



AGENDA
Commonwealth Transportation Board Environmental Subcommittee

VDOT Central Office
1221 East Broad Street
1st Floor, VDOT Computer Lab
Richmond, Virginia 23219

April 19, 2022
10:00 a. m.

- I. Welcome**
- II. Approval of March 2022 minutes**
- III. Sustainability Office**
 - a. Staffing Update**
- IV. Resiliency**
 - a. Program Plan Comparison to Strategic Actions**
 - b. Draft May CTB Presentation**
- V. Public comment**



Commonwealth Transportation Board Environmental Subcommittee

March 15, 2022

Draft Minutes

The meeting was called to order at 10:07 a.m.

Members of the Subcommittee in attendance: Angel Deem (Chair), Mary Hynes, Stephen Johnsen, Scott Kasprowicz, Mark Merrill, Cedric Rucker

Welcome

Angel Deem, Chief of Policy, VDOT

Approval of February 2022 minutes

Sustainability Office

Staffing Update – VDOT is active recruitment for two positions within the Sustainability Office, which falls under the Environmental Division: the lead or Assistant Division Administrator and the Decarbonization Lead. Two other support positions were identified but positions are not currently available.

Agenda Planning – Ms. Deem reviewed agenda projections out for the next four months as requested at the last meeting.

- Mr. Kasprowicz requested identification on the monthly agenda as to the purpose of each presentation suggesting this would be informational or educational versus when a presentation was intended to have potential policy considerations. He suggested this will enable Subcommittee members to identify which items tie into Board authority to make decisions and take action.
- Ms. Hynes requested identification of existing CTB policies which intersect with the Subcommittee's work.
- Ms. Hynes requested a new logo for the Sustainability office or initiatives that communicated integration. Ms. Deem shared that VDOT's Communications team will be working on branding.
- Mr. Merrill asked when the group will discuss outcome metrics and what material impact the Subcommittee – and the Transportation sector – can or is having. Ms. Deem noted that following baselining in a given area, the next step will be goal and/or target setting. This is the point at which metrics can be considered.

- While discussing the upcoming resiliency focused topics Ms. Hynes requested an advanced copy of any draft ~~resolution~~ **plan** that may accompany the planned presentation to the board in May 2022.
- While discussing future topics related to greenhouse gas (GHG) emissions and decarbonization Ms. Hynes asserted that VDOT should establish expectations in cases where the agency does not have a funding or oversight role in a project reasoning that the project will become accepted into the Commonwealth's transportation network.
 - Ms. Hynes suggested the group consider whether there should be a "trigger" (e.g., so much disturbance of land, so much expansion of capacity) for a requirement to review environmental impacts (not limited to GHG emissions).
- Ms. Hynes requested that the Subcommittee's official Purpose Statement be added to the planning updates for a while to keep the group focused.

The May planning update will include a return to the GHG baseline discussion. Last year, DEQ presented to the Subcommittee on a GHG inventory and baseline setting. VDOT has been working with DEQ over the past year to ensure that we are all in agreement on the baseline.

Greenhouse Gas Analysis – Update on GHG analysis for NEPA studies

Mr. Jim Ponticello, Environmental Division, provided the group with an update on recent studies aimed at assessing how best to address GHG emissions during NEPA to meet federal requirements.

- VDOT and DRPT worked closely with DEQ, FHWA, and a nationally-recognized consultant on these efforts.
- A Statewide Planning-Level Analysis was completed that developed GHG emission estimates for the entire transportation network, including highway, rail, and transit. It evaluated tailpipe, construction/maintenance, and fuel-cycle emissions for a 2015 base year and a 2040 build and no-build scenario.
- Key findings noted that for both 2040 scenarios, a majority of emissions (just over 75%) come from on-road mobile sources, with about 2% from transit and rail, just under 5% from construction/maintenance, and about 17% from fuel-cycle emissions. Also, compared to 2015, both 2040 scenarios showed a decrease in GHG emissions of just under 50%, which occurs despite a projected 20% increase in vehicle miles traveled (VMT). This is largely due to improved fuel efficiency standards and a cleaner electric grid.
- Ms. Hynes inquired whether semi-truck emissions were broken out in the report. Mr. Ponticello said that he didn't think the report broke out emissions by vehicle type, but those numbers can be produced for the Subcommittee. Mr. Kasprovicz requested that the report also be distributed to the Subcommittee.
- A project-specific GHG pilot analysis was also conducted for I-95 corridor from the Springfield Interchange to Route 17 that included a 5-mile buffer to incorporate the impact to surrounding roads. It evaluated tailpipe, construction/maintenance, and fuel-cycle emissions for a 2019 base and 2045 design year, and also evaluated scenarios including a major highway widening and enhanced VRE rail service.
- Key findings noted the study corridor contributed just under 10% of total statewide tailpipe GHG emissions in 2019. From 2019 to the 2045 base case, VMT was forecast to increase just over 25% while direct GHG emissions were projected to decrease just over 50%.

- Mr. Merrill asked what percentage of the total statewide VMT is attributable to the I-95 study corridor, and Mr. Ponticello said he can provide that number.
- In further discussion of the study outcomes telework assumptions were questioned. Mr. Ponticello noted that enhanced telework options were included with the results included in the report. He commented that it did not lead to as big a GHG emissions reduction as he originally thought, due largely to the projected high level of vehicle electrification and cleanliness of the electrical grid.
- The next steps for this work will be development of recommendations on GHG emissions analysis in NEPA project-level reviews.

Resiliency

Ms. Deem briefly reviewed the status of 2022 General Assembly resiliency bills with some relationship to VDOT's efforts.

- [HB 516/SB 551](#) – Requires development of a Flood Protection Master Plan, establishes a Virginia Coastal Resilience Technical Advisory Committee, and moves forward the engagement aspect of that work.
- [HB 517](#) Clarifies the designation and role of the Chief Resilience Officer from under the responsibility of the Secretary of Public Safety and Homeland Security to the Secretary of Natural and Historic Resources and adds provisions related to the role of the Chief Resilience Officer in creating and overseeing the implementation of a Virginia Flood Protection Master Plan and a Virginia Coastal Resilience Master Plan.

Resiliency - Program Plan Strategies

Mr. Chris Swanson, Assistant State Location & Design Engineer, VDOT provided an update on the VDOT Resiliency Program Plan noting it will be data-driven and integrated into existing Department processes and workflows, wherever possible. The Program Plan currently has six objectives with one or more strategy tied to each objective. For each strategy, steps are identified to ensure they can be accomplished (including timelines) and evaluative criteria are laid out.

- As a follow-up to an inquiry from Mr. Kasprovicz, Mr. Swanson confirmed that VDOT is building tools for individual departments and decision makers to use.
- Mr. Merrill and Mr. Kasprovicz asked about the specifics of the evaluative criteria. Mr. Swanson clarified that the criteria will help determine which measure(s) to use, but the criteria have yet to be developed. Ms. Deem added that, as we complete our network analysis, this can help inform the criteria to be used.
- Ms. Hynes appreciated the added value these criteria could bring to the prioritization process as it would highlight both cautions and opportunities that otherwise might not be visible. Ms. Deem noted that it also adds a broader context for a project under evaluation.
- Mr. Kasprovicz predicted these criteria will help us identify how we make our decisions.
- Ms. Hynes and Mr. Rucker requested that the various factors of the multi-criteria analysis (MCA) be explained in the Program Plan for the reader's understanding. For example, there was discussion about what "public acceptance" meant in the context of the MCA.

Resiliency - DRPT Engagement

Ms. Jen DeBruhl, Acting Director, DRPT briefly discussed their agencies' intent to leverage the work done through the VIMS modeling as well as VDOT's program plan to inform their upcoming Rail Plan update. She further noted that the information under development will be paired with transit route data to identify potential impacts to transit facilities and to aid transit operators in their decision making about projects.

Public comment

Chris Stone, a member of the Joint Subcommittee on Coastal Flooding shared that the House & Senate have passed resolutions renaming the subcommittee the Joint Subcommittee on Recurrent Flooding to focus on flooding across Virginia (including riverine flooding). Mr. Stone also shared work with the [ASCE Committee on Adaptation to a Changing Climate](#) that looks at climate change and weather extremes and is examining how to incorporate resiliency into codes and standards. Last year, he worked with two PhD candidates from William & Mary on a study looking at over a dozen states and how they incorporate resiliency into transportation planning.

The meeting was adjourned at 11:03 a.m.

Commonwealth Transportation Board Environmental Subcommittee

Collection of CTB Policies Relating to or Addressing Environmental Matters

Virginia Department of Transportation
Governance and Legislative Affairs Division
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NOTE: This document contains a collection of CTB Policies relating to or addressing environmental matters that have been adopted by the CTB from time to time and is derived from the current CTB Policy Index posted online on the CTB's website at [Virginia Commonwealth Transportation Board](#) and dated June 30, 2021. It represents a working document of the CTB and is not intended to serve, nor should it be relied upon, as an official policy document of the CTB. The policies included herein are in effect as of the date of this document, April 11, 2022. The CTB Policy Index posted online continues to serve as the official source of CTB Policies.

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Greenhouse gas emissions, decarbonization

- [Adoption of the Interstate Operations and Enhancement Program Policy \(6/23/2021\)](#)
 - Policy requires OIPI to develop a methodology to evaluate the implications of proposed improvements for achieving the Commonwealth's objectives related to greenhouse gas reductions from the transportation sector. Policy also includes this measure in the Interstate Operations and Enhancement Policy.
- [Adoption of Updated Policy for Implementation of the SMART SCALE Project Prioritization Process \(2/19/2020\)](#)
 - Policy approves updates to the SMART SCALE Prioritization Process. The "Environmental Quality Factor," which includes "Air Quality and Energy Environmental Effect" and "Impact to Natural and Cultural Resources," is included in the determination of project prioritization.
- [Approval of Asset Condition and System Performance Targets \(9/18/2018\)](#)
 - Policy sets emissions reduction targets and directs OIPI, in consultation with VDOT, to develop a more rigorous data-driven methodology that will be used in the future to establish targets.
- [Adoption of Corrected Policy and Approval of Guide for Implementation of the SMART SCALE Project Prioritization Process \(2/21/2018\)](#)
 - Policy approves updates to the SMART SCALE Prioritization Process. The "Environmental Quality Factor," which includes "Air Quality and Energy Environmental Effect" and "Impact to Natural and Cultural Resources," is included in the determination of project prioritization.

Resiliency, network vulnerability to flooding and/or other climate hazards

- [Actions to Approve the Policy for the Prioritization of the VTrans Mid-term Transportation Needs and Accept the Prioritized 2019 VTrans Mid-term Needs \(3/17/2021\)](#)
 - Policy directs OIPI to develop VTrans Strategic Actions to advance the Board's Vision and Goals adopted on January 15, 2020 by providing policy- and program-specific recommendations to address the identified and prioritized VTrans Mid-term Needs, as well as to address the VTrans Long-term Needs identified based on divergent future trends and a vulnerability assessment per the policy framework presented to the Board on July 14, 2020.
- [Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs. \(1/15/2020\)](#)
 - Policy directs OIPI to develop scenarios to assess the impacts of divergent futures trends and conduct an assessment of vulnerability from flooding and sea-level rise of the transportation network, local communities and regions.
- [VTrans2040 Virginia's Statewide Multimodal Long-Range Transportation Plan Vision Plan and Needs Assessments \(12/9/2015\)](#)
 - Resolution approves the VTrans2040 Vision and Needs Assessment, which was developed to promote environmental quality, among other things.

Stormwater

- **[Adoption of Secondary Street Acceptance Requirements Pursuant to Chapter 870 of the 2011 Acts of Assembly \(10/19/2011\)](#)**
 - The Secondary Street Acceptance Requirements contain provisions to minimize stormwater runoff and impervious surface area.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 16

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 23, 2021

MOTION

Made By: Mr. Rucker, **Seconded By:** Mr. Kasprovicz

Action: Motion carried, unanimously

Title: Adoption of the Interstate Operations and Enhancement Program Policy

WHEREAS, pursuant to Chapters 1230 and 1275 of the 2020 *Virginia Acts of Assembly* and as codified in §§ 33.2-372 and through amendments to §§ 33.2-232 and 33.2-358 of the *Code of Virginia*, the General Assembly of Virginia has directed the Commonwealth Transportation Board (Board) to establish the Interstate Operations and Enhancement Program (Program) to improve the safety, reliability, and travel flow along interstate highway corridors in the Commonwealth; and

WHEREAS, pursuant to §33.2-214 of the *Code of Virginia*, the Board shall only include a project or program wholly or partially funded with funds from the Program in the Six-Year Improvement Program (SYIP) if the allocation of funds from those programs and other funding committed to such project or program within the six-year horizon of the SYIP is sufficient to complete the project or program; and

WHEREAS, pursuant to §33.2-232, the Commissioner of Highways (Commissioner) must provide to the Governor, the General Assembly, and the Board by November 1 of each even-numbered year, a report that includes, among other things, the status of the Program, including the allocation of revenues for the Program, the current and projected performance of each interstate highway corridor, and the anticipated benefits of funded strategies, capital improvements, and services by the interstate highway; and

WHEREAS, §33.2-358, provides for allocation to the Program twenty percent of funds available for construction after allocations for highway maintenance and other specified allocations; and

WHEREAS, §33.2-372, permits the Board to use funds in the Program to address identified needs in the Statewide Transportation Plan pursuant to §33.2-353 or an interstate corridor plan approved by the Board through operational and transportation demand management strategies and other transportation improvements, strategies, or services; and

WHEREAS, §33.2-372, requires the Board, with the assistance of the Office of Intermodal Planning and Investment, to establish a process to evaluate and prioritize potential strategies and improvements, with priority given first to operational and transportation demand management strategies that improve reliability and safety of travel; and

WHEREAS, §33.2-372, prohibits the Board from using funds in the Program to supplant existing levels of support as of July 1, 2019, for existing operational and transportation demand management strategies; and

WHEREAS, §33.2-372, requires the Board to distribute to the Interstate 81 Corridor Improvement Fund established pursuant to §33.2-3601, an amount equal to the revenues provided to the Program multiplied by the ratio of the vehicle miles traveled on Interstate 81 by vehicles classified as Class 6 or higher by the Federal Highway Administration (FHWA) to the total vehicle miles traveled on all interstate highways in the Commonwealth by vehicles classified as Class 6 or higher; and

WHEREAS, §33.2-372, requires the Board to distribute to the Northern Virginia Transportation Authority Fund established pursuant to §33.2-2509 an amount equal to the revenues provided to the Program multiplied by the ratio of vehicle miles traveled on interstate highways in Planning District 8 by vehicles classified as Class 6 or higher by the FHWA to the total vehicles miles traveled on all interstate highways in the Commonwealth by vehicles classified as Class 6 or higher; and

WHEREAS, §33.2-372 requires the Board to ensure, for any interstate highway with more than 10 percent of total vehicle miles traveled by vehicles classified as Class 6 or higher by the FHWA, that the total long-term expenditure for each interstate highway be approximately equal to the proportion of the total revenue deposited in the Fund attributable to each interstate highway based on such interstate highway's proportional share of interstate vehicle-miles traveled by vehicles classified as Class 6 or higher; and

WHEREAS, §33.2-372 does not provide explicit direction relating to the funds available in the Program that exceed the required distributions to the Interstate 81 Corridor Improvement Fund, the Northern Virginia Transportation Authority Fund, and any interstate highway with more than 10 percent of total vehicle miles traveled by vehicles classified as Class 6 or higher by the FHWA, but rather, provides that such funds shall be allocated at the discretion of the Board for strategies and improvements that improve safety, reliability and travel flow along any interstate corridor in the Commonwealth; and.

WHEREAS, the Board, at its May 2021 Workshop, was presented with a proposed Interstate Operations and Enhancement Program Policy (Policy), developed by a study team, comprised of representatives of OIPI, the Virginia Department of Transportation, Department of Motor Vehicles, Department of State Police, Department of Rail and Public Transportation, and Virginia Port Authority, (IOEP Study Team) which is attached hereto as Attachment A; and

WHEREAS, the proposed Interstate Operations and Enhancement Program Policy is consistent with the Interstate Operations and Enhancement Program requirements set forth in §33.2-372; and

WHEREAS, the IOEP Study Team has also made recommendations relating to funding operation, maintenance and transit service operating costs associated with the IOEP improvements and Program as well as Board consideration of multimodal and express lane options when evaluating expansion of interstate highways.

NOW, THEREFORE, BE IT RESOLVED, the Board hereby approves the Interstate Operations and Enhancement Program Policy, attached hereto as Attachment A, for use in developing and funding interstate improvement plans under the Interstate Operations and Enhancement Program and in accord with §33.2-372.

BE IT FURTHER RESOLVED, operating and maintenance costs for the initial operational improvements identified for the Interstate Operations and Enhancement Program may be covered for a period not to exceed six years, at which point the Highway Maintenance and Operations Program will assume those costs.

BE IT FURTHER RESOLVED, transit service operating costs will be covered for a period of three years, with the Board having the discretion at the end of the three-year period to provide operating assistance for three additional years on high performing routes where the anticipated funding for this service is unavailable to enable the service to continue.

BE IT FURTHER RESOLVED, operating and maintenance costs for new operations improvements and transit operating costs for new transit capital projects will be covered for a period of three years in subsequent interstate corridor improvement plans.

BE IT FURTHER RESOLVED, when considering the expansion of interstate highways, the Board shall evaluate the extent and time period for which new lanes will provide improved travel flow and if such new general purpose lanes are expected to remain or become congested within a period of 30 years, then implementation of multimodal options or express lanes should be given priority over new general purpose lanes.

BE IT FURTHER RESOLVED, within twelve months of this adoption of this resolution that the Office of Intermodal Planning and Investment, in coordination with the Department of Transportation and the Department of Rail and Public Transportation, shall develop a methodology to evaluate the implications of proposed improvements for achieving the Commonwealth's objectives related to greenhouse gas reductions from the transportation sector.

BE IT FURTHER RESOLVED, that upon the development of the measure by the Office of Intermodal Planning and Investment, in coordination with the Department of Transportation and the Department of Rail and Public Transportation, the Interstate Operations and Enhancement Policy shall be revised to include such measure in the prioritization process included in the Policy.

BE IT FURTHER RESOLVED, the Board hereby authorizes the Secretary of Transportation to make such modifications to the Interstate Operations and Enhancement Program Policy as provided in Attachment A as deemed appropriate, provided any such modifications shall not conflict with §33.2-372 nor this resolution, and further, to take all actions necessary to finalize and implement the Program.

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Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 19, 2020

MOTION

Made By: Mr. Miller, Seconded By: Mr. Rucker

Action: Motion Carried, Unanimously

Title: Adoption of Updated Policy for Implementation of the SMART SCALE Project Prioritization Process

WHEREAS, Section 33.2-214.1 of the *Code of Virginia*, provides that the Commonwealth Transportation Board (Board) shall develop a statewide prioritization process for certain projects funded by the Board, including those projects allocated funds pursuant to sections 33.2-358, 33.2-370 and 33.2-371 of the *Code of Virginia*, and

WHEREAS, it is the responsibility of the Office of Intermodal Planning and Investment (OIPI), in coordination with the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT), to implement the statewide prioritization process developed by the Board pursuant to Section 2.2-229; and

WHEREAS, Section 33.2-358 sets forth requirements relating to the allocations and establishment of a High Priority Projects Program established pursuant to section 33.2-370 and a Highway Construction District Grant Program established pursuant to section 33.2-371; and

WHEREAS, Chapter 726 of the 2014 Acts of Assembly, required the Board to select projects for funding utilizing the project prioritization process established pursuant to section 33.2-214.1; and

WHEREAS, Section 33.2-214.1 (B) requires the Board to solicit input from localities, metropolitan planning organizations, transit authorities, transportation authorities, and other stakeholders in its development of the prioritization process; and

WHEREAS, Section 33.2-214.2 requires OIPI to make public, in an accessible format, a recommended list of projects and strategies for inclusion in the Six-Year Improvement Program based on results of the evaluation of submitted projects and the results of screening and evaluation of such projects no later than 150 days prior to the Board’s vote to adopt the Six-Year Improvement Plan.

WHEREAS since adoption of the most recent SMART SCALE Prioritization Policy on February 21, 2018, modifications to improve and strengthen the policy have been identified and were recommended to the Board by OIPI on January 14, 2020, pursuant to a presentation entitled *Proposed Changes to SMART SCALE Policies and Methods—Round 4.*

NOW THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board hereby updates the SMART SCALE Prioritization Policy adopted on February 21, 2018 to address the issues noted herein and adopts the following policy and process to govern screening, scoring and selecting projects for funding pursuant to Section 33.2-214.1 (SMART SCALE Prioritization Process):

1. Application for funding through the SMART SCALE Prioritization Process must be made by qualifying entities based on project type and as follows:

Eligibility to Submit Projects

Project Type	Regional Entity (MPOs, PDCs)	Locality* (Counties, Cities, and Towns)	Public Transit Agencies
Corridor of Statewide Significance	Yes	Yes, with a resolution of support from relevant regional entity	Yes, with resolution of support from relevant regional entity
Regional Network	Yes	Yes, with a resolution of support from the MPO*	Yes, with resolution of support from relevant entity
Urban Development Area	No	Yes, with a resolution of support from the relevant MPO*	No
Safety	No	Yes, with a resolution of support from the relevant MPO*	No

Note*: Projects within established MPO study areas that are identified in or consistent with the regionally adopted Constrained Long Range Plan (CLRP) do not require a resolution of support from the respective MPO Policy Board. For projects outside MPO areas a resolution of support is required only from the submitting locality.

2. Application for funding through the SMART SCALE Prioritization Process must be made for a qualifying need and, pursuant to Section 33.2-214.1 (B)(2) and 33.2-358, for the High Priority Projects Program applications must be consistent with the assessment of needs undertaken in the Statewide Transportation Plan in accordance with Section 33.2-353 for all corridors of statewide significance and regional networks, and for the construction District Grant Program applications must be consistent with the assessment of needs undertaken in the Statewide Transportation Plan in accordance with Section 33.2-353 for corridors of statewide significance, and regional networks, improvements to promote urban development areas established pursuant to Section 15.2-2223.1, and identified safety needs.
3. Applications for funding through either the High Priority Projects Program or the Construction District Grant Programs must relate to projects located, in part or wholly, within the boundaries of the qualifying entity. In the case of an application that traverses the submitting entity's boundaries, the submitting entity must provide resolution(s) of support from the affected jurisdiction(s) or regional planning organization(s).
4. A resolution of support from the relevant governing body or policy board, approved in a public forum with adequate public notice, is required at the time of application.
5. By majority vote of the Board, the Board may choose to submit up to two projects to be evaluated for funding in each biennial application cycle.
6. In the event the CTB elects to submit up to two projects to be evaluated and considered for funding, the projects will be considered for funding in the Construction District Grant Program with the endorsement of the applicable local government(s) and/or the High Priority Projects Program.
7. The factors specified in Section 33.2-214.1 will be measured and weighted according to the following metrics:

ID	Measure Name	Measure Weight
Safety Factor		
S.1	Number of Fatal and Injury Crashes*	70%
S.2	Rate of Fatal and Injury Crashes	30%
Congestion Mitigation Factor		
C.1	Person Throughput	50%
C.2	Person Hours of Delay	50%
Accessibility Factor		
A.1	Access to Jobs	60%
A.2	Access to Jobs for Disadvantaged Populations	20%
A.3	Access to Multimodal Choices	20%

ID	Measure Name	Measure Weight
Environmental Quality Factor		
E.1	Air Quality and Energy Environmental Effect	100%
E.2	Impact to Natural and Cultural Resources	**
Economic Development Factor		
ED.1	Project Support for Economic Development	60%
ED.2	Intermodal Access and Efficiency	20%
ED.3	Travel Time Reliability	20%
Land Use Factor		
L.1	Transportation Efficient Land Use	50%
L.2	Increase in Transportation Efficient Land Use	50%

Note*: 100% for Transit and Transportation Demand Management Projects

Note**: E2 will serve as a subtractive measure (subtracting up to 5 benefit points) based on the acreage of sensitive areas potentially impacted.

- The factors will be evaluated according to the following typology categories and weighting frameworks within the state’s highway construction districts:

Region in which the Project is Located	Typology	Construction District
Accomack-Northampton PDC	Category D	Hampton Roads
Bristol MPO	Category D	Bristol
Central Shenandoah PDC	Category D	Staunton
Central Virginia MPO	Category C	Lynchburg/Salem
Charlottesville-Albemarle MPO	Category B	Culpeper
Commonwealth RC	Category D	Lynchburg/Richmond
Crater PDC	Category D	Richmond/Hampton Roads
Cumberland Plateau PDC	Category D	Bristol
Danville MPO	Category D	Lynchburg
Fredericksburg Area MPO (FAMPO)	Category B	Fredericksburg
George Washington RC	Category D	Fredericksburg
Hampton Roads PDC ⁱ	Category D	Hampton Roads
Hampton Roads TPO (HRTPO) ^{i,ii}	Category A	Hampton Roads/Fredericksburg
Harrisonburg-Rockingham MPO	Category C	Staunton
Kingsport MPO	Category D	Bristol

Region in which the Project is Located	Typology	Construction District
Lenowisco PDC	Category D	Bristol
Middle Peninsula PDC ⁱⁱ	Category D	Fredericksburg
Mount Rogers PDC	Category D	Bristol/Salem
New River Valley MPO	Category C	Salem
New River Valley PDC	Category D	Salem
Northern Neck PDC	Category D	Fredericksburg
Northern Shenandoah Valley RC	Category D	Staunton
Northern Virginia RC	Category A	Northern Virginia
Northern Virginia Transportation Authority (NVTAA) / Transportation Planning Board (TPB) ⁱⁱⁱ	Category A	Northern Virginia/Culpeper
Rappahannock-Rapidan RC ⁱⁱⁱ	Category D	Culpeper
Region 2000 LGC	Category D	Salem/Lynchburg
Richmond Regional PDC	Category D	Richmond
Richmond Regional TPO (RRTPO)	Category B	Richmond
Roanoke Valley TPO (RVTPO)	Category B	Salem
Roanoke Valley-Alleghany PDC	Category D	Salem/Staunton
Southside PDC	Category D	Lynchburg/Richmond
Staunton-Augusta-Waynesboro MPO	Category C	Staunton
Thomas Jefferson PDC	Category C	Culpeper/Lynchburg
Tri-Cities MPO	Category C	Richmond
West Piedmont PDC	Category D	Salem/Lynchburg
WinFred MPO	Category C	Staunton

Note*: PDC is defined as the remainder of the region outside the MPO boundary. In many cases, these regions include partial counties (e.g. Goochland County is partially within RRTPO and the Richmond Regional PDC). If a project is within the MPO boundary in a partial county, the project shall use the weighting associated with the MPO with the following exceptions:

- i. The portion of Southampton County and the City of Franklin within the Hampton Roads TPO boundary shall use the weighting associated with the Hampton Roads PDC.
- ii. The portion of Gloucester County within the Hampton Roads TPO boundary shall use the weighting associated with the Middle Peninsula PDC.
- iii. The portion of Fauquier County within the Transportation Planning Board Boundary shall use the weighting associated with the Rappahannock-Rapidan Regional Commission.

Note** For projects that cross multiple typology boundaries, the project shall use the weighting associated with the typology for which the majority of the project is located.

Weighting Frameworks

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45%**	5%	15%	5%	10%	20%*
Category B	15%	20%	25%	20%	10%	10%*
Category C	15%	25%	25%	25%	10%	
Category D	10%	35%	15%	30%	10%	

Note* - Pursuant to Chapter 726 of the 2014 Acts of Assembly, 6th enactment clause, for certain metropolitan planning areas with a population over 200,000, the prioritization process shall also include a factor related to Land Use.

Note** - Pursuant to Chapter 726 of the 2014 Acts of Assembly, 6th enactment clause, for certain highway construction districts congestion mitigation must be weighted highest among the factors.

- Qualifying entities are limited in the number of pre-applications and full applications they may submit. A pre-application requires applicants to fill out basic information about their projects to allow for the state to conduct pre-screening. In turn, pre-screening provides early applicant feedback to ensure that a project meets a VTrans need adopted by the CTB, is eligible for SMART SCALE, and meets the CTB’s readiness policy. The limits are based on population thresholds as defined in the table below. A Board member may allow one additional application from one county within their district if (i) the project is located within a town that is ineligible to submit projects and (ii) the county in which the town is located submitted the maximum number of applications allowed. Only one such additional application is allowed per district.

Application Limits

Tier	Localities*	MPOs/PDCs/ Transit Agencies*	Max # of Pre-Applications	Max # of Full Applications
1	< 200K	< 500K	5	4
2	>= 200K	>= 500K	12	10

Note* - The source of population data for localities, MPOs and PDCs is the last preceding United States census (2010). Application limits for transit agencies were determined based on service area population in the 2010 National Transit Database (NTD). If service area population was not available in NTD, Census 2010 population was used to determine population in jurisdictions served by transit agency.

10. Candidate projects will be scored based on the factors and weights identified above relative to other projects submitted for evaluation, the cost of the project and based on information included in the project application.
11. The final project score is determined by calculating the anticipated benefits relative to the amount of funding requested pursuant to section 33.2-358 of the *Code of Virginia*.
12. 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.
 - a. 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.
 - b. If the project scope is reduced or modified such that the revised score is less than the lowest ranked funded project in the district for that cohort of projects, Board action is required to approve the change in scope.
 - c. If the project scope is increased then the applicant is responsible for the additional cost attributable to the increase in scope regardless of budget impact. The scope of a project may not be substantially modified in such a manner that the proposed improvements do not accomplish the same benefits as the original scope.
13. A project that has been selected for funding must be initiated and at least a portion of the programmed funds expended within one year of the budgeted year of allocation or funding may be subject to reprogramming to other projects selected through the prioritization process. In the event the Project is not advanced to the next phase of construction when requested by the Commonwealth Transportation 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.
14. A project that has been selected for funding cannot be resubmitted to address cost increases or loss of other sources of funding.
15. Once a project is selected for funding, an entity must wait for two rounds of SMART SCALE following the end date of construction before submitting a new project application for the same location that meets the same need as the project that was selected for funding.

16. Once a project is selected for funding, an entity may not resubmit the project with a revised scope in a subsequent round unless the previously selected project has been cancelled.
17. A project that has been selected for funding 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.
18. In the cases where a project has been selected for funding which identified other sources of funding, the qualifying entity is committed to pay the difference if other sources of funding are not provided. An applicant may only identify State of Good Repair, Transportation Alternatives Set-Aside, Highway Safety Improvement Program and Revenue Sharing funds as committed funds if the funding has already been approved by the Board. Applicants must have an approved or pending application for other sources of committed funds, such as local/regional or other federal funds, at the time of the SMART SCALE application submission.
19. Pursuant to 33.2-214 E, any project added to the SYIP funded wholly or in part with funding from the High Priority Projects Program or Construction District Grants Program shall be fully funded within the six-year horizon of the SYIP.
20. Applications for funding through the SMART SCALE Prioritization Process may not request funding to replace other committed funding sources identified in a local capital improvement program or a transportation improvement program, or required to be paid by a developer as a result of a local zoning process.
 - a. The CTB may waive this requirement for projects that:
 - i. have an anticipated total cost in excess of \$1 billion; and
 - ii. were not eligible for submission in the previous round of SMART SCALE due to readiness considerations, but initiated procurement prior to award of the current round of SMART SCALE.
 - b. If a fully funded project is submitted with additional features that are not yet funded, the benefits associated with the fully funded or committed project element(s) will be excluded from consideration in evaluating and rating the project benefits for SMART SCALE.
21. The Board may adjust the timing of funds programmed to projects selected in previous SMART SCALE cycles to meet the cash flow needs of the individual projects, but will not (1) reduce the total amount of state and federal funding committed to an individual project unless it is no longer needed for the delivery of the project or the project sponsor is unable to secure permits and environmental clearances for the project or (2) increase the total amount of state and federal funding committed to an individual project beyond the thresholds established in item 10. Projects from a subsequent round will not be advanced or accelerated by delaying projects selected in a previous SMART SCALE cycle.
22. 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 SMART SCALE unless superseded by the terms of a signed project agreement.

- a. Surplus Construction District Grant Program funds no longer needed for delivery of a project will remain within the applicable Construction District Grant Program and may not be used in other districts.
- b. Surplus High Priority Projects Program funds will remain within the High Priority Projects Program.
- c. Such surplus funds will be reserved to address budget adjustments on existing SMART SCALE projects or reserved for allocation in the next solicitation cycle for SMART SCALE.

BE IT FURTHER RESOLVED, the methodology outlined in the SMART SCALE Technical Guide shall direct the screening, scoring and selection of projects for funding and may continue to evolve and improve based upon advances in technology, data collection and reporting tools, and to the extent that any such improvements modify or affect the policy and process set forth herein, they shall be brought to the Board for review and approval.

BE IT FURTHER RESOLVED, the SMART SCALE Project Change Guide shall direct the evaluation of changes to the scope and/or budget of projects selected for SMART SCALE funding, and to the extent that changes to the scope and/or budget are contrary to the policy and process set forth herein, they shall be brought to the Board for review and approval.

BE IT FURTHER RESOLVED, the development and management of SMART SCALE projects in the SYIP shall be conducted in accordance with the Board's current Six-Year Improvement Program Development Policy.

BE IT FURTHER RESOLVED, the Board hereby directs OIPI, in coordination with VDOT and DRPT, to take all actions necessary to implement and administer this policy and process as modified, including but not limited to update of technical and policy documents consistent with the SMART SCALE Prioritization Policy adopted herein.

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 18, 2018

MOTION

Made By: Mr. Kasprowicz, Seconded By: Mr. Johnsen
Action: Motion Carried, Unanimously

Title: Approval of Asset Condition and System Performance Targets

WHEREAS, pursuant to §2.2-229 of the *Code of Virginia*, as amended by Chapter 828 of the 2018 Acts of Assembly, it is the responsibility of the Office of Intermodal Planning and Investment (OIPI) to develop measures and targets related to the performance of the Commonwealth's surface transportation network for the Commonwealth Transportation Board's (Board) approval, *including any performance measurement required by Title 23 or 49 of the United States Code*; and

WHEREAS, Public Law 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) amended 23 USC 150, providing that, “[p]erformance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming.” Pursuant to 23 USC 150, the Federal-aid highway program is to be focused on national transportation goals in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays; and

WHEREAS, MAP-21 also amended 23 USC 150 to direct the United States Secretary of Transportation, in consultation with State departments of transportation, metropolitan planning organizations, and other stakeholders, to promulgate a rulemaking that establishes performance measures and standards relating to the national transportation goals and for each state to set performance targets that reflect the performance measures established in said rule(s); and

WHEREAS, various federal regulations were promulgated to address and set forth the requirements for, among other things, measures and targets relating to asset condition, system performance, congestion, and air quality, including 23 CFR §§490.105, 490.307, 490.407, 490.507, 490.607, 490.707, and 490.807, which require State Departments of Transportation and Metropolitan Planning Organizations to set targets for twelve measures; and

WHEREAS, more specifically, 23 CFR §§490.307 and 490.407 require the state to set Asset Condition Performance Targets, which apply to the National Highway System (NHS), for the following six measures: percentage of pavement in good condition and percentage of pavement in poor condition on Interstate highways; percentage of pavement in good condition and percentage of pavement in poor condition on Non-Interstate NHS highways; and percentage of deck area of bridges in good condition and percentage of deck area of bridges in poor condition on the NHS; and

WHEREAS, 23 CFR §§490.105, 490.507, 490.607, 490.707, and 490.807 set forth measures and require the state to set targets for system performance, congestion, and air quality relating to the highways on the NHS or portions thereof (collectively, System Performance Measures or Targets), which include the following six measures: travel time reliability on Interstate highways and travel time reliability on Non-Interstate NHS highways; freight reliability on Interstate highways; annual hours of peak hour excessive delay per capita on NHS highways (certain areas in Northern Virginia only); percent of non-single occupancy vehicle travel (certain areas in Northern Virginia only); and on-road mobile source emissions reductions from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program (certain areas in Northern Virginia only); and

WHEREAS, in accordance with 23 CFR §§490.105 and 490.107, two- and four-year targets for the MAP-21 performance measures relating to asset condition and system performance were to be established in May 2018 and must be reported to FHWA by October 1, 2018, with additional progress reports due by October 1 every two years thereafter; and

WHEREAS, the Office of Intermodal Planning and Investment (OIPI) working collaboratively with the Virginia Department of Transportation (VDOT) has for 2018-2021 established proposed Asset Condition Performance Targets and System Performance Targets set out in Tables A and B below, having complied with the target setting and reporting requirements set forth in 23 CFR §§490.105, 490.107, 490.307, 490.407, 490.507, 490.607, 490.707, and 490.807; and

WHEREAS, OIPI, in consultation with VDOT, recommends adoption of the proposed Asset Condition Performance Targets and System Performance Targets set forth in Tables A and B below, respectively:

Table A

Asset Condition Measures	Scope	2-Year Target¹ (2018-2019)	4-Year Target² (2018-2021)
Percentage of Pavement in Good Condition	Interstate	45%	45%
Percentage of Pavement in Poor Condition	Interstate	<3%	<3%
Percentage of Pavement in Good Condition	NHS (non-Interstate)	25%	25%
Percentage of Pavement in Poor Condition	NHS (non-Interstate)	<5%	<5%
Percentage of Pavement in Good Condition ³ (IRI only)	NHS (non-Interstate)	55%	55%
Percentage of Pavement in Poor Condition ³ (IRI only)	NHS (non-Interstate)	<10%	<10%
Percentage of Deck Area of Bridges in Good Condition	NHS	33.5%	33%
Percentage of Deck Area of Bridges in Poor Condition	NHS	3.5%	3%

Table B

System Performance Measures	Scope	2-Year Target¹ (2018-2019)	4-Year Target² (2018-2021)
Percentage of Person-Miles Traveled that are Reliable	Interstate	82.2%	82%
Percentage of Person-Miles Traveled that are Reliable	NHS (non-Interstate)	N/A	82.5%
Truck Travel Times Reliability Index	Interstate	1.53	1.56
Annual Hours of Peak Hour Excessive Delay Per Capita ⁴	NHS	N/A	26.7 hrs/capita
Percentage of Non-SOV Travel ⁴	NHS	36.9%	37.2%
Total Emission Reductions for Volatile Organic Compounds ⁵	CMAQ Projects	1.721 kg/day	1.985 kg/day
Total Emission Reductions for Nitrogen Oxides (NOx) ⁵	CMAQ Projects	3.744 kg/day	4.23 kg/day

¹ All two-year targets cover the time period of Jan. 1, 2018 to Dec. 31, 2019, except for the CMAQ targets which follow the federal fiscal year (Oct. 1, 2017 to Sept. 30, 2019).

² All four-year targets cover the time period of Jan. 1, 2018 to Dec. 31, 2021, except for CMAQ targets which follow the federal fiscal year (Oct. 1, 2017 to Sept. 30, 2021).

³ Per federal guidance, pavement condition is measured by two methods: 1) International Roughness Index (IRI); and 2) IRI, cracking, rutting or faulting. For 2018 to 2022, Non-Interstate NHS pavement condition is to be measured by IRI only. Beginning in 2022, Non-Interstate NHS pavement condition will be measured by all four distresses. Two sets of targets for Non-Interstate NHS pavement condition are provided to illustrate the relative difference in the two measurements and resulting targets.

⁴ Targets apply only to certain urbanized areas designated as nonattainment or maintenance for specified pollutants under National Ambient Air Quality Standards (the Virginia portion of the Washington, DC-MD-VA 8-hour ozone nonattainment area).

⁵ Targets apply to CMAQ projects in areas designated as nonattainment or maintenance for certain National Ambient Air Quality Standards (the Virginia portion of the Washington, DC-MD-VA 8-hour ozone nonattainment area).

Resolution of the Board
Approval of Asset Condition and System Performance Targets
September 18, 2018
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NOW THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves, for each of the performance measures referenced therein, the Asset Condition Performance Targets and System Performance Targets set forth in Tables A and B for 2018-2021.

BE IT FURTHER RESOLVED, that the CTB hereby directs OIPI, in consultation with VDOT, to develop a more rigorous data-driven methodology that will be used in the future to establish targets for the Asset Condition and System Performance Measures.

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 13

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 21, 2018

MOTION

Made By: Mr. Garczynski, Seconded By: Mr. Malbon
Action: Motion Carried, Unanimously

Title: Adoption of Corrected Policy and Approval of Guide for Implementation of the SMART SCALE Project Prioritization Process

WHEREAS, Section 33.2-214.1 of the *Code of Virginia*, provides that the Commonwealth Transportation Board (Board) shall develop a statewide prioritization process for certain projects funded by the Board, including those projects allocated funds pursuant to sections 33.2-358, 33.2-370 and 33.2-371 of the *Code of Virginia*, and

WHEREAS, Section 33.2-358 sets forth requirements relating to the allocations and establishment of a High Priority Projects Program established pursuant to section 33.2-370 and a Highway Construction District Grant Program established pursuant to section 33.2-371; and

WHEREAS, Chapter 726 of the 2014 Acts of Assembly, required the Board to select projects for funding utilizing the project prioritization process established pursuant to section 33.2-214.1; and

WHEREAS, Section 33.2-214.1 (B) requires the Board to solicit input from localities, metropolitan planning organizations, transit authorities, transportation authorities, and other stakeholders in its development of the prioritization process; and

WHEREAS, Section 33.2-214.2 requires the Office of Intermodal Planning and Investment to make public, in an accessible format, a recommended list of projects and strategies for inclusion in the Six-Year Improvement Program based on results of the evaluation of submitted projects and the results of screening and evaluation of such projects no later than 150 days prior to the Board's vote to adopt the Six-Year Improvement Plan.

WHEREAS on June 17, 2015 the Board adopted a statewide prioritization policy and process pursuant to Section 33.2-214.1 and directed the Commissioner of Highways, the Department of Rail and Public Transportation (DRPT) and the Office of Intermodal Planning and Investment (OIPI) to take all actions necessary to implement and administer the policy and process adopted on June 17, 2015 (collectively the HB2 Prioritization Policy and Process), including but not limited to issuance of a Policy Guide consistent with the intent of the policy and process; and

WHEREAS on July 28, 2016, the Board rescinded the HB2 Prioritization Policy and Process previously adopted on June 17, 2015 and adopted a revised policy and process to govern screening, scoring and selecting projects for funding pursuant to Section 33.2-214.1; and

WHEREAS on October 24, 2017, the Board rescinded the SMART SCALE Prioritization Policy and Process previously adopted on July 28, 2016 and adopted a revised policy and process to govern screening, scoring and selecting projects for funding pursuant to Section 33.2-214.1 (SMART SCALE Prioritization Process); and

WHEREAS since adoption of the SMART SCALE Prioritization Process on October 24, 2017, issues relating to three entities qualified to submit funding applications under the prioritization process have been identified; and

WHEREAS, previous policy and guidance reflected the Northern Virginia Regional Council (the planning district commission, NVRC) and the Northern Virginia Transportation Authority (NVTA) as a single entity eligible to submit an application under SMART SCALE and adjustment to the policy is warranted so that the two entities, NVRC and NVTA, are treated separately and authorized to submit applications, in a manner consistent with other planning district commissions and metropolitan planning organizations; and

WHEREAS, prior to Round 2 of the SMART SCALE Prioritization Process, the Hampton Roads Metropolitan Planning Organization (Hampton Roads Transportation Planning Organization or HRTPO) boundary was changed to include small portions of Southampton County and the City of Franklin and both the county and city have requested an exception to retain an Area Typology Category of D, notwithstanding HRTPO's Typology Category of A, which exception would be similar to the exception provided for Gloucester and Fauquier Counties.

NOW THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board hereby corrects the SMART SCALE Prioritization Process adopted on October 24, 2017 to address the issues noted herein and adopts the following policy and process to govern screening, scoring and selecting projects for funding pursuant to Section 33.2-214.1 (SMART SCALE Prioritization Process):

1. Application for funding through the SMART SCALE Prioritization Process must be made by qualifying entities based on project type and as follows:

Eligibility to Submit Projects

Project Type	Regional Entity (MPOs, PDCs)	Locality* (Counties, Cities, and Towns)	Public Transit Agencies
Corridor of Statewide Significance	Yes	Yes, with a resolution of support from relevant regional entity	Yes, with resolution of support from relevant regional entity
Regional Network	Yes	Yes, with a resolution of support from the MPO*	Yes, with resolution of support from relevant entity
Urban Development Area	No	Yes, with a resolution of support from the MPO*	No
Safety	No	Yes, with a resolution of support from the MPO*	No

Note*: Projects within established MPO study areas that are not identified in or consistent with the regionally adopted Constrained Long Range Plan (CLRP) must include a resolution of support from the respective MPO Policy Board.

2. Application for funding through the SMART SCALE Prioritization Process must be made for a qualifying need and, pursuant to Section 33.2-214.1 (B)(2) and 33.2-358, for the High Priority Projects Program applications must be consistent with the assessment of needs undertaken in the Statewide Transportation Plan in accordance with Section 33.2-353 for all corridors of statewide significance and regional networks, and for the construction District Grant Program applications must be consistent with the assessment of needs undertaken in the Statewide Transportation Plan in accordance with Section 33.2-353 for corridors of statewide significance, and regional networks, improvements to promote urban development areas established pursuant to Section 15.2-2223.1, and safety improvements.
3. Applications for funding through either the High Priority Projects Program or the Construction District Grant Programs must relate to projects located within the boundaries of the qualifying entity. Localities and regional planning bodies may submit joint applications for projects that cross boundaries.
4. By majority vote of the Board, the Board may choose to submit up to two projects to be evaluated for funding in each biennial application cycle.
5. The factors specified in Section 33.2-214.1 will be measured and weighted according to the following metrics:

ID	Measure Name	Measure Weight
Safety Factor		
S.1	Number of Fatal and Injury Crashes*	50%
S.2	Rate of Fatal and Injury Crashes	50%
Congestion Mitigation Factor		
C.1	Person Throughput	50%
C.2	Person Hours of Delay	50%
Accessibility Factor		
A.1	Access to Jobs	60%
A.2	Access to Jobs for Disadvantaged Populations	20%
A.3	Access to Multimodal Choices	20%
Environmental Quality Factor		
E.1	Air Quality and Energy Environmental Effect	50%
E.2	Impact to Natural and Cultural Resources	50%
Economic Development Factor		
ED.1	Project Support for Economic Development	60%
ED.2	Intermodal Access and Efficiency	20%
ED.3	Travel Time Reliability	20%
Land Use Factor		
L.1	Transportation Efficient Land Use	70%
L.2	Increase in Transportation Efficient Land Use	30%

Note*: 100% for Transit and Transportation Demand Management Projects

- The factors will be evaluated according to the following typology categories and weighting frameworks within the state’s highway construction districts:

Region in which the Project is Located	Typology	Construction District
Accomack-Northampton PDC	Category D	Hampton Roads
Bristol MPO	Category D	Bristol
Central Shenandoah PDC	Category D	Staunton
Central Virginia MPO	Category C	Lynchburg/Salem
Charlottesville-Albemarle MPO	Category B	Culpeper

Resolution of the Board
 Adoption of Corrected Policy and Approval of Guide for Implementation of the SMART SCALE
 Project Prioritization Process
 February 21, 2018
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Region in which the Project is Located	Typology	Construction District
Commonwealth RC	Category D	Lynchburg/Richmond
Crater PDC	Category D	Richmond/Hampton Roads
Cumberland Plateau PDC	Category D	Bristol
Danville MPO	Category D	Lynchburg
Fredericksburg Area MPO (FAMPO)	Category A	Fredericksburg
George Washington RC	Category D	Fredericksburg
Hampton Roads PDC ⁱ	Category D	Hampton Roads
Hampton Roads TPO (HRTPO) ^{i,ii}	Category A	Hampton Roads/Fredericksburg
Harrisonburg-Rockingham MPO	Category C	Staunton
Kingsport MPO	Category D	Bristol
Lenowisco PDC	Category D	Bristol
Middle Peninsula PDC ⁱⁱ	Category D	Fredericksburg
Mount Rogers PDC	Category D	Bristol/Salem
New River Valley MPO	Category C	Salem
New River Valley PDC	Category C	Salem
Northern Neck PDC	Category D	Fredericksburg
Northern Shenandoah Valley RC	Category D	Staunton
Northern Virginia RC	Category A	Northern Virginia
Northern Virginia Transportation Authority (NVTA) / Transportation Planning Board (TPB) ⁱⁱⁱ	Category A	Northern Virginia/Culpeper
Rappahannock-Rapidan RC ⁱⁱⁱ	Category D	Culpeper
Region 2000 LGC	Category D	Salem/Lynchburg
Richmond Regional PDC	Category D	Richmond
Richmond Regional TPO (RRTPO)	Category B	Richmond
Roanoke Valley TPO (RVTPO)	Category B	Salem
Roanoke Valley-Alleghany PDC	Category D	Salem/Staunton
Southside PDC	Category D	Lynchburg/Richmond
Staunton-Augusta-Waynesboro MPO	Category C	Staunton
Thomas Jefferson PDC	Category C	Culpeper/Lynchburg
Tri-Cities MPO	Category C	Richmond
West Piedmont PDC	Category D	Salem/Lynchburg
WinFred MPO	Category C	Staunton

Note*: PDC is defined as the remainder of the region outside the MPO boundary. In many cases, these regions include partial counties (e.g. Goochland County is partially within RRTPO and the Richmond Regional PDC). If a project is within the MPO boundary in a partial county, the project shall use the weighting associated with the MPO with the following exceptions:

- i. The portion of Southampton County and the City of Franklin within the Hampton Roads TPO boundary shall use the weighting associated with the Hampton Roads PDC.
- ii. The portion of Gloucester County within the Hampton Roads TPO boundary shall use the weighting associated with the Middle Peninsula PDC.
- iii. The portion of Fauquier County within the Transportation Planning Board Boundary shall use the weighting associated with the Rappahannock-Rapidan Regional Commission.

Note** For projects that cross multiple typology boundaries, the project shall use the weighting associated with the typology for which the majority of the project is located.

Weighting Frameworks

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45%**	5%	15%	5%	10%	20%*
Category B	15%	20%	25%	20%	10%	10%*
Category C	15%	25%	25%	25%	10%	
Category D	10%	35%	15%	30%	10%	

Note* - Pursuant to Chapter 726 of the 2014 Acts of Assembly, 6th enactment clause, for certain metropolitan planning areas with a population over 200,000, the prioritization process shall also include a factor related to Land Use.

Note** - Pursuant to Chapter 726 of the 2014 Acts of Assembly, 6th enactment clause, for certain highway construction districts congestion mitigation must be weighted highest among the factors.

- 7. Qualifying entities are limited in the number of applications they may submit. The limits are based on population thresholds as defined in the table below. A Board member may allow one additional application from one county within their district if (i) the project is located within a town that is ineligible to submit projects and (ii) the county in which the town is located submitted the maximum number of applications allowed. Only one such additional application is allowed per district.

Application Limits

Tier	Localities*	MPOs/PDCs/ Transit Agencies*	Maximum Number of Applications
1	Less than 200K	Less than 500K	4
2	Greater than 200K	Greater than 500K	10

Note* - The source of population data for localities, MPOs and PDCs is the last preceding United States census (2010). Application limits for transit agencies were determined based on service area population in the 2010 National Transit Database (NTD). If service area population was not available in NTD, Census 2010 population was used to determine population in jurisdictions served by transit agency.

8. Candidate projects will be scored based on the factors and weights identified above relative to other projects submitted for evaluation, the cost of the project and based on information included in the project application.
9. The final project score is determined by calculating the anticipated benefits relative to the amount of funding requested pursuant to section 33.2-358 of the *Code of Virginia*.
10. 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.
 - a. 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.
 - b. If the project scope is reduced or modified such that the revised score is less than the lowest ranked funded project in the district for that cohort of projects, Board action is required to approve the change in scope.
 - c. If the project scope is increased then the applicant is responsible for the additional cost attributable to the increase in scope regardless of budget impact. The scope of a project may not be substantially modified in such a manner that the proposed improvements do not accomplish the same benefits as the original scope.

11. A project that has been selected for funding must be initiated and at least a portion of the programmed funds expended within one year of the budgeted year of allocation or funding may be subject to reprogramming to other projects selected through the prioritization process. In the event the Project is not advanced to the next phase of construction when requested by the Commonwealth Transportation 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.
12. A project that has been selected for funding cannot be resubmitted to address cost increases or loss of other sources of funding.
13. Once a project is selected for funding, an entity must wait for two rounds of SMART SCALE following the end date of construction before submitting a new project application for the same location that meets the same need as the project that was selected for funding.
14. Once a project is selected for funding, an entity may not resubmit the project with a revised scope in a subsequent round unless the previously selected project has been cancelled.
15. In the cases where a project has been selected for funding which identified other sources of funding, the qualifying entity is committed to pay the difference if other sources of funding are not provided. An applicant may only identify State of Good Repair, Transportation Alternatives Set-Aside, Highway Safety Improvement Program and Revenue Sharing funds as committed funds if the funding has already been approved by the Board. Applicants must have an approved or pending application for other sources of committed funds, such as local/regional or other federal funds, at the time of the SMART SCALE application submission.
16. Applications for funding through the SMART SCALE Prioritization Process may not request funding to replace other committed funding sources identified in a local capital improvement program or a transportation improvement program, or required to be paid by a developer as a result of a local zoning process.
 - a. The CTB may waive this requirement for projects that:
 - i. have an anticipated total cost in excess of \$1 billion; and
 - ii. were not eligible for submission in the previous round of SMART SCALE due to readiness considerations, but initiated procurement prior to award of the current round of SMART SCALE.
 - b. If a fully funded project is submitted with additional features that are not yet funded, the benefits associated with the fully funded or committed project element(s) will be excluded from consideration in evaluating and rating the project benefits for SMART SCALE.
17. The Board may adjust the timing of funds programmed to projects selected in previous SMART SCALE cycles to meet the cash flow needs of the individual projects, but will not (1) reduce the total amount of state and federal funding committed to an individual project unless it is no longer needed for the delivery of the project or the project sponsor is unable to secure permits and environmental clearances for the project or (2) increase the total amount of state and federal funding committed to an individual project beyond the thresholds established in item 10.

Projects from a subsequent round will not be advanced or accelerated by delaying projects selected in a previous SMART SCALE cycle.

18. 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 SMART SCALE unless superseded by the terms of a signed project agreement.
 - a. Surplus Construction District Grant Program funds no longer needed for delivery of a project will remain within the applicable Construction District Grant Program and may not be used in other districts.
 - b. Surplus High Priority Projects Program funds will remain within the High Priority Projects Program.
 - c. Such surplus funds will be reserved to address budget adjustments on existing SMART SCALE projects or reserved for allocation in the next solicitation cycle for SMART SCALE.

BE IT FURTHER RESOLVED, the methodology outlined in the SMART SCALE Technical Guide shall direct the screening, scoring and selection of projects for funding and may continue to evolve and improve based upon advances in technology, data collection and reporting tools, and to the extent that any such improvements modify or affect the policy and process set forth herein, they shall be brought to the Board for review and approval.

BE IT FURTHER RESOLVED, the Board hereby directs the Commissioner of Highways, the Director of the Department of Rail and Public Transportation, and the Office of Intermodal Planning and Investment to take all actions necessary to implement and administer this policy and process as corrected, including but not limited to preparation of a Policy Guide consistent with the corrected SMART SCALE Prioritization Process adopted herein.

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COMMONWEALTH of VIRGINIA

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Agenda Item # 14

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 17, 2021

MOTION

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

Actions to Approve the Policy for the Prioritization of the VTrans Mid-term Transportation Needs and Accept the Prioritized 2019 VTrans Mid-term Needs

WHEREAS, § 2.2-229 of the Code of Virginia establishes the Office of Intermodal Planning and Investment (OIPI) within the Office of the Secretary of Transportation, and charges OIPI to assist the Commonwealth Transportation Board (Board) in the development of a comprehensive, multimodal transportation policy, which may be developed as part of the Statewide Transportation Plan pursuant to § 33.2-353; and

WHEREAS, pursuant to § 33.2-353 of the Code of Virginia, the General Assembly of Virginia has directed the Board, with assistance from OIPI, to conduct a comprehensive review of statewide transportation needs in a Statewide Transportation Plan setting forth an assessment of capacity needs for all Corridors of Statewide Significance (CoSS), Regional Networks (RN), and improvements to promote Urban Development Areas established pursuant to § 15.2-2223.1 (UDAs); and

WHEREAS, pursuant to § 33.2-353, the Statewide Transportation Plan shall be updated as needed, but no less than once every four years, and promote economic development and all transportation modes, intermodal connectivity, environmental quality, accessibility for people and freight, and transportation safety; and

WHEREAS, pursuant to § 33.2-353, the Statewide Transportation Plan shall establish goals, objectives, and priorities that cover at least a 20-year planning horizon; and

WHEREAS, as presented to the Board on October 29, 2018, the Statewide Transportation Plan identifies needs for transportation capacity and safety improvements, project planning, and project development activities for up to 10 years into the future, hereinafter referred to as the VTrans Mid-term Needs, and the needs for new policies and modifications to existing policies for 10 years and beyond, hereinafter referred to as VTrans Long-term Needs; and

WHEREAS, pursuant to § 33.2-214.1 of the Code of Virginia, candidate projects and strategies evaluated using the Statewide prioritization process shall be screened by the Board to determine whether they are consistent with the assessment of capacity needs for all CoSS, RNs, and improvements to UDAs, undertaken in the Statewide Transportation Plan in accordance with § 33.2-353; and

WHEREAS, pursuant to § 33.2-357 of the Code of Virginia, VDOT's Revenue Sharing program gives second priority consideration to funding applications that meet a VTrans need; and,

WHEREAS, the Board, by resolution dated January 15, 2020, approved the 2019 VTrans Update Vision, Goals, Objectives, Guiding Principles, and the 2019 Mid-term Needs Identification Methodology and accepted the 2019 Mid-term Needs; and

WHEREAS, the Board, pursuant to its action on January 15, 2020, directed that OIPI shall develop, in coordination with the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT), a VTrans action plan that prioritizes the 2019 Mid-term Needs and includes recommendations for such prioritized needs; and

WHEREAS, a policy framework for the VTrans Multimodal Project Development Pipeline (hereafter referred to as the Project Pipeline) was presented to the Board on May 20, 2020 (*VTrans Multimodal Project Development Pipeline*) and February 17, 2021 (*VTrans Multimodal Project Pipeline*), and relies on the prioritized VTrans Mid-term Needs to optimize the return on investments and ensure transparency, accountability, and efficient delivery of transportation programs, while also promoting performance based planning and programming per the VTrans Guiding Principles adopted by the Board on January 15, 2020; and

WHEREAS, a policy framework to prioritize the VTrans Mid-term Needs was presented to the Board on July 14, 2020 (*VTrans Project Pipeline and Long-term Needs*); and

WHEREAS, OIPI, in coordination with VDOT and DRPT, has developed and outlined a proposed policy for the prioritization of the VTrans Mid-term Needs in the proposed document titled *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs* and attached hereto as Attachment A; and

WHEREAS, the proposed *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs* synthesizes policies included in the January 15, 2020 Board Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs as well policies to define VTrans Travel Markets namely action to define the VTrans CoSS Travel Market on December 17, 2009 (*VTrans2035 – Virginia’s Statewide Multimodal Long-Range Transportation Plan*) and May 18, 2011 (*Northern Virginia North-South Corridor of Statewide Significance*), action to define RNs established on December 19, 2015 (*VTrans2040 Virginia’s Statewide Multimodal Long-Range Transportation Plan Vision Plan and Needs Assessments*) and January 15, 2020 (*Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs*), and action to define the VTrans UDA Travel Market on January 15, 2020 (*Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs*); and

WHEREAS, a proposed *Technical Guide for the Identification and Prioritization of the VTrans Mid-term Needs* is developed to provide technical details such as data sources, methods and techniques, and technical limitations; and

WHEREAS, proposed priority locations for the entire state (hereinafter referred to as the Statewide Priority Locations) and for each of the nine VDOT construction districts (hereinafter referred to as the Construction District Priority Locations) are established based on the proposed policy for the prioritization of the VTrans Mid-term Needs as outlined in the proposed *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs*; and

WHEREAS, the draft *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs*, the draft *Technical Guide for the Identification and Prioritization of the VTrans Mid-term Needs*, and draft results for Statewide and Construction District Priority Locations developed based on the draft policy for the prioritization of the VTrans Mid-term Needs were made available for public review and comment on October 28, 2020, and public comments were accepted until November 30, 2020; and

WHEREAS, extensive stakeholder and public outreach has been conducted as part of the development of the proposed policy for the prioritization of the VTrans Mid-term Needs, including 28 presentations and updates to metropolitan planning organization (MPO) and planning district commission (PDC) boards and committees, and three presentations to other stakeholder groups; and

WHEREAS, the draft policy for the prioritization of the VTrans Mid-term Needs was presented to transportation stakeholders and question-and-answer sessions were conducted during a series of four VTrans Virtual Workshops held on October 29, 2020, October 30, 2020, November 13, 2020, and November 17, 2020; and

WHEREAS, based on the public feedback received and consistent with the Board Policy to define the VTrans RN Travel Market, based on the National Capital Region Transportation Planning Board resolution dated July 16, 2014 to *Approve Fauquier County, Virginia membership in the National Capital Regional Transportation Planning Board*, VTrans Northern Virginia RN boundaries were modified to include Fauquier County and RN transportation needs were identified in Fauquier County; and,

WHEREAS, in addition to the modification of the VTrans Northern Virginia RN boundaries, OIPI incorporated public feedback by making two additional modifications to the draft *Policy Guide for the Identification and Prioritization of the VTrans Mid-term Needs* as presented to the Board on January 19, 2021 as well as several modifications to the draft *Technical Guide for the Identification and Prioritization of the VTrans Mid-term Needs*.

NOW THEREFORE BE IT RESOLVED, the Board hereby adopts the proposed policy for the prioritization of VTrans Mid-term Needs as outlined in the attached proposed *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs* (Attachment A) and accepts the proposed prioritized 2019 VTrans Mid-Term Needs.

BE IT FURTHER RESOLVED, VDOT and DRPT funds for corridor or facility planning and advance activities relating to concepts addressing a capacity need of the surface transportation network shall be limited to the Statewide and Construction District Priority 1 Locations established per the proposed policy for the prioritization of the VTrans Mid-term Needs.

BE IT FURTHER RESOLVED, the requirement above may be waived by the Secretary of Transportation on a case-by-case basis, and shall not limit support for actions mandated by the General Assembly, activities required to assist localities or other entities with funding applications, or those needed to advance and accelerate projects in the Six-Year Improvement Program.

BE IT FURTHER RESOLVED, the Board may also select one VTrans Mid-term Need per state fiscal year for each VDOT Construction District for the purpose of corridor or facility planning and advance activities relating to concepts addressing a capacity need.

BE IT FURTHER RESOLVED, the Board Resolution *Action to Approve the VTrans Multimodal Transportation Plan Needs Recommendations Methodology and Recommendations by the Commonwealth Transportation Board* adopted on January 10, 2018 shall superseded in its entirety by this action.

BE IT FURTHER RESOLVED, the methodology outlined in the proposed *Technical Guide for the Identification and Prioritization of the VTrans Mid-Term Needs*, as modified based on the feedback received, shall direct the identification and prioritization of VTrans Mid-term Needs and may continue to evolve and improve based upon advances in technology, data collection and reporting tools, and to the extent that any such improvements modify or affect the policy and process set forth in the proposed *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs*, they shall be brought to the Board for review and approval.

BE IT FURTHER RESOLVED, that OIPI shall, under the direction of the Secretary of Transportation and in coordination with VDOT and DRPT, develop VTrans Strategic Actions to advance the Board's Vision and Goals adopted on January 15, 2020 by providing policy- and program-specific recommendations to address the identified and prioritized VTrans Mid-term Needs, as well as to address the VTrans Long-term Needs identified based on divergent future trends and a vulnerability assessment per the policy framework presented to the Board on July 14, 2020.

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 19

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 15, 2020

MOTION

Made By: Mr. Rucker, Seconded By: Mr. Johnsen

Action: Motion Carried, Unanimously

Title: Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs.

WHEREAS, § 2.2-229 of the Code of Virginia, establishes the Office of Intermodal Planning and Investment (OIPI) within the Office of the Secretary of Transportation, and charges OIPI to assist the Commonwealth Transportation Board (Board) in the development of a comprehensive, multimodal transportation policy, which may be developed as part of the Statewide Transportation Plan pursuant to § 33.2-353; and

WHEREAS, pursuant to § 33.2-353 of the Code of Virginia, the General Assembly of Virginia has directed the Board, with assistance from OIPI, to conduct a comprehensive review of statewide transportation needs in a Statewide Transportation Plan setting forth an assessment of capacity needs for all Corridors of Statewide Significance (CoSS), Regional Networks (RN), and improvements to promote Urban Development Areas (UDA) established pursuant to § 15.2-2223.1 of the Code of Virginia; and

WHEREAS, pursuant to § 33.2-353, the Statewide Transportation Plan shall be updated as needed, but no less than once every four years and promote economic development and all transportation modes, intermodal connectivity, environmental quality, accessibility for people and freight, and transportation safety; and

WHEREAS, pursuant to § 33.2-353, the Statewide Transportation Plan shall establish goals, objectives, and priorities that cover at least a 20-year planning horizon; and

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Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and 2019 Mid-term Needs Identification Methodology

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WHEREAS, a plan of work for the 2019 VTrans Update was provided for review and comment to the Virginia Department of Transportation (VDOT), Department of Rail and Public Transportation (DRPT), Virginia Department of Conservation and Recreation, Tourism Virginia, Port of Virginia, Virginia Motor Vehicle Dealer Board, Virginia Department of Motor Vehicles, and the Virginia Department of Aviation; and

WHEREAS, the 2019 VTrans Update includes Mid-term and Long-term planning horizons. The Mid-term horizon identifies Needs for transportation capacity and safety improvements, project planning, and project development activities for 0 to 10 years into the future (hereinafter referred to as the 2019 VTrans Mid-term Needs) and the Long-term horizon identifies Needs for new policies and modifications to existing policies for 10 years and beyond (hereinafter referred to as VTrans Long-term Needs); and

WHEREAS, pursuant to § 33.2-214.1 of the Code of Virginia, candidate projects and strategies evaluated using the Statewide prioritization process shall be screened by the Board to determine whether they are consistent with the assessment of capacity needs for all CoSS, RN, and improvements to UDAs, undertaken in the Statewide Transportation Plan in accordance with § 33.2-353; and

WHEREAS, pursuant to § 33.2-214.1 of the Code of Virginia, the 2019 VTrans Mid-term Needs will be utilized for screening candidate projects evaluated using the statewide prioritization process for project selection beginning with applications submitted for the Fiscal Year 2021-2026 Six-Year Improvement Program; and,

WHEREAS, pursuant to § 33.2-357 of the Code of Virginia, the 2019 VTrans Mid-term Needs will also be utilized for establishing second tier priorities in allocating Revenue Sharing funds; and,

WHEREAS, OIPI created a VTrans Steering Committee consisting of the Port of Virginia, DRPT's Transit and Rail Divisions, and the following VDOT Divisions: Asset Management, Communications, Financial Planning, Governance and Legislative Affairs, Infrastructure Investment, Local Assistance, Office of Strategic Innovation, Security and Emergency Management, Transportation and Mobility Planning, Operations, and Traffic Engineering to make recommendations and advise in the development of the 2019 VTrans Update; and

WHEREAS, the 2019 VTrans Update was initiated with a presentation to the Board at the workshop on October 29, 2018; and,

WHEREAS, extensive stakeholder and public outreach has been conducted as part of the development of the methodology to identify 2019 Mid-term Needs (2019 Mid-term Needs Identification Methodology) as well as Vision, Goals, Objectives, and Guiding Principles, including 21 Kickoff presentations to metropolitan planning organization (MPO) and planning district commission (PDC) boards and committees, 16 Needs Method and Demographic Trends

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Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and 2019 Mid-term Needs Identification Methodology

January 15, 2020

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presentations to MPO and PDC boards and committees, 9 Open Houses at the Fall Transportation Meetings in 2018, and 9 Open Houses at the Spring Transportation Meetings in 2019; and

WHEREAS, the findings of draft demographic trends; initial work towards a comprehensive statewide vulnerability assessment; draft VTrans Vision, Goals, Objectives, and Guiding Principles; and a 2019 Mid-term Needs Identification Methodology for CoSS, RN, and UDA were presented to the Board on June 18, 2019; and

WHEREAS, initial results based on the draft 2019 Mid-term Needs Identification Methodology were presented to transportation stakeholders during a series of 13 VTrans Regional Workshops conducted in July and August 2019. A total of 83 Cities and Counties, 30 Towns, 15 MPOs, 16 PDCs, 16 Transit operators, four Transportation Demand Management agencies, four airports, and three universities participated; and

WHEREAS, OIPI collected, compiled, and made modifications to the draft 2019 Mid-term Needs Identification Methodology presented to the Board based on the feedback received; and

WHEREAS, Route 288 between the I-64 interchange in Goochland County and the I-95 interchange in Chesterfield County is included as a corridor component of the CoSS Washington to North Carolina Corridor; and

WHEREAS, the draft Mid-term Needs were developed based on the modified 2019 Mid-term Needs Identification Methodology and were presented at nine Fall Transportation Meetings in October and November 2019, documents were made available for public review and comment on October 28, 2019, and public comments were accepted until November 30, 2019.

NOW, THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the 2019 VTrans Update Vision, Goals, Objectives, and Guiding Principles are hereby approved.

BE IT FURTHER RESOLVED, that the Board approves the 2019 Mid-term Needs Identification Methodology and accepts the 2019 Mid-term Needs.

BE IT FURTHER RESOLVED, that for the purposes of screening for statewide prioritization process for project selection pursuant to § 33.2-214.1 of the Code of Virginia, the identified UDA Needs shall also be considered RN Needs if RN congestion Needs are 20 miles or fewer; and,

BE IT FURTHER RESOLVED, that for the purposes of screening for statewide prioritization process for project selection pursuant to § 33.2-214.1 of the Code of Virginia, the identified safety Needs on CoSS roadways shall also be considered CoSS Needs; and,

BE IT FURTHER RESOVLED, that OIPI shall, under the direction of the Secretary of Transportation and in coordination with VDOT and DRPT, develop a VTrans action plan that prioritizes the 2019 Mid-term Needs and includes recommendations for such prioritized needs based on the VTrans Vision and constrained resources and shall modify the adopted 2019 Mid-term Needs to reflect changes in the transportation system that have taken place since the data used in the 2019 Mid-term Needs were developed.

BE IT FURTHER RESOLVED, that OIPI shall, under the direction of the Secretary of Transportation and pursuant to § 33.2-353 of the Code of Virginia, and in coordination with VDOT and DRPT, review and provide recommendations, if warranted, to modify the Board action, entitled Action to Approve the VTrans Multimodal Transportation Plan Needs Recommendations Methodology and Recommendations by the Commonwealth Transportation Board, taken on January 10, 2018, providing that utilization of VDOT or DRPT funds for advanced activities and project development relating to concepts addressing a capacity need of the surface transportation network be limited to the VTrans Tier I Recommendations.

BE IT FURTHER RESOLVED, that OIPI shall under the direction of the Secretary of Transportation and in coordination with VDOT and DRPT, develop scenarios to assess the impacts of divergent futures trends and conduct an assessment of vulnerability from flooding and sea-level rise of the transportation network, local communities and regions.

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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Agenda Item # 15

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 9, 2015

MOTION

Made By: Mr. Kasprowicz, Seconded By: Mr. Rosen

Action: Motion Carried, Unanimously

Title: VTrans2040

**Virginia's Statewide Multimodal Long-Range Transportation Plan
Vision Plan and Needs Assessments**

WHEREAS, pursuant to § 33.2-353 of the Code of Virginia, the General Assembly of Virginia has directed the Commonwealth Transportation Board (CTB), with assistance from the Office of Intermodal Planning and Investment, to conduct a comprehensive review of statewide transportation needs in a Statewide Transportation Plan setting forth assessment of capacity needs for all corridors of statewide significance, regional networks, and improvements to promote urban development areas established pursuant to § 15.2-2223.1 of the Code of Virginia; and,

WHEREAS, the General Assembly has directed that the Statewide Transportation Plan shall be updated as needed, but no less than once every four years and promote economic development and all transportation modes, intermodal connectivity, environmental quality, accessibility for people and freight, and transportation safety; and,

WHEREAS, the Statewide Transportation Plan shall establish goals, objectives, and priorities that cover at least a 20-year planning horizon; and,

WHEREAS, in the designation of corridors of statewide significance, the CTB shall not be constrained by local, district, regional or modal plans and the designation of the transportation corridors shall be in sufficient detail so that local jurisdictions can place them on their comprehensive plans; and

WHEREAS, the Secretary of Transportation created a Multimodal Working Group, consisting of the Office of the Secretary of Transportation and the lead planning divisions of the Department of Transportation, Department of Rail and Public Transportation, Department of Aviation, the Virginia Commercial Spaceflight Authority, the Motor Vehicle Dealer Board, the Department of Motor Vehicles, and the Virginia Port Authority to help guide the development of the Statewide Transportation Plan (known as VTrans2040); and,

WHEREAS, the Secretary of Transportation created a Multimodal Advisory Committee to provide technical support in developing the VTrans2040; and,

WHEREAS the Multimodal Advisory Committee consisted of (a) staff from the transportation agencies listed above, (b) deputy and/or assistant secretaries or other appropriate leadership from the Departments of Commerce, Health & Human Resources, Natural Resources, Veterans and Homeland Security, and Agriculture and Forestry; (c) representation from the Virginia Association of Planning District Commissions, the Virginias Association of Metropolitan Planning Organizations, the Virginia Municipal League, the Virginia Association of Counties, the Virginia Chapter of the American Planning Association, the Hampton Roads Transportation Accountability Commission and Northern Virginia Transportation Authority; (d) federal partners from the Federal Highway Administration; and (e) private and public freight stakeholders from the Virginia Freight Transportation Technical Committee; and,

WHEREAS, the findings of draft economic, demographic/social, technological, and environmental trends assessments developed by the study team were shared with the Board in October and November of 2014 and these finding and stakeholder input culminated in the draft VTrans Vision Plan, which was presented to the CTB on February 17, 2015; and,

WHEREAS, the draft methodology for the needs assessments being conducted for the Corridors of Statewide Significance, Regional Networks, and Urban Development Areas was presented to the Board on February 17, 2015,

WHEREAS, the draft Needs Assessments were posted publically on August 1, 2015 and were presented to Board members on an individual basis throughout the months of October and November of 2015; and,

WHEREAS, extensive stakeholder and public outreach has been conducted as part of the VTrans2040 development including two rounds of regional forums where the needs assessments for all geographies (CoSS, RN, UDA) where developed, as well as additional 2 to 3 meetings at the MPO regional level; and,

WHEREAS, there was a two week comment period from August 1st to August 18th, 2015, as part of the VTrans2040 development,

NOW, THEREFORE, BE IT RESOLVED by the CTB that the VTrans2040 Vision and Needs Assessment is hereby accepted.

BE IT FURTHER RESOLVED, that the VTrans2040 Update shall be forwarded to the Governor and the General Assembly as required by § 33.2- 353 of the Code of Virginia; and,

BE IT FURTHER RESOLVED, that the Office of Intermodal Planning and Investment shall, under the direction of the Secretary of Transportation, develop or identify a new methodology for examining reliability that considers both the frequency and severity of occurrences of unreliable transportation conditions; and,

BE IT FURTHER RESOLVED, that the Office of Intermodal Planning and Investment shall, under the direction of the Secretary of Transportation, identify areas where significant changes in the transportation system have taken place since the data used in the VTrans2040 Needs Assessment was captured and update the Needs Assessment for those areas using data that captures the impact of any such significant changes;

BE IT FURTHER RESOVLED, that the Office of Intermodal Planning and Investment shall, under the direction of the Secretary of Transportation, develop a VTrans action plan that prioritizes the needs identified in the VTrans Needs Assessment and develops recommendations for such prioritized needs based on the VTrans Vision and constrained resources;

BE IT FURTHER RESOLVED, that the Office of Intermodal Planning and Investment shall under the direction of the Secretary of Transportation develop an Analysis of 2040 Scenarios to assess the impacts of divergent futures trends on the transportation network, local communities and regions; and,

BE IT FURTHER RESOLVED, that in development of such VTrans action plan and 2040 Scenario Assessment the Office of Intermodal Planning and Investment shall coordinate with VDOT, DRPT and other stakeholders as noted above; and,

BE IT FURTHER RESOLVED, that such action plan and scenario analysis shall be provided to the CTB by the end of 2016.

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean T. Connaughton
Chairman

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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 19, 2011

MOTION

Made By: Mr. Layne Seconded By: Mr. Louderback
Action: Motion Carried, Unanimously

Title: Adoption of Secondary Street Acceptance Requirements Pursuant to Chapter 870 of the 2011 Acts of Assembly

WHEREAS, Chapter 870 of the Acts of Assembly of 2011 requires that the Commonwealth Transportation Board (CTB) solicit and consider public comment in the development of revisions to the Secondary Street Acceptance Requirements (SSAR) regulations; and

WHEREAS, the SSAR regulations are used to determine the conditions and standards that must be met before streets constructed by developers, localities, and entities other than the Virginia Department of Transportation (VDOT) will be accepted into the state secondary system for maintenance by VDOT; and

WHEREAS, Chapter 870 requires that the CTB adopt such revised regulations prior to November 30, 2011; and

WHEREAS, the original SSAR legislation, Chapter 382 of the Acts of Assembly of 2007, provides that the regulations shall include, but not be limited to (i) requirements to ensure the connectivity of road and pedestrian networks with the existing and future transportation network, (ii) provisions to minimize stormwater runoff and impervious surface area, and (iii) provisions for performance bonding of new secondary streets and associated cost recovery fees; and

WHEREAS, the purpose of these and other provisions in the regulation is to improve the effectiveness of the overall regional and local transportation network; reduce reliance on arterial roadways for local trips; provide direct and alternative routes for emergency service providers; reduce subdivision street widths, where appropriate; and recover VDOT's costs related to street acceptance; and

Resolution of the Board
Adoption of Secondary Street Acceptance Requirements Pursuant to
Chapter 870 of the 2011 Acts of Assembly
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Page Two

WHEREAS, this regulatory action is exempt from the Administrative Process Act (§2.2-4000 et seq. of the *Code of Virginia*); and

WHEREAS, VDOT completed extensive outreach and communication with localities, agencies, organizations, and developers in each construction district between April and May 2011, and between August and September 2011; as well as conducting a public information meeting and online broadcast on September 22, 2011; and

WHEREAS, all public comments received during the public comment periods and from the public information meeting have been reviewed and considered by a VDOT Technical Committee and an external Policy Advisory Committee.

NOW, THEREFORE, BE IT RESOLVED that the Commonwealth Transportation Board hereby adopts the revised Secondary Street Acceptance Requirements (24 VAC 30-92) attached hereto to become effective January 1, 2012, in accordance with Chapter 870 of the Acts of Assembly of 2011.

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