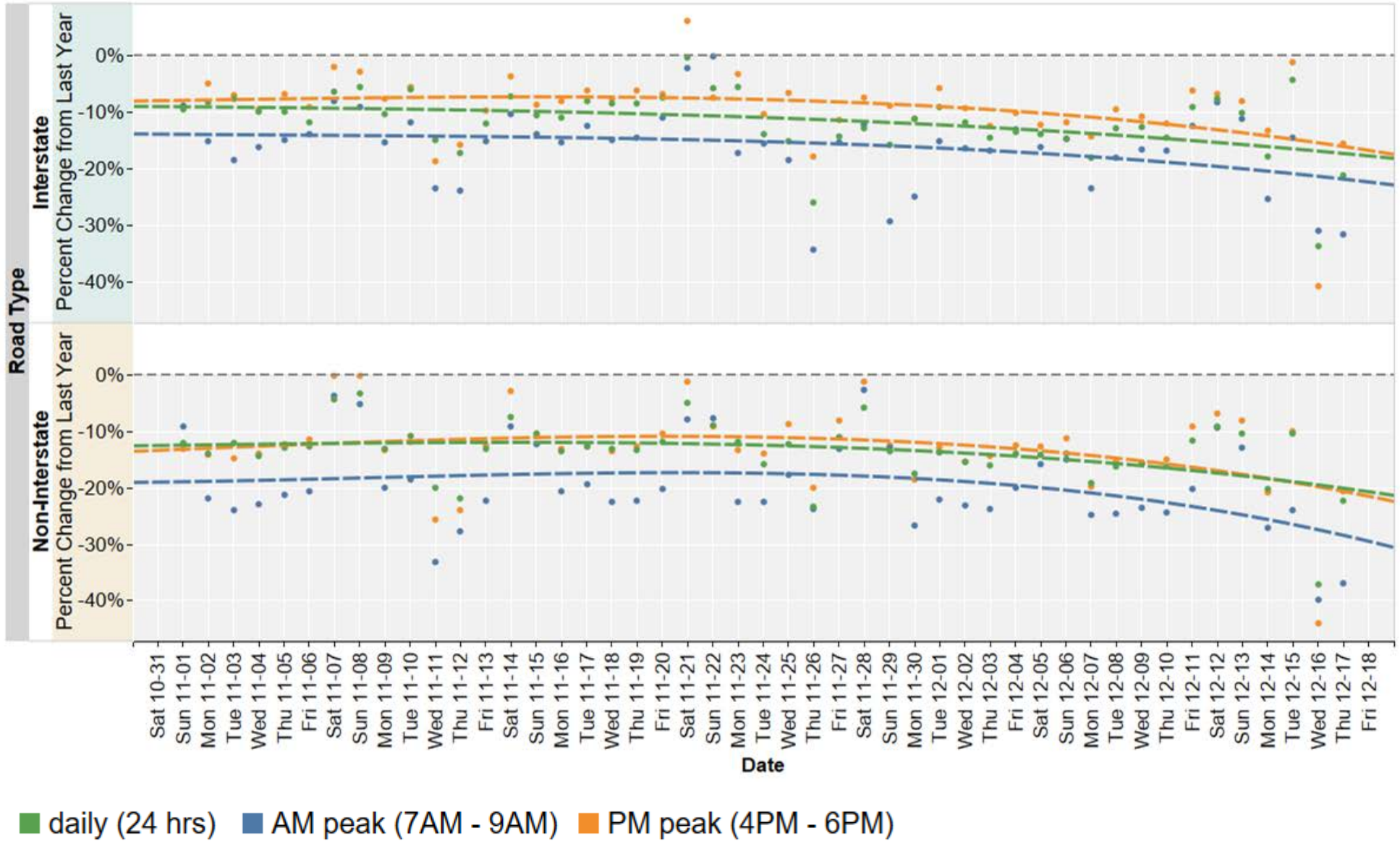
Volume Trends

All Vehicles and Truck Daily Volume Change Statewide



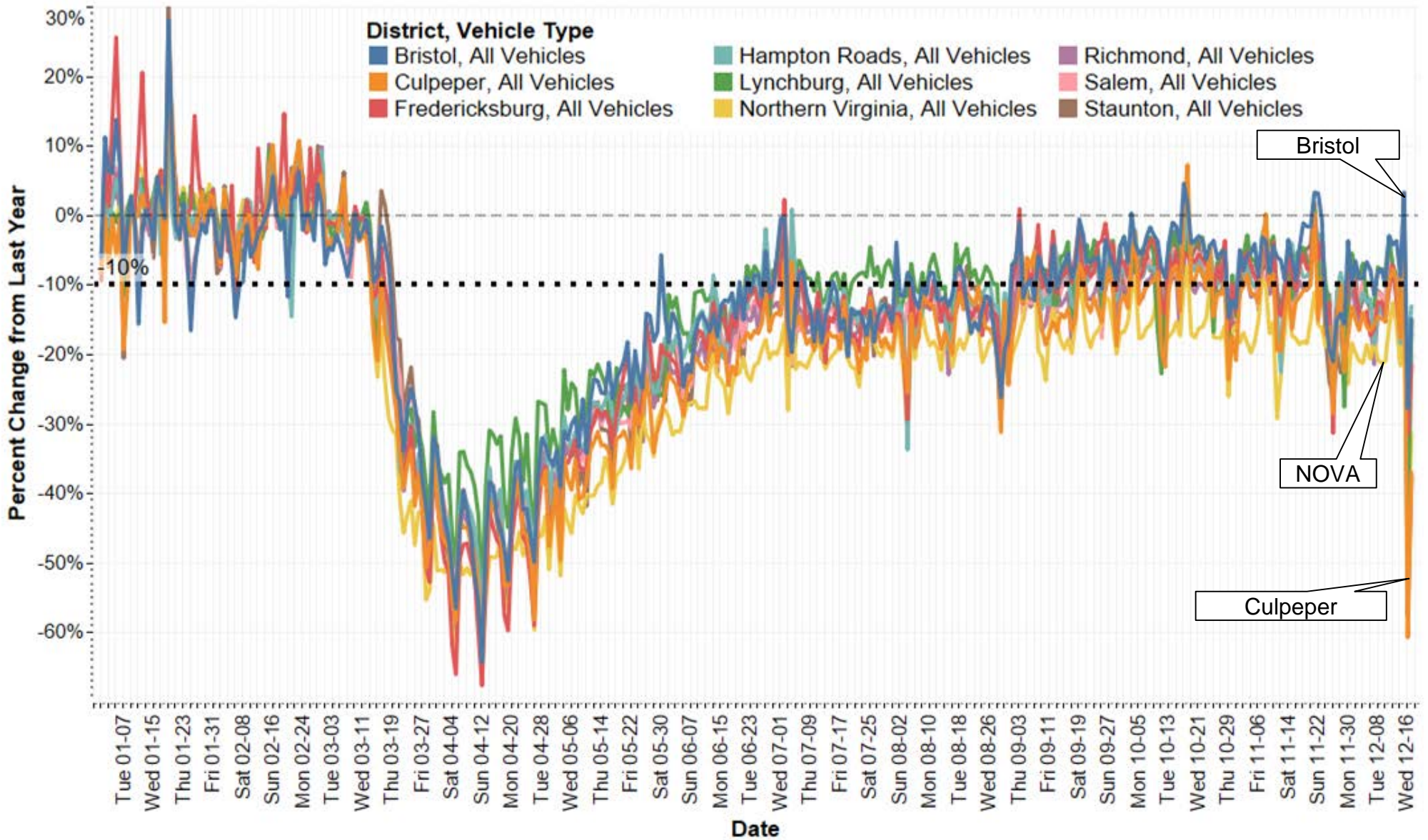
Volume Trends

Statewide PEAK PERIOD Volume Change for All Vehicles



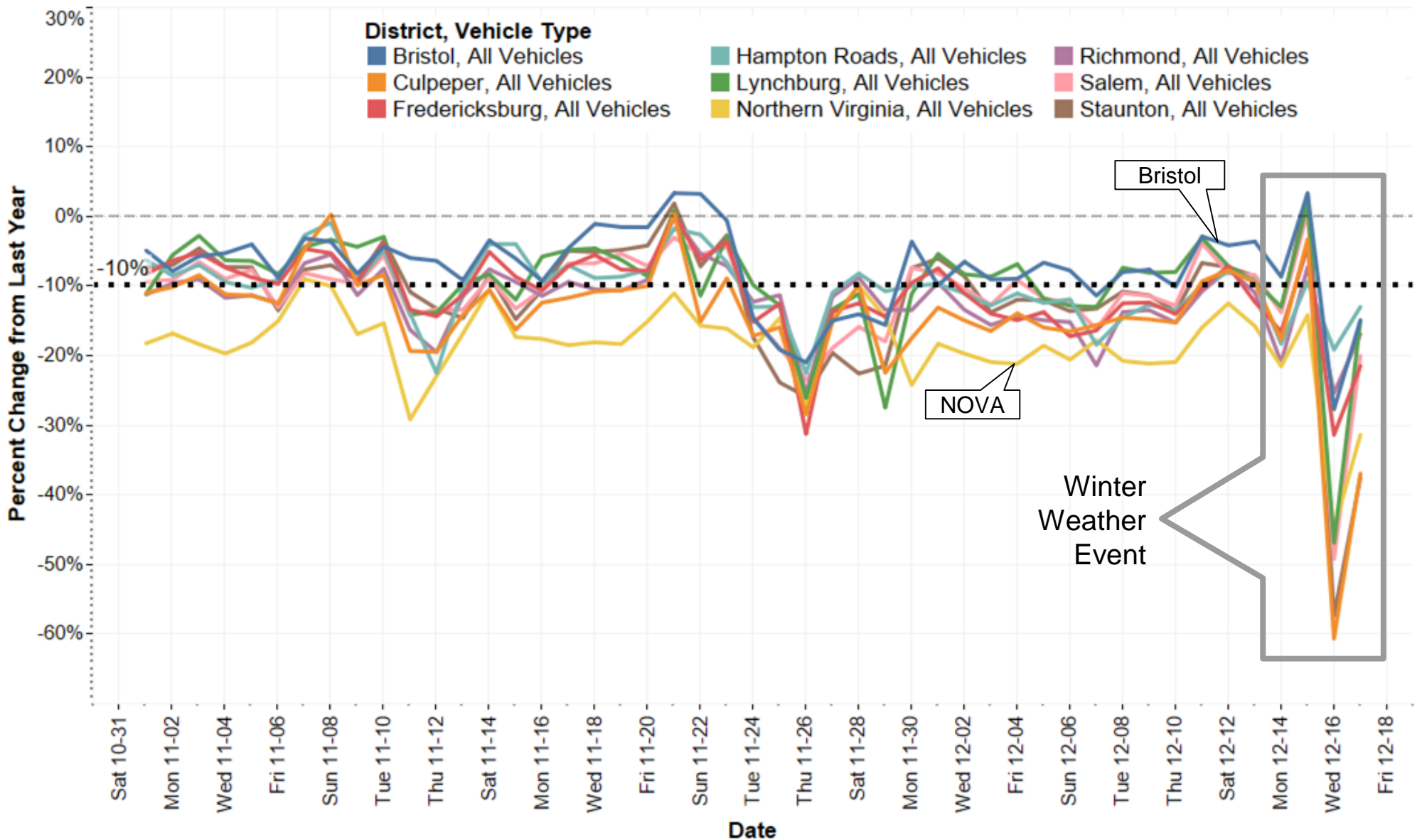
Volume Trends

All Vehicles Volume Change By District (Interstates plus Non-Interstates)



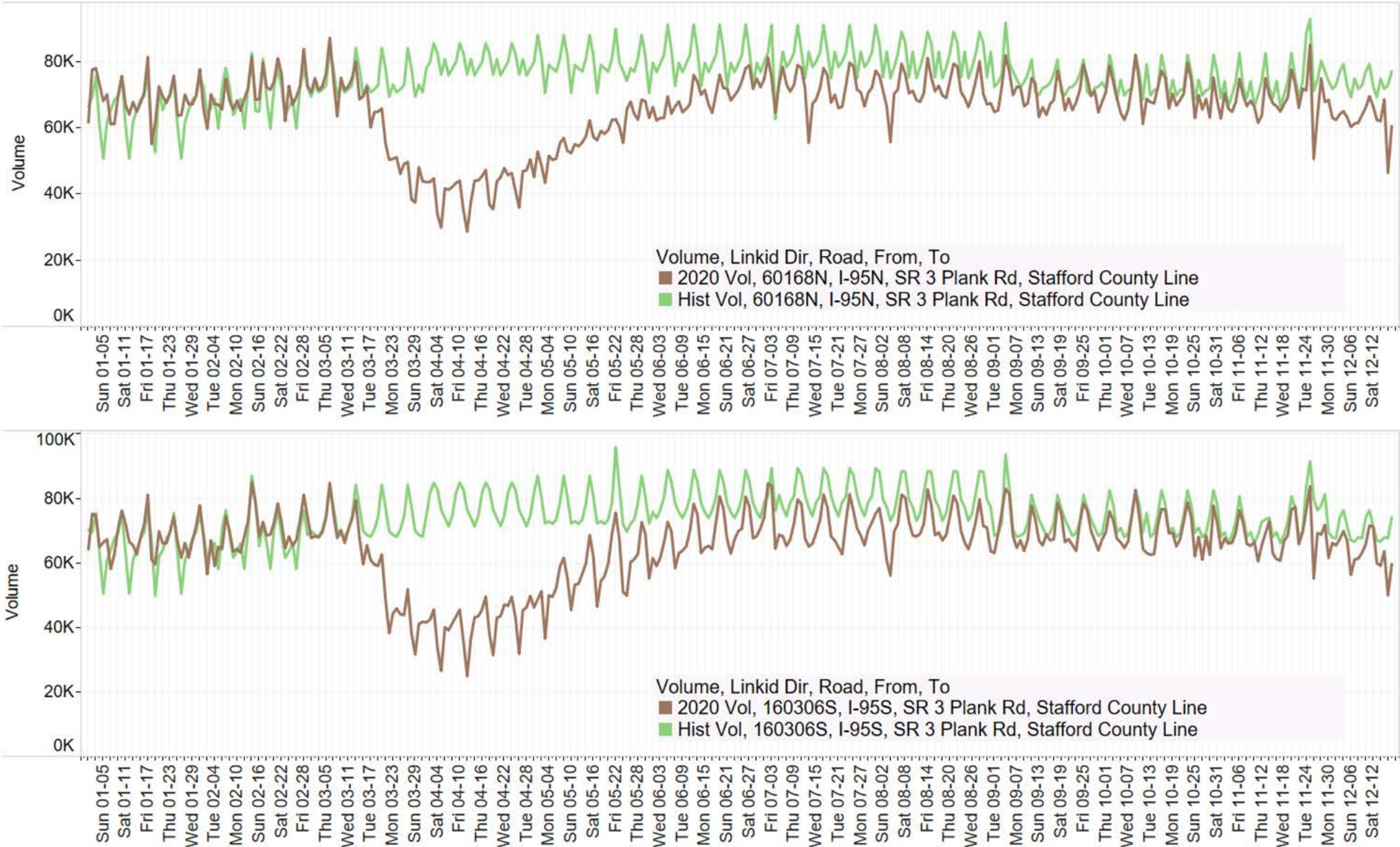
Volume Trends

All Vehicles Volume Change By District (Interstates plus Non-Interstates)



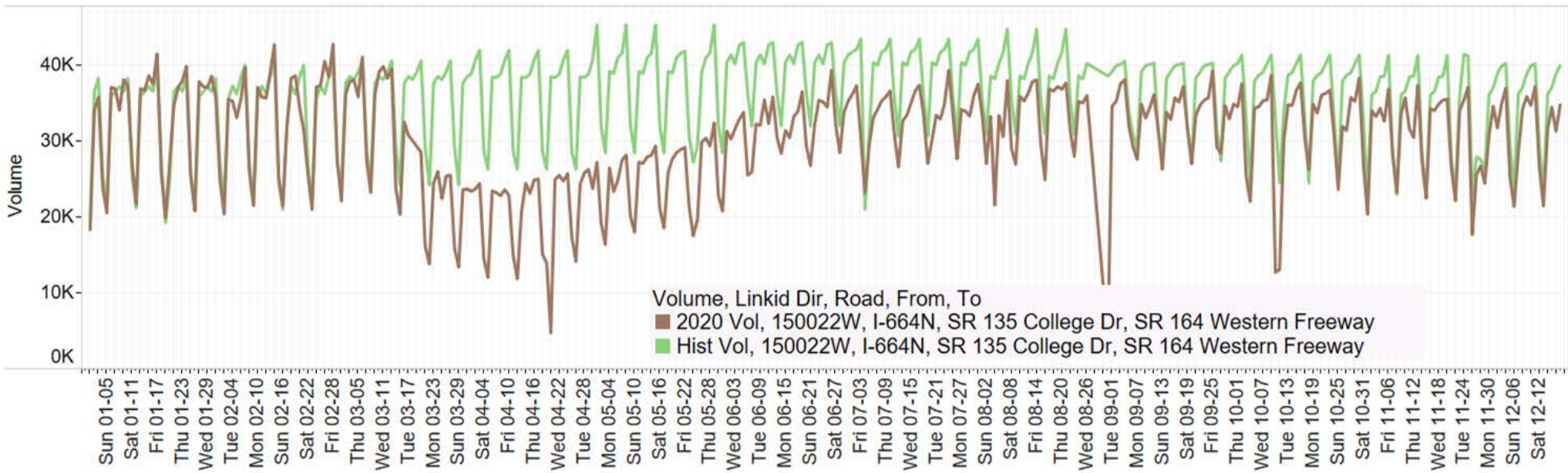
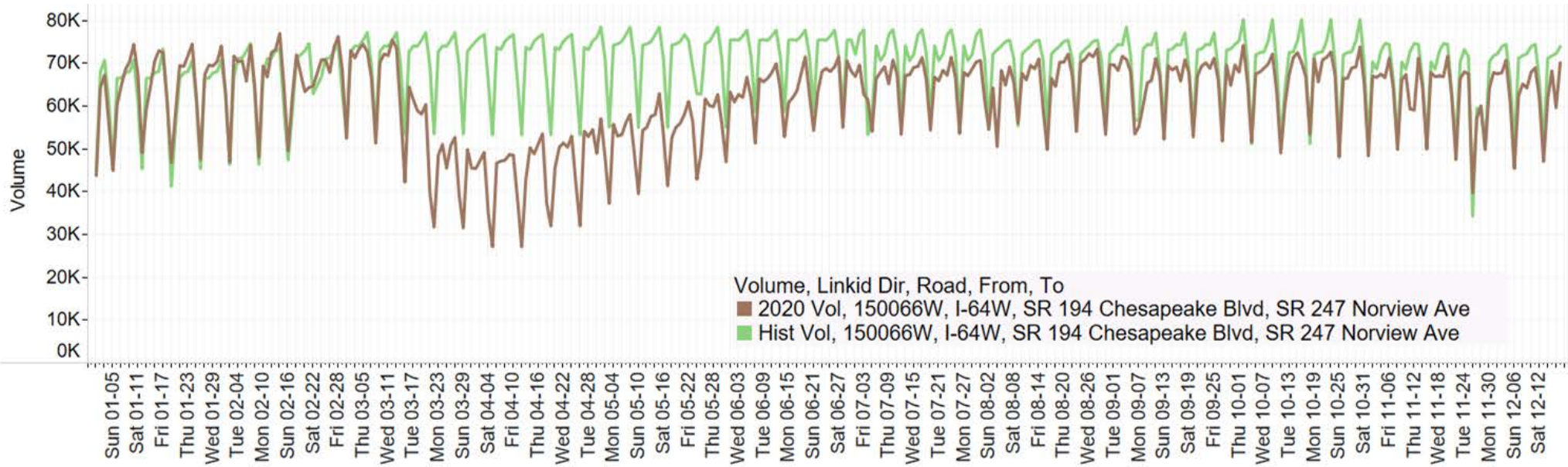
Volume Trends

All Vehicles Daily Volume in Fredericksburg



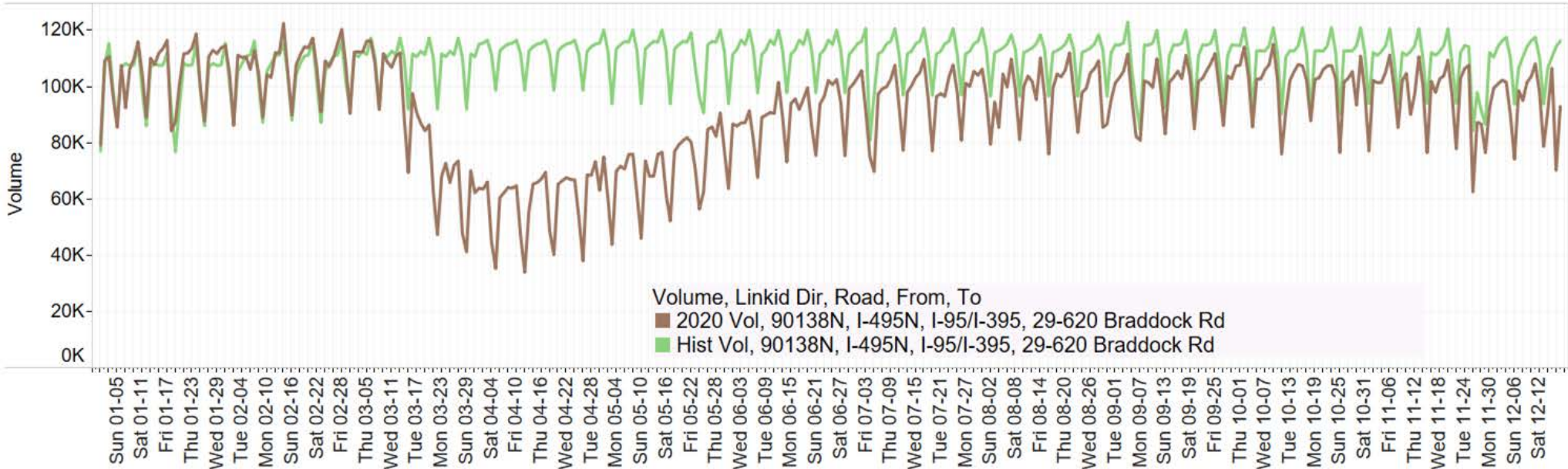
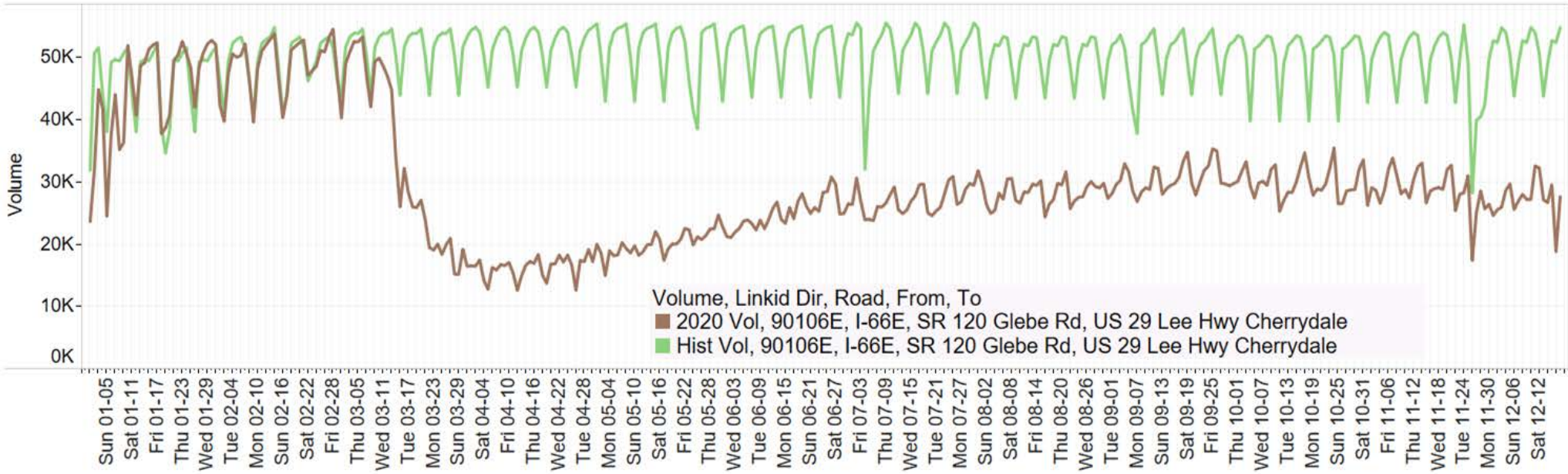
Volume Trends

All Vehicles Daily Volume in Hampton Roads



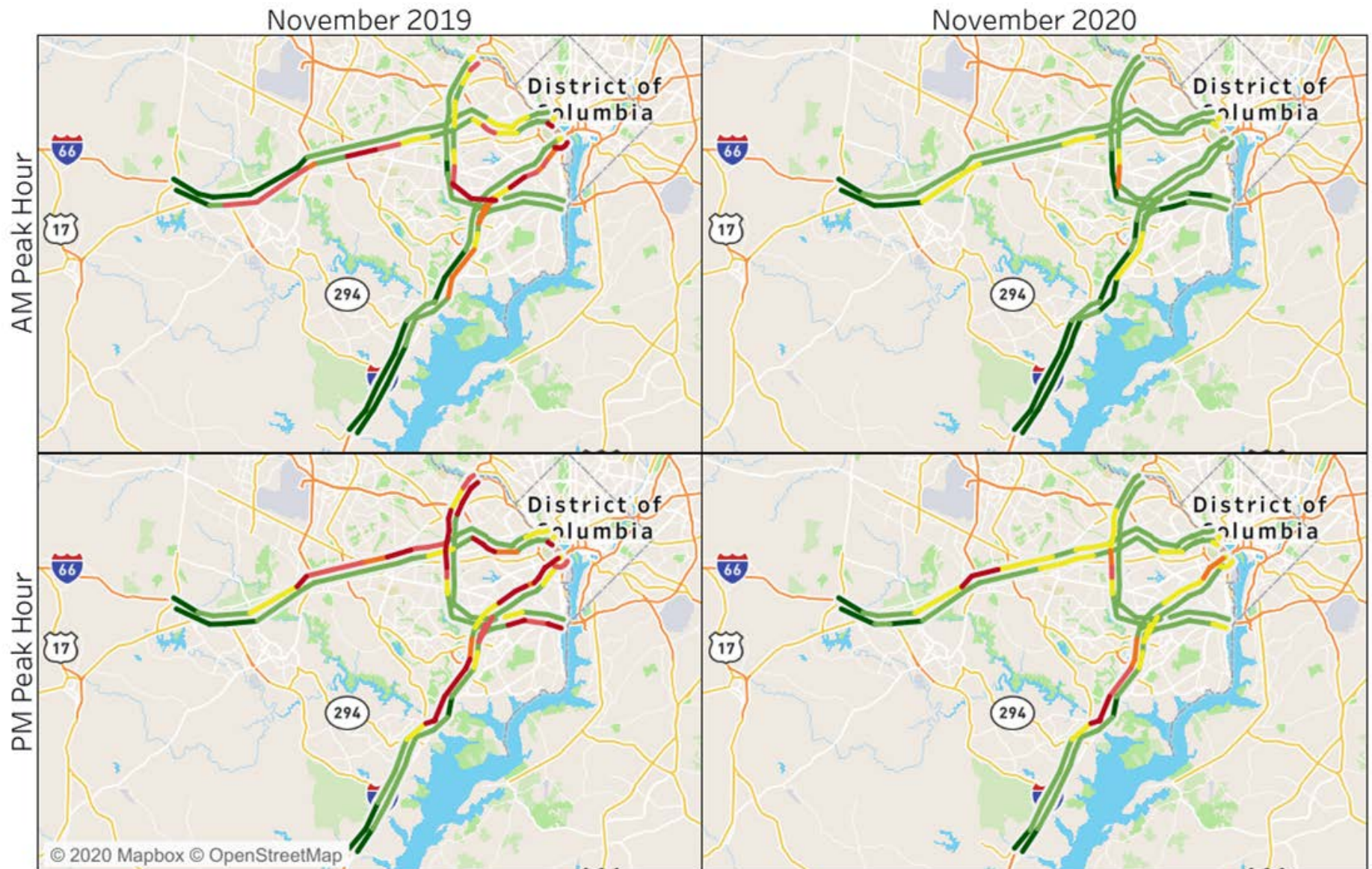
Volume Trends

All Vehicles Daily Volume in Northern Virginia



Speed Trends

Weekday Peak Hour Speeds in Northern Virginia District

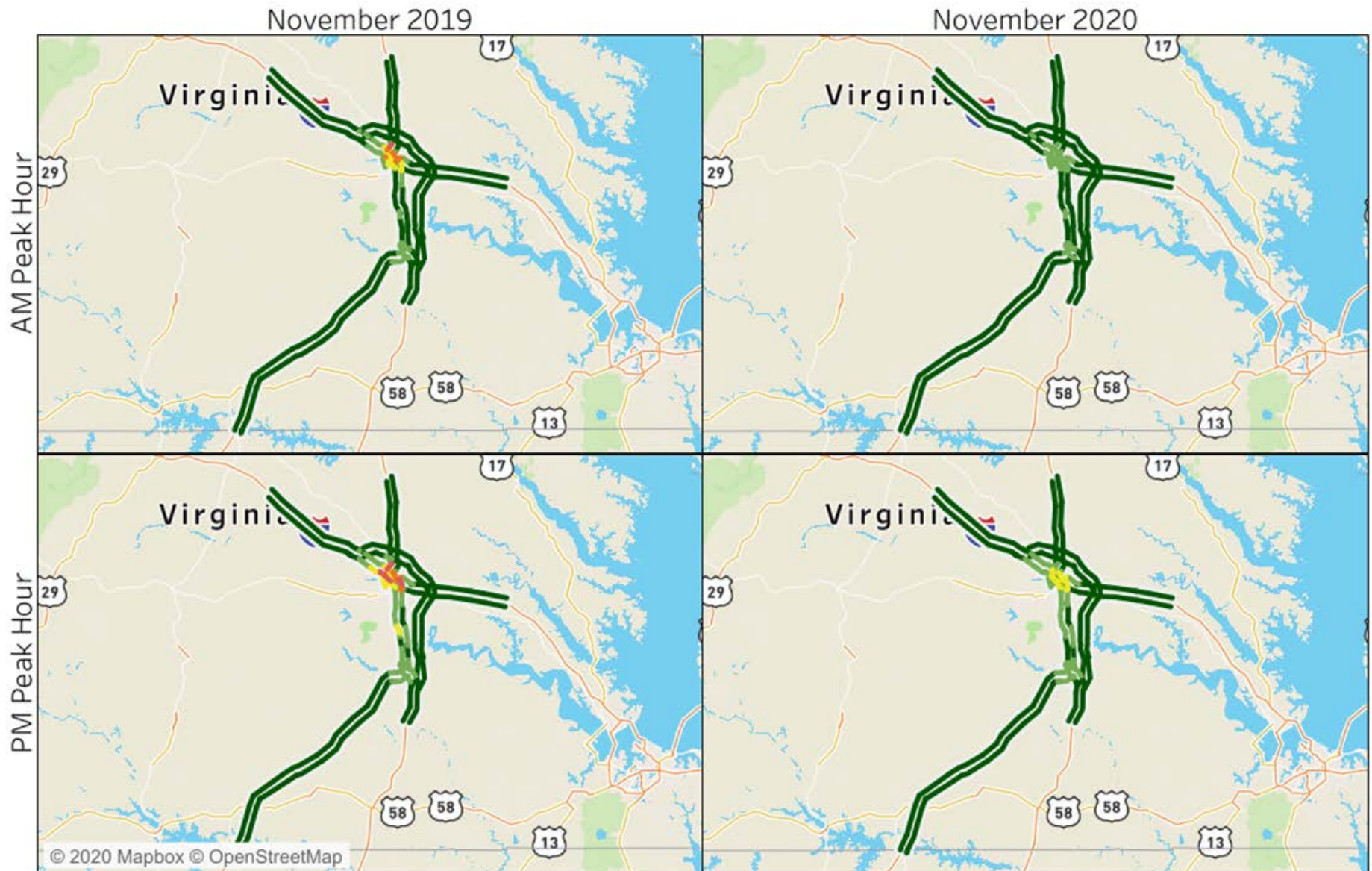


50th % Speed Maps



Speed Trends

Weekday Peak Hour Speeds in Richmond District

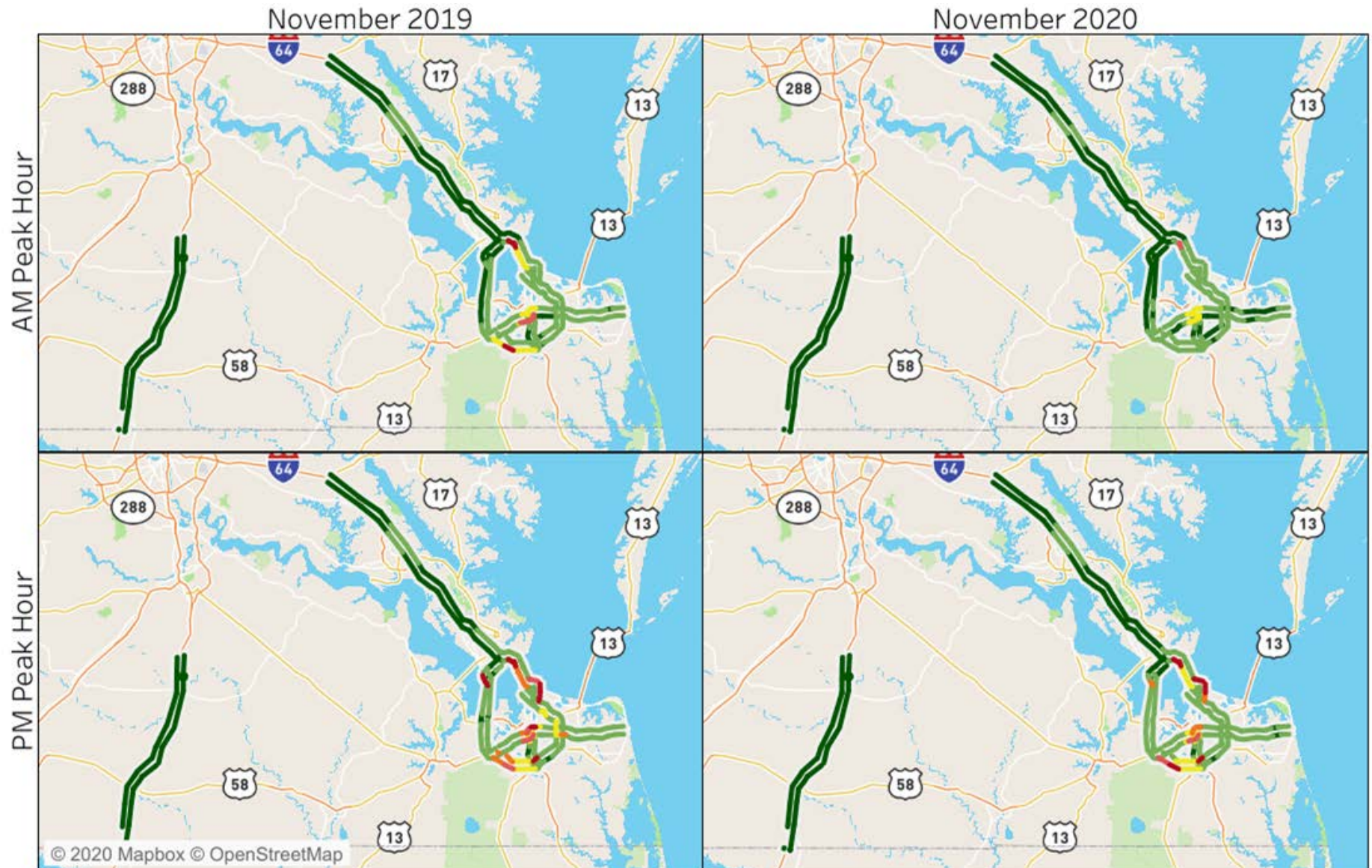


50th % Speed Maps



Speed Trends

Weekday Peak Hour Speeds in Hampton Roads District



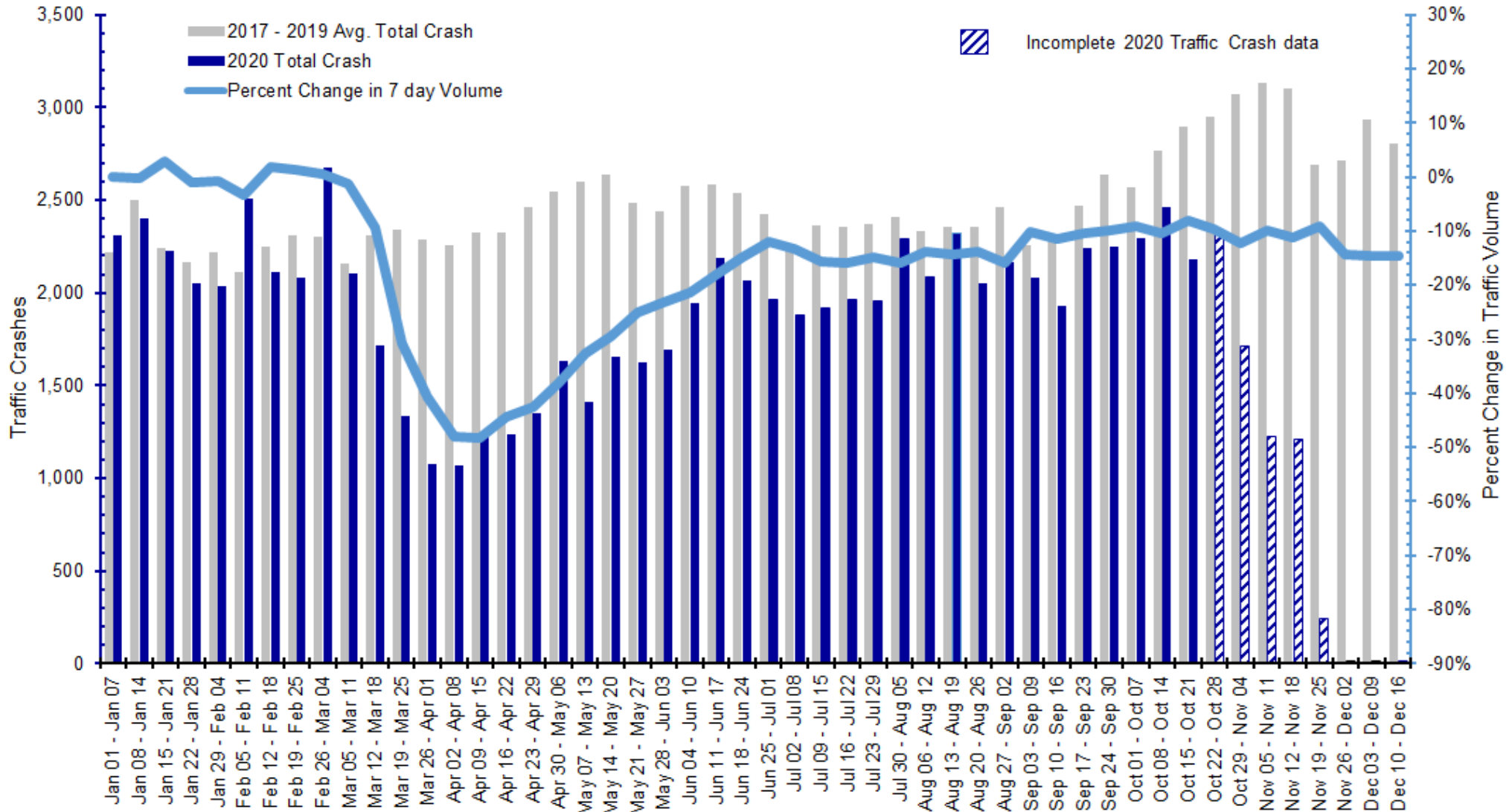
50th % Speed Maps



Crash Trends - All Systems

Total Weekly Trends

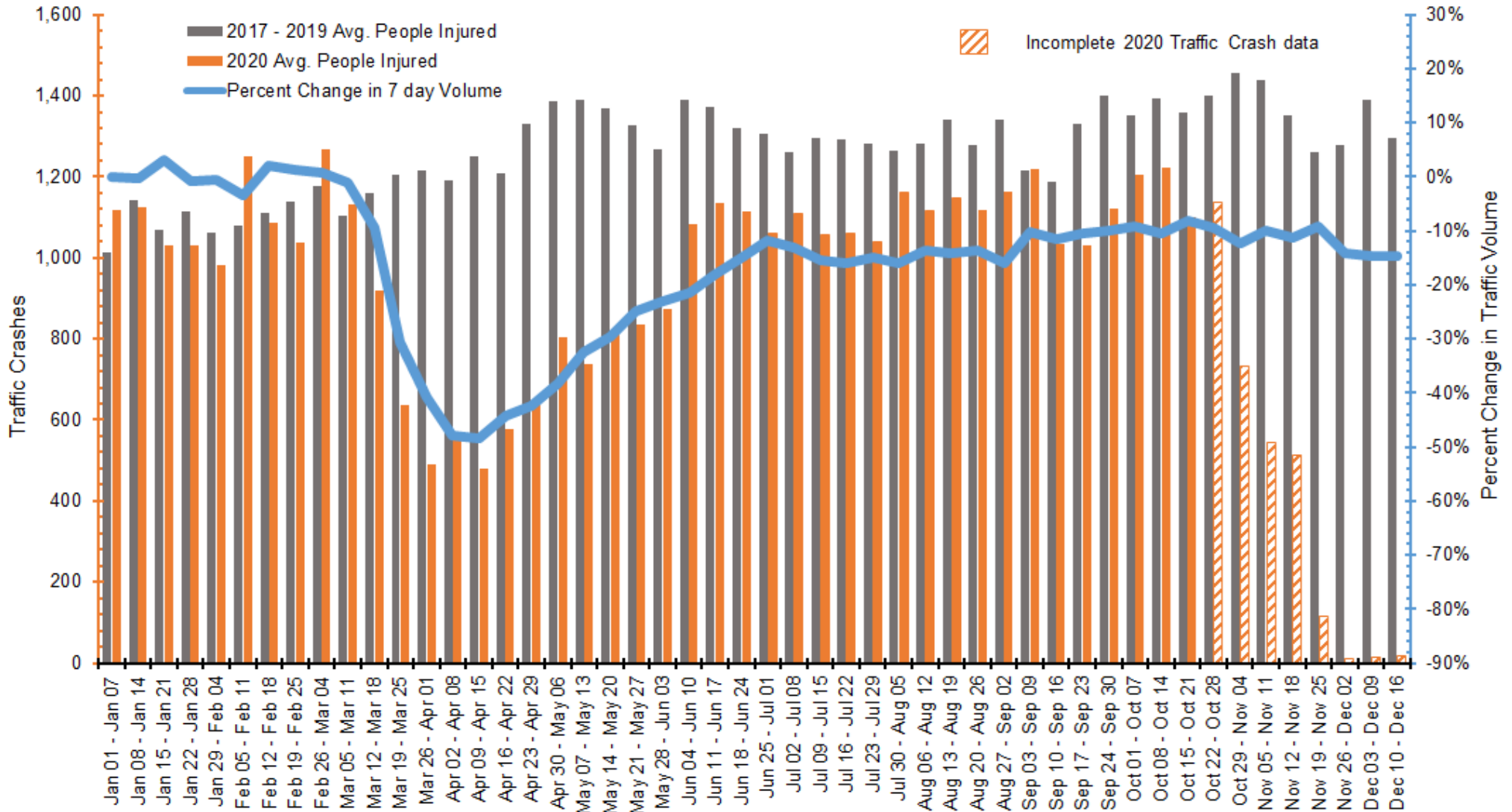
Weekly Total Crashes - from January 1 to December 16



Crash Trends - All Systems

Weekly Trends for Injury Crashes

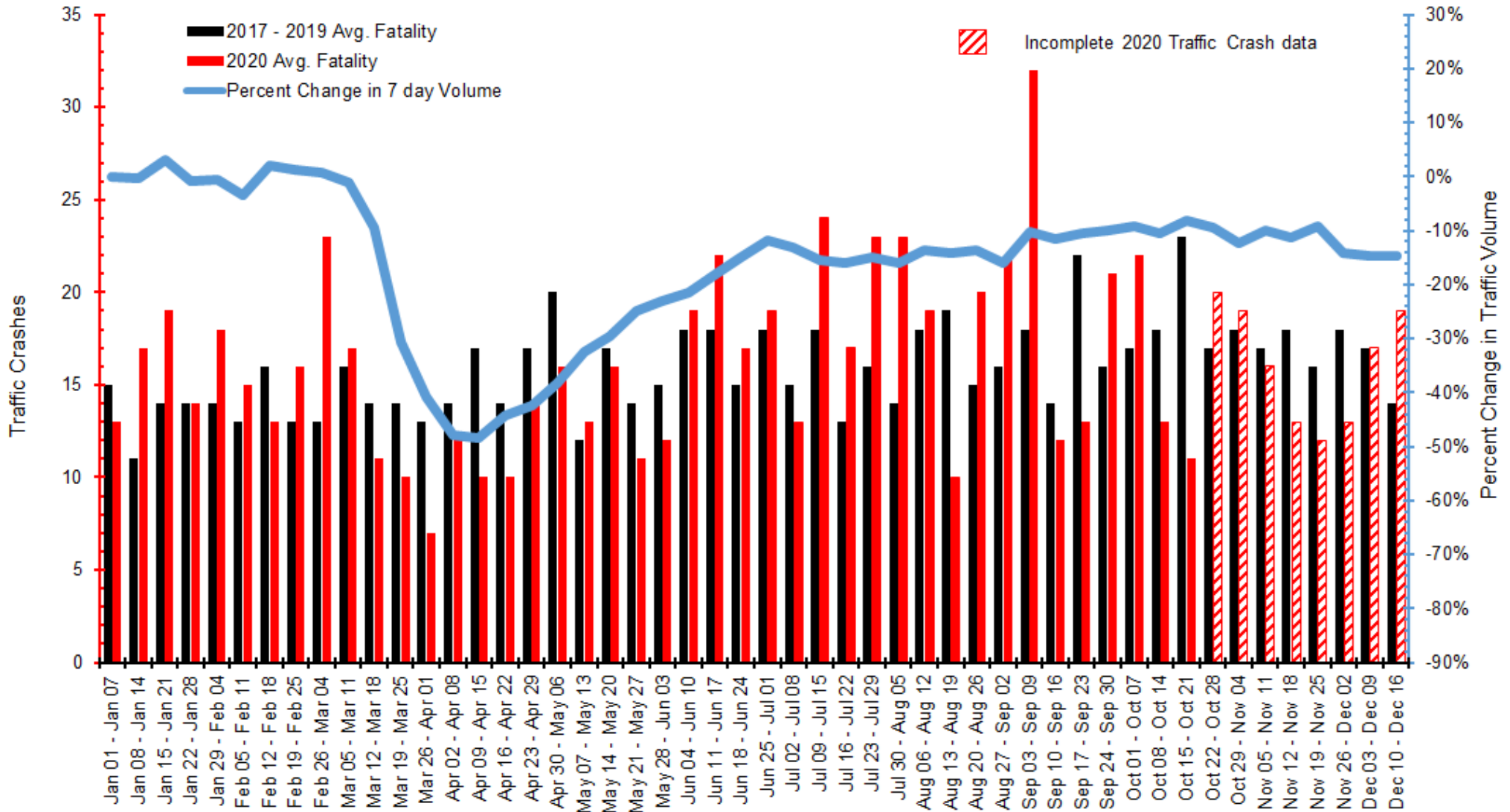
Weekly Injury Crashes - from January 1 to December 16



Crash Trends - All Systems

Weekly Trends for Fatal Crashes

Weekly **Fatal** Crashes - from January 1 to December 16



Questions

A vertical orange line is positioned to the left of the contact information.

Mena.Lockwood@vdot.Virginia.gov



MONARCH BUTTERFLY CANDIDATE CONSERVATION AGREEMENT WITH ASSURANCES

CCAA

| Angel Deem
Environmental Division Director

January 19, 2021

What is the Monarch CCAA?

CCAA = Candidate Conservation Agreement with Assurances

Formal voluntary conservation agreement between U.S. Fish and Wildlife Service (USFWS) and non-federal partners to address and implement conservation needs for this at-risk species.

Goals:

- **Enroll up to 26 million acres of energy and transportation lands**
- **Establish about 2.3 million acres of monarch foraging and breeding habitat (~ 300 million stems of milkweed)**
- **Establish overall net-benefit species conservation measures to avoid a federal listing of the monarch butterfly**
- **Avoid federal listing status**

LISTING DETERMINATION on Dec 15, 2020: Warranted but Precluded



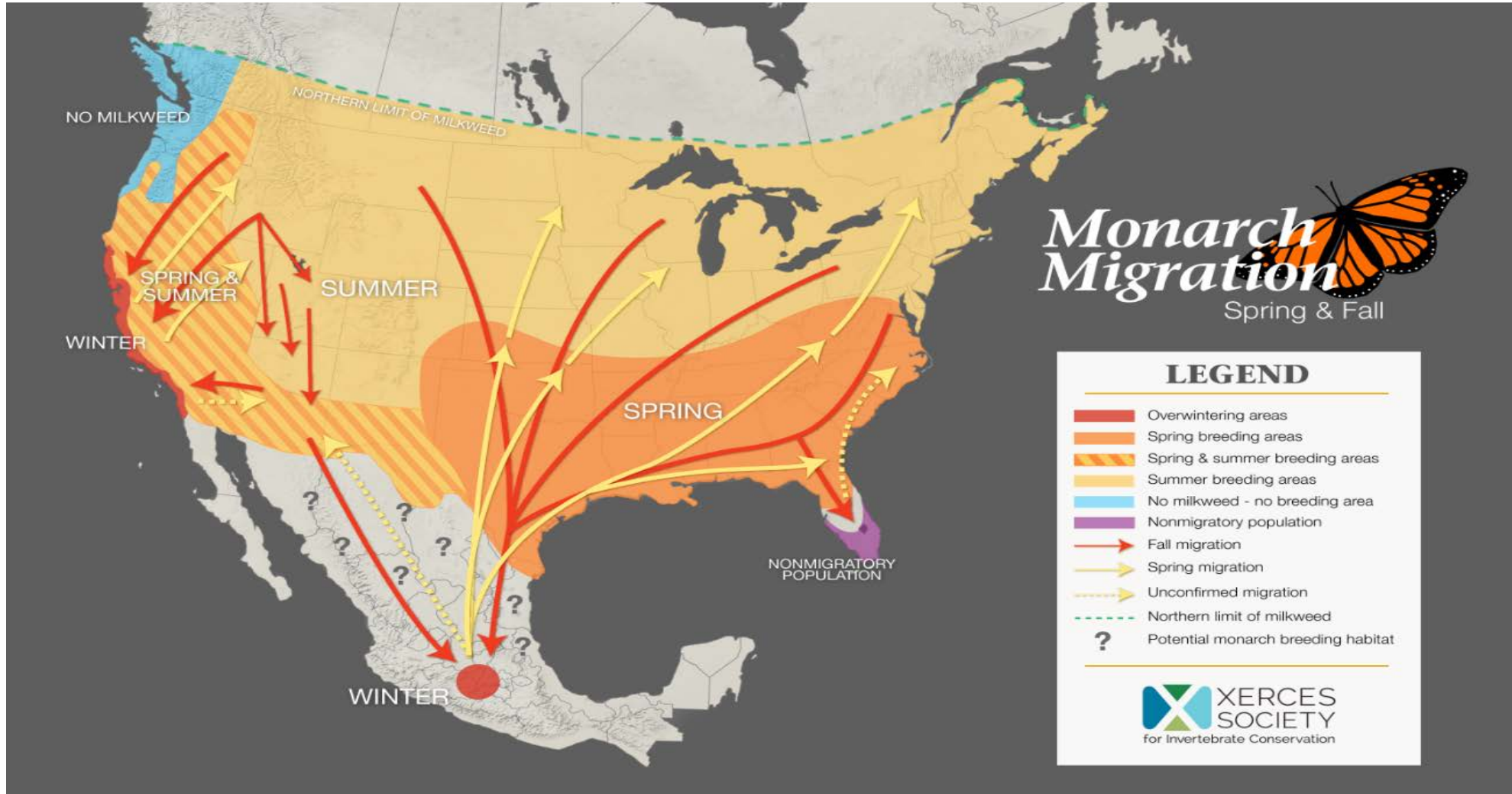
Benefits to VDOT joining the partnership

- Demonstrates conservation commitment
- Regulatory certainty for covered activities
- Avoid project delays
- A voice in the recovery plan development
- Flexibility in lands we enroll

Eight DOTs have committed:

- Georgia
- California
- Minnesota
- Ohio
- Oklahoma
- Texas
- Virginia
- Vermont

Monarch Butterfly Range



Monarch migration routes in VA:

- Spring and Fall migration
- Spring breeding

Key Threats to the Monarch

Declines due to loss of habitat from:

- Land conversion
- Herbicide and pesticide use
- Mowing



Promote conservation measures that reduce or remove key threats through proactive vegetation management practices.

VDOT Conservation Measures that will be taken on a subset of the Enrolled Lands:

- Seeding and planting to restore or create habitat
- Brush removal to promote suitable habitat
- Suitable habitat set-asides or idle lands for one or more growing seasons
- Conservation mowing to enhance floral resources during migration and breeding
- Targeted herbicide treatment of undesirable vegetation using herbicide best management practices

CCAA Definitions

Enrolled Lands: Managed lands where maintenance and construction activities would need incidental take coverage.

Adopted Acres: Lands within the Enrolled Lands where conservation measures and best management are implemented that counts towards monarch conservation.

Goal = 8% of enrolled lands

Covered Activities:

- Roadside maintenance (mowing, herbicide treatment)
- Structure maintenance (culverts, bridges, guardrails)
- Emergency response activities
- Facilities management (rest area, roundabouts, interchanges, ramps)
- Disposal sites
- Construction projects within existing ROWs (does not include new construction outside enrolled lands or ROWs where land acquisition is needed)

Enrollment Decision Process

Consideration of the knowns/unknowns, pros/cons

- **Limited mapping:** What to enroll and how to calculate area of ROW
- **Variations in landscape:** Microclimates and environmental factors across the state
- **Interstate mowing contracts:** Mowing and vegetation management along ROWs for each District
- **Primary Roads or State highways:** Potential to enroll sections where conservation mowing is already done
- **Secondary Roads:** Comprises most of the VDOT maintained roadway system:
 - ROWs typically include the clear zone and are routinely mowed or treated
 - ROWs are often ditched, forested, or influenced by adjacent landowners
- **Pollinator Habitat Program:** 23 pollinator gardens established across the state
- **Various parcels and lots owned and maintained by VDOT:** Safety rest areas, wayside picnic areas, residency & district offices, park & ride lots



Application Process

Submitted: April 29, 2020

Certificate of Inclusion issued: November 4, 2020

VDOT Enrolled:

Interstates: 35,912 acres

Parcels: 3,263 acres

Adopted acres where conservation measures are implemented:

Target Year 1: 4% of enrolled lands = 1,567 acres

Target Year 5: 8% of enrolled lands = 3,134 acres



Biological Effectiveness Monitoring – Year 1



Established 30 sampling sites:

- 28 along Interstate ROWs to represent conservation mowing
- 2 seeded/planted sites (VDOT Pollinator Habitat Program sites and Idle Lands)

Only 11 plots with 6+ milkweed stems (Goal is to meet 90% of sites with 6+ stems)

All sites exceeded nectar target (optional field as we are Eastern U.S)

Maintenance completed the first year's sampling for the 2020 season

Challenges

- **Minimal mapping** currently available
- **ROW** features, area, easements and management
- **Pervious vs. impervious** surface areas
- **Decentralized organizational** structure and internal reporting at District levels
- **Locality concerns** and aesthetic – groomed vs wildflowers
- **Tracking** what's being mowed and when
- **Training**
- **Data collection** - Hardware, software, data storage, scheduling, data management



Things We Are Already Doing!

VDOT's Pollinator habitat program creates naturalized areas at Safety Rest Areas and Park & Rides - planted with native nectar and pollinator plant species.



Modified mowing schedule along segments of interstates to post-season cut between Oct 31-Apr 1.

Next Steps



Working directly with Maintenance through the District Joint Working Group

- Established specifically to address needs for the Monarch CCA
- Updating the Maintenance Best Practices Manual by incorporating AMMs and conservation measures into their operating manual

Submit VDOT's Implementation Plan

- One year from receiving the Certificate of Inclusion
- Public awareness and education
- Mapping
- Training

Monitor Listing Decision

Re-evaluate

Questions?



BOWERS HILL ENVIRONMENTAL IMPACT STATEMENT

Study Introduction

Angel Deem, Environmental Division Director

Scott Smizik, Assistant Environmental Division Director

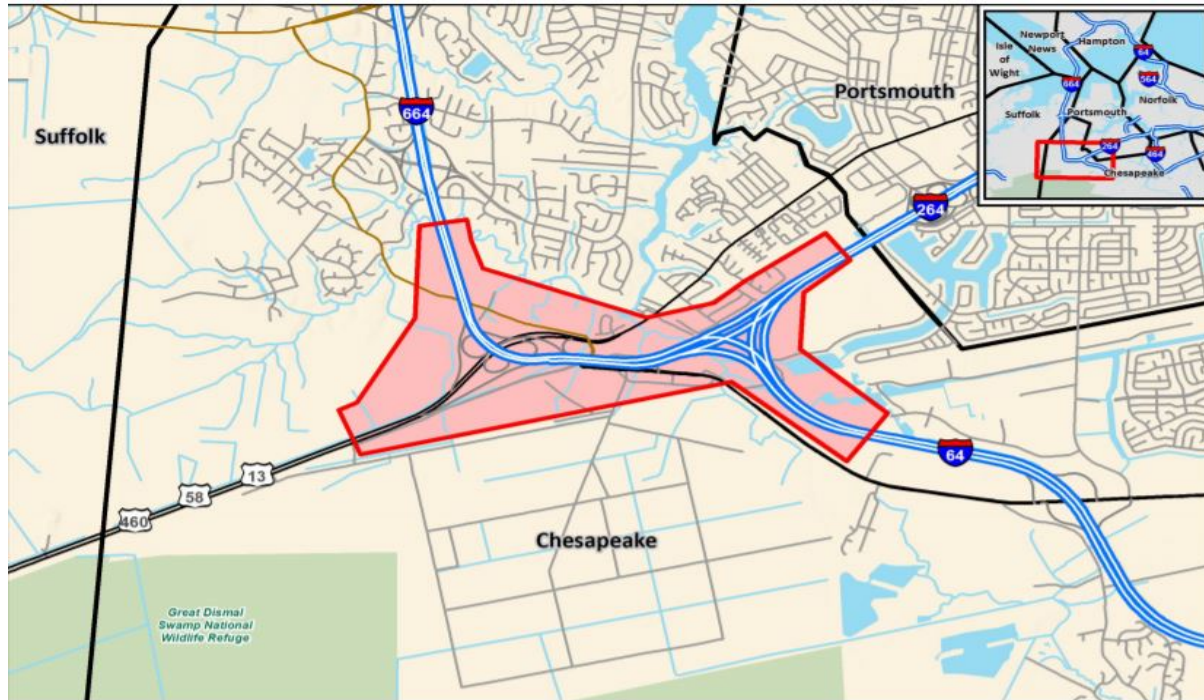
January 19, 2021

Background to the Bowers Hill EIS

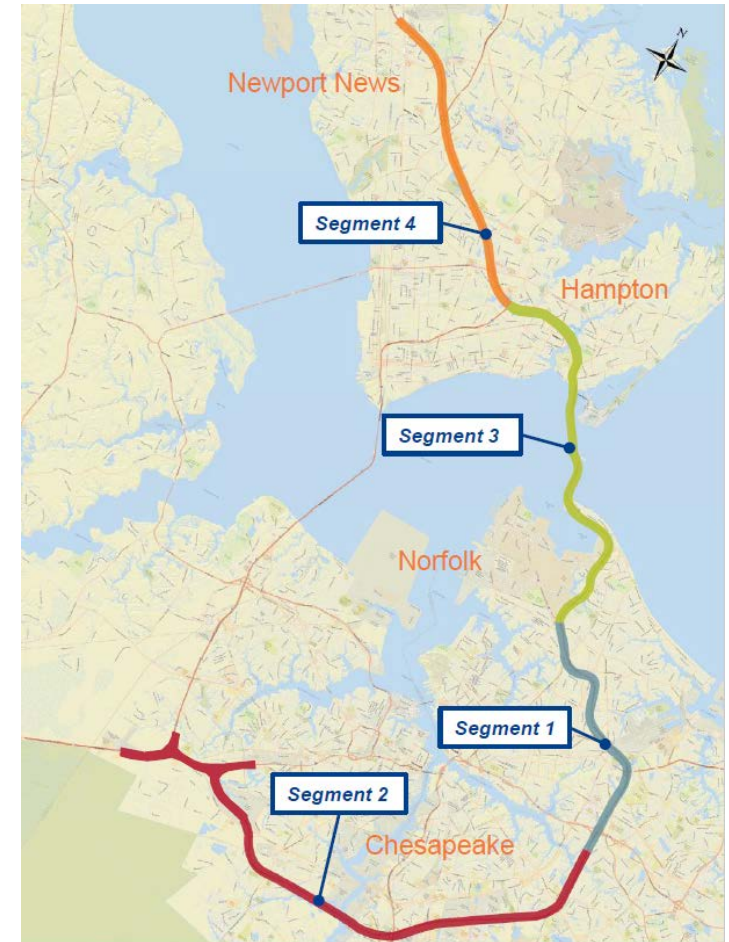
- **April 4, 2019 – FHWA/VDOT issued the Bowers Hill Environmental Assessment for public comment**
- **Late 2019 – VDOT, HRTPO, and HRTAC advanced plans for the Hampton Roads Express Lane Network (HRELN)**
- **Early 2020 – HRTPO notified VDOT of plans to modify the scope of the Bowers Hill study to extend the study area and consider how the HRELN would interact with the study area**
- **Spring 2020 – VDOT opened discussions with FHWA about the expanded scope and the transition to an Environmental Impact Statement (EIS)**

Bowers Hill Study Area

EA Study Area

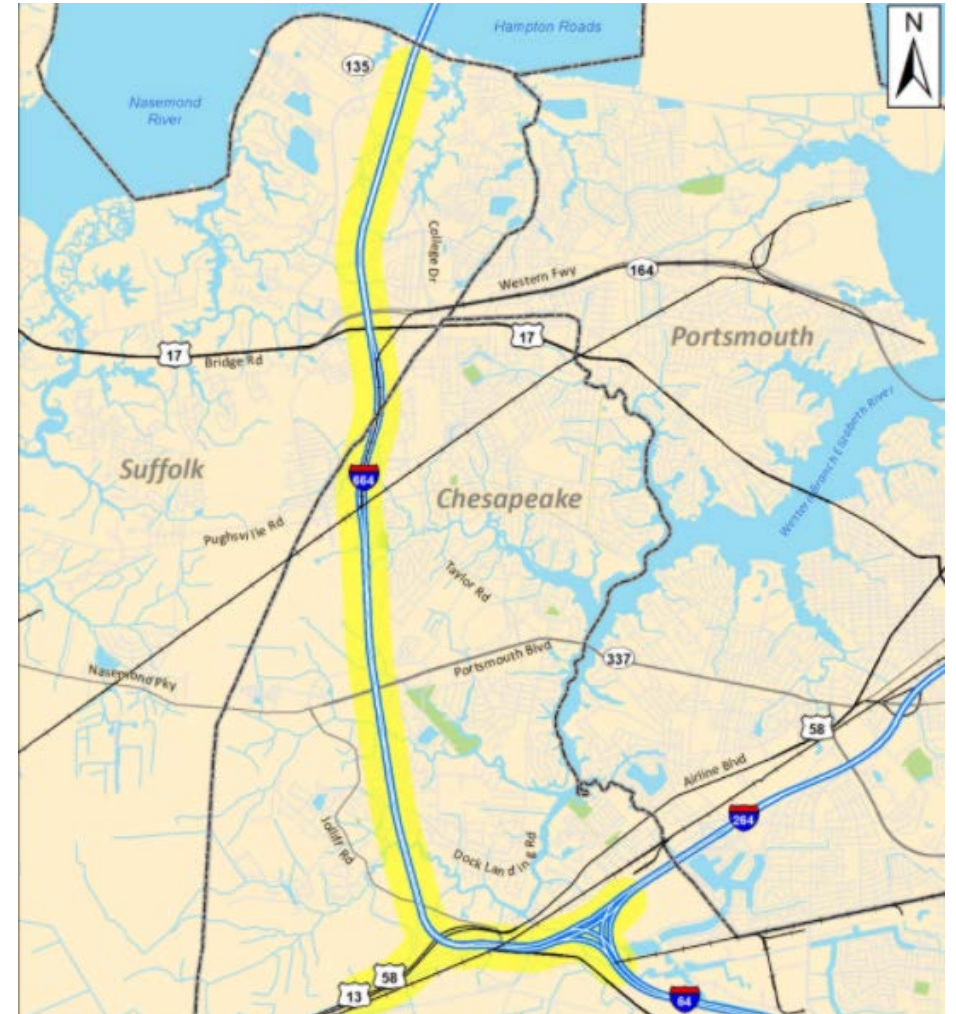


HRELN Projects



Bowers Hill EIS Study Area as Defined by HRTPO

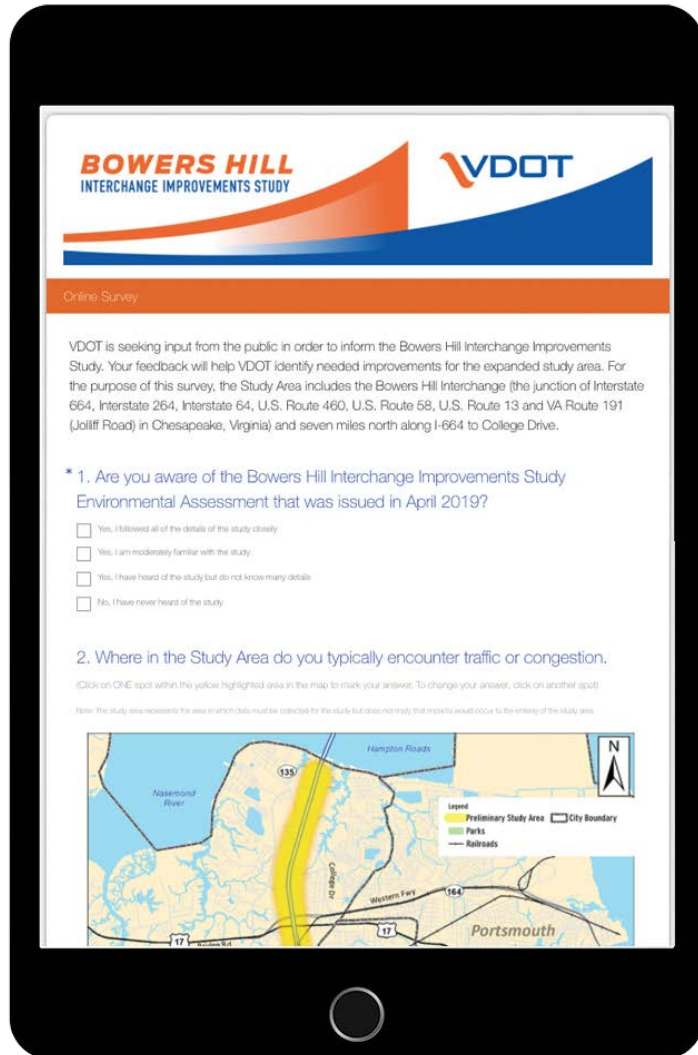
- **I-664 - Up to College Drive interchange**
- **I-64 – The first interchange southeast of Bowers Hill (Military Highway)**
- **I-264 – The first interchange east of Bowers Hill (Greenwood Drive)**
- **Route 13/58/460 – The Bisco Street/Airport entrance intersection**



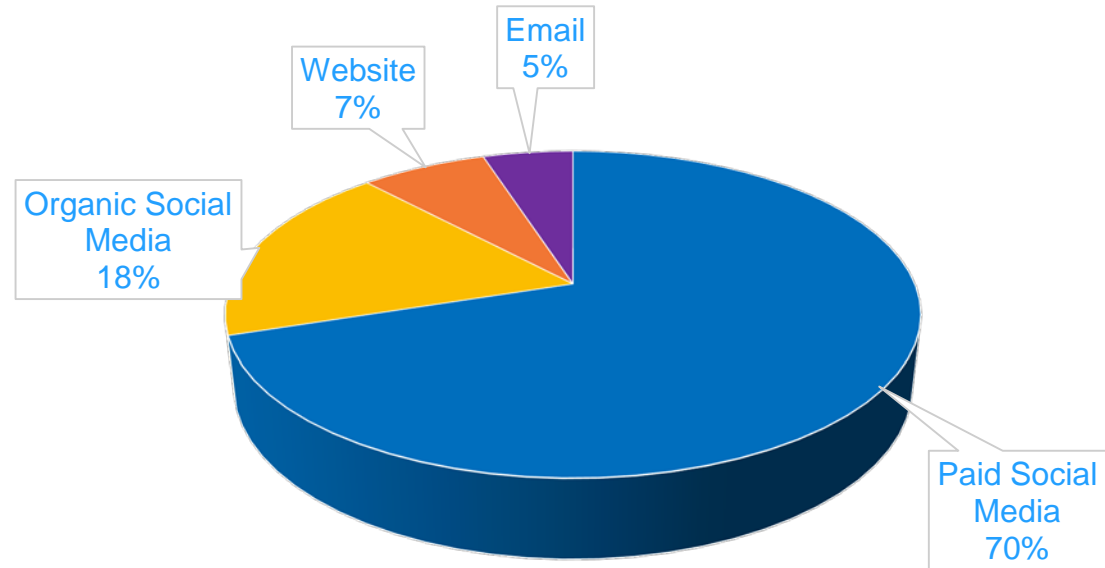
Study Conduct and Status

- **Study will document preferred alternative in Draft EIS and result in federal permits/approvals being issued during NEPA**
- **Study web site has been updated to inform the public of the change in study parameters**
- **Federal agencies concurred on a Purpose and Need for the study in December 2020**
- **Monthly coordination meetings with federal, state, and regional entities will continue throughout the length of the study**

Bowers Hill Online Purpose and Need Survey Results



1,291 Total Responses
September 17 – October 16, 2020



NEPA and VTRANS

Purpose and Need Element	Corresponding VTRANS Need Category*
Reduce Congestion	Congestion Mitigation
<i>Travel Demand</i>	Access to Economic Development Areas, TDM
<i>Capacity</i>	Capacity Preservation
<i>Congestion/Congestion Related Crashes</i>	Roadway Safety
Improve Travel Reliability	Improved Reliability
Provide Additional Travel Choice	Transit Access

Note: Based on draft VTRANS Technical Guide dated October 2020

VTRANS Need Categories not applicable to the study: Pedestrian Access, Bicycle Access, Urban Development Areas, Pedestrian Safety, Rail

Next Steps

Activity	Timeframe
VDOT Public Involvement / Citizen Information Meeting – Introduction to Range of Alternatives	March 2021
Concurrence from USACE and EPA on Range of Alternatives	May 2021
CTB - Present Range of Alternatives and Public Involvement results	May 2021
FHWA Notice of Intent (NOI) / NEPA Scoping	May 2021*
CTB – Briefing on results of analysis	January 2022*
VDOT Public Hearing on Recommended Preferred Alternative; Action by HRTAC, HRTPO and/or localities	February 2022*
CTB - Action on the Preferred Alternative	April 2022*
FHWA Publication of Draft EIS with comment period	June 2022*
FHWA issues combined Final EIS and Record of Decision (ROD) accompanied by USACE, DEQ, and VMRC water quality permits	May 2023

*Indicates tentative schedule

Questions or Comments



VA. ADMINISTRATIVE CODE – TOLLING

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24 VAC 30-620 PROPOSED AMENDMENTS

 David Caudill, P.E., Director of Tolling Operations

January 19, 2021

Periodic Review Results

□ The CTB reviewed 24 VAC 30-620, Rules, Regulations, and Rates Concerning Toll and Bridge Facilities in June, 2020 as part of the Regulatory Review Process.

- Based on the results of the review, the CTB directed amendment of the regulations**
- VDOT initiated the process required under the Administrative Process Act (APA) for amendment**

Regulatory Process for Amending Regulations

❑ Notice of Intended Regulatory Action (NOIRA)

- ❑ Public comment period ended on August 20, 2020. The only comment received requested that toll rates not be raised.

❑ Proposed Regulations

- ❑ VDOT has drafted suggested amendments for the CTB's consideration, which are included in the January CTB materials.
- ❑ Proposed Regulations must be filed for publication in the Virginia Register within 180 days of the end of the NOIRA public comment period. In this case, by February 17, 2021.

❑ Final Regulations

- ❑ The CTB may then adopt the proposed regulations as final regulations without amendments, or with amendments based on any comments received at the Proposed stage.

Proposed Regulations

Applicability

24 VAC 30-620-10

- **Section 10 of the regulation currently lists specific facilities to which the remainder of the regulation applies: Dulles Toll Road, George P. Coleman Bridge, and Powhite Parkway Extension.**
- **The proposed amendments would make the description of the facilities to which the regulation applies more general, so that the regulation will not have to be amended if new toll facilities are built or if operation of existing facilities is assigned to another entity.**
- **The proposed language would apply the regulation only to facilities owned and operated by VDOT—the regulation would not apply to facilities operated by another public or private entity, even if owned by VDOT**

Proposed Regulations

General conditions and criteria concerning the suspension of toll collection (24 VAC 30-620-20)

- ❑ Adds clarifying language to include the assessment of “an actual or potential” threat to public safety... Language is consistent with VA Code 33.2-613 B.
- ❑ Section C added to recognize requirements of VA Code 33.2-613 B(2)
- ❑ Section D added to recognize that internal policies identify the Commissioner’s designee responsible for certain VDOT toll facilities and the detailed toll suspension and reinstatement process.

Proposed Regulations

Rates

(24 VAC 30-620-30)

- ❑ **Provide for fixed toll rate schedules on traditional VDOT owned and operated toll facilities, George P. Coleman Bridge and Powhite Parkway Extension**
 - **The proposed changes do not raise any of the set-out fixed toll rates.**
 - **Any proposed change in the tolls will need to comply with the APA process**
 - **Tolls on HOT designated toll facilities will not be fixed--those tolls will be required to conform to 23-USC-166, varying based on demand.**
- ❑ **Eliminate references to Dulles Toll Road: Permit and Operating Agreement (2006) transferred the toll facility operations to Metropolitan Washington Airports Authority including the exclusive right to impose and collect tolls.**
 - **It is noted that the Permit and Operating Agreement recognizes VA Code and that the Commissioner has the authority to suspend tolls on the Dulles Toll Road.**
- ❑ **Move toll suspension language to 24 VAC 30-620-20**

Next Steps to Final Regulations

- **If approved by the CTB, the Proposed Regulations will be reviewed by the Office of the Attorney General, Department of Planning and Budget, and the Governor's Office.**
- **If approved, the Proposed Regulations will be published in the Virginia Register for the public to review.**
- **Public comment may be received for 30 days.**
- **The CTB may then adopt the proposed regulations as final regulations without amendments, or with amendments based on any comments received at the Proposed stage.**



1 **Project 6422 - NOIRA**

2 **DEPARTMENT OF TRANSPORTATION**

3 **Amend Rules, Regulations and Rates Concerning Toll and Bridge Facilities**

4
5 **CHAPTER 620**

6 **RULES, REGULATIONS, AND RATES CONCERNING TOLL AND BRIDGE FACILITIES**

7 **24VAC30-620-10. Applicability and effective dates.**

8 This chapter applies to ~~the following facilities: the Dulles Toll Road, located in the Northern~~
9 ~~Virginia District; the Powhite Parkway Extension Toll Road, located in the Richmond District; and~~
10 ~~the George P. Coleman Bridge, located in the Hampton Roads District, all administered by the~~
11 ~~Innovative Finance and Revenue Operations Division~~all VDOT-owned and -operated toll facilities,
12 unless and until, by agreement or law, authority to operate and set tolls is provided to another
13 public or private entity.

14 **24VAC30-620-20. General conditions and criteria concerning suspension of toll collection.**

15 A. Tolls may be temporarily suspended on any toll facility subject to this chapter, under the
16 following conditions:

- 17 1. The Commissioner of Highways or his designee has investigated or assessed a threat
18 to public safety on or in the vicinity of the toll facility; and
- 19 2. As a result of the investigation or assessment, the Commissioner of Highways or his
20 designee believes that a temporary suspension of toll collection will alleviate an actual or
21 potential threat or risk to the public's safety, or facilitate the flow of traffic on or within the
22 vicinity of the toll facility.

23 B. Incidents which may justify the temporary suspension of toll collection operations include,
24 but are not limited to, the following: natural disasters, such as hurricanes, tornadoes, fires, and
25 floods; accidental releases of hazardous materials, such as chemical spills; major traffic
26 accidents, such as multi-vehicle collisions; and any other incidents deemed to present a risk to
27 public safety.

28 C. Any mandatory evacuation during a state of emergency as defined in § 44-146.16 shall
29 require the temporary suspension of toll collection operations in affected evacuation zones on
30 routes designated as mass evacuation routes. The Commissioner of Highways or his designee
31 shall reinstate toll collection when the mandatory evacuation period ends.

32 D. The suspension of tolls and reinstatement of tolls shall be conducted in accordance with
33 internal agency procedures established by the Commissioner of Highways. The Commissioner of
34 Highways may delegate in writing the authority to suspend and reinstate toll collection operations,
35 as a result of the conditions and criteria outlined in this section. This delegation of authority
36 includes following the policies and procedures, established by the Commissioner of Highways
37 and specific to each toll facility, governing the investigation and decision-making processes
38 associated with the possible suspension and reinstatement of toll collections.

39 E. Judicial proceedings arising from any incident resulting in the suspension of toll collection
40 will be conducted as provided for by § 33.2-613 of the Code of Virginia.

41 **24VAC30-620-30. Rates and delegation of authority to suspend toll collection.**

42 A. ~~The Commissioner of Highways delegates the authority to suspend toll collection~~
43 ~~operations on the Dulles Toll Road to the Dulles Toll Road's Toll Facilities Administrative Director,~~
44 ~~subject to consultation with the Northern Virginia District Administrator and to the conditions and~~
45 ~~criteria outlined in 24VAC30-620-20 A and B. At his discretion, the Dulles Toll Road's Toll~~
46 ~~Facilities Administrative Director may delegate this authority to others within the toll facility's~~
47 ~~organization. This delegation of authority includes establishing policies and procedures specific~~

48 to the toll facility governing the investigation and decision-making processes associated with the
 49 possible suspension of toll collections. These policies and procedures shall become part of the
 50 toll facility's operating plan.

51 B. The following are the toll rate schedules for the Dulles Toll Road.

DULLES TOLL ROAD RATE STRUCTURE		
VEHICLE CLASS	MAIN PLAZA	ALL RAMPS
Two axles ¹	\$0.75	\$0.50
Three axles ²	\$1.00	\$0.75
Four axles	\$1.25	\$1.00
Five axles	\$1.50	\$1.25
Six axles or more	\$1.75	\$1.50

¹Includes passenger cars, motorcycles, motorcycles equipped with a sidecar, towing a trailer or equipped with a sidecar and towing a trailer, and 2-axle trucks (4 and 6 tires).

²Includes trucks, buses, and passenger cars with trailers.

52 C. The Commissioner of Highways delegates the authority to suspend toll collection
 53 operations on the Powhite Parkway Extension Toll Road to the Richmond Toll Facilities' Toll
 54 Facilities Administrative Director, subject to consultation with the Richmond District Administrator
 55 and to the conditions and criteria outlined in 24VAC30-620-20 A and B. At his discretion, the
 56 Richmond Toll Facilities' Toll Facilities Administrative Director may delegate this authority to
 57 others within the toll facility's organization. This delegation of authority includes establishing
 58 policies and procedures specific to the toll facility governing the investigation and decision-making
 59 processes associated with the possible suspension of toll collections. These policies and
 60 procedures shall become part of the toll facility's operating plan.

61 D. The following are the toll rate schedules for the Powhite Parkway Extension Toll Road.

POWHITE PARKWAY EXTENSION TOLL ROAD MAXIMUM RATE STRUCTURE				
VEHICLE CLASS	MAIN LINE PLAZA	MAIN LINE PLAZA - EAST & WEST RAMP	RAMP - ROUTE 60	RAMP - COURTHOUSE ROAD
Two axle vehicles ¹	\$0.75	\$0.25	\$0.25	\$0.50
Three axle vehicles	\$1.00	\$0.35	\$0.35	\$0.60
Four axle vehicles	\$1.25	\$0.45	\$0.45	\$0.70
Five axle vehicles	\$1.50	\$0.55	\$0.55	\$0.80
Six axle vehicles	\$1.50	\$0.55	\$0.55	\$0.80

¹Includes passenger cars, motorcycles, motorcycles equipped with a sidecar, towing a trailer or equipped with a sidecar and towing a trailer, and 2-axle trucks (4 and 6 tires).

62 E. The Commissioner of Highways delegates the authority to suspend toll collection
 63 operations on the George P. Coleman Bridge to the George P. Coleman Bridge Facility's Toll

64 ~~Facilities Administrative Director, subject to consultation with the Hampton Roads District~~
65 ~~Administrator and to the conditions and criteria outlined in 24VAC30-620-20 A and B. At his~~
66 ~~discretion, the George P. Coleman Bridge Facility's Toll Facilities Administrative Director may~~
67 ~~delegate this authority to others within the toll facility's organization. This delegation of authority~~
68 ~~includes establishing policies and procedures specific to the toll facility governing the investigation~~
69 ~~and decision-making processes associated with the possible suspension of toll collections. These~~
70 ~~policies and procedures shall become part of the toll facility's operating plan.~~

71 FB. The following are the toll rate schedules for the George P. Coleman Bridge.

GEORGE P. COLEMAN BRIDGE TOLL RATE STRUCTURE	
VEHICLE CLASS ¹	ONE-WAY RATE
Motorcycles, pedestrians and bicyclists ²	\$0.85
Commuter ETC cars, vans, pick-ups	\$0.85
Commuter ETC two-axle commercial vans/trucks	\$0.85
Cars, vans, pick-ups	\$2.00
Two-axle, six-tire trucks and buses	\$2.00
Three-axle vehicles and buses	\$3.00
Four or more-axle vehicles	\$4.00

¹Commuter toll rates will be available only via the ~~Smart Tag/E-Pass~~E-ZPass electronic toll collection (ETC) system to two-axle vehicles making three round-trip crossings within a 90-day period on the George P. Coleman Bridge.

²Includes motorcycles equipped with a sidecar, towing a trailer, or equipped with a sidecar and towing a trailer. Motorcyclists requesting this rate must use the manual toll collection lanes because the Automatic Vehicle Identification system cannot accommodate the \$0.85 rate.

72

73 C. For all designated High-Occupancy Toll facilities, the toll rates shall vary as necessary to
74 manage the demand to use the facility in accordance with 23 U.S.C. 166.

Chapter 620.

24VAC30-620-10. Applicability and effective dates.

This chapter applies to all VDOT-owned and -operated toll facilities, unless and until, by agreement or law, authority to operate and set tolls is provided to another public or private entity.

Statutory Authority

§ 33.2-210 of the Code of Virginia.

Historical Notes

Derived from VR385-01-68 § 1, eff. October 4, 1995; amended, Virginia Register Volume 11, Issue 26, eff. October, 18, 1995; Volume 21, Issue 15, eff. May 22, 2005.

24VAC30-620-20. General conditions and criteria concerning suspension of toll collection.

A. Tolls may be temporarily suspended on any toll facility subject to this chapter, under the following conditions:

1. The Commissioner of Highways or his designee has investigated or assessed an actual or potential threat to public safety on or in the vicinity of the toll facility; and
2. As a result of the investigation or assessment, the Commissioner of Highways or his designee believes that a temporary suspension of toll collection will alleviate the actual or potential threat or risk to the public's safety, or facilitate the flow of traffic on or within the vicinity of the toll facility.

B. Incidents which may justify the temporary suspension of toll collection operations include, but are not limited to, the following: natural disasters, such as hurricanes, tornadoes, fires, and floods; accidental releases of hazardous materials, such as chemical spills; major traffic accidents, such as multi-vehicle collisions; and any other incidents deemed to present a risk to public safety.

C. Any mandatory evacuation during a state of emergency as defined in § 44-146.16 shall require the temporary suspension of toll collection operations in affected evacuation zones on routes designated as mass evacuation routes. The Commissioner of Highways or his designee shall reinstate toll collection when the mandatory evacuation period ends.

D. The suspension of tolls and reinstatement of tolls shall be conducted in accordance with internal agency procedures established by the Commissioner of Highways. The Commissioner of Highways may delegate in writing the authority to suspend and reinstate toll collection operations, as a result of the conditions and criteria outlined in this section. This delegation of authority includes following the policies and procedures, established by the Commissioner of Highways and specific to each toll facility, governing the investigation and decision-making processes associated with the possible suspension and reinstatement of toll collections.

E. Judicial proceedings arising from any incident resulting in the suspension of toll collection will be conducted as provided for by § 33.2-613 of the Code of Virginia.

Statutory Authority

§ 33.2-210 of the Code of Virginia.

Historical Notes

Derived from VR385-01-68 § 2, eff. October 4, 1995; amended, Virginia Register Volume 11, Issue 26, eff. October, 18, 1995; Volume 28, Issue 4, eff. November 23, 2011; Volume 31, Issue 7, eff. December 31, 2014.

24VAC30-620-30. Rates.

A. The following are the toll rate schedules for the Powhite Parkway Extension Toll Road.

POWHITE PARKWAY EXTENSION TOLL ROAD MAXIMUM RATE STRUCTURE				
VEHICLE CLASS	MAIN LINE PLAZA	MAIN LINE PLAZA - EAST & WEST RAMP	RAMP - ROUTE 60	RAMP - COURTHOUSE ROAD
Two axle vehicles ¹	\$0.75	\$0.25	\$0.25	\$0.50
Three axle vehicles	\$1.00	\$0.35	\$0.35	\$0.60
Four axle vehicles	\$1.25	\$0.45	\$0.45	\$0.70
Five axle vehicles	\$1.50	\$0.55	\$0.55	\$0.80
Six axle vehicles	\$1.50	\$0.55	\$0.55	\$0.80

¹Includes passenger cars, motorcycles, motorcycles equipped with a sidecar, towing a trailer or equipped with a sidecar and towing a trailer, and 2-axle trucks (4 and 6 tires).

B. The following are the toll rate schedules for the George P. Coleman Bridge.

GEORGE P. COLEMAN BRIDGE TOLL RATE STRUCTURE	
VEHICLE CLASS ¹	ONE-WAY RATE
Motorcycles, pedestrians and bicyclists ²	\$0.85
Commuter ETC cars, vans, pick-ups	\$0.85
Commuter ETC two-axle commercial vans/trucks	\$0.85
Cars, vans, pick-ups	\$2.00
Two-axle, six-tire trucks and buses	\$2.00
Three-axle vehicles and buses	\$3.00
Four or more-axle vehicles	\$4.00

¹Commuter toll rates will be available only via the E-ZPass electronic toll collection (ETC) system to two-axle vehicles making three round-trip crossings within a 90-day period on the George P. Coleman Bridge.

²Includes motorcycles equipped with a sidecar, towing a trailer, or equipped with a sidecar and towing a trailer. Motorcyclists requesting this rate must use the manual toll collection lanes because the Automatic Vehicle Identification system cannot accommodate the \$0.85 rate.

C. For all designated High-Occupancy Toll facilities, the toll rates shall vary as necessary to manage the demand to use the facility in accordance with 23 U.S.C. 166.

Statutory Authority

§ 33.2-210 of the Code of Virginia.

Historical Notes

Derived from VR385-01-68 § 3, eff. October 4, 1995; amended, Virginia Register Volume 11, Issue 26, eff. October, 18, 1995; Volume 12, Issue 20, eff. July 24, 1996; Volume 13, Issue 18, eff. July 1, 1997; Volume 14, Issue 25, eff. September 30, 1998; Volume 21, Issue 15, eff. May 22, 2005; Volume 21, Issue 22, eff. August 20, 2005; Volume 28, Issue 4, eff. November 23, 2011.

Website addresses provided in the Virginia Administrative Code to documents incorporated by reference are for the reader's convenience only, may not necessarily be active or current, and should not be relied upon. To ensure the information incorporated by reference is accurate, the reader is encouraged to use the source document described in the regulation.

As a service to the public, the Virginia Administrative Code is provided online by the Virginia General Assembly. We are unable to answer legal questions or respond to requests for legal advice, including application of law to specific fact. To understand and protect your legal rights, you should consult an attorney.

STATE OF GOOD REPAIR PRIORITIZATION PROCESS METHODOLOGY AND FY 2022 PERCENTAGE FUND DISTRIBUTION

Commonwealth Transportation Board

Kimberly Pryor – Director, Infrastructure Investment

January 2021

State of Good Repair Prioritization Process Methodology and Percentage Fund Distribution

Background

- CTB developed and last approved the State of Good Repair Prioritization Process Methodology on June 14, 2016 to establish a priority ranking system methodology for structurally deficient bridges and deteriorated pavements
- CTB developed and last approved the Primary Extension Improvement Policy on October 17, 2019 to govern selection of municipality-maintained primary extension paving projects
- CTB last approved the State of Good Repair Percentage Fund Distribution Chart on May 16, 2018 for use in selecting projects for funding in the FY2019-2024 SYIP

State of Good Repair Prioritization Process Methodology and Percentage Fund Distribution

Background

- VDOT has updated the Percentage Fund Distribution based on the needs identified in the 2020 Biennial Report of the Commissioner of Highways pursuant to § 33.2-232 for use in selecting projects for funding in the FY2022-2027 SYIP
- VDOT recommends consideration and approval of minor modifications to the previously approved methodology in order to simplify, reorganize and create consistency with other Board policies (such as SMART SCALE and the SYIP Development Policy)

State of Good Repair Percentage Fund Distribution

FY 2019 Distribution Percentages					
District	District Percentages	VDOT		Locality	
		Pavement	Bridge	Pavement	Bridge
Bristol	12.53%	18%	60%	2%	20%
Salem	11.40%	25%	59%	6%	10%
Lynchburg	6.39%	22%	63%	9%	6%
Richmond	17.50%	17%	71%	4%	8%
Hampton Roads	17.50%	3%	37%	26%	34%
Fredericksburg	11.66%	11%	85%	1%	3%
Culpeper	6.39%	26%	40%	3%	31%
Staunton	10.23%	27%	64%	6%	3%
Northern Virginia	6.39%	24%	65%	10%	1%

FY 2022 Proposed Distribution Percentages					
District	District Percentages	VDOT		Locality	
		Pavement	Bridge	Pavement	Bridge
Bristol	12.76%	14%	63%	2%	21%
Salem	11.00%	19%	65%	4%	11%
Lynchburg	6.28%	18%	70%	4%	7%
Richmond	17.50%	10%	78%	3%	9%
Hampton Roads	17.50%	5%	40%	18%	37%
Fredericksburg	11.95%	8%	88%	1%	3%
Culpeper	6.28%	15%	47%	2%	36%
Staunton	10.45%	28%	66%	3%	3%
Northern Virginia	6.28%	23%	71%	4%	1%

*Numbers may not add to 100% due to rounding.

Per Code, no district shall receive more than 17.5% or less than 5.5% of the total funding allocated in any given year.

State of Good Repair Prioritization Process Methodology

Modifications do not make substantive changes to the current policy or process

- Reorganize to make the policy more consistent with the SMART SCALE Policy in terms of format and to eliminate separate attachments
- Add standard policy language referencing the Board's SYIP Development Policy and other existing legislative requirements
- Add language regarding scope changes and surplus funds, consistent with the Board's SMART SCALE Policy and current practice
- Incorporate and replace the Board's separate Primary Extension Improvement Policy
- Update process to reflect use of the SMART Portal for localities to submit requests for funding
- Add language directing the Department to update the Percentage Fund Distribution provided that it is done in a manner that takes into consideration the factors outlined in the Code

Next Steps

February CTB Meeting request approval for updates to the State of Good Repair Prioritization Process Methodology and Percentage Fund Distribution

Apply updated Percentage Fund Distribution in selection of projects for funding in the FY2022-2027 SYIP



CTB Decision Brief

DRAFT

Approval of State of Good Repair Prioritization Process Methodology and FY 2022 State of Good Repair Percentage Fund Distribution

Issue: Pursuant to § 33.2-369 of the *Code of Virginia*, the Commonwealth Transportation Board (the Board) shall allocate funds for state of good repair purposes (defined as “improvement of deficient pavement conditions and improvement of structurally deficient bridges”) (State of Good Repair Funds) for reconstruction and replacement of structurally deficient state and locally owned bridges and reconstruction and rehabilitation of deteriorated pavement on the Interstate System and primary state highway system including municipality-maintained primary extensions. Section 33.2-369 requires the Board to allocate the state of good repair funds to projects in all nine construction districts based on a priority ranking system that takes into consideration (i) the number, condition, and costs of structurally deficient bridges and (ii) the mileage, condition, and costs to replace deteriorated pavements.

Further, Enactment Clause 2 of Chapter 684 of the 2015 Virginia Acts of Assembly required the Board to develop a priority ranking system considering requirements in § 33.2-369 by July 1, 2016. The Board developed and last approved on June 14, 2016 a priority ranking system methodology for structurally deficient bridges and deteriorated pavements (State of Good Repair Prioritization Process Methodology). The Board also developed and last approved on October 17, 2019, a Primary Extension Improvement Policy governing selection of municipality-maintained primary extension paving projects.

VDOT seeks the Board’s consideration and approval of minor modifications to the previously approved methodology in order to simplify, reorganize and create consistency with other Board policies (such as SMART SCALE and the SYIP Development Policy). Modifications do not make substantive changes to the current policy or process and including the following:

- Reorganize to make the policy more consistent with the SMART SCALE Policy in terms of format and to eliminate separate attachments,
- Add standard policy language referencing the Board’s SYIP Development Policy and other existing legislative requirements,
- Add language regarding scope changes and surplus funds, consistent with the Board’s SMART SCALE Policy and current practice,
- Incorporate and replace the Board’s separate Primary Extension Improvement Policy,
- Add language directing the Department to update the Percentage Fund Distribution provided that it is done in a manner that takes into consideration the factors outlined in the Code.

Further, the Board last approved the State of Good Repair Percentage Fund Distribution Chart on May 16, 2018 for FY 2019 through FY 2024 based on needs identified in the *Virginia Department of Transportation 2017 Annual Report Pursuant to Section 33.2-232 of the Code of Virginia* as State of Good Repair Program Needs. VDOT has revised the State of Good Repair district allocation percentages as set out in Attachment A (FY 2022 State of Good Repair Percentage Fund Distribution Chart) for use for FY 2022 through FY 2027.

Facts: VDOT modified the Board’s current State of Good Repair Prioritization Process Methodology in order to simplify, reorganize and create consistency with other Board policies.

VDOT revised the State of Good Repair Percentage Fund Distribution based on the most recent Biennial

Report of the Commissioner of Highways pursuant to § 33.2-232 for use in allocating State of Good Repair funds in FY 2022 through FY 2027.

Recommendation: VDOT recommends the Board approve the proposed modifications to the State of Good Repair Prioritization Process Methodology and the updated FY22 Percentage Fund Distribution for use in allocating State of Good Repair funds in FY 2022 through FY 2027.

Action Required by CTB: The Board will be presented with a resolution for a formal vote.

DRAFT

**RESOLUTION OF THE
COMMONWEALTH TRANSPORTATION BOARD**

DRAFT

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Approval of State of Good Repair Prioritization Process Methodology and FY 2022 State of Good Repair Percentage Fund Distribution

WHEREAS, § 33.2-369 of the Code of Virginia prescribes that the Commonwealth Transportation Board (the Board) shall use funds allocated in § 33.2-358 and § 58.1-1741 for state of good repair purposes for reconstruction and replacement of structurally deficient state and locally-owned bridges and reconstruction and rehabilitation of deteriorated pavement on the Interstate System and Primary State Highway System, including municipality-maintained primary extensions; and

WHEREAS, § 33.2-369 (B) also requires that the State of Good Repair funds be allocated by the Board to projects in all nine construction districts based on a priority ranking system that takes into consideration (i) the number, condition, and costs of structurally deficient bridges and (ii) the mileage, condition, and costs to replace deteriorated pavements, and further provides that the Board shall ensure an equitable needs-based distribution of funding among the highway construction districts, with no district receiving more than 17.5 percent or less than 5.5 percent of the total funding allocated in any given year; and

WHEREAS, Enactment Clause 2 of Chapter 684 of the 2015 Virginia Acts of Assembly required the Board to develop the priority ranking system pursuant to § 33.2-369 of the Code by July 1, 2016; and

WHEREAS, the Board developed and last approved, on June 14, 2016, a prioritization process methodology for the allocation of funds and selection of projects for structurally deficient bridges and deteriorated pavements that meets the requirements set forth in § 33.2-369 (B); and

WHEREAS, the Board developed and last approved, on October 17, 2019, a Primary Extension Improvement Policy governing selection of municipality-maintained primary extension paving projects for funding; and

WHEREAS, the Board last approved the State of Good Repair Percentage Fund Distribution Chart on May 16, 2018, based on the needs identified in the VDOT 2017 Annual Report of the Commissioner of Highways pursuant to § 33.2-232 of the Code of Virginia as the State of Good Repair Program Needs and directed that the FY 2019 State of Good Repair Percentage Fund Distribution be used by VDOT in applying the State of Good Repair Prioritization Process Methodology for identifying and recommending to the Board projects for State of Good Repair funding for FY 2019 through FY 2024; and

WHEREAS, VDOT has revised the FY 2019 State of Good Repair Percentage Fund Distribution Chart based on the needs identified in the 2020 Biennial Report of the Commissioner of Highways pursuant to § 33.2-232 of the Code of Virginia as the State of Good Repair Program Needs, so that the resulting FY 2022 State of Good Repair Percentage Fund Distribution could be used by VDOT in applying the State of

Good Repair Prioritization Process Methodology for identifying and recommending to the Board projects for State of Good Repair funding for FY 2022 through FY 2027;

WHEREAS, Chapter 56 enacted in the 2020 Special Session of the General Assembly included provisions intended to address issues stemming from the COVID-19 pandemic, including but not limited to provisions that afford certain flexibility in development of the Six-Year Improvement Program (SYIP); and

WHEREAS, based on the provisions in Chapter 56, the Board elected to defer certain processes associated with the FY2021-2026 Six-Year Improvement Program adopted by the Board December 9, 2020, including but not limited to updates to the State of Good Repair Percentage Fund Distribution factors for FY2021 through FY2026 until the FY2022 through FY2027 SYIP update.

NOW THEREFORE BE IT RESOLVED, the Board hereby updates the State of Good Repair Prioritization Process Methodology for the allocation of funds and selection of projects, previously adopted on June 14, 2016, which governs the selection of projects for funding pursuant to § 33.2-369, as follows:

1. Identification of State of Good Repair Needs

- a. Condition and inventory data on the Commonwealth's bridges is derived from regular inspections performed in accordance with the National Bridge Inspection Standards. Data is collected and recorded in VDOT's Bridge Management System, which is used to determine the type of work recommended, and provides a list of bridge needs. Bridge needs for structurally deficient bridges in VDOT's Bridge Management System are used to determine State of Good Repair Bridge Needs.
- b. Pavement needs are assessed and identified annually using automated data collection technology and asset management principles. Pavements are rated based on visible distresses and the data is incorporated into the Pavement Management System, which is used to assess maintenance needs using the elements of pavement distresses, traffic level, and structural condition to determine mileage, recommended treatment, and estimated costs to perform the necessary work. Deteriorated pavement needs on the Commonwealth's Interstate, Primary, and Primary Extension facilities are used to determine State of Good Repair Paving Needs.
- c. State of Good Repair Needs are the total cost of the structurally deficient bridge needs for VDOT-Owned and Locality-Owned bridges in VDOT's Bridge Management System and the total cost of the deteriorated pavement needs on Interstate, Primary, and Primary Extension facilities.
- d. Prioritized State of Good Repair needs are reported in the Biennial Report of the Commissioner of Highways required by § 33.2-232.
- e. A recommended list of projects, from the Prioritized State of Good Repair needs, eligible for funds under the State of Good Repair Program, is made public annually at least 150 days prior to the Board's vote to adopt a Six-Year Improvement Program (SYIP) as required by §33.2-214.2.

2. Allocation of State of Good Repair Funds

- a. Needs are compiled and used to determine the Percentage Fund Distribution for each highway construction district.
 - i. As provided for in § 33.2-369, each construction district receives no less than 5.5% and no more than 17.5% of total funding allocated in a given year.
 - ii. Individual district percentages are determined by dividing district needs by the statewide needs.

- iii. If any district's needs are less than 5.5% then the amount provided to other districts is reduced on a pro-rata basis to ensure such district receives 5.5% of available funding.
 - iv. If any district's needs percentage would require more than 17.5% of the funding, the district's percentage of funding is reduced to 17.5% and the delta between the district's need percentage and 17.5% is distributed to the remaining districts based on their needs percentage.
 - v. The Board may waive the 17.5 percent allocation cap for one fiscal year, when it determines that, due to extraordinary circumstances or needs, the cap inhibits the ability of the Department to address a key pavement or bridge need. If the Board does waive the allocation cap, then an explanation must be provided in the allocation methodology submitted by the Commissioner of Highways pursuant to §33.2-232.
- b. The State of Good Repair Needs are used to break down the percentage at the highway construction district level into four separate funding distributions – VDOT-Owned Bridges, Locality-Owned Bridges, VDOT Pavement, and municipality-maintained Primary Extensions (Pavement).

3. Prioritization of State of Good Repair Bridge Needs

- a. The priority ranking system examines all bridges in the Commonwealth eligible for State of Good Repair funding to develop a final priority list of bridges. The final priority list will be developed from the recommended list of projects, which is published at least 150 days prior to the adoption of the Six-Year Improvement Program in accordance with §33.2-214.2, and will use finalized project estimates to calculate prioritization using a formula that is based on the following criteria:

Measure	Description
Condition	Measures overall condition of the bridge using detailed condition data compiled from the safety inspection report
Cost Effectiveness	Ratio of actual project cost to the cost for full replacement
Highway Traffic Impacts	Traffic volume, truck traffic, detour route, future traffic volume, and key route designations
Design Redundancy and Safety	Fracture-critical bridges, fatigue prone details, and scour and seismic vulnerability
Structure Capacity	Consideration of whether the bridge will be posted or has issues with clearances or waterway adequacy

- b. Recommended bridge projects for State of Good Repair funding in each district are recommended from the district's final prioritized list of needs in order.
- c. VDOT-owned bridges
- i. Recommended bridge projects are created based on the final priority ranking.
 - ii. Exceptions for funding bridges out of priority order may be granted based on a request from the District Engineer submitted to the State Structure and Bridge Engineer and approved by the Chief Engineer.
 - iii. Acceptable justifications for exceptions include instances where practicality, conflicting construction, or coordination with other highway work necessitate deviating from the established priority ranking.

- d. Locality-owned bridges
 - i. Localities submit Work Notification Forms in the SMART Portal for recommended bridge projects.
 - ii. Recommended bridge projects are created based on the final priority ranking.
 - iii. If a locality does not want to pursue corrective action to a priority bridge recommended for funding, the locality must provide a written justification and the next locality-owned bridge within the highway construction district on the priority list is recommended to receive the State of Good Repair funding.
 - iv. Acceptable justifications for exceptions include instances where practicality, conflicting construction, or coordination with other highway work necessitate deviating from the established priority ranking.
 - v. Costs associated with additional scope elements beyond the recommended repair are the responsibility of the locality.
 - vi. The locality must submit a Work Notification Form for all of the bridges eligible for State of Good Repair funding. If a locality fails to submit a Work Notification Form by the published deadline, the next locality-owned bridge within the highway construction district on the priority list is recommended to receive the State of Good Repair funding.

4. Prioritization of State of Good Repair Pavement Needs

- a. The Pavement Management System takes the pavement condition data and applies an optimization process that considers factors such as available funds, performance targets, and benefit cost ratio of treatments to prepare a section by section priority list and appropriate maintenance treatment that takes into account pavement distresses, structural and subgrade strength, traffic volume, and maintenance history.
- b. VDOT Pavements
 - i. Recommended paving projects are created based on the number of lane miles of deficient pavement that qualify for State of Good Repair funding and prioritized using the following criteria:

Criteria	Description
Road System	Interstate Systems has the higher priority over the Primary System
Use or Traffic Count	Amount of traffic the lane miles carry; also considers the number of heavy trucks and buses
Condition	Severity of distress of the pavement based on the standard pavement rating system
Potential for Immediate or Near-term Further Degradation	Impact caused if the lanes miles are not repaired or treated immediately

- ii. Recommended VDOT paving projects for State of Good Repair funding in each district are recommended from the district’s prioritized list in order.
- iii. Exceptions for funding paving projects out of priority order may be granted based on a request from the District Engineer submitted to the State Maintenance Engineer and approved by the Chief Engineer in coordination with the Chief of Maintenance and Operations.

- iv. Acceptable justifications for exceptions include instances where practicality, conflicting construction, or coordination with other highway work necessitate deviating from the established prioritization.
- c. Locality Pavements
 - i. Localities submit applications in the SMART Portal for recommended pavement overlay, rehabilitation or construction projects.
 - ii. Projects are prioritized for funding based on a technical score that considers the following criteria:

Criteria	Description
Pavement Condition	Critical Condition Index (CCI) < 60
Traffic Volume	AADT
NHS Designation	Yes/No
Past Expenditures on Pavement by the Locality	Current level of pavement maintenance expenditures in the locality

- iii. Recommended municipality-maintained primary extension projects for State of Good Repair funding in each district are taken from the district's prioritized list in order.
- iv. The maximum request under the program is \$1,500,000 per locality, per fiscal year, regardless of the number of eligible routes in the locality.
- v. Exceptions may be granted if the project is the next highest scoring project within the district and the request does not exceed the \$1,500,000 limit for the locality for the fiscal year.
- vi. All projects funded under this program must be advertised within 12 months of allocation. Projects that receive funding and do not meet this criterion may be subject to deallocation by the CTB.
- vii. As part of the application process, localities must provide certification that the funding allocated will supplement, not replace, the current level of effort on the part of the locality.

BE IT FURTHER RESOLVED, neither the scope nor the budget of a project may be substantially modified in such a manner that the proposed improvements do not accomplish the same benefits as the original scope. Efforts must be made to review a project scope for opportunities to modify or reduce scope to bring the cost back in line with the original budget while maintaining similar life-cycle cost benefits.

BE IT FURTHER RESOLVED, in cases where programmed funds are no longer needed for delivery of a project due to estimate decreases, contract award savings, schedule changes, etc., the unexpended surplus funds are State of Good Repair funds unless superseded by the terms of a signed project agreement.

- a. Surplus State of Good Repair funds no longer needed for delivery of a project will remain within the applicable Construction District and may not be used in other districts.
- b. Surplus State of Good Repair funds no longer needed for delivery of a project will remain within the applicable asset type (i.e., Bridge or Paving).
- c. Such surplus funds will be reserved to address budget adjustments on existing State of Good Repair projects or reserved for allocation in the next solicitation cycle for State of Good Repair.

BE IT FURTHER RESOLVED, pursuant to § 33.2-214 (E), any project added to the SYIP funded wholly or in part with funding from the State of Good Repair Program shall be fully funded within the six-year horizon of the SYIP.

BE IT FURTHER RESOLVED, the development and management of the State of Good Repair portion of the SYIP shall be conducted in accordance with the Board's then current Six-Year Improvement Program Development Policy.

BE IT FURTHER RESOLVED, that the proposed State of Good Repair needs, allocation and prioritization process methodologies as updated herein are approved for the purpose of selecting projects for funding through the State of Good Repair Program.

BE IT FURTHER RESOLVED, that the FY 2022 State of Good Repair Percentage Fund Distribution set forth in Attachment A, as attached hereto, is approved for the purpose of identifying and recommending to the Board projects for State of Good Repair funding for FY 2022 through FY 2027.

BE IT FURTHER RESOLVED, that VDOT is hereby directed to update the State of Good Repair Percentage Fund Distribution set forth in Attachment A for purposes of identifying and recommending to the Board projects for State of Good Repair funding for FY 2023 through FY 2028 in a manner that takes into consideration (i) the number, condition, and costs of structurally deficient bridges and (ii) the mileage, condition, and costs to replace deteriorated pavements and that ensures an equitable needs-based distribution of funding among the highway construction districts as required by § 33.2-369 prior to adoption of the FY 2023 through FY 2028 SYIP.

BE IT FURTHER RESOLVED, by the Board, that nothing herein is intended to modify the Board's action on March 21, 2019 granting a waiver of the district cap for the Hampton Roads District pursuant to subsection B of § 33.2-369 for Fiscal Years 2025 and 2026 so that replacement of the HRBT South Island Trestle Bridge is fully funded. The actual increase of the Hampton Roads District share shall be limited to the share of State of Good Repair allocations required to provide the amount needed to fund the actual final cost of the HRBT South Island Trestle Bridge.

BE IT FURTHER RESOLVED, given that its provisions have been incorporated into and adopted pursuant to this action, the Primary Extension Improvement Program Policy adopted by the Board on October 17, 2019, is hereby rescinded; and

BE IT FURTHER RESOLVED, the Board hereby directs VDOT to take all actions necessary to implement and administer this policy and process as adopted, including but not limited to update of technical and policy documents consistent with the State of Good Repair Policy adopted herein.

Attachment A

FY 2022 State of Good Repair Percentage Fund Distribution Chart

2022 Percentage Fund Distribution Updates*					
District	Proposed 2022 Update	VDOT		Locality	
		Pavement	Bridge	Pavement	Bridge
Bristol	12.76%	14%	63%	2%	21%
Salem	11.00%	19%	65%	4%	11%
Lynchburg	6.28%	18%	70%	4%	7%
Richmond	17.50%	10%	78%	3%	9%
Hampton Roads	17.50%	5%	40%	18%	37%
Fredericksburg	11.95%	8%	88%	1%	3%
Culpeper	6.28%	15%	47%	2%	36%
Staunton	10.45%	28%	66%	3%	3%
Northern Virginia	6.28%	23%	71%	4%	1%

*Numbers may not add to 100% due to rounding.

SMART SCALE PROPOSED BUDGET INCREASE AND CANCELLATION

RICHMOND-HENRICO TURNPIKE NORTHERN AND SOUTHERN SEGMENTS (UPC 110911 & 111716) – RICHMOND DISTRICT

Commonwealth Transportation Board

Kimberly Pryor – Director, Infrastructure Investment

January 2021

Snapshot of SMART SCALE Program Status

Status	# Projects	SMART SCALE \$	Total Cost
In Development	292	\$2.0 B	\$7.4 B
Awarded/Complete	151	\$1.3 B	\$2.7 B
Total	443	\$3.3 B	\$10.1 B

CTB Actions

- ❖ **3** projects cancelled
- ❖ **12** budget increases

SMART SCALE Benefits

- ✓ Selecting the right projects
- ✓ Fully funding projects
- ✓ Delivering projects

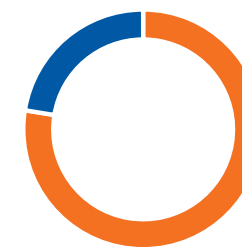
Dashboard Status

	On-Time			On-Budget		
	All	VDOT	LAP	All	VDOT	LAP
In Development	59%	60%	59%	57%	68%	56%
Awarded/Complete	86%	89%	65%	74%	76%	65%
All	68%	73%	60%	63%	72%	58%

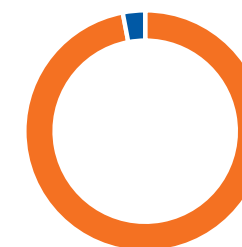
Round 1



Round 2



Round 3



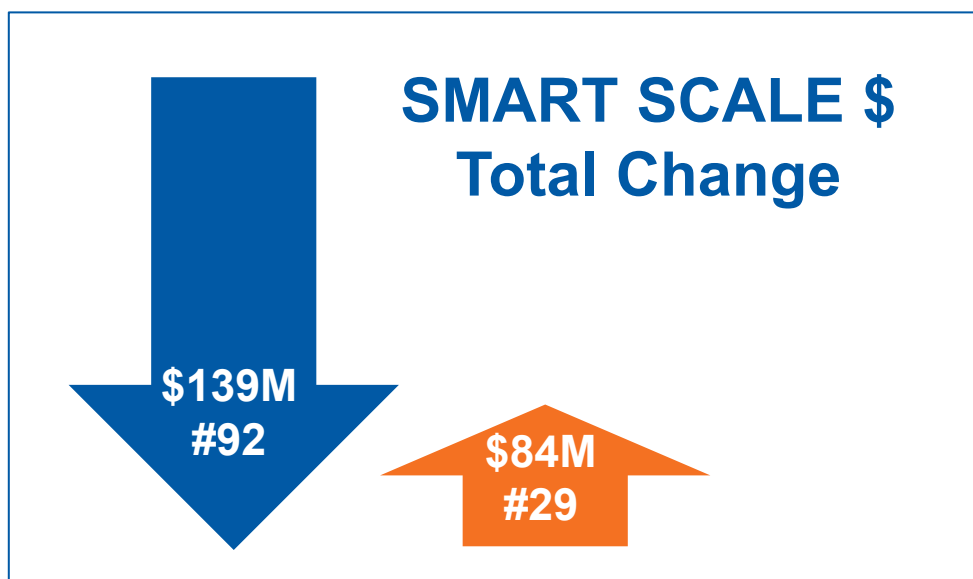
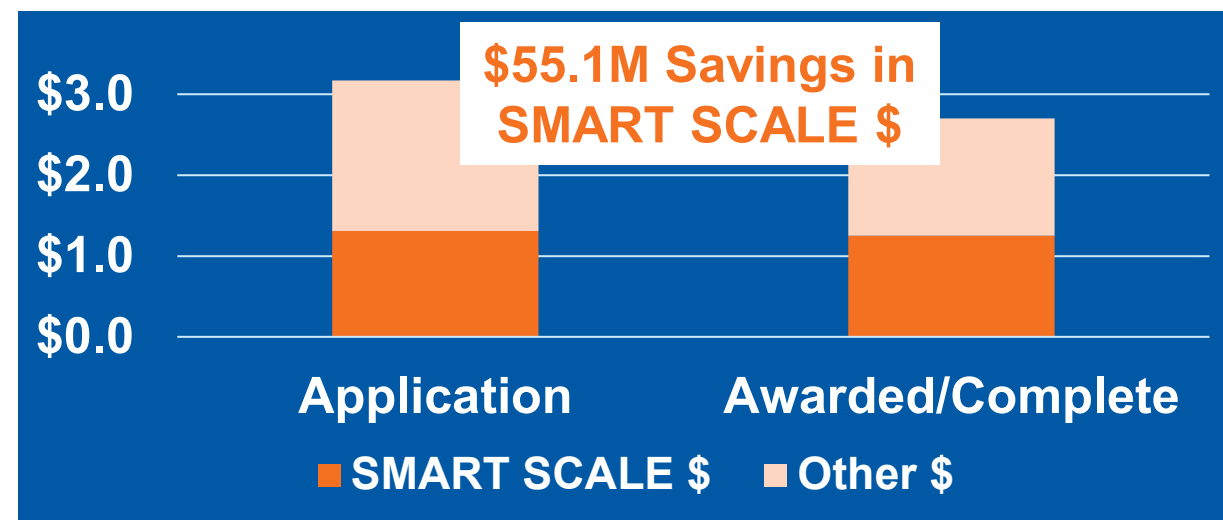
Awarded/Complete **In Development**

Snapshot of SMART SCALE Program Status

152 Awarded/Complete Projects

SMART SCALE \$ Net Change

Net Change: \$55.1M ↓
 Net Change: 1.7% ↓
 Avg. Change per Project: \$362K ↓



- Awarded/Completed Projects**
- ❖ **31** no change in SMART SCALE cost
 - ❖ **92** decrease in SMART SCALE cost
 - ❖ **22** within threshold increase
 - ❖ **7** CTB approved budget increase

SMART SCALE Policy – Budget Increase

CTB Policy for Scope Changes and/or Budget Increases, February 2020

- A project that has been selected for funding must be re-scored and the funding decision re-evaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed.
- If an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:
 - i. Total Cost Estimate <\$5 million: 20% increase in funding requested
 - ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
 - iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested

SMART SCALE Policy - Project Cancellation

SMART SCALE Policy, February 2020

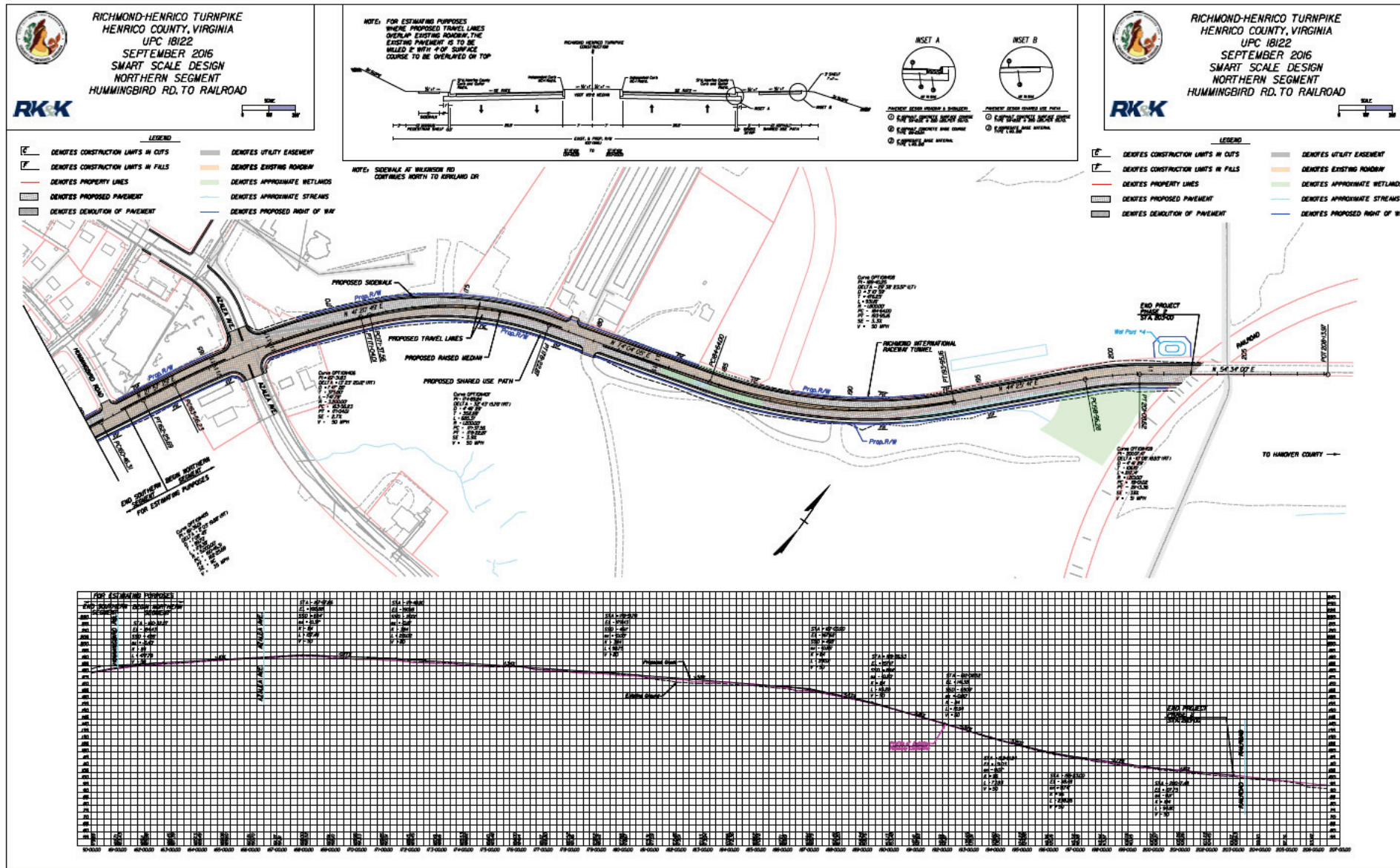
- A project that has been selected for funding through either the High Priority Projects Program or Construction District Grant Program may be cancelled only by action of the Board
- In the event that a project is not advanced to the next phase of construction when requested by the Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2- 214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the project

Project Information

Richmond-Henrico Turnpike Northern Segment (UPC 110911)

- Submitted by Henrico County in Round 2 of SMART SCALE
 - Total Original Project Cost: \$11.4M
 - Total SMART SCALE Request: \$3.6M
 - Request funded with DGP funds
- Project is locally administered
 - Project is in the design phase
- Original Scope Included:
 - Widening Richmond-Henrico Turnpike from the intersection of Hummingbird Road to approximately 0.7 miles north of Azalea Avenue from 2 lanes to 4 lanes with sidewalks, shared use path, and signal upgrades

Project Location – Northern Segment

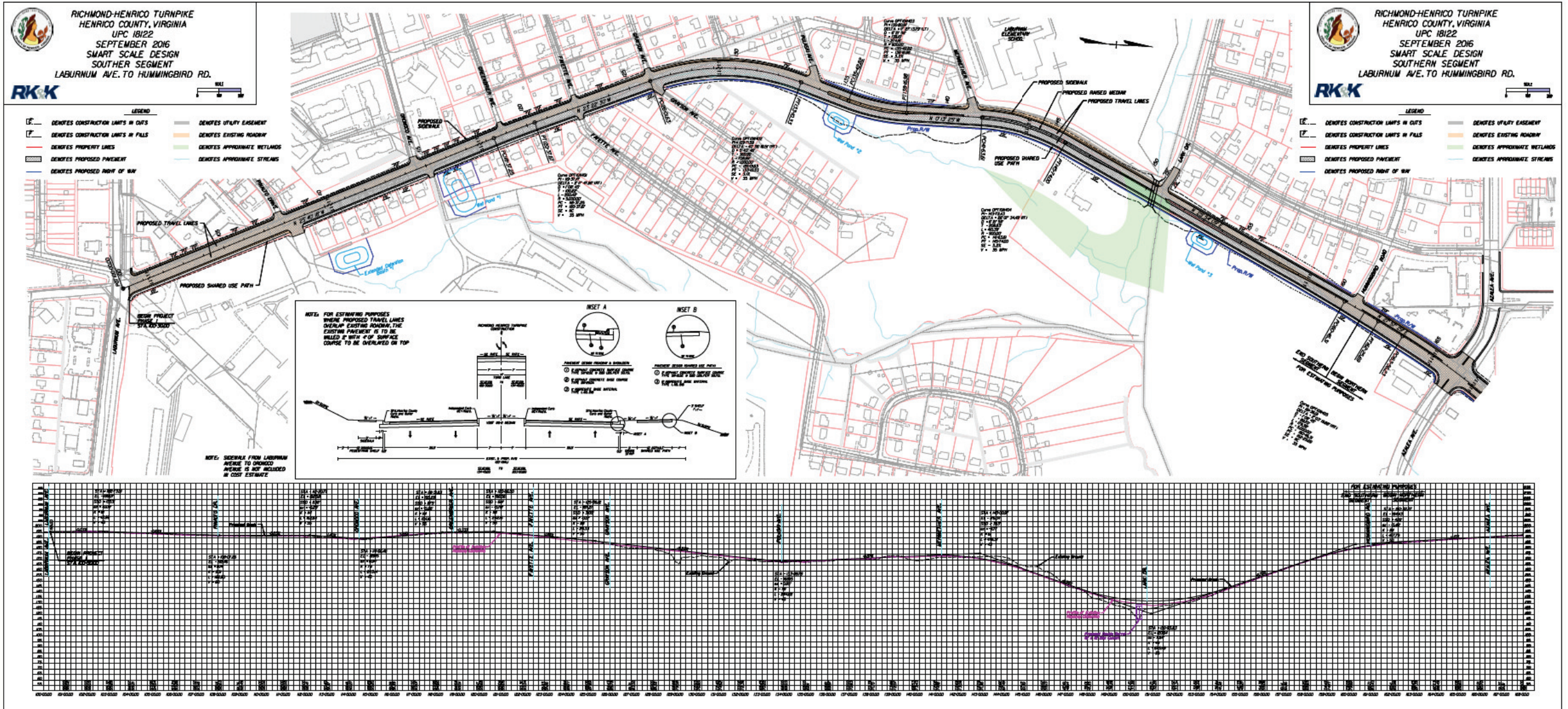


Project Information

Richmond-Henrico Turnpike Southern Segment (UPC 111716)

- Submitted by Henrico County in Round 2 of SMART SCALE
 - Total Original Project Cost: \$18.6M
 - Total SMART SCALE Request: \$8.1M
 - Request funded with DGP and HPP funds
- Project is locally administered
 - Project is in the design phase
- Original Scope Included:
 - Widening Richmond-Henrico Turnpike from the intersection of Laburnum Avenue to Hummingbird Road from 2 lanes to 4 lanes with sidewalks, shared use path, and signal upgrades

Project Location – Southern Segment



Project Changes

What changed after Project Selection?

- Henrico County has an economic development opportunity that is dependent on the Richmond-Henrico Turnpike Northern Segment roadway improvements being delivered on an aggressive schedule
- Changing the project's funding from SMART SCALE to county only funding will provide the county maximum flexibility to meet the development's aggressive schedule
- Henrico County will also be coordinating with the developer on improvements necessary to support traffic generated by the site

Proposed Actions

Transfer all DGP from the Northern Segment (UPC 110911) to the Southern Segment (UPC 111716) and replace with local funds from the Southern Segment

- Cancellation of the Northern Segment as a SMART SCALE project
- SMART SCALE budget increase for the Southern Segment

No cost increase to either project

No net change to total SMART SCALE funds

Both projects will still be completed

Proposed Actions – Funding Summary

Project	Current			Revised		
	SMART SCALE	Local	Total	SMART SCALE	Local	Total Current and Revised
Northern Segment (UPC 110911)	\$3,567,000	\$7,858,000	\$11,425,000	\$0	\$11,425,000	\$11,425,000
Southern Segment (UPC 111716)	\$8,105,000	\$10,537,000	\$18,642,000	\$11,672,000	\$6,970,000	\$18,642,000

Recommendation for Action

Approve proposed cancellation of the Northern Segment (UPC 110911) as a SMART SCALE so the project can be delivered on an accelerated schedule

Approve proposed budget increase for the Southern Segment (UPC 111716) so that the project can remain fully funded and continue to advance



10. If there were any presentations (PowerPoint, etc.), were you able to hear and see them?

Poorly
1 2 3 4 5
Clearly

COMMENT _____

11. Were the members as attentive and did they participate as much as you would have expected?

Less
1 2 3 4 5
More

COMMENT _____

12. Were there differences you noticed in how the members interacted?

With the other members present:

Very Different
1 2 3 4 5
No Difference

With members participating from other locations:

Very Different
1 2 3 4 5
No Difference

With the public:

Very Different
1 2 3 4 5
No Difference

COMMENT _____

13. Did you feel the technology was a help or a hindrance?

Hindered
1 2 3 4 5
Helped

COMMENT _____

14. How would you rate the overall quality of this meeting?

Poor
1 2 3 4 5
Excellent

COMMENT _____

THANK YOU. Please send your completed form by mail, facsimile or electronic mail to the FOIA Council using the following contact information:

Virginia Freedom of Information Advisory Council
General Assembly Building, Second Floor
201 North 9th Street, Richmond, Virginia 23219
foiacouncil@dls.virginia.gov/Fax: 804-371-8705/Tele: 866-448-4100