



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
December 4, 2023

9:00 a.m. or upon adjournment of the December 4, 2023, Workshop Meeting

Public Comments:

Approval of Minutes:

October 18, 2023

TRAFFIC OPERATIONS DIVISION:

Presenting: Kevin Gregg
Chief, Maintenance and Operations

1. Action on Through Truck Restriction Route 206 -Dahlgren Road, King George County, Within the Fredericksburg District.

MAINTENANCE DIVISION:

Presenting: Robbie Prezioso
State Maintenance Engineer

2. Action on Commemorative naming, at the request of Lee County, of the bridge on State Route 352, St. Charles Road, over Straight Creek, Lee County as the "Samuel Johnson, Jr. Memorial Bridge" Within the Bristol District.

OFFICE OF LAND USE:

Presenting: Robert Hofrichter
Division Director

3. Action on Authorization of Proposed Amendments to Secondary Street Acceptance Requirements Pursuant to Chapter 425 of the 2022 Acts of Assembly.

GOVERNANCE AND LEGISLATIVE AFFAIRS:

Presenting: Jo Anne Maxwell
Director

4. Action on Policy Index Review.

VIRGINIA DEPARTMENT OF TRANSPORTATION:

Presenting: Dale Totten
Richmond District Administrator

5. Action on Amendment to Memorandum of Agreement Between VDOT and the Central Virginia Transportation Authority and Revised Standard Project Agreement Template.

LOCATION AND DESIGN:

Presenting: Emmett Heltzel
State Location & Design Engineer

6. Action on Location Approval for the Westwind Drive Extension (Loudoun County Parkway to Old Ox Road), Located within the Northern Virginia District.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

7. Action on Revised FY24-29 Six-Year Improvement Program Transfers For September 23, 2023, through November 3, 2023.
8. Action on Addition of Projects to the Revised Six-Year Improvement Program For Fiscal Years 2024-2029.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Deanna Oware
Chief Financial Officer

9. Action on FY2024-FY2029 SYIP Project Updates.

VIRGINIA DEPARTMENT OF TRANSPORTATION:

Presenting: Ben Mannell
Assistant Director of Planning

10. Action on Approval of Interstate 81 Corridor Improvement Program Progress Report.

OFFICE OF SECRETARY OF TRANSPORTATION:

Presenting: John Lawson
Deputy Secretary of Transportation.

11. Action on TPOF for VCSFA.

OFFICE OF INTERMODAL PLANNING AND INVESTMENT:

Presenting: John Lawson
Deputy Secretary of Transportation.

12. Action on SMART SCALE Prioritization Process Policy.

SCHEDULING AND CONTRACT:

Presenting: Ben Coaker
Assistant State Construction Engineer

13. Bids.

NEW BUSINESS:

ADJOURNMENT:

###



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 4, 2023

MOTION

Made By: _____ Seconded By:

Action:

Title: Through Truck Restriction Route 206 -Dahlgren Road (King George County)

WHEREAS, King George County has requested that the Commonwealth Transportation Board consider restricting through truck traffic pursuant to the provisions of §46.2-809 of the *Code of Virginia* on Route 206 - Dahlgren Road between VA Route 3 (Kings Highway) and US Route 301 (James Madison Parkway) in King George County; and

WHEREAS, King George County has conducted a public hearing on September 5, 2023 to present this requested restriction as required pursuant to §46.2-809 of the *Code of Virginia*, and three public comments were received (two in support and one posed unrelated comment) to the proposed restriction; and

WHEREAS, after careful study and review, the Virginia Department of Transportation (VDOT) has determined that the proposed alternative routing would not present an undue hardship relative to travel time and distance caused by the proposed restricted route. Although one portion (approximately 0.6-miles) of the alternate routing on VA-3 (Kings Highway) is only two-lanes with significant parking and pedestrian activity where conflicts with large trucks are expected. Nevertheless, the current truck traffic (600 trucks per day) along this segment of roadway will not significantly increase with the addition of rerouted trucks from VA-206 (up to 86 trucks per day may be rerouted to VA-3 by the proposed restriction) and the number and types of crashes occurring on VA-3 and US-301 are consistent with the type of roadway and volume of vehicles; and

WHEREAS, VDOT's study and review determined that the current operation of trucks on VA 206 (Dahlgren Road) creates safety concerns due to (i) the potential for conflicts between trucks and other vehicle traffic and pedestrians on VA 206 which is a two-lane roadway with narrow shoulders and a lack of turn lanes at intersections that provides access to clusters of residential properties, a public school, and commercial properties; and

WHEREAS, VDOT solicited public comment on the proposed restriction by posting signs and public notices, and erecting signs at the terminus of the requested restricted routes for thirty days advising the public of the proposed restrictions and requesting public comments as required pursuant to §46.2-809 of the *Code of Virginia*; and received twelve comments (eight in favor, two opposed and two no position); and

WHEREAS, the proposed restriction of through traffic by trucks satisfies the guidelines and criteria of the Board's regulation entitled *Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways* set forth in 24VAC30-580; and

WHEREAS, careful consideration has been given to the recommendations received, the available alternate routes and the past practices of the Commonwealth Transportation Board.

NOW THEREFORE, BE IT RESOLVED, pursuant to the provisions of §46.2-809 of the *Code of Virginia*, the Board directs that in King George County, the following highway segment be prohibited to through truck traffic: Route 206 – Dahlgren Road between VA Route 3 (Kings Highway) and US Route 301 (James Madison Parkway).

#####

Commonwealth Transportation Board Decision Brief

Through Truck Restriction -Route 206 - Dahlgren Road (King George County)

Issue:

King George County Board of Supervisors, by resolution, made a request to VDOT-Fredericksburg District that Route 206 (Dahlgren Road), a total distance of 9.38 miles be restricted to through truck traffic (see attached map).

Facts:

King George County submitted their formal request by resolution, adopted September 5, 2023, to VDOT after a public hearing in accordance with Section 46.2-809 of the *Code of Virginia*.

VDOT completed a study of the requested restriction that considered the (4) criteria established by the CTB *Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways* as set forth in 24VAC30-580.

VDOT solicited public comments on the proposed restriction by advertisement in local newspapers and by signs posted at the terminus of the proposed restricted routes for thirty days advising of the proposed restriction and requesting public comments (8 comments were received in support, two opposed, and two no position).

The Virginia Trucking Association was notified of the proposal (No comments received).

CTB Board member Ms. Laura Sellers was briefed on the proposed restriction.

Of the four (4) criteria established by the Commonwealth Transportation Board in considering truck restrictions, Route 206 meets the following:

1. Reasonable alternate route is provided.

The proposed alternative routing is more appropriate for truck travel overall, being almost entirely a four-lane divided roadway with turn lanes provided at intersections or refuge areas at crossovers and the additional distance (3.3 miles) and time (3 minutes) required to travel the alternate route does not impose an undue hardship for trucks reaching their destination. There is one two-lane, undivided, commercialized highway section of VA-3 (Kings Highway) approximately 0.6-miles in length which has significant parking and pedestrian activity and where conflicts with large trucks are expected nevertheless, the current truck traffic of 600 trucks per day along this segment of roadway will not significantly increase with the addition of rerouted trucks from VA-206 (up to 86 trucks per day may be rerouted to VA-3 by the proposed restriction). While VA-3 had five truck crashes in the past three years (VA 206 & US 301 each had three), the number and types of crashes occurring on VA-3 and US-301 are consistent with the type of roadway and volume of vehicles.

2. Character and/or frequency of truck traffic is not compatible with affected area.

VA 206 primarily provides access to residential properties and adjacent subdivisions and is a two-lane, undivided roadway with minimal shoulders and turning lanes provided and where the horizontal & vertical alignment limits sight distance at some locations for seeing approaching (and entering and exiting) traffic at intersections and other locations along the highway.

3. Residential in nature.

VA 206 primarily fronts residential properties and provides access to adjacent subdivisions as well as a public school (with a reduced 25 mph school zone speed limit) and some commercial development, and poses a potential for conflicts between trucks and other traffic as well as pedestrians due to the roadway alignment and terrain and the lack of turn lanes at intersections.

4. Roadway must be functionally classified as either “Local” or “Collector”.

VA-206 is a “Minor Arterial”.

A requested restriction must meet both CTB criteria 1 & 2, and either of 3 or 4, above. The proposed restriction for VA-206 is judged to meet criteria 1, 2 and 3 and therefore meets the criteria required for approval.

Recommendations: VDOT recommends that this requested through truck restriction be approved.

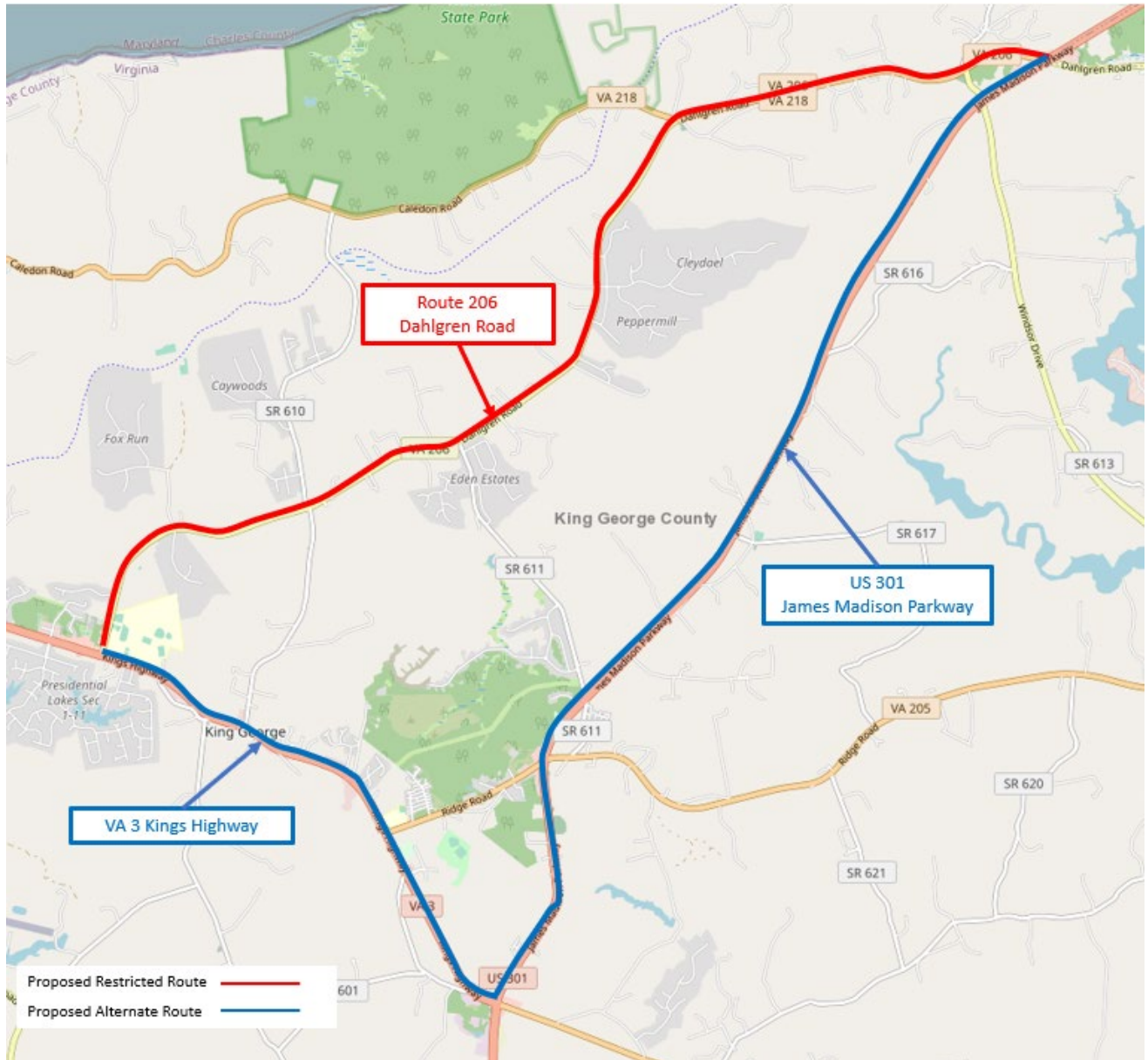
Action Required by CTB: The *Code of Virginia* §46.2-809, requires the majority vote of the CTB before this truck restriction can be enacted. The CTB is presented with a resolution for formal vote.

Result, if Approved: VDOT will post signs indicating “No Thru Trucks” on VA-206 (Dahlgren Road) between VA-3 and US-301.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: VDOT published a public notice of the proposed restriction in local newspapers and by signs posted at the terminus of the proposed restricted routes for thirty days advising of the proposed restriction and requesting public comments (8 comments were received in support, four in favor, two opposed, and two no position). The comments in favor of the proposed restriction on Route 206 conveyed concerns with trucks due to the narrow pavement, noise, and conflicts with residential driveways. The comments against mentioned more trucks would be diverted to the alternate routes.

Route 206 -Dahlgren Road Proposed Through Truck Restriction



**RESOLUTION TO RENEW REQUEST FOR ADOPTION OF A
THROUGH TRUCK RESTRICTION ON ROUTE 206
(DAHLGREN ROAD) SUBJECT TO COMMONWEALTH
TRANSPORTATION BOARD APPROVAL**

WHEREAS, safety, noise, and congestion associated with truck traffic is of concern for residents and other motorists on or along Route 206 (Dahlgren Road) between Route 3 and Route 301; and

WHEREAS, reasonable alternate routing is provided by the direct intersection of Route 3 and Route 301; and

WHEREAS, a through truck restriction on Route 206 (Dahlgren Road) is warranted for the health, safety, welfare of citizens and the travelling public; and

WHEREAS, a public hearing was conducted by the King George County Board of Supervisors on August 2, 2022, to receive public input on this proposed restriction; and

WHEREAS, the Commonwealth Transportation Board was not able to act on the request within the nine months prescribed by 24 VAC 30-580-30;

WHEREAS, conditions remain the same or more impactful since the matter was originally considered.

NOW THEREFORE, BE IT RESOLVED that the King George County Board of Supervisors renews its request for the Commonwealth Transportation Board to implement a through truck restriction on Route 206 (Dahlgren Road) between Route 3 and Route 301; and

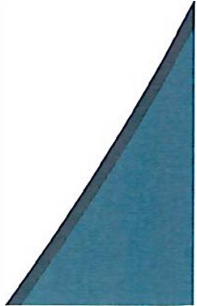
BE IT FURTHER RESOLVED that a copy of this Resolution with supporting documents provided by 24 VAC 30-580-30 shall be forwarded to the VDOT Residency Administrator and the Commonwealth Transportation Board; and

BE IT FURTHER RESOLVED that in the event of implementation of the through truck restriction, the County will use its good offices to enforce the proposed restriction by requesting enforcement by the King George County Sheriff's Office.

BOARD OF SUPERVISORS OF KING GEORGE COUNTY, VIRGINIA

APPROVED this 05 day of September 2023:


Richard Granger, Chair



VOTE: 5-0

CATHY BINDER X AYE NAY ABSTAIN ABSENT

TERENCE COLLINS X AYE NAY ABSTAIN ABSENT

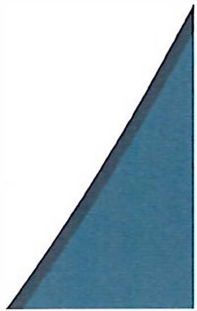
ANN C. CUPKA X AYE NAY ABSTAIN ABSENT

RICHARD GRANGER X AYE NAY ABSTAIN ABSENT

JEFFREY STONEHILL X AYE NAY ABSTAIN ABSENT

ATTEST:


Clerk



**Through Truck Restriction Study
Route: 206 (Dahlgren Rd.)
Jurisdiction: King George County
Study Date: 10/7/2022**



Area Map

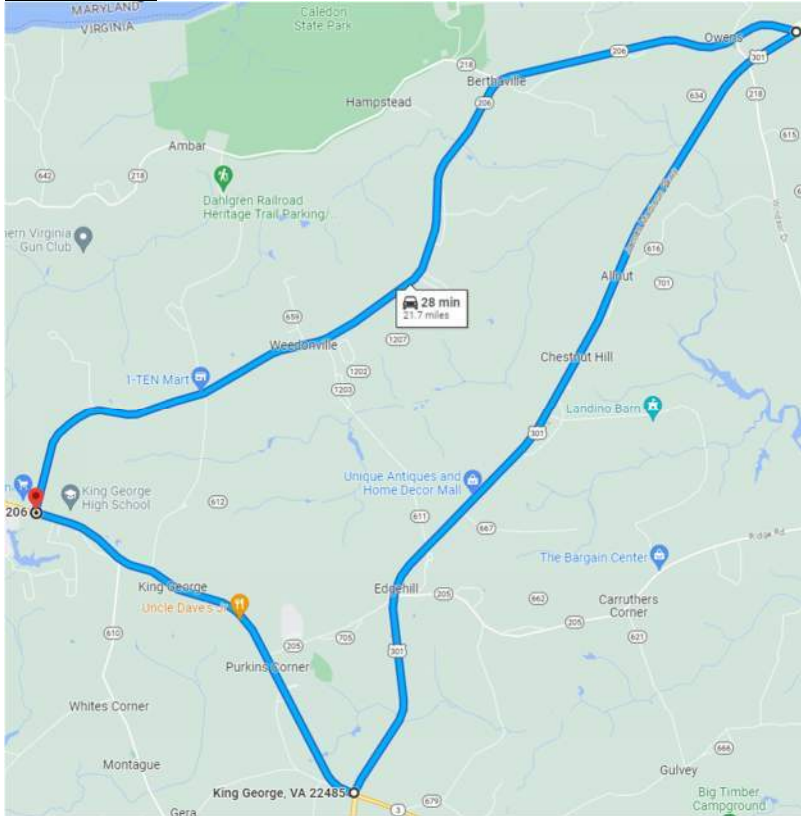
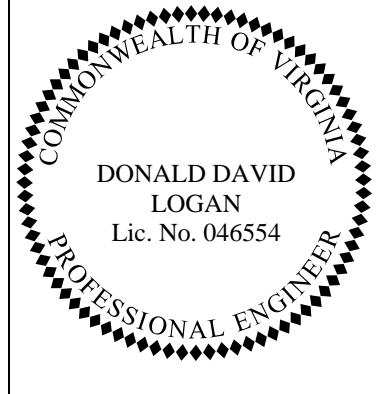


Figure 1 - Area Map



VDOT - Traffic
Engineering
Fredericksburg
Traffic Engineer

Proposed Restricted Route

Proposed Restriction

It is proposed that all through trucks be restricted along VA-206 (Dahlgren Rd.) as identified below.

Proposed Restriction: VA-206 (Dahlgren Rd.)

From: VA-3 (Kings Hwy.) M.P. 0.00

To: US-301 (James Madison Pkwy.) M.P. 9.23

AADT: 8,600, vehicles per day (2020) weighted

Total Length: 9.23 Miles

Total Travel Time: 13 Minutes

Functional class: Minor Arterial

Proposed Alternate Routing

Proposed Alternate Routes

VA-3 (Kings Hwy.)/US-301 (James Madison Pkwy.)

From: VA-3 (Kings Hwy.)/VA-206 (Dahlgren Rd.) Int. M.P. 50.82

To: VA-3 (Kings Hwy.)/US-301 (James Madison Pkwy.) Int. M.P. 54.96

Length: 4.14 Miles

Total Travel Time: 6 Minutes

Functional Class: Rural Other Principal Arterial

AADT: 12,000 (2020) weighted

US-301 (James Madison Pkwy.)

From: VA-3 (Kings Hwy.)/US-301 Int. M.P. 130.80

To: VA-206 (Dahlgren Rd.)/US-301 Int. M.P. 139.18

Length: 8.38 Miles

Total Travel Time: 10 Minutes

Functional Class: Rural Other Principal Arterial

AADT: 11,200 (2020)

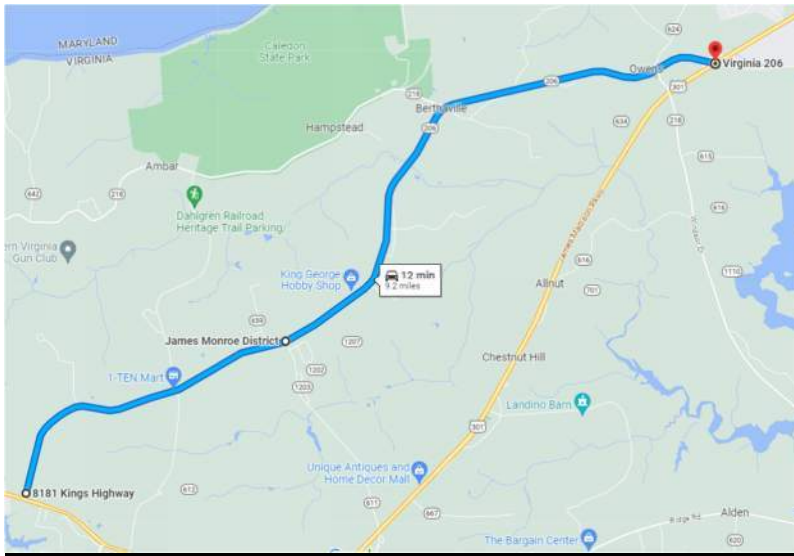


Figure 2 - VA-206 Proposed Restriction

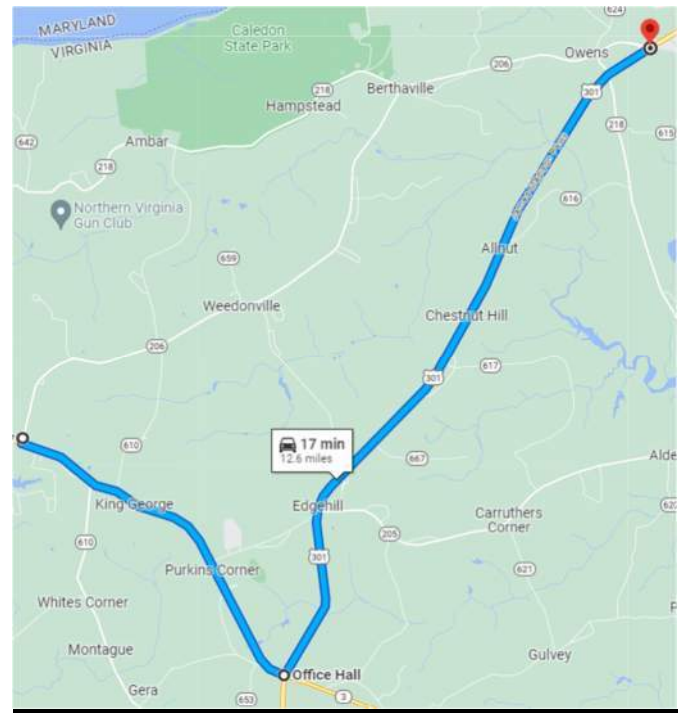


Figure 3 - Proposed Alternate Route

Total length/travel time penalty for alternative routing: 3.29 Miles/3 Minutes.

Summary of Study Results and Recommendations

It is recommended that **all through trucks be restricted from entering or traversing VA-206 (Dahlgren Rd.) from VA-3 (Kings Hwy.) to US-301 (James Madison Pkwy.)** (See Figure 2 - VA-206 Proposed Restriction). This action is taken in accordance with the **Code of Virginia section 46.2-809**, which provides that the Commonwealth Transportation Board, or its designee, in response to a formal request by a local governing body, after such body has held public hearings, may, after due notice and a proper hearing, prohibit or restrict the use by through traffic of any part of a primary or secondary highway if a reasonable alternate route is provided.

The following route(s) has been requested for a Through Truck Restriction:

VA-206 (Dahlgren Rd.)

From: VA-3 (Kings Hwy.) M.P. 0.00

To: US-301 (James Madison Pkwy.) M.P. 9.23

Length: 9.23 Miles

Total Length: 9.23 Miles

In accordance with the guidelines of the Commonwealth Transportation Board, the consideration for a through truck restriction must address the following (4) criteria. For a through truck restriction to be approved, Criteria 1 and 2, and either 3 or 4 must be met. This proposal **meets criteria 1, 2, and 3.**

1. Provision of reasonable alternative routes: This **criterion is met** as described below:

The identified alternative routes (VA-3 and US-301) are better suited for trucks because most of the route is on a 4-lane divided roadway with 11' lanes, paved shoulders, and turn lanes or refuge areas at crossovers.

VA-3 (Kings Hwy.)

The majority of VA-3 is zoned commercial (C-1 & C-2) and light industrial (I-1) with a few agricultural (A-2) and single family (R-1) parcels interspersed. There are four traffic signals (VA-206, SR-678/Foxes Way, VA-205, and US-301) located along this segment of roadway.

US-301 (James Madison Pkwy)

US-301 is in a rural area with light residential and commercial properties located along the proposed route. The zoning along this route is primarily agricultural (A-2), with some light industrial (I-1), commercial/retail (C-1 & C-2), multifamily residential (R-3) parcels interspersed. There are three traffic signals (Int. VA-205, VA-218, and VA-206) located along this segment of roadway.

The additional distance / time required to travel the proposed alternative routes (VA-3 and US-301) is 3.29 miles/3 minutes.

2. Incompatibility of truck traffic with the proposed restriction (VA-206): This criterion is met.

VA-206 is a 2-lane roadway with ~11' wide lanes, centerline, and edge line pavement markings. The paved shoulder is only 1' wide and adjacent to drainage ditches on both sides (See Photo 1 - VA-206 & Photo 3 - VA-206). This roadway provides access to residential properties, subdivisions, a public middle school (See Photo 4 - VA-206 SB), agricultural areas, and several commercial properties located primarily near the US-301 intersection.

3. Residential nature of development adjacent to the proposed restricted route (VA-206): This criterion is met.

This roadway is located within a mix of large lot residential/agricultural properties, access to subdivisions (over 30 residences), clusters of small lot residential properties fronting VA-206, wooded areas, and minor agricultural related developments (See Photo 1 - VA-206 & Photo 3 - VA-206). As noted, a middle school is located near the intersection with VA-3 (See Photo 4 - VA-206 SB).

4. Functional Class of either Local or Collector for proposed restriction (VA-206): This criterion is not satisfied. Approval for restrictions on Primary routes rests with the Commonwealth Transportation Board (CTB).

This roadway is a primary route classified as a Minor Arterial Highway.

A. Roadway characteristics

Proposed Restriction – VA-206 (Dahlgren Rd.): This route consists of two travel lanes with posted speed limits as follows:

From	To	Speed
VA-3 Int.	1.0 mi. N. of VA-3 Int.	45 mph
1.0 mi. N. of VA-3 Int.	0.36 mi. S. of VA-218 Int.	50 mph
0.36 mi. S. of VA-218 Int.	0.09 mi. E. of Rte. 218/624 Int.	40 mph
0.09 mi. E. of Rte. 218/624 Int.	0.59 mi. W of Rte. 614 Int.	45 mph

Table 1 - VA-206 Posted Speed Limits

VA-206 is a 2-lane roadway with ~11' wide lanes, centerline, and edge line pavement markings. The paved shoulder is only 1' wide and adjacent to drainage ditches on both sides (See Photo 1 - VA-206 & Photo 3 - VA-206). There are three traffic signals (Int. of VA-3, VA-218 [Caledon Rd] / SR-632 [St Pauls Rd], and US-301) located along this segment of roadway. There are right turn flares at a few intersections and only four intersections with left turn lanes (VA-3 [Kings Hwy], SR-1238 [Carriage Ln] / SR-1240 [Ernest Ellis Ln], VA-218 [Windsor Dr] / SR-624 [Owens Dr] & VA-206 [James Madison Pkwy]). The rest of the intersections have no left turn lanes.



Photo 1 - VA-206

The vertical alignment is undulating, beginning at elevation of 191' at the southern terminus, climbing to a high of 210' at the southern end and down to a low of 42' at Paper Mill Creek (~MP 5.73) and 29' at the intersection with US-301 (See Figure 4 - VA-206 Profile). The horizontal alignment is circuitous with sweeping horizontal curves. The pavement is in good condition. The weighted 2020 AADT for VA-206 is 8,600 vehicles per day with 1% truck traffic.

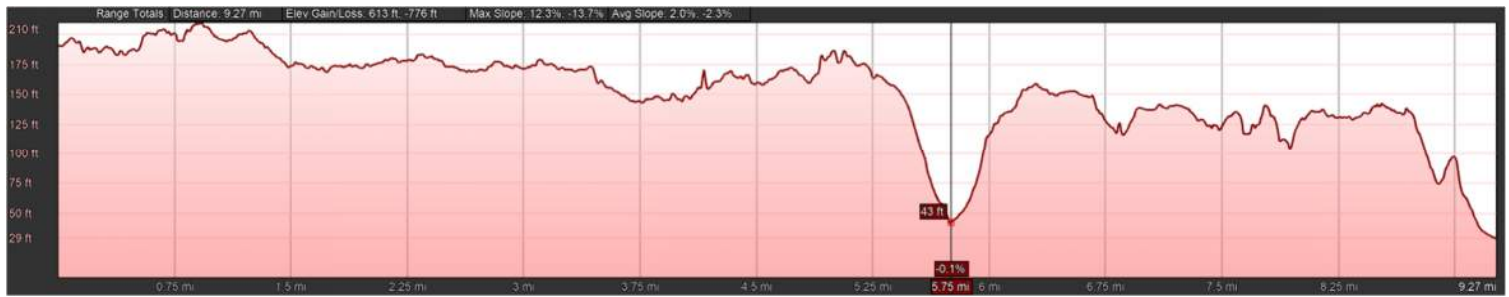


Figure 4 - VA-206 Profile

The distance / time required to travel this route segment is 9.23 mi./13 minutes.

Alternate Routes for Proposed Restriction – VA-3 (Kings Hwy.)

This section of VA-3 varies from a 2-lane to 4-lane divided highway as follows:

From	To	Length	Description
M.P. 50.82	M.P. 51.87	1.05 mi.	4-lane divided with a raised median
M.P. 51.87	M.P. 52.42	0.55 mi.	2-lanes
M.P. 52.42	M.P. 52.70	0.28 mi	2-lanes with a TWLT
M.P. 52.70	M.P. 52.87	0.17 mi.	2-lanes with a raised median
M.P. 52.87	M.P. 54.96	2.09 mi.	4-lanes with a raised median from

Table 2 - VA-3 Cross Sections

The lane widths are generally 11'. The majority of VA-3 has 4' paved shoulders, wider lanes (>12'), or 8' wide parking stalls (See Photo 5 - VA-3 EB & Photo 6 - VA-3 WB). There are four traffic signals (Int. of VA-206, SR-678 [W. St. Anthonys Rd /Foxes Wy], VA-205, and US-301) located along this segment of roadway. Pavement markings are consistent with this type of roadway and includes standard skip lines, turn lanes, stop bars, hashing, pavement marking arrows, crosswalks, double yellow centerlines, parking space, merge arrows, edge line, and mini skips. The roadway also includes raised pavement markers (RPM). The vertical alignment is undulating in nature beginning at 191' at the western terminus and ending at an elevation of 186' at the western terminus and varying between a high of 213' and a low of 162' (See Figure 5 - VA-3 Profile). Whereas the horizontal alignment is predominantly tangent separated by a sweeping curve to the right in the middle. The pavement is in good condition.

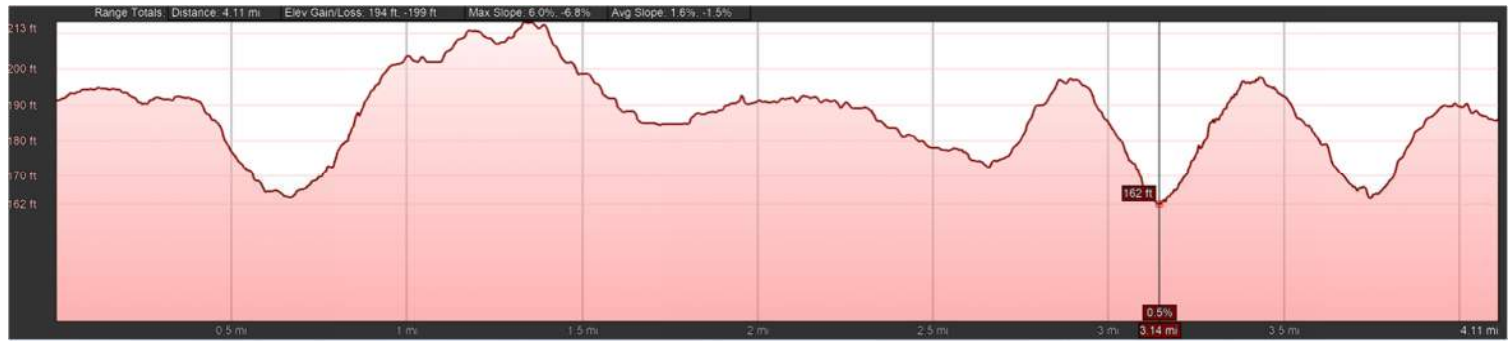


Figure 5 - VA-3 Profile

The weighted 2020 AADT is 12,000 vehicles per day with 5% total truck traffic (2-axle 1%, 3-axle 2%, 1 Trail 2%). The posted speed limit varies along the segment of VA-3 as follows:

From	To	Speed
0.36 mi. W. of VA-206	0.06 mi. W. of SR-610 West Int.	45 mph
0.06 mi. W. of SR-610 West Int.	0.21 mi. E. of SR-690 Int.	35 mph
0.21 mi. E. of SR-690 Int.	0.13 mi. E. of SR-1214 Int.	45 mph
0.13 mi. E. of SR-1214 Int	0.32 mi. W. of US-301 Int.	55 mph
0.32 mi. W. of US-301 Int.	0.32 mi. E. of US-301 Int.	45 mph

Table 3 - VA-3 Posted Speed Limits

The distance/time required to travel this route segment is 4.14 miles/6 minutes.

US-301 (James Madison Pkwy.): This section of US-301 is 8.38 miles long and is a 4-lane divided roadway with lane widths of ~11', a grass median, and paved 5' shoulders (See Photo 2 - US-301 NB). There are four traffic signals (Int. of VA-3, VA-205, VA-218, and VA-206) located along this segment of roadway. There is a dual indicated, advanced signal ahead sign with flashing beacons in the southbound direction approaching the signalized VA-3 intersection. Pavement markings consistent of standard skip lines, turn lanes, stop bars, pavement marking arrows, and edge lines. Raised pavement markers (RPM) are also located along the segment.



Photo 2 - US-301 NB

The vertical alignment is undulating in nature beginning at 186' at the southern terminus and ending at an elevation of 29' at the northern terminus and varying between a high of 192' and a low of 17' at the Upper Machodoc Creek crossing (MP 137.68) (See Figure 6 - US-301 Profile). The pavement is in good condition.

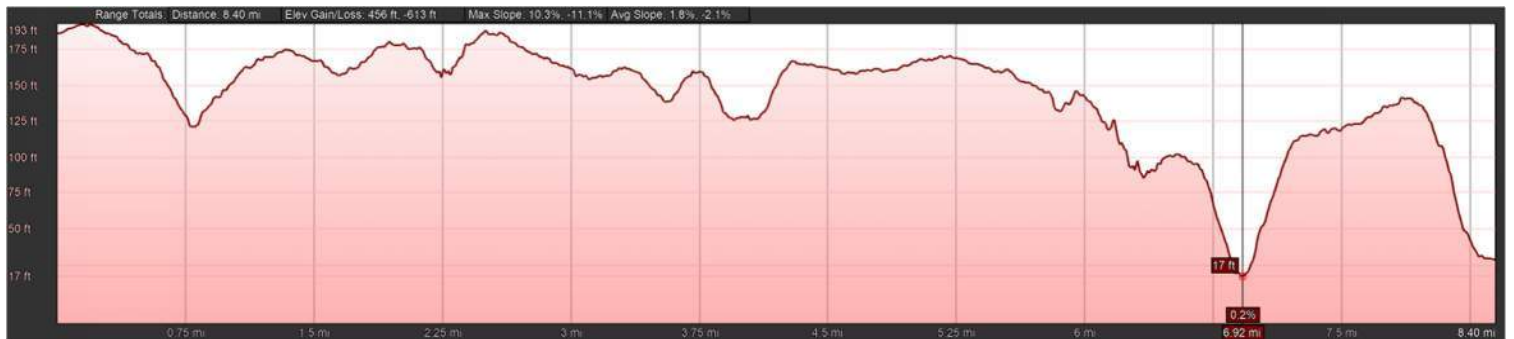


Figure 6 - US-301 Profile

The 2020 AADT is 11,200 vehicles per day with 8% total truck traffic (2-axle 1%, 3-axle 1%, 1 Trail 6%). The posted speed limit varies and is posted as follows:

From	To	Speed
VA-3	0.16 mi. N. of VA-3 Int	45 mph
0.16 mi. N. of VA-3 Int.	0.25 mi. S. of VA-205	55 mph
0.25 mi. S. of VA-205	0.25 mi. N. of VA-205	45 mph
0.25 mi N. or VA-205	0.72 mi. S. of VA-206	60 mph
0.72 mi. S. of VA-206	0.33 mi. N. of VA-206 Int.	45 mph

Table 4 - US-301 Posted Speed Limits

The distance/time required to travel this route segment is 8.38 miles/10 minutes.

B. Roadside Environment:

Proposed Restriction – VA-206 (Dahlgren Rd.): The proposed restricted route is located within a mix of large lot residential/agricultural properties, access to subdivisions (over 30 residences), clusters of small lot residential properties fronting VA-206, wooded areas, and minor agricultural related developments (See Photo 3 - VA-206 NB).



Photo 3 - VA-206 NB

The King George Middle School is located near the intersection with VA-3 and within an existing 25mph School Zone (See Photo 4 - VA-206 SB). Access to the middle school is on this route. There are no crosswalks or pedestrian accommodations along the frontage of the school. There are a few right turn flares and only four intersections with left turn lanes (VA-3 [Kings Hwy], SR-1238 [Carriage Ln] / SR-1240 [Ernest Ellis Ln] VA-218 [Windsor Dr] / SR-624 [Owens Dr] & VA-206 [James Madison Pkwy]). The potential for conflicts between large vehicles and pedestrians or large vehicles and car traffic is moderate based on the clusters of private residences located along the entire roadway, the public school, commercial land uses, and lack of turn lanes at intersections.



Photo 4 - VA-206 SB

Alternate Routes for Proposed Restriction – VA-3 & US-301

VA-3 (Kings Hwy.): The majority of VA-3 is zoned commercial (C-1 & C-2) and light industrial (I-1) with a few agricultural (A-2) and single family (R-1) parcels interspersed. The potential for adverse conflicts between large vehicles and pedestrians or large vehicles and car traffic is low due to the wide median separating directional travel and a second lane (4-lane sections only) in each direction (See Photo 5 - VA-3 EB) allowing vehicles of varying speeds to negotiate around each other. However, access to the King George High School / Rappahannock Community College is located at the signalized intersection of Foxes Way. There is a pedestrian signal with ADA ramps and a crosswalk on the west leg of this intersection, but no other pedestrian accommodations. There is an existing 35mph School Zone.



Photo 5 - VA-3 EB

Within the concentrated commercial area, particularly in the 2-lane section of VA-3 (See Photo 6 - VA-3 WB) where no median or TWLTL exists, conflict between large trucks and pedestrians or cars should be expected. Nevertheless, the current truck traffic is 5% along this segment of roadway and will not significantly increase with the addition of rerouted trucks from VA-206.



Photo 6 - VA-3 WB

US-301 (James Madison Pkwy.): US-301 is in a rural area with light residential and commercial properties located along the proposed route. The zoning along this route is primarily agricultural (A-2), with some light industrial (I-1), commercial/retail (C-1 & C-2), multifamily residential (R-3) parcels interspersed. The potential for adverse conflicts between large vehicles and pedestrians or large vehicles and car traffic is low due to the limited number of private residences and commercial properties. The conflicts are further reduced due to the wide median separating directional travel and a second lane in each direction allowing vehicles of varying speeds to negotiate around each other (See Photo 7- US-301NB).



Photo 7- US-301NB

C. Reported Crash Experience

The following Crash records are obtained through RNS and are for the period from: July 31, 2019 to July 31, 2022.

Length of period: 3 Years

Note: Crashes where no injuries were sustained, and property damage was below \$1,000 may not be recorded. Also crash data in HTRIS typically does not include occurrences in the last 4 to 6 months due to the time required to process and code.

Description	Route	Route Class	From	To	# Crashes		Current Crash Rate	Crash Rate	
					All Vehicles	Trucks		2020 Statewide Average	2020 District Average*
Proposed Restriction	VA-206	Primary	VA-3	US-301	122	3	135.54	106.41	120.97
Alternate Routes for Proposed Restriction	VA-3	Primary	VA-206	US-301	65	5	95.52	106.41	120.97
	US-301	Primary	VA-3	VA-206	88	3	79.86	106.41	120.97

* For comparison purposes the District crash rate may be used for Primary Routes

Table 5 - 3-Yr Crash History

Discussion of crash experience and relevant information:

In the three-year period there were 11 truck related crashes reported in the study areas. A brief description of the crashes for each route follows:

VA-206 (Proposed Truck Restriction)

1. Truck struck a passenger vehicle that disregarded a stop sign on VA-218 (Windsor Rd).
2. Truck rear ended a passenger car that was stopped for a vehicle turning into a private driveway.
3. Truck ran off the road, struck a pipe culvert and a parked car in a parking lot.

VA-3 (Alternate Truck Route)

1. Truck was struck by a passenger vehicle making an illegal U-turn.
2. Truck merging into lane sideswiped a passenger vehicle.
3. Truck was struck by a merging passenger vehicle.
4. Truck turning into a logging road was struck in rear by passenger vehicle.
5. Truck involved in a multi-vehicle chain reaction rear end crash at VA-206 signalized intersection.

US-301 (Alternate Truck Route)

1. Truck disregarded traffic signal and struck passenger vehicle entering the intersection from VA-205.
2. Truck changed lanes and struck passenger vehicle.
3. Truck involved in multi-vehicle chain reaction rear end crash.

It is anticipated that there will be a reduction in truck related crashes occurring on VA-206 because of the through truck restriction. The number and types of crashes occurring on VA-3 and US-301 are consistent with the type of roadway and volume of vehicles.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 4, 2023

MOTION

Made By: _____ Seconded By:

Action:

Title: Bridge Naming: "Samuel Johnson, Jr. Memorial Bridge"

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Lee County Board of Supervisors has requested, by resolution dated September 19, 2023, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life, service and ultimate sacrifice of PFC Samuel Johnson, Jr., United States Army, name the bridge on State Route 352, St. Charles Road, over Straight Creek, Lee County as the "Samuel Johnson, Jr. Memorial Bridge"; and

WHEREAS, Lee County, by resolution dated September 19, 2023, letter dated October 31, 2023, and email dated November 2, 2023, has agreed to be responsible for payment of all sign costs billed by the Virginia Department of Transportation calling attention to this naming, which will include the costs to produce, place, and maintain the signs; and

WHEREAS, § 33.2-213 provides that VDOT shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the transportation facility so named.

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on State Route 352, St. Charles Road, over Straight Creek, Lee County, as the "Samuel Johnson, Jr. Memorial Bridge".

Resolution of the Board
Bridge Naming: "Samuel Johnson, Jr. Memorial Bridge"
December 4, 2023
Page 2 of 2

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming, and secure payment from Lee County for these costs as required by law.

####

CTB Decision Brief

Bridge Naming: “Samuel Johnson, Jr. Memorial Bridge”

Issue: Commemorative naming, at the request of Lee County, of the bridge on State Route 352, St. Charles Road, over Straight Creek, Lee County as the “Samuel Johnson, Jr. Memorial Bridge”.

Facts: The Lee County Board of Supervisors enacted a resolution on September 19, 2023 to honor PFC Samuel Johnson, Jr.’s life, brave service and ultimate sacrifice to his country and community.

According to that resolution, Samuel Johnson, Jr. was born on September 6, 1948 near St. Charles in Lee County, Virginia. He enlisted in the United States Army on May 9, 1968 and began his tour in Vietnam on October 3, 1968.

PFC Samuel Johnson, Jr. was killed on October 26, 1968 in Tay Ninh Province, South Vietnam. He is memorialized on the Vietnam Veterans Memorial on Panel 40W, Line 37, and was laid to rest at Lee Memorial Park near Pennington Gap, Virginia.

Action Required by CTB: The *Code of Virginia* requires a majority of the CTB members to approve a resolution naming a highway or bridge, as appropriate. A resolution will be provided for the Board’s consideration.

Result if Approved: The bridge on State Route 352, St. Charles Road, over Straight Creek, Lee County, will be known as the “Samuel Johnson, Jr. Memorial Bridge”. In accordance with law, and by resolution dated September 19, 2023, letter dated October 31, 2023 and email dated November 2, 2023, Lee County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT has not received any public comments on this proposal.

**RESOLUTION
23-012**

WHEREAS, Samuel Johnson, Jr. was born September 6, 1948 near St. Charles in Lee County, Virginia; and

WHEREAS, Samuel Johnson, Jr. enlisted in the United States Army on May 9, 1968 and began his tour in Vietnam on October 3, 1968; and

WHEREAS, PFC Johnson was killed on October 26, 1968 in Tay Ninh Province, South Vietnam; and

WHEREAS, PFC Samuel Johnson, Jr. is memorialized on the Vietnam Veterans Memorial on Panel 40W, Line 37 and was laid to rest at Lee Memorial Park near Pennington Gap, Virginia; and

WHEREAS, this Board wishes to commemorate the brave service and sacrifice of PFC Samuel Johnson, Jr. to country and countrymen;

NOW, THEREFORE, BE IT RESOLVED, the Lee County Board of Supervisors, in accordance with the requirements of Section 33.2-213 of the Code of Virginia, does hereby request the Commonwealth Transportation Board and the Virginia Department of Transportation formally designate and name the bridge over Straight Creek on Route 352 (St. Charles Rd) as the "Samuel Johnson, Jr. Memorial Bridge".

Adopted this the 19th day of September, 2023.



CLERK OF THE BOARD





Lee County Board of Supervisors

LEE COUNTY
P.O. Box 367
Jonesville, Virginia 24263-0367

COUNTY ADMINISTRATOR
Telephone 276-346-7714
Fax 276-346-7712
www.leecova.org

October 31, 2023

Mr. Allan Sumpter, Resident Administrator
Wise Residency
Virginia Department of Transportation
703 Hurricane Road, N.E.
Wise, Virginia 24293-0060

Dear Mr. Sumpter:

Enclosed please find a copy of a resolution adopted by the Lee County Board of Supervisors on September 19, 2023 requesting the naming of the State Route 352 bridge over Straight Creek, just north of Route 628 in the former Town of St. Charles, as the Samuel Johnson, Jr. Memorial Bridge.

We also acknowledge that the Lee County Board of Supervisors will be responsible for payment of all sign costs billed by the Department of Transportation.

If you should have any questions or need further information, please contact me.

Sincerely,

D. Dane Poe
County Administrator

Enclosure

Proposed Bridge Naming

Samuel Johnson, Jr. Memorial Bridge

GPS: 36.480948, -83.032733

Route 352 - St. Charles Road

Structure No: 1043

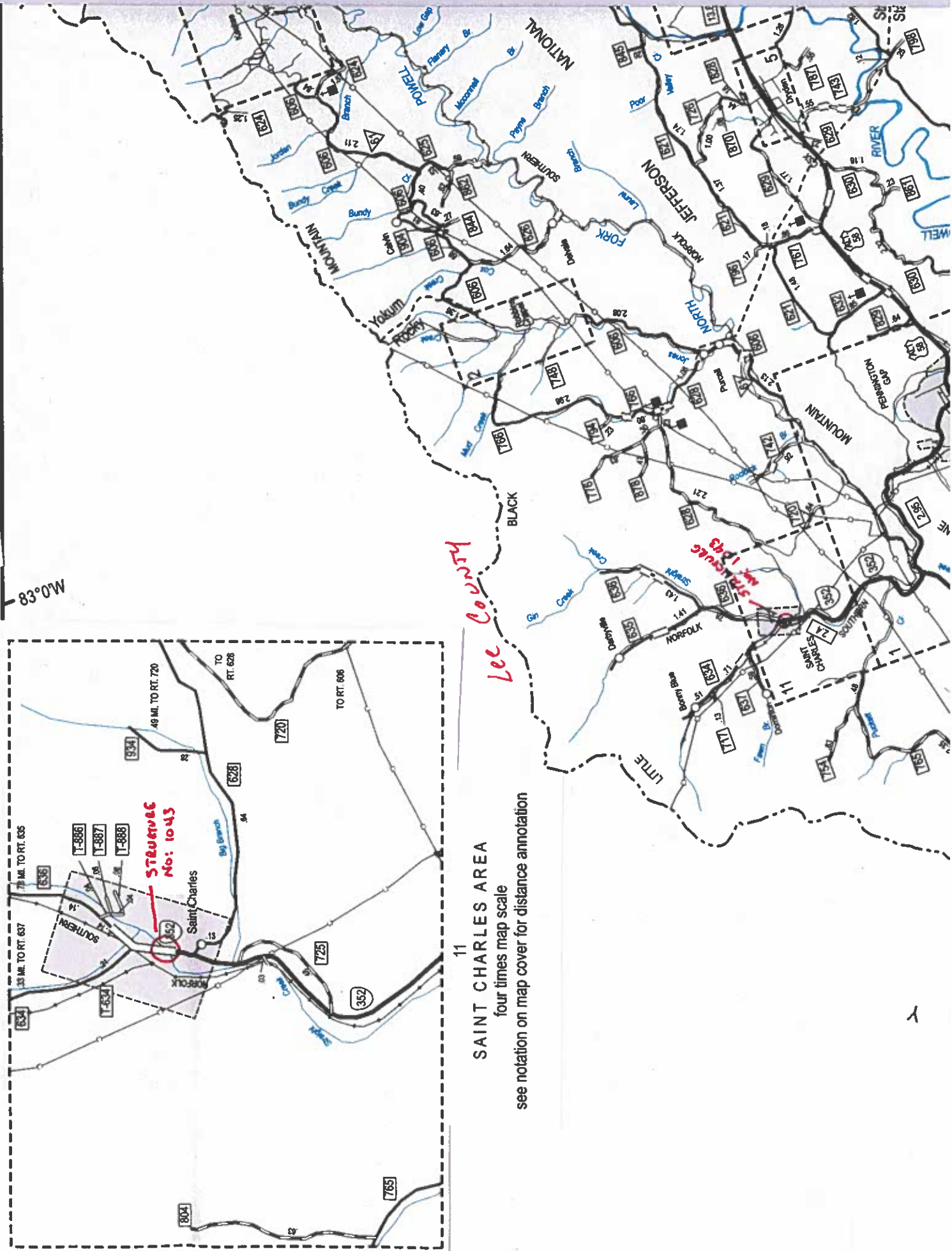
Over: Straight Creek

Legend



Proposed Bridge Naming





M.0°0'W

11
 SAINT CHARLES AREA
 four times map scale
 see notation on map cover for distance annotation

Structure
 No: 1043

Lee County

Structure
 No: 1043

From: [Cantrell, Glenn \(VDOT\)](#)
To: [Dunn, Brack \(VDOT\)](#)
Subject: Fw: Bridge Naming Samuel Johnson, Jr. Memorial Bridge
Date: Thursday, November 2, 2023 9:13:41 AM
Attachments: [Outlook-y4curjpu.png](#)

Good Morning Brack,

Attached is the confirmation email from Lee County for the above request bridge naming. If you need anything further, please let me know.

Thanks,
Glenn



Glenn M. Cantrell

Eng. Tech., Sr. - Permits - Wise Residency
(o): 276.321.6456 (c): 276.973.7503
glenn.cantrell@VDOT.Virginia.gov

From: Dane Poe <ddpoe@leecova.org>
Sent: Thursday, November 2, 2023 9:06 AM
To: Cantrell, Glenn (VDOT) <Glenn.Cantrell@vdot.virginia.gov>
Subject: Re: Bridge Naming

Glenn,
I debated changing it in the letter but that's what I had provided on a previous one.

This will confirm that the Lee County Board of Supervisors will pay for all costs of producing, placing, and maintaining signage for naming the Rte. 352 bridge over Straight Creek in the former town of St. Charles as the "Samuel Johnson, Jr. Memorial Bridge".

Dane Poe
County Administrator

Lee County



Proposed Bridge Naming
"Samuel Johnson, Jr.
Memorial Bridge"

Straight Creek



Virginia Department of Transportation
Maintenance Division

CTB MEETING: December 05, 2023

Lee County
Proposed Bridge Naming:
**"Samuel Johnson, Jr.
Memorial Bridge"**



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 4, 2023

MOTION

Made By: _____ Seconded By:

Action:

Title: Authorization of Proposed Amendments to Secondary Street Acceptance Requirements Pursuant to Chapter 425 of the 2022 Acts of Assembly

WHEREAS, Chapter 425 of the 2022 Acts of Assembly amended §33.2-334 to require that the regulatory provisions for the Secondary Street Acceptance Requirements (SSAR) include flexibility to limit the number of connections to adjacent property or highway networks as deemed appropriate; and

WHEREAS, Chapter 425 further directed the Virginia Department of Transportation (VDOT) to convene a stakeholder advisory group, no later than January 1, 2023, for the purpose of developing amendments to the SSAR and recommending these amendments to the Commonwealth Transportation Board; 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 VDOT will be accepted into the state secondary system for maintenance by VDOT; 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

WHEREAS, VDOT convened a diverse stakeholder advisory group, as required by Chapter 425, and the stakeholder advisory group's draft amendments to the connectivity provisions of the SSAR were approved at the Commonwealth Transportation Board's June 21, 2023, action meeting; and

WHEREAS, pursuant to the resolution titled *Authorization of Amendments to Secondary Street Acceptance Requirements Pursuant to Chapter 425 of the 2022 Acts of Assembly* approved at the Board's June 21, 2023, action meeting, VDOT filed the approved draft amendments and the Notice of Intended Regulatory Action (NOIRA) Agency Background Document on the Virginia Regulatory Town Hall to initiate the process of amending the SSAR, with no comments received during the 30-day public comment period held in conjunction with publication of the NOIRA in the *Virginia Register of Regulations*.

WHEREAS, pursuant to the Administrative Process Act (section 2.2-4000 *et seq* of the *Code of Virginia*), the proposed amendments to the regulation, which contain no substantive changes since the NOIRA phase, must now be posted on the Virginia Regulatory Town Hall pursuant to the proposed stage of the regulatory process and published in the *Virginia Register of Regulations* for a public comment period of 60 days, before the amended regulation may be finalized and become effective.

NOW, THEREFORE, BE IT RESOLVED that the Commonwealth Transportation Board hereby approves the proposed amendments to the Secondary Street Acceptance Requirements (24 VAC 30-92), attached hereto (see Attachment A).

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board directs the Commissioner of Highways or his designees to take all necessary actions to promulgate the amended regulation, filing the necessary forms, including the Proposed Regulation Agency Background Document (see Attachment B), as may be required by the Virginia Administrative Process Act.

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board authorizes and directs the Commissioner of Highways or his designees to complete the regulatory process for these regulations, and to bring the Final amendments/regulation to the Board for approval only if public comments are received or substantive changes are suggested to the proposed amendments attached hereto.

#####

CTB Decision Brief

Authorization of Proposed Amendments to Secondary Street Acceptance Requirements Pursuant to Chapter 425 of the 2022 Acts of Assembly

Issue: Chapter 425 of the 2022 Acts of Assembly directed the Commonwealth Transportation Board (CTB) to amend the connectivity elements of 24 VAC 30-92, the Secondary Street Acceptance Requirements (SSAR), to include additional flexibility to limit the number of connections to adjacent property or highway networks as deemed appropriate. Chapter 425 also required the Virginia Department of Transportation (VDOT) to convene a stakeholder advisory group for the purpose of developing and providing recommended amendments to the CTB with regard to the connectivity provisions of the SSAR.

In June 2023, the CTB authorized VDOT to file a Notice of Intended Regulatory Action (NOIRA) regarding suggested amendments to the SSAR pursuant to Chapter 425. The NOIRA was filed and the NOIRA stage for the SSAR amendments has been completed, with no public comments submitted. VDOT is now seeking approval from the CTB to move forward with the Proposed and Final stages of the regulatory process for amendment of the SSAR.

Facts: Chapter 382 of the 2007 Acts of Assembly created § 33.1-70.3 (now § 33.2-334) of the *Code of Virginia*, which required the CTB to develop the SSAR to set out the conditions and standards that must be met before streets constructed by developers, localities, and entities other than VDOT will be accepted into the state secondary system for maintenance by VDOT.

Section 33.2-334 requires that the SSAR regulations “include (i) requirements to ensure the connectivity of highway and pedestrian networks with the existing and future transportation network, provided that such provisions shall include flexibility to limit the number of connections to adjacent property or highway networks as deemed appropriate; (ii) provisions to minimize stormwater runoff and impervious surface area; and (iii) provisions for performance bonding of new secondary highways and associated cost recovery fees.”

VDOT established the stakeholder advisory group as required by Chapter 425 of the 2022 Acts of Assembly, and this group met five times between September 2022 and February 2023. The group developed suggested amendments to the connectivity provisions of the SSAR, which were approved by the CTB at its June 21, 2023 action meeting pursuant to the resolution titled *Authorization of Amendments to Secondary Street Acceptance Requirements Pursuant to Chapter 425 of the 2022 Acts of Assembly*.

The CTB directed VDOT to file the NOIRA stage of the regulatory process on the Virginia Regulatory Town Hall to initiate the process of amending the SSAR. VDOT filed the NOIRA on Town Hall in July and it was published in the *Virginia Register of Regulations* in August, with no comments received during the 30-day public comment period held in conjunction with publication in the *Register*.

VDOT is now seeking approval from the CTB to move forward with the proposed amendments to the SSAR (set forth in Attachment A) to include completion of the Proposed stage of the regulatory process, which will entail submission to Town Hall and/or publication in the *Virginia Register of Regulations*, the proposed regulatory amendments and necessary forms, including the

Decision Brief

Authorization of Proposed Amendments to Secondary Street Acceptance Requirements Pursuant to Chapter 425 of the 2022 Acts of Assembly

December 4, 2023

Page 2 of 2

Proposed Regulation Agency Background Document (see Attachment B) and a 60-day public comment period. VDOT also seeks authorization from the CTB to complete the Final stage of the regulatory process, (which will entail a final 30-day comment period), in order to finalize the amendments to the SSAR, provided no public comments are received or substantive amendments to the regulations are proposed between the Proposed and Final Stages.

Recommendations: It is recommended that the SSAR be revised in accordance with the proposed amendments reflected in Attachment A.

Action Required by CTB: The CTB will be presented with a resolution and the corresponding proposed regulatory amendments for a formal vote.

Result, if Approved: VDOT will advance the connectivity changes through the regulatory process by filing the Proposed stage. VDOT will also file the Final stage upon conclusion of the Proposed stage if no public comments are received or substantive changes are made to the proposed amendments.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: Significant stakeholder participation was enabled through the stakeholder advisory group, which was comprised of representatives from the development industry, local governments, environmental advocacy groups, and VDOT. No comments were received during the 30-day public comment period held in conjunction with publication of the NOIRA in the *Virginia Register of Regulations*. Additional public comment periods will be held for 60 days during the Proposed stage and 30 days during the Final stage of the regulatory process.

Project 7622 - NOIRA**Department of Transportation****Amendment due to Ch. 425 of the 2022 Acts of Assembly**

Chapter 92

Secondary Street Acceptance Requirements

24VAC30-92-10. Definitions.

The following words and terms when used in these regulations shall have the following meanings unless the context clearly indicates otherwise:

"Abandonment" in all its forms means the legislative action reserved for and granted to the local governing body to extinguish the public's right to a roadway under the jurisdiction of the Virginia Department of Transportation pursuant to §§ 33.2-909 and 33.2-912 of the Code of Virginia.

"Accessible route" means a public or private continuous unobstructed, stable, firm and slip-resistant path connecting all accessible elements of a facility (which may include parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps and lifts) that can be approached, entered and used by persons with disabilities. An accessible route shall, to the maximum extent feasible, coincide with the route for the general public.

"ADT" means average daily traffic count (see "projected traffic").

"Applicable former requirements" means the 2005 Subdivision Street Requirements for developments submitted prior to July 1, 2009, and the 2009 edition of the Secondary Street Acceptance Requirements for developments submitted between July 1, 2009, and January 31, 2012, inclusive.

"Best management practice" or "BMP" means schedules of activities; prohibitions of practices, including both structural and nonstructural practices; maintenance procedures; and other management practices to prevent or reduce the pollution of surface waters and groundwater systems from the impacts of land-disturbing activities.

"Clear zone" means the total border area of a roadway including, if any, parking lanes or planting strips that is sufficiently wide for an errant vehicle to avoid a serious accident. (See the Road Design Manual, 2011 (VDOT) and its Appendix B (1) (the Subdivision Street Design Guide) for details.)

"Commissioner" means the chief executive officer of the Virginia Department of Transportation or his designee.

"Conceptual sketch" means a drawing of the proposed development showing the location of existing and proposed land uses, any existing and proposed transportation facilities, and any additional information required so that the reviewer can determine the appropriate functional classification of the proposed street or streets and verify if the connectivity standards have been met.

"Cul-de-sac" means a street with only one outlet and having an appropriate turnaround for a safe and convenient reverse traffic movement.

"Dam" means an embankment or structure intended or used to impound, retain, or store water, either as a permanent pond or as a temporary storage facility.

"Department" or "VDOT" means the Virginia Department of Transportation.

"Design speed" means a speed selected for purposes of design and correlation of those features of a street such as curvature, super elevation, and sight distance, upon which the safe operation of vehicles is dependent.

"Developer" means an individual, corporation, local government, or registered partnership engaged in the subdivision, improvement, or renovation of land.

"Discontinuance," in all its forms, means the legislative act of the Commonwealth Transportation Board, pursuant to § 33.2-908 of the Code of Virginia, that determines that a road no longer serves public convenience warranting its maintenance with funds at the disposal of the department.

"District administrator" means the department employee assigned the overall supervision of the departmental operations in one of the Commonwealth's construction districts.

"District administrator's designee" means the department employee or employees designated by the district administrator to oversee the implementation of this regulation.

"Drainage Manual" means the department's Drainage Manual, 2002.

"Dwelling unit" means a structure or part of a structure containing sleeping, kitchen, and bathroom facilities that is suitable for occupancy as a home or residence by one or more persons.

"Easement" means a grant of a right to use property of an owner for specific or limited purpose.

"FAR" means floor area ratio, which is the ratio of the total floor area of a building or buildings on a

parcel to the land area of the parcel where the building or buildings are located.

"Functional classification" means the assigned classification of a roadway based on the roadway's intended purpose of providing priority to through traffic movement and access to adjoining property as determined by the department, based on the federal system of classifying groups of roadways according to the character of service they are intended to provide.

"Governing body" means the board of supervisors of the county, but may also mean the local governing body of a town or city, if appropriate, in the application of these requirements.

"Level of service" means a qualitative measure describing operational conditions within a vehicular traffic stream, and their perception by motorists and passengers. For the purposes of these requirements, the applicable provisions of the Highway Capacity Manual, 2010 (TRB) shall serve as the basis for determining "levels of service."

"Locally controlled grade separation structure" means a grade separation structure that does not qualify for maintenance by the department but was established within the right-of-way of a street intended for state maintenance.

"Local official" means the representative of the governing body appointed to serve as its agent in matters relating to subdivisions and land development.

"Multiuse trail" means a facility designed and constructed for the purpose of providing bicycle and pedestrian transportation, located within a dedicated public way and is anticipated to be maintained by an entity other than the department.

"Municipal separate storm sewer system" or "MS4" means all separate storm sewers that are designated under 9VAC25-870-380 as municipal separate storm sewer systems.

"Municipal Separate Storm Sewer System Management Program" or "MS4 Program" means a management program covering the duration of a permit for a municipal separate storm sewer system that includes a comprehensive planning process that involves public participation and intergovernmental coordination, to reduce the discharge of pollutants to the maximum extent practicable, to protect water quality, and to satisfy the appropriate water quality requirements of the Clean Water Act and corresponding regulations and the Virginia Stormwater Management Act and attendant regulations, using management practices, control techniques, and system, design and engineering methods, and such other provisions that are appropriate.

"Network addition" means a group of interconnected street segments and intersections shown in a plan of development that are connected to the state highway system.

"Parking bay" means an off-street area for parking two or more vehicles that provides access to a public street.

"Parking lane" means an area, generally seven or eight feet in width, adjacent to and parallel with the travel lane of a roadway that is used for parking vehicles.

"Pavement Design Guide" means the Pavement Design Guide for Subdivision and Secondary Roads in Virginia, 2009 (VDOT).

"Permit Regulations" means the department's Land Use Permit Regulations (24VAC30-151).

"Phased development (streets)" means the method outlined in 24VAC30-92-80 (phased development of streets) whereby the acceptance of certain streets into the secondary system of state highways may be considered before being completely developed in accordance with all applicable requirements (e.g., two lanes of a four-lane facility are considered for acceptance in advance of lanes three and four being finished).

"Plan of development" means any site plat, subdivision plan, preliminary subdivision plat, conceptual subdivision sketch, or other engineered or surveyed drawings depicting proposed development of land and street layout, including plans included with rezoning proposals.

"Plans" means the standard drawings, including profile and roadway typical section, that show the location, character, dimensions, and details for the proposed construction of the street.

"Planting strip" means a section of land between the curb face and the pedestrian accommodation or shared use path.

"Plat" means the schematic representation of the land divided or to be divided.

"Projected traffic" means the number of vehicles, normally expressed in average daily traffic (ADT), forecast to travel over the segment of the street involved.

"Public street" means a street dedicated to public use and available to the public's unrestricted use without regard to the jurisdictional authority responsible for its operation and maintenance.

"Requirements" means the design, construction, public benefit, and related administrative considerations herein prescribed for the acceptance of a street for maintenance by the department as part

of the secondary system of state highways.

"Right-of-way" means the land, property, or interest therein, usually in a strip, acquired for or devoted to a public street designated to become part of the secondary system of state highways.

"Roadway" means the portion of the road or street within the limits of construction and all structures, ditches, channels, etc., necessary for the correct drainage thereof.

"Secondary system of state highways" means those public roads, streets, bridges, etc., established by a local governing body pursuant to § 33.2-705 of the Code of Virginia and subsequently accepted by the department for supervision and maintenance under the provisions of Article 3 (§ 33.2-324 et seq.) of Chapter 3 and Article 2 (§ 33.2-908 et seq.) of Chapter 9 of Title 33.2 of the Code of Virginia.

"Shared use path" means a facility that is designed and constructed according to the Road Design Manual, 2011 (VDOT), for the purpose of providing bicycle and pedestrian transportation.

"Specifications" means the department's Road and Bridge Specifications, 2007, revised 2011, including related supplemental specifications and special provisions.

"Standards" means the applicable drawings and related criteria contained in the department's Road and Bridge Standards, 2008, revised 2011.

"Storm sewer system" means a conveyance or system of conveyances and its appurtenances, including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, manmade channels, or storm drains.

"Street" means any roadway that is created as part of a plan of development, other subdivision of land, or is constructed by or at the direction of the local governing body and is a public way for purposes of vehicular traffic, including the entire area within the right-of-way.

"Stub out" means a transportation facility (i) whose right-of-way terminates at a parcel abutting the development, (ii) that consists of a short segment that is intended to serve current and future development by providing continuity and connectivity of the public street network, (iii) that based on the spacing between the stub out and other streets or stub outs, and the current terrain there is a reasonable expectation that connection with a future street is possible, and (iv) that is constructed to the property line.

"Subdivision" means the division of a lot, tract, or parcel into two or more lots, plats, sites, or other divisions of land for the purpose, whether immediate or future, of sale or of building development. Any

resubdivision of a previously subdivided tract or parcel of land shall also be interpreted as a "subdivision." The division of a lot or parcel permitted by § 15.2-2244 of the Code of Virginia will not be considered a "subdivision" under this definition, provided no new road or street is thereby established. However, any further division of such parcels shall be considered a "subdivision."

"Subdivision Street Design Guide" means Appendix B (1) of the Road Design Manual, 2011 (VDOT).

"Swale" means a broad depression within which stormwater may drain during inclement weather, but that does not have a defined bed or banks.

"Total maximum daily load" or "TMDL" is a water quality term that means the sum of the individual wasteload allocations for point sources, load allocations (LAs) for nonpoint sources, natural background loading and a margin of safety. TMDLs can be expressed in terms of either mass per time, toxicity, or other appropriate measure. The TMDL process provides for point versus nonpoint source trade-offs.

"Traveled way" means the portion of the secondary street designated for the movement of vehicles, exclusive of shoulders, parking areas, turn lanes, etc.

"Tree well" means an opening on a sidewalk, generally abutting the curb, where a tree may be planted.

"Underground Utility Trunk Easement" means an easement for the accommodation of a utility which has an existing underground utility trunk or transmission line (cable, pipeline, or similar facility); such lines are not used for distribution of the utility's services to individual customers, but rather for long distance carrying or transmission purposes.

"VPD" means vehicles per day.

"VPH" means vehicles per hour.

"Wasteload allocation" or "wasteload" or "WLA" means the portion of a receiving surface water's loading or assimilative capacity allocated to one of its existing or future point sources of pollution. WLAs are a type of water quality-based effluent limitation.

"Watercourse" means a defined channel with bed and banks within which water flows, either continuously or periodically.

24VAC30-92-60. Public benefit requirements.

A. Public benefit. A street or network addition may only be accepted by the department for maintenance as part of the secondary system of state highways if it provides sufficient public benefit to justify perpetual

public maintenance as defined by this chapter. A street shall be considered to provide sufficient public benefit if it meets or exceeds the public service, pedestrian accommodation, and connectivity requirements of this chapter.

B. Public service requirements. In the event the governing body requests the addition of a street or network addition before it meets these public service provisions, the district administrator will review each request on an individual case basis and determine if the acceptance of a street prior to normal service requirements is justified, provided the street or network addition meets all other applicable requirements including the connectivity requirements of this chapter. At the request of the local governing body, subject to approval by the district administrator, the public service requirements may be reduced for individual streets serving state or local economic development projects.

1. Individual streets. For the purpose of these requirements, public service may include, but is not necessarily limited to, streets meeting one or more of the following situations:

- a. Serves three or more occupied units with a unit being a single-family residence, owner-occupied apartment, owner-occupied residence in a qualifying manufactured home park, a stand-alone business, or single business entity occupying an individual building, or other similar facility. Also, streets serving manufactured home parks may only be considered when the land occupied by the manufactured home is in fee simple ownership by the residents of such manufactured home.
- b. Constitutes a connecting segment between other streets that qualify from the point of public service.
- c. Such street is a stub out.
- d. Serves as access to schools, churches, public sanitary landfills, transfer stations, public recreational facilities, or similar facilities open to public use.
- e. Serves at least 100 vehicles per day generated by an office building, industrial site, or other similar nonresidential land use in advance of the occupancy of three or more such units of varied proprietorship. Any addition under this provision shall be limited to the segment of a street that serves this minimum projected traffic and has been developed in compliance with these requirements.
- f. Constitutes a part of the network of streets envisioned in the transportation plan or element of

a locality's comprehensive plan that, at the time of acceptance, serves an active traffic volume of at least 100 vehicles per day.

2. Multifamily, townhouse, and retail shopping complexes. A through street that serves a multifamily building may be considered for maintenance as part of the secondary system of state highways if it is deemed by the department to provide a public service and provided it is well defined and the district administrator's designee determines that it is not a travel way through a parking lot.

Entrance streets and the internal traffic circulation systems of retail shopping complexes qualify only if more than three property owners are served and the district administrator's designee determines that it is not a travel way through a parking lot.

3. Network additions. A network addition shall be considered to provide service if each street within the addition meets at least one of the criteria in subdivision 1 of this subsection.

4. Special exceptions. There may be other sets of circumstances that could constitute public service. Consequently, any request for clarification regarding unclear situations should be made in writing to the district administrator's designee.

C. Connectivity requirements. All streets in a development as shown in a plan of development shall be considered for acceptance into the secondary system of state highways as one or multiple network additions. However, streets with a functional classification of collector and above may be eligible for acceptance as individual streets.

For the purposes of this subsection, connection shall mean a street connection to an adjacent property or a stub out that will allow for future street connection to an adjacent property.

The connectivity requirements of this chapter shall not apply to the following: a frontage road or reverse frontage road as defined in the Access Management Regulations (24VAC-30-73), streets petitioned for acceptance into the secondary system of state highways through the Rural Addition Program pursuant to §§ 33.2-335 and 33.2-336 of the Code of Virginia, or streets petitioned for acceptance into the secondary system of state highways through the Commonwealth Transportation Board's Rural Addition Policy provided such streets were constructed prior to January 1, 2012.

1. Stub out connection standard. If a stub out or stub outs maintained by the department adjoin the property of a development with a network addition or individual street proposed for acceptance into the secondary system of state highways, such network addition or individual street must connect to

such stub out or stub outs to be eligible for acceptance into the secondary system of state highways. The district administrator may waive this requirement if the existing stub out is of such design as to make such a connection unsafe.

2. Multiple connections in multiple directions standard. The streets within a network addition may be accepted into the secondary system of state highways if the network addition provides at least two external connections, one of which must be to a publicly maintained highway and the other providing a connection to a different highway or a stub out to an adjoining property. Local street stub outs generally should not exceed 500 feet in length. If a stub out is constructed, the applicant shall post a sign in accordance with the department's standards that indicates that such stub out is a site for a future roadway connection. Nothing in this chapter shall be construed as to prohibit a stub out from providing service to lots within a development. The district administrator's designee shall waive or modify the second required connection of this standard if one or more of the following situations renders the provision of such connection impracticable:

- a. The adjoining property is completely built out, its state is such that redevelopment within 20 years is unlikely, and there is no stub out (either constructed or platted) to the property served by the network addition;
- b. The adjoining property is zoned for a use whose traffic is incompatible with the development being served by the network addition, providing, however, that in no case shall retail, residential, or office uses be considered incompatible with other retail, residential, or office uses; or
- c. There is no reasonable connection possible to adjoining property or adjacent highways due to a factor outside the control of the developer of the network addition, including but not limited to such as the presence of conservation easements not put in place by the developer of the network addition, underground utility trunk easement not put in place by the developer of the network addition, water features such as rivers or lakes, jurisdictional wetlands, grades in excess of 15% whose total elevation change is greater than five feet, limited access highways, railroads, or government property to which access is restricted.
- d. The network addition was constructed in accordance with an overall plan of development approved by the department and the locality as meeting all the requirements of this chapter, and the additional phase of the development allowing the network addition to meet connectivity is

under construction.

3. Additional connections standard. Network additions providing direct access to (i) more than 200 dwelling units or (ii) lots whose trip generation is expected to be over 2,000 VPD may be accepted into the secondary system of state highways if the network addition provides an additional external connection beyond that required under subdivision 2 of this subsection for each additional 200 dwelling units or 2,000 VPD or portion of each over and above the initial 200 dwelling units or 2,000 VPD. For the purposes of this requirement, each external connection of collector facilities that are elements of the county's transportation plan and to which there is no direct lot access provided counts as two external connections.

a. The district administrator's designee shall waive or modify this additional connections standard if one or more of the following situations renders the provision of such connection impracticable:

aj. The adjoining property is completely built out, its state is such that redevelopment within 20 years is unlikely, and there is no stub out (either constructed or platted) to the property served by the network addition;

bj. The adjoining property is zoned for a use whose traffic is incompatible with the development being served by the network addition, providing, however, that in no case shall retail, residential, or office uses be considered incompatible with retail, residential, or office uses;

cj. In developments with a median density of more than eight lots per acre or with a FAR of 0.4 or higher, where the number of connections provided would be contrary to the public interest; or

dj. There is no reasonable connection possible to adjoining property or adjacent highways due to a factor outside the control of the developer of the network addition, including but not limited to such as the presence of conservation easements not put in place by the developer of the network addition, underground utility trunk easement not put in place by the developer of the network addition, water features such as rivers or lakes, jurisdictional wetlands, grades in excess of 15% whose total elevation change is greater than five feet, limited access highways, railroads, or government property to which access is restricted.

v. The network addition was constructed in accordance with an overall plan of development approved by the department and the locality as meeting all the requirements of this chapter, and the additional phase of the development allowing the network addition to meet connectivity is

under construction.

b. The district administrator's designee may also waive or modify this additional connections standard if, in the written opinion of the applicant and locality's Chief Executive or designee, the provision of such connection is impracticable or unwarranted due to (i) topographic constraints; (ii) incompatibility with existing adjoining development; (iii) the adjoining property is completely built out as envisioned in the locality's comprehensive plan with no expectation of redevelopment in the next 20 years and there is no stub out (either constructed or platted) to the property served by the network addition; (iv) the connection would impact the developer's ability to comply with any local ordinances related to the preservation of open space or trees during the land development process, after a good faith effort to comply with connectivity requirements and local ordinances; (v) the connection would require work outside the right of way (existing or proposed) or easements on an adjoining property outside of the control of the developer; or (vi) other factors as determined by the applicant and locality's Chief Executive or designee. The district administrator's designee shall respond to requests for such connectivity exceptions within 30 calendar days of receipt of a completed VDOT request form.

4. Individual street standard. Streets that are not part of a network addition shall be accepted into the secondary system of state highways upon petition by the local governing body as long as they meet the requirements of the applicable design standard and one terminus of the street is an intersection with a roadway that is part of the existing publicly maintained highway network and the other terminus is either an intersection with a roadway that is part of the existing publicly maintained highway network or a stub out to an adjoining property. Streets considered for individual acceptance should be (i) streets that provide a connection between two existing publicly maintained streets or (ii) streets with a functional classification as collector or higher.

5. Connectivity exceptions.

Where the above standards for waiver or modification have been met, the connectivity requirements for a network addition shall be waived or modified by the district administrator's designee. The developer shall submit any request for connectivity waiver or modification to the district administrator's designee with a copy to the local official. The district administrator's designee shall respond to requests for connectivity exceptions within 30 calendar days of receipt of a request. For projects where a scoping meeting pursuant to the Traffic Impact Analysis

Regulations (24VAC30-155) will be held, requests for exceptions and supporting data should be presented and discussed.

6. In instances where there is potential for conflict between this chapter and the Access Management Regulations: Minor Arterials, Collectors, and Local Streets (24VAC30-73), the following shall apply:

a. For streets with a functional classification of collector where additional connections necessary to meet the connectivity requirements of this chapter cannot be accommodated within the applicable spacing standards and cannot otherwise be met through connections to lower order roadways or stub outs, such spacing standards shall be modified by the district administrator's designee to allow for such connection. Such connection or connections shall be required to meet intersection sight distance standards specified in the Road Design Manual, 2011 (VDOT).

b. For streets with a functional classification of minor arterial where additional connections necessary to meet the connectivity requirements of this chapter cannot be accommodated within the applicable spacing standards and cannot otherwise be met through connections to lower order roadways or stub outs, the district administrator's designee shall, in consultation with the developer and the local official, either modify the applicable spacing standards to allow for such connection or connections, or modify the connectivity requirements of this chapter to account for the inability to make such connection. Such connection shall be required to meet intersection sight distance as specified in the Road Design Manual, 2011 (VDOT).

c. For streets with a functional classification of principal arterial where additional connections necessary to meet the external connectivity requirements of this chapter cannot be accommodated within the applicable spacing standards and cannot otherwise be met through connections to lower order roadways or stub outs, the connectivity requirements shall be modified by the district administrator's designee to account for the inability to make such connection.

7. Failure to connect. If a local government approves a subdivision plat for a new development that does not connect to a stub out or stub outs in an adjacent development and such development's network addition or individual street would meet the applicable requirements of this chapter if it connected to a stub out or stub outs in the adjacent development, the network addition or individual street may or may not be accepted into the secondary system of state highways for maintenance

pursuant to the authority granted to the district administrators in accordance with 24VAC30-92-100.



townhall.virginia.gov

Proposed Regulation Agency Background Document

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24 VAC 30-92
VAC Chapter title(s)	Secondary Street Acceptance Requirements
Action title	Revision of the Secondary Street Acceptance Requirements (24 VAC 30-92) pursuant to Chapter 425 of the 2022 Acts of Assembly.
Date this document prepared	██████, 2023

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 19 (2022) (EO 19), any instructions or procedures issued by the Office of Regulatory Management (ORM) or the Department of Planning and Budget (DPB) pursuant to EO 19, the Regulations for Filing and Publishing Agency Regulations (1 VAC 7-10), and the *Form and Style Requirements for the Virginia Register of Regulations and Virginia Administrative Code*.

Brief Summary

Provide a brief summary (preferably no more than 2 or 3 paragraphs) of this regulatory change (i.e., new regulation, amendments to an existing regulation, or repeal of an existing regulation). Alert the reader to all substantive matters. If applicable, generally describe the existing regulation.

Chapter 425 of the 2022 Acts of Assembly directed the Virginia Department of Transportation (VDOT) to convene a stakeholder advisory group (SAG) for the purpose of developing and providing recommended amendments to the Secondary Street Acceptance Requirements (SSAR) of the Commonwealth Transportation Board (CTB). This mandate required that the regulatory provisions of the SSAR contain flexibility related to its connectivity elements. VDOT established the SAG, which was composed of representatives from the development industry, local governments, environmental advocacy organizations, and VDOT. The advisory group's recommendations were presented to the CTB, and the CTB directed VDOT to implement those changes.

Acronyms and Definitions

Define all acronyms used in this form, and any technical terms that are not also defined in the “Definitions” section of the regulation.

“CTB” means the Commonwealth Transportation Board.

“SAG” means the Stakeholder Advisory Group.

“SSAR” means the Secondary Street Acceptance Requirements.

“VDOT” means the Virginia Department of Transportation.

Mandate and Impetus

Identify the mandate for this regulatory change and any other impetus that specifically prompted its initiation (e.g., new or modified mandate, petition for rulemaking, periodic review, or board decision). For purposes of executive branch review, “mandate” has the same meaning as defined in the ORM procedures, “a directive from the General Assembly, the federal government, or a court that requires that a regulation be promulgated, amended, or repealed in whole or part.”

Chapter 425 of the 2022 Acts of Assembly required that the regulatory provisions of the SSAR contain flexibility related to its connectivity elements.

Legal Basis

Identify (1) the promulgating agency, and (2) the state and/or federal legal authority for the regulatory change, including the most relevant citations to the Code of Virginia and Acts of Assembly chapter number(s), if applicable. Your citation must include a specific provision, if any, authorizing the promulgating agency to regulate this specific subject or program, as well as a reference to the agency’s overall regulatory authority.

Chapter 382 of the 2007 Acts of Assembly added § 33.1-70.3 (now § 33.2-334) to the Code of Virginia. The legislation required the Commonwealth Transportation Board to develop Secondary Street Acceptance Requirements, promulgated by regulation, to determine the conditions and standards that must be met before streets constructed by developers, localities and entities other than VDOT will be accepted into the state secondary system for maintenance by VDOT.

Section 33.2-326 of the Code of Virginia vests in VDOT the control, supervision, management and jurisdiction over the secondary system of highways. Further, the CTB is authorized by §33.2-334 to set standards for the acceptance of streets into the secondary system of highways. Although § 33.2-705 grants authority to localities to establish highways, including subdivision streets on land being developed, if the locality wishes to have VDOT assume maintenance of those streets, the design and construction of those streets must meet the SSAR.

Chapter 425 of the 2022 Acts of Assembly directed VDOT to convene a stakeholder advisory group for the purpose of developing and providing recommended amendments to add flexibility to the connectivity provisions of the SSAR.

Purpose

Explain the need for the regulatory change, including a description of: (1) the rationale or justification, (2) the specific reasons the regulatory change is essential to protect the health, safety or welfare of citizens, and (3) the goals of the regulatory change and the problems it is intended to solve.

The SSAR promotes public health, safety, and welfare as well as accepting only qualified roads into the state's highway systems. The regulation is needed to reduce long-term traffic congestion and support more economic activity and better transportation systems. The SSAR includes provisions for the connectivity of highway and pedestrian networks with existing and future transportation networks if the streets are intended to be taken into the state secondary highway system. As required by Chapter 425 of the 2022 Acts of Assembly, the recommendations of the SAG regarding connectivity flexibility were presented to the CTB, and the CTB directed VDOT to implement those changes.

Substance

Briefly identify and explain the new substantive provisions, the substantive changes to existing sections, or both. A more detailed discussion is provided in the "Detail of Changes" section below.

1. Add definition to 24VAC30-92-10:
 - "Underground Utility Trunk Easement" means an easement for the accommodation of a utility which has an existing underground utility trunk or transmission line (cable, pipeline, or similar facility); such lines are not used for distribution of the utility's services to individual customers, but rather for long distance carrying or transmission purposes.
2. Change to 24VAC30-92-60 (C.2.c and C.3.a.iv) related to exceptions to Multiple Connections and Additional Connections requirements:
 - There is no reasonable connection possible to adjoining property or adjacent highways due to a factor outside the control of the developer of the network addition, ~~such as including but not limited to~~ the presence of conservation easements not put in place by the developer of the network addition, underground utility trunk easement not put in place by the developer of the network addition, water features such as rivers or lakes, jurisdictional wetlands, grades in excess of 15% whose total elevation change is greater than five feet, limited access highways, railroads, or government property to which access is restricted.
3. Change to 24VAC30-92-60 (C.2 and C.3) by adding new exception to Multiple Connections and Additional Connections requirements:
 - Add new subpart C.2.d and C.3.a.v: The network addition was constructed in accordance with an overall plan of development approved by the department and the locality as meeting all the requirements of this chapter, and the additional phase of the development allowing the network addition to meet connectivity is under construction.
4. Addition to 24VAC30-92-60 (C.3) which adds new exceptions to Additional Connection requirements:
 - Add new subpart C.3.b: The district administrator's designee may also waive or modify this additional connections standard if, in the written opinion of the applicant and locality's Chief Executive or designee, the provision of such connection is impracticable or unwarranted due to (i) topographic constraints; (ii) incompatibility with existing adjoining development; (iii) the adjoining property is completely built out as envisioned in the locality's comprehensive plan with no expectation of redevelopment in the next 20 years and there is no stub out (either constructed or platted) to the property served by the network addition; (iv) the connection would impact the developer's ability to comply with any local ordinances related to the preservation of open space or trees during the land development process, after a good faith effort to comply with connectivity

requirements and local ordinances; (v) the connection would require work outside the right of way (existing or proposed) or easements on an adjoining property outside of the control of the developer; or (vi) other factors as determined by the applicant and locality’s Chief Executive or designee. The district administrator’s designee shall respond to requests for such connectivity exceptions within 30 calendar days of receipt of a completed VDOT request form.

Issues

Identify the issues associated with the regulatory change, including: 1) the primary advantages and disadvantages to the public, such as individual private citizens or businesses, of implementing the new or amended provisions; 2) the primary advantages and disadvantages to the agency or the Commonwealth; and 3) other pertinent matters of interest to the regulated community, government officials, and the public. If there are no disadvantages to the public or the Commonwealth, include a specific statement to that effect.

Chapter 425 of the 2022 Acts of Assembly required VDOT to convene a SAG for the purpose of developing and providing recommended amendments to add flexibility to the connectivity provisions of the SSAR, and for those recommendations to then be presented to the CTB for approval. The SAG was composed of representatives from the development industry, local government (including emergency services), environmental advocacy organizations, and VDOT, and met five times from September 2022 to February 2023 to finalize recommendations. CTB directed VDOT to implement the changes recommended by the SAG.

The proposed regulatory changes are intended to provide VDOT the ability to make connectivity exceptions in a broader range of circumstances than the current regulation allows. The recommendations address challenges faced by developers and localities while preserving the public health, safety, and welfare as currently protected by the SSAR. VDOT does not anticipate any negative impacts to overall connectivity from the changes.

Requirements More Restrictive than Federal

Identify and describe any requirement of the regulatory change which is more restrictive than applicable federal requirements. Include a specific citation for each applicable federal requirement, and a rationale for the need for the more restrictive requirements. If there are no applicable federal requirements, or no requirements that exceed applicable federal requirements, include a specific statement to that effect.

There are no applicable federal requirements.

Agencies, Localities, and Other Entities Particularly Affected

Consistent with § 2.2-4007.04 of the Code of Virginia, identify any other state agencies, localities, or other entities particularly affected by the regulatory change. Other entities could include local partners such as tribal governments, school boards, community services boards, and similar regional organizations. “Particularly affected” are those that are likely to bear any identified disproportionate material impact which would not be experienced by other agencies, localities, or entities. “Locality” can refer to either local governments or the locations in the Commonwealth where the activities relevant to the regulation or regulatory change are most likely to occur. If no agency, locality, or entity is particularly affected, include a specific statement to that effect.

Other State Agencies Particularly Affected

No other state agencies are particularly affected by the regulatory changes.

Localities Particularly Affected

Localities are affected by the proposed amendments. The regulatory changes allow for a locality-led process that provides flexibility to achieve local planning goals.

Other Entities Particularly Affected

The development industry is affected by the proposed amendments. The proposed changes add flexibility for developers to meet the SSAR connectivity requirements.

Economic Impact

Consistent with § 2.2-4007.04 of the Code of Virginia, identify all specific economic impacts (costs and/or benefits) anticipated to result from the regulatory change. When describing a particular economic impact, specify which new requirement or change in requirement creates the anticipated economic impact. Keep in mind that this is the proposed change versus the status quo.

Impact on State Agencies

<i>For your agency:</i> projected costs, savings, fees, or revenues resulting from the regulatory change, including: a) fund source / fund detail; b) delineation of one-time versus on-going expenditures; and c) whether any costs or revenue loss can be absorbed within existing resources.	The cost to VDOT of the proposed amendments in terms of staff time and effort is expected to be negligible. There are no anticipated savings, fees, or revenues resulting from the regulatory change.
<i>For other state agencies:</i> projected costs, savings, fees, or revenues resulting from the regulatory change, including a delineation of one-time versus on-going expenditures.	There are no anticipated costs, savings, fees, or revenues for other state agencies resulting from this regulatory action.
<i>For all agencies:</i> Benefits the regulatory change is designed to produce.	As directed by Chapter 425 of the 2022 Acts of Assembly, the intent of the changes is to add flexibility to the regulation’s connectivity requirements to limit the number of connections to adjacent property or highway networks, as deemed appropriate.

Impact on Localities

If this analysis has been reported on the ORM Economic Impact form, indicate the tables (1a or 2) on which it was reported. Information provided on that form need not be repeated here.

Projected costs, savings, fees, or revenues resulting from the regulatory change.	There are no anticipated costs, savings, fees, or revenues for localities resulting from this regulatory action.
Benefits the regulatory change is designed to produce.	As directed by Chapter 425 of the 2022 Acts of Assembly, the intent of the changes is to add

	flexibility to the regulation’s connectivity requirements to limit the number of connections to adjacent property or highway networks, as deemed appropriate.
--	---------------------------------------------------------------------------------------------------------------------------------------------------------------

Impact on Other Entities

If this analysis has been reported on the ORM Economic Impact form, indicate the tables (1a, 3, or 4) on which it was reported. Information provided on that form need not be repeated here.

Description of the individuals, businesses, or other entities likely to be affected by the regulatory change. If no other entities will be affected, include a specific statement to that effect.	The development industry is affected by this regulation. The proposed changes add flexibility for developers to meet the SSAR connectivity requirements.
Agency’s best estimate of the number of such entities that will be affected. Include an estimate of the number of small businesses affected. Small business means a business entity, including its affiliates, that: a) is independently owned and operated, and; b) employs fewer than 500 full-time employees or has gross annual sales of less than \$6 million.	The number of entities, including small businesses, affected by the proposed changes cannot be estimated.
All projected costs for affected individuals, businesses, or other entities resulting from the regulatory change. Be specific and include all costs including, but not limited to: a) projected reporting, recordkeeping, and other administrative costs required for compliance by small businesses; b) specify any costs related to the development of real estate for commercial or residential purposes that are a consequence of the regulatory change; c) fees; d) purchases of equipment or services; and e) time required to comply with the requirements.	No costs for entities affected by the regulatory changes are anticipated.
Benefits the regulatory change is designed to produce.	As directed by Chapter 425 of the 2022 Acts of Assembly, the intent of the changes is to add flexibility to the regulation’s connectivity requirements to limit the number of connections to adjacent property or highway networks, as deemed appropriate. This may allow developers to avoid some costs or make an additional lot available for sale in limited circumstances.

Alternatives to Regulation

Describe any viable alternatives to the regulatory change that were considered, and the rationale used by the agency to select the least burdensome or intrusive alternative that meets the essential purpose of the regulatory change. Also, include discussion of less intrusive or less costly alternatives for small businesses, as defined in § 2.2-4007.1 of the Code of Virginia, of achieving the purpose of the regulatory change.

If this analysis has been reported on the ORM Economic Impact form, indicate the tables on which it was reported. Information provided on that form need not be repeated here.

The proposed regulatory changes were developed through consensus of the SAG, which was comprised of representatives from the development industry, local governments, environmental advocacy groups, and VDOT as required by Chapter 425 of the 2022 Acts of Assembly. The group met five times between September 2022 and February 2023 to develop the recommended amendments. While there was discussion of many different paths for achieving the required regulatory flexibility, the majority of SAG members ultimately voted in support of the recommendations. The proposed regulatory changes are not overly complex, costly, or burdensome for small businesses.

Regulatory Flexibility Analysis

Consistent with § 2.2-4007.1 B of the Code of Virginia, describe the agency's analysis of alternative regulatory methods, consistent with health, safety, environmental, and economic welfare, that will accomplish the objectives of applicable law while minimizing the adverse impact on small business. Alternative regulatory methods include, at a minimum: 1) establishing less stringent compliance or reporting requirements; 2) establishing less stringent schedules or deadlines for compliance or reporting requirements; 3) consolidation or simplification of compliance or reporting requirements; 4) establishing performance standards for small businesses to replace design or operational standards required in the proposed regulation; and 5) the exemption of small businesses from all or any part of the requirements contained in the regulatory change.

If this analysis has been reported on the ORM Economic Impact form, indicate the tables on which it was reported. Information provided on that form need not be repeated here.

The SAG discussed many different paths for achieving the goals of Chapter 425 of the 2022 Acts of Assembly, and the majority of SAG members ultimately voted in support of the recommendations. The proposed changes impose no new compliance or reporting requirements, schedules or deadlines, design or operational standards, or other requirements on small businesses.

Periodic Review and Small Business Impact Review Report of Findings

If you are using this form to report the result of a periodic review/small business impact review that is being conducted as part of this regulatory action, and was announced during the NOIRA stage, indicate whether the regulatory change meets the criteria set out in EO 19 and the ORM procedures, e.g., is necessary for the protection of public health, safety, and welfare; minimizes the economic impact on small businesses consistent with the stated objectives of applicable law; and is clearly written and easily understandable. In addition, as required by § 2.2-4007.1 E and F of the Code of Virginia, discuss the agency's consideration of: (1) the continued need for the regulation; (2) the nature of complaints or comments received concerning the regulation; (3) the complexity of the regulation; (4) the extent to which the regulation overlaps, duplicates, or conflicts with federal or state law or regulation; and (5) the length of time since the regulation has been evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the regulation. Also, discuss why the agency's decision, consistent with applicable law, will minimize the economic impact of regulations on small businesses.

N/A

Public Comment

Summarize all comments received during the public comment period following the publication of the previous stage, and provide the agency’s response. Include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency. If no comment was received, enter a specific statement to that effect.

Commenter	Comment	Agency response

Public Participation

Indicate how the public should contact the agency to submit comments on this regulation, and whether a public hearing will be held, by completing the text below.

The CTB is providing an opportunity for comments on this regulatory proposal, including but not limited to (i) the costs and benefits of the regulatory proposal, (ii) any alternative approaches, (iii) the potential impacts of the regulation, and (iv) the agency’s regulatory flexibility analysis stated in that section of this background document.

Anyone wishing to submit written comments for the public comment file may do so through the Public Comment Forums feature of the Virginia Regulatory Town Hall web site at: <https://townhall.virginia.gov>. Comments may also be submitted by mail, email or fax to Jo Anne Maxwell, Agency Regulatory Coordinator, 1401 E. Broad St. Richmond, VA 23219, telephone (804) 786-1830, fax (804) 225-4700, JoAnne.Maxwell@VDOT.Virginia.gov. In order to be considered, comments must be received by 11:59 pm on the last day of the public comment period.

A public hearing will not be held following the publication of this stage of this regulatory action.

Detail of Changes

List all regulatory changes and the consequences of the changes. Explain the new requirements and what they mean rather than merely quoting the text of the regulation. For example, describe the intent of the language and the expected impact. Describe the difference between existing requirement(s) and/or agency practice(s) and what is being proposed in this regulatory change. Use all tables that apply, but delete inapplicable tables.

If an existing VAC Chapter(s) is being amended or repealed, use Table 1 to describe the changes between the existing VAC Chapter(s) and the proposed regulation. If the existing VAC Chapter(s) or sections are being repealed and replaced, ensure Table 1 clearly shows both the current number and the new number for each repealed section and the replacement section.

Table 1: Changes to Existing VAC Chapter(s)

Current chapter-section number	New chapter-section number, if applicable	Current requirements in VAC	Change, intent, rationale, and likely impact of new requirements
92-10	N/A	This section defines the words and terms used in the regulation.	This amendment adds new definition for “Underground Utility Trunk Easement,” which corresponds with the addition of the defined term to 24VAC30-92-60(C)(2)(c) and (C)(3)(a)(iv) as a qualifying condition for a connectivity exception. This was recommended by the SAG due to difficulties frequently encountered by developers in obtaining quitclaims or subordination of rights agreements for the placement of public streets over existing underground transmission lines.
92-60 (C)(2)(c) and (C)(3)(d)	92-60 (C)(2)(c) and (C)(3)(a)(iv)	These two subsections describe the connectivity requirements for the multiple connections in multiple directions and additional connections standards. The specific subparagraphs describe the factors outside the control of the developer which could qualify for an exemption from the requirements.	<p>The insertion of “including but not limited to” in place of “such as” is intended to clarify that the list of qualifying conditions are examples rather than the extent of possible conditions that may provide for a connectivity exemption. This was noted as a source of confusion by the SAG.</p> <p>The addition of “underground utility trunk easement” to the list of qualifying conditions, which corresponds with the addition of the defined term to section 10, is recommended by the SAG due to difficulties frequently encountered by developers in obtaining quitclaims or subordination of rights agreements for the placement of public streets over existing underground transmission lines.</p>
92-60 (C)(2) and (C)(3)	92-60 (C)(2)(d) and 92-60 (C)(3)(a)(v)	24VAC30-92-60(C) describes the connectivity requirements for secondary streets, with paragraph (2) relating to the multiple connections in multiple directions standard and paragraph (3) to the additional connections standard.	The addition of these subparagraphs would add extra flexibility regarding to the splitting of multi-phased developments into network additions that may differ from those additions originally planned. This would allow for changes in phasing as driven by market forces while still preserving ultimate connectivity.
92-60 (C)(3)	92-60 (C)(3)(b)	24VAC30-92-60(C)(3) describes the connectivity requirements for the additional connections standard.	This recommendation adds a subparagraph providing for a locality-led process which provides flexibility to achieve local planning goals. It adds vegetation preservation (open space and trees) and required work outside of property under the developer’s control as explicit factors for consideration of an exception from the additional connections standard. These changes

			are intended to add flexibility to the exception process.
--	--	--	-----------------------------------------------------------

If a new VAC Chapter(s) is being promulgated and is not replacing an existing Chapter(s), use Table 2.

Table 2: Promulgating New VAC Chapter(s) without Repeal and Replace

New chapter-section number	New requirements to be added to VAC	Other regulations and laws that apply	Change, intent, rationale, and likely impact of new requirements

If the regulatory change is replacing an **emergency regulation**, and the proposed regulation is identical to the emergency regulation, complete Table 1 and/or Table 2, as described above.

If the regulatory change is replacing an **emergency regulation**, but changes have been made since the emergency regulation became effective, also complete Table 3 to describe the changes made since the emergency regulation.

Table 3: Changes to the Emergency Regulation

Emergency chapter-section number	New chapter-section number, if applicable	Current <u>emergency</u> requirement	Change, intent, rationale, and likely impact of new or changed requirements since emergency stage



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 4, 2023

MOTION

Made By: _____ Seconded By:

Action:

Title: Policy Index Review

WHEREAS, in August 2017, the then-Secretary of Transportation, Aubrey L. Layne, directed that the Commonwealth Transportation Board (CTB) Policy Index be reevaluated to identify obsolete or redundant policies and actions to be repealed, and to identify for retention those policies and actions that reflect current operating needs and statutory responsibilities (i.e., are currently in effect/valid); and

WHEREAS, from 2017 to 2022, the Policy Index was reevaluated and policies/actions that were identified as obsolete due to passage of time, statutory transfer of responsibilities or other statutory changes, or explicit CTB repeal/rescission were presented to the CTB for repeal and removed from the Policy Index and archived, and other policies/actions identified as still relevant and valid were presented to the CTB for retention/affirmation; and

WHEREAS, at its September 21, 2022, action meeting, (pursuant to the resolution entitled *Continued Action on Content of Commonwealth Transportation Board Policy Index*) the CTB directed the Virginia Department of Transportation (VDOT) to continue to regularly review all policies set out in the Policy Index for purposes of determining whether they remain valid or are obsolete and should be presented to the CTB for disposition at a future action meeting; and

WHEREAS, at its September 21, 2022, action meeting, the CTB also directed VDOT to maintain and update the Policy Index, in consultation with the Department of Rail and Public

Transportation (DRPT), as necessary, to ensure that its content reflects an inventory of current policies and actions by adding new policies and actions as they are adopted by the CTB and repealing and archiving those policies and actions that are repealed or explicitly superseded by subsequent actions of the CTB; and

WHEREAS, VDOT and DRPT have performed further research on policies and actions set out in the Policy Index and prepared a list consisting of those policies and actions identified as obsolete or unnecessary/redundant and that warrant repeal, as outlined in the table below and fully detailed in Attachment A.

Resolution	Passage Date	Why Repeal?
Bridge Maintenance	October 18, 1939	Changes in law and practices have made this policy obsolete.
Launching Ramps at Public Landings	August 18, 1960	VDOT agreement with DWR (formerly DGIF) and DCR recognizes DWR as the appropriate agency to address launching ramps. Potential requests not covered by the agreement could be handled as they come in. VDOT has a distinct process for accepting secondary roads.
Changes to Urban Construction Projects	August 23, 1962	The language set out in this policy does not allow for flexibility as federal and state law changes. VDOT agreement language in use today is broader to permit operation of existing law.
Adoption of Priorities for Northern Virginia Transportation District Significant Projects Evaluation and Rating	October 17, 2013	Legislation passed by 2019 General Assembly removed all CTB involvement.
Rail Enhancement Fund Policy Update	December 9, 2015	2020 General Assembly repealed the Rail Enhancement Fund and created the Commonwealth Rail Fund.
Statewide Rail Plan: Passenger Station Rail Policy	January 10, 2018	Station Rail Policy now falls under the Virginia Passenger Rail Authority's purview.
Guidelines for Urban Transit Agency Strategic Plans	October 30, 2018	CTB updated both policies at its October 25, 2022, Board Meeting.
Policy for the Implementation of State Transit Capital Prioritization		

Approval and Adoption of an interim I-95 Corridor Improvement Plan in response to House Joint Resolution 581 and Senate Joint Resolution 276 of the 2019 Session of the General Assembly	January 15, 2020	Policy has been superseded by CTB approval of the final I-95 Plan, the I-64 Corridor Improvement Plan, and the adoption of the Interstate Operations and Enhancement Program Policy.
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby repeals the policies/actions outlined in the table above and fully detailed in Attachment A.

BE IT FURTHER RESOLVED, that the CTB hereby directs VDOT to take all actions necessary to document this action, by removing from the CTB Policy Index and adding to the electronic archive, those policies and actions repealed herein.

BE IT FURTHER RESOLVED, that the CTB hereby directs VDOT to continue to regularly review all policies set out in the Policy Index for purposes of determining whether they remain valid or are obsolete and should be presented to the CTB for disposition at a future action meeting.

BE IT FURTHER RESOLVED, that the CTB directs VDOT to maintain and update the CTB Policy Index, in consultation with DRPT, as necessary, to ensure that its content reflects an inventory of current policies and actions by adding new policies and actions as they are adopted by the CTB and removing and archiving those policies and actions that are explicitly repealed or superseded by subsequent actions of the CTB.

BE IT FURTHER RESOLVED, that repeal of any policy or action pursuant to this action shall in no way affect the validity of any actions taken pursuant to the policy or action, prior to its repeal hereunder.

#####

CTB Decision Brief

Policy Index Review

Issue: Commonwealth Transportation Board (CTB) approval and action is required to implement proposed revisions to the content of the CTB Policy Index so that it contains only those policies that are currently in effect/valid and to repeal and archive policies that are no longer in effect/valid.

Facts: At an August 2017 CTB Retreat, the then-Secretary of Transportation, Aubrey L. Layne, directed that the CTB Policy Index be reevaluated to identify obsolete or redundant policies and actions to be repealed, and to identify, for retention, those policies and actions that reflect current operating needs and statutory responsibilities (are currently in effect/valid). From 2017 to 2022, the Policy Index was reevaluated and policies/actions that were identified as obsolete due to passage of time, statutory transfer of responsibilities or other statutory changes, or explicit CTB repeal/rescission were presented to the CTB for repeal and removed from the Policy Index and archived, and other policies/actions identified as still relevant and valid were presented to the CTB for retention/affirmation.

At its September 21, 2022, action meeting, (pursuant to the resolution entitled *Continued Action on Content of Commonwealth Transportation Board Policy Index*) the CTB directed the Virginia Department of Transportation (VDOT) to continue to regularly review all policies set out in the Policy Index for purposes of determining whether they remain valid or are obsolete and should be presented to the CTB for disposition at a future action meeting. At the September 21, 2022, action meeting, the CTB also directed VDOT to maintain and update the Policy Index, in consultation with the Department of Rail and Public Transportation (DRPT), as necessary, to ensure that its content reflects an inventory of current policies and actions by adding new policies and actions as they are adopted by the CTB and repealing and archiving those policies and actions that are repealed or explicitly superseded by subsequent actions of the CTB.

In 2023, VDOT and DRPT performed further research on a number of policies and actions set out in the Policy Index and prepared a list consisting of those policies and actions identified as obsolete or unnecessary/redundant and that warrant repeal, as outlined in the table below and fully detailed in Attachment A. These policies and actions were presented to the CTB at its October 2023 workshop meeting.

Resolution	Passage Date	Why Repeal?
Bridge Maintenance	October 18, 1939	Changes in law and practices have made this policy obsolete.
Launching Ramps at Public Landings	August 18, 1960	VDOT agreement with DWR (formerly DGIF) and DCR recognizes DWR as the appropriate agency to address

		launching ramps. Potential requests not covered by the agreement could be handled as they come in. VDOT has a distinct process for accepting secondary roads.
Changes to Urban Construction Projects	August 23, 1962	The language set out in this policy does not allow for flexibility as federal and state law changes. VDOT agreement language in use today is broader to permit operation of existing law.
Adoption of Priorities for Northern Virginia Transportation District Significant Projects Evaluation and Rating	October 17, 2013	Legislation passed by 2019 General Assembly removed all CTB involvement.
Rail Enhancement Fund Policy Update	December 9, 2015	2020 General Assembly repealed the Rail Enhancement Fund and created the Commonwealth Rail Fund.
Statewide Rail Plan: Passenger Station Rail Policy	January 10, 2018	Station Rail Policy now falls under the Virginia Passenger Rail Authority's purview.
Guidelines for Urban Transit Agency Strategic Plans	October 30, 2018	CTB updated both policies at its October 25, 2022, Board Meeting.
Policy for the Implementation of State Transit Capital Prioritization		
Approval and Adoption of an interim I-95 Corridor Improvement Plan in response to House Joint Resolution 581 and Senate Joint Resolution 276 of the 2019 Session of the General Assembly	January 15, 2020	Policy has been superseded by CTB approval of the final I-95 Plan, the I-64 Corridor Improvement Plan, and the adoption of the Interstate Operations and Enhancement Program Policy.

Recommendations: VDOT and DRPT recommend that the policies/actions outlined in the table above and fully detailed in Attachment A be repealed. To be consistent with the actions taken in 2017-2022, it is also recommended that the CTB clarify that the repeal of any policy/action in no way affects the validity of actions taken pursuant to the policy/action prior to its repeal.

Action Required by CTB: A resolution will be provided for the CTB's consideration (i) to repeal the policies and actions listed by title and date in the table above and Attachment A and direct

VDOT to take all actions necessary to document the action, (ii) to direct VDOT to continue to regularly review all policies set out in the Policy Index for purposes of determining whether they remain valid or are obsolete, and (iii) to direct VDOT to maintain and update the CTB Policy Index, in consultation with DRPT, as necessary, to ensure that its content reflects an inventory of current policies and actions by adding new policies and actions as they are adopted by the CTB and repealing and archiving those policies and actions that are explicitly repealed or superseded by subsequent actions of the CTB. The resolution will also clarify that the repeal of any policy or action pursuant to this CTB action does not affect the validity of actions taken pursuant to the policy/action prior to its repeal.

Result, if Approved: The Policy Index will be revised according to the action taken by the CTB, with repealed policies and actions being archived electronically.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: N/A

Policies to be Rescinded 2023

Bridge Maintenance

Approved: 10/18/1939

Moved, by Mr. Rawls, seconded by Mr. Wysor, that the N&W Railway Company be advised that the Highway Commission will have to be governed by the law covering the maintenance of bridges. In case the shorter portion of a bridge extends beyond the right of way of the railroad, the Railroad Company is to do all the work and bill the Commission for the cost beyond their right of way line. If the greater length is off the Railroad Company's right of way then the State Highway Commission does the entire work and bills the Railroad Company for its parts. Motion carried.

Commented [VP1]: Changes in law and practice have made this policy obsolete.

Launching Ramps at Public Landings

Approved: 8/18/1960

WHEREAS, from time to time requests have been made that the Department construct and maintain launching ramps at public landings; and

WHEREAS, after due consideration of such requests, it is the feeling of this Commission that a policy should be adopted governing the construction and maintenance of launching ramps at public landings.

NOW, THEREFORE, BE IT RESOLVED: That the policy of the State Highway Commission shall be: Upon request of the Board of Supervisors, the Highway Department will take over, for maintenance, launching ramps located at public landings, which have been constructed by others, to standards and in accordance with specifications set up by the Department.

BE IT FURTHER RESOLVED: That the Department will maintain the road leading to the ramp in a condition commensurate with its service as compared to other roads in the county.

Commented [VP2]: VDOT has an agreement with DWR (formerly DGIF) and DCR which recognizes DWR as the appropriate agency to address launching ramps. Since any potential requests not covered by the VDOT agreement with DWR and DCR could be handled as they come in, and since VDOT has a distinct process for accepting secondary roads, this policy is no longer necessary.

Changes to Urban Construction Projects

Approved: 8/23/1962

WHEREAS, certain projects within cities and towns are financed jointly by Federal-Aid Urban, State, and City Funds; and

WHEREAS, from time to time some questions arise as to continued maintenance of the projects after completion in the manner constructed; and

WHEREAS, the Department of Highways deems it necessary in the interest of the traveling public that such projects not be altered without the approval of the Department.

NOW, THEREFORE, BE IT RESOLVED; that the State Highway Commission hereby authorizes the Highway Commissioner to include the following clause in all future City-State agreements concerning such projects:

"The City agrees that after construction of the project, or any part thereof, it will not permit any reduction in the number or width of traffic lanes, additional median cross-overs, enlargement of existing median

Commented [VP3]: The specific language set out in this policy is potentially too restrictive and does not allow for flexibility as federal and state law changes. The VDOT agreement language in use today is broader to permit operation of existing law.

Attachment A

cross-overs, or alterations of channelization islands, without the prior approval of the Department of Highways.”

Adoption of Priorities for Northern Virginia Transportation District Significant Projects Evaluation and Rating
Approved: 10/17/2013

WHEREAS, pursuant to § 33.1-13.03:1 of the *Code of Virginia*, enacted by the Virginia General Assembly in 2012, the Virginia Department Of Transportation (VDOT) is directed, in ongoing coordination with the Commonwealth Transportation Board (CTB), the Department of Rail and Public Transportation (DRPT) and the Northern Virginia Transportation Authority (NVTA), to evaluate significant transportation projects, including highway, mass transit, and technology projects, in and near Northern Virginia Transportation District, (hereinafter the Northern Virginia Transportation District Significant Projects Evaluation and Rating) to the extent funds are available for such purpose; and,

WHEREAS, § 33.1-13.03:1 provides that the evaluation shall provide an objective, quantitative rating for each project according to the degree to which the project is expected to reduce congestion and, to the extent feasible, the degree to which the project is expected to improve regional mobility in the event of a homeland security emergency; and,

WHEREAS, § 33.1-13.03:1 further provides that in determining the allocation of highway construction funding in Northern Virginia Transportation District, the CTB shall, in ongoing coordination with the NVTA, give priority to projects that most effectively reduce congestion in the most congested corridors and intersections but that nothing in the section limits the ability of the CTB to consider other criteria, including the performance-based criteria set forth in § 15.2-4838; and

WHEREAS, pursuant to § 33.1-13.03:1 the significant projects to be evaluated shall comprise at least 25 such projects selected according to priorities determined by the CTB, in ongoing coordination with the NVTA, without regard to the funding source of the project, and;

WHEREAS, the projects to be evaluated may include but not be limited to projects included in (i) the version of the Constrained Long Range Plan of the National Capital Region Transportation Planning Board in effect when the evaluation is made; (ii) projects in the NVTA's TransAction 2030 Regional Transportation Plan and subsequent updates; and (iii) other highway, rail, bus and technology projects that could make a significant impact on mobility in the region; and

WHEREAS, pursuant to Chapter 766 (HB2313) of the 2013 Acts of Assembly, 70 percent of the revenues received by the NVTA under §15.2-4838.1 shall be used by the NVTA solely to fund (i) transportation projects selected by the Authority that are contained in the regional transportation plan adopted by the NVTA in accordance with § 15.2-4830 and for purposes of revenues received after fiscal year 2014, for such projects that have been rated in accordance with § 33.1-13.03:1 or (ii) mass transit capital projects that increase capacity; and

WHEREAS, VDOT has hired a consultant to assist the Department in performing the Northern Virginia Transportation District Significant Projects Evaluation and Rating and requires direction from the CTB regarding the priorities to be used in selecting the significant transportation projects to be evaluated and rated pursuant to § 33.1-13.03:1; and

Commented [VP4]: Section 33.2-257, which was the recodified section that replaced section 33.1-13.03:1, was repealed in 2019 per Chapter 749 of the 2019 Session of the General Assembly. Replacement language was added to section 33.2-2500 by the same act, and it removed all CTB involvement.

Attachment A

WHEREAS, pursuant to §33.1-23.03 of the *Code of Virginia*, the CTB, by resolution, on February 20, 2013, officially accepted VTrans2035 Update as the Statewide Transportation Plan, which among other things, sets forth investment priorities that “represent the range of activities necessary to achieve the VTrans Goals” (hereinafter “VTrans Investment Priorities”).

NOW, THEREFORE, BE IT RESOLVED, by the CTB, that the following VTrans Investment Priorities set forth in the VTrans2035 Update as amended by this resolution are hereby adopted by the CTB as the CTB priorities to be used for and applied in selecting the significant transportation projects to be evaluated and rated pursuant to § 33.1-13.03:1 :

- Preserve and Enhance Statewide Mobility Through the Region
- Increase Coordinated Safety and Security Planning
- Improve the Interconnectivity of Regions and Activity Centers
- Reduce the Costs of Congestion to Virginia’s Residents and Businesses
- Increase System Performance by Making Operational Improvements
- Increase Travel Choices to Improve Quality of Life for Virginians

BE IT FURTHER RESOLVED, that, based on the priorities identified herein, VDOT and DRPT shall recommend to the CTB, at its March, 2014 meeting, a minimum of 25 significant transportation projects that should be evaluated and rated in accordance with § 33.1-13.03:1.

Rail Enhancement Fund Policy Update

Approved: 12/9/2015

WHEREAS, on October 28, 2015, the CTB adopted the Rail Programs Legislative, Policy, and Expenditure Review of 2015 dated October 16, 2015 and the Rail Enhancement Fund 2015 Policy Goals; and

WHEREAS, the CTB Rail Committee recommends the CTB adopt an updated version of the Rail Programs Legislative, Policy, and Expenditures Review of 2015 (Attachment A) which clarifies and aligns the report more clearly with the Rail Enhancement Fund 2015 Policy Goals (Attachment B); and

WHEREAS, § 33.2-1601 establishes the Rail Enhancement Fund; and

WHEREAS, in § 33.2-1601 the General Assembly declared it to be in the public interest that railway preservation and development of railway transportation facilities are an important element of a balanced transportation system of the Commonwealth for freight and passengers; and

WHEREAS, pursuant to § 33.2.-1601, the General Assembly further declared it to be in the public interest that the retention, maintenance, improvement, and development of freight and passenger railways are essential to the Commonwealth’s continued economic growth, vitality, and competitiveness in national and world markets; and

WHEREAS, the Department of Rail and Public Transportation (“the Department”) administers the Rail Enhancement Fund (REF), subject to the approval of the Commonwealth Transportation Board (CTB) and their finding that project benefits exceed the amount of Rail Enhancement funds invested in a project; and

Commented [VP5]: 2020 General Assembly repealed the Rail Enhancement Fund and created the Commonwealth Rail Fund.

Attachment A

WHEREAS, pursuant to Chapter 684 of the 2015 Acts of Assembly (House Bill 1887), the General Assembly directed the Commonwealth Transportation Board to develop no later than December 1, 2015, a proposal to revise the public benefit requirements of the Rail Enhancement Fund; and

WHEREAS, pursuant to Section 427 Subsection O of the FY2016 and FY2017 Appropriations Act (Chapter 665 of the 2015 Acts of Assembly (HB 1400)) the Secretary of Transportation, in conjunction with the Department, shall provide a comprehensive review to the Chairmen of the House and Senate Transportation Committees, House Appropriations Committee and Senate Finance Committee on the usage of monies deposited in the Rail Enhancement Fund since its establishment in fiscal year 2006; and, that such a review shall include the amounts of funds allocated to rail freight projects, the amounts allocated to rail passenger projects, and the outstanding commitments to each type of project by year, accounting for funds transferred into and out of the REF and the Intercity Passenger Rail Operating and Capital Fund, and that such a review shall assess the outstanding needs for rail projects and any needed modifications to the rail programs of the Commonwealth; and

WHEREAS, the CTB Rail Committee worked with the Department to review rail grant funding programs, solicit stakeholder input, revise policy goals, clarify prioritization criteria, and adjust administrative practices; and

WHEREAS, the results of the CTB Rail Committee's review efforts pursuant to House Bill 1887 and the Appropriations Act directive are summarized in the "Rail Programs Legislative, Policy Goals, and Expenditures Review of 2015" report; and

WHEREAS, the CTB Rail Committee recommends updating the Rail Enhancement Fund policy goals adopted by the CTB on October 20, 2005 based on the findings presented in the "Rail Programs Legislative, Policy Goals, and Expenditures Review of 2015" report;

NOW THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby adopts the findings and recommendations of the CTB Rail Committee presented in the "Rail Programs Legislative, Policy, and Expenditure Review of 2015" report, provided as Attachment A to this resolution, which recommends a legislative proposal to the General Assembly pursuant to House Bill 1887 to transfer uncommitted Rail Enhancement funds to the Rail Preservation Fund and to provide better funding support for the Rail Preservation Fund; and

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board hereby adopts the "Rail Enhancement Fund 2015 Policy Goals" provided as Attachment B to this resolution, which supersedes and replaces the Rail Enhancement Fund Policy Goals adopted on October 20, 2005.

[Attachment A link:

https://www.ctb.virginia.gov/resources/2015/dec/reso/attach/Resolution10_Attachment_A_Rail_Policy.pdf

Attachment B link:

https://www.ctb.virginia.gov/resources/2015/dec/reso/attach/Resolution10_Attachment_B_Rail_Policy.pdf

Statewide Rail Plan: Passenger Rail Station Policy
Approved: 1/10/2018

WHEREAS, the Commonwealth Transportation Board Rail Committee undertook a review of Virginia rail programs, policies and procedures in 2015 and during that review recommended the Department of

Commented [VP6]: Station Rail Policy now falls under the Virginia Passenger Rail Authority's purview.

Attachment A

Rail and Public Transportation (DRPT) should update the State Rail Plan to reflect the Commonwealth's priorities, changes in the railroad industry, and evolving market trends; and,

WHEREAS, DRPT commenced the Statewide Rail Plan effort in 2016, part of which included development of an Intercity Passenger Rail Station Policy (the Policy); and,

WHEREAS, DRPT drafted the Policy to guide the CTB and DRPT in consideration of proposals for a new station on an existing route, changes to a station on an existing route, or a new station where a passenger route does not yet exist; and,

WHEREAS, the Policy is intended to guide the CTB and DRPT when evaluating a station proposal; and,

WHEREAS, the Policy sets forth evaluation criteria and defines operation and maintenance cost responsibilities to guide project sponsors when developing a station proposal; and,

WHEREAS, the Policy defines the process by which a proposal could become a project through CTB action; and,

WHEREAS, on December 5, 2017, DRPT briefed the Board on the Passenger Rail Station Policy, which is included as part of the State Rail Plan in draft form; and,

WHEREAS, DRPT followed a comprehensive public outreach process including multiple rail stakeholder workshops, public meetings, interactive web-based information displays, and presentations to Board members and statewide planning partners.

NOW THEREFORE, BE IT RESOLVED, that the Board hereby adopts the Intercity Passenger Rail Station Policy as part of the 2017 Statewide Rail Plan, and will utilize the Policy to guide CTB decisions to invest in the Commonwealth's passenger rail corridors.

[Resolution/Policy link:

https://www.ctb.virginia.gov/resources/2018/jan/reso/resolution_9_statewide_rail_plan.pdf]

Guidelines for Urban Transit Agency Strategic Plans

Approved: 10/30/2018

WHEREAS, § 33.2-286 of the *Code of Virginia* stipulates that the Department of Rail and Public Transportation shall develop guidelines, subject to the approval of this Board, for the development of strategic plans for transit agencies that serve an urbanized area with a population of 50,000 or more and have a bus fleet of at least 20 buses; and

WHEREAS, § 33.2-286 of the *Code of Virginia* stipulates that such plans are required to be updated at least every five years, as a condition of receiving funds from the Commonwealth Mass Transit Fund; and

WHEREAS, the Department of Rail and Public Transportation has developed draft program guidelines, in consultation with industry stakeholders, that fulfill the requirements of § 33.2-286 of the *Code of Virginia*; and

WHEREAS, the enactment clauses of Chapter 854 of the 2018 Virginia Acts of Assembly require the Commonwealth Transportation Board adopt the guidelines required by § 33.2-286 of the *Code of Virginia* by December 1, 2018; and

Commented [VP7]: CTB updated this policy at its October 25, 2022, Board Meeting.

Attachment A

WHEREAS, the enactment clauses of Chapter 854 of the 2018 Virginia Acts of Assembly require the Commonwealth Transportation Board to develop and adopt a plan for the phased implementation of these requirements over a period of five years; and

WHEREAS, the enactment clauses of Chapter 854 of the 2018 Virginia Acts of Assembly stipulate that no agency subject to § 33.2-286 of the *Code of Virginia* shall be penalized for not submitting a strategic plan, provided that the agency is in compliance with the phased implementation schedule; and

WHEREAS, the guidelines and implementation plan have been made available for public comment for a period of 45 days;

NOW, THEREFORE, BE IT RESOLVED that the Board hereby adopts the Guidelines for Urban Transit Agency Strategic Plans and the plan for phased implementation as attached hereto.

BE IT FURTHER RESOLVED, the methodology may continue to evolve and improve based upon advances in technology, data collection, and results of the pilot projects, and to the extent that any such improvements modify or affect the guidance set forth, they shall be brought to the Board for review and approval.

BE IT FURTHER RESOLVED, the Board hereby directs the Director of the Department of Rail and Public Transportation to take all actions necessary to implement and administer this policy and process, including, but not limited to preparation of technical guidance and outreach consistent with this resolution.

BE IT FURTHER RESOLVED, the Board hereby directs the Director of the Department of Rail and Public Transportation to revisit the process following completion of the pilot projects, in consultation with the Transit Service Delivery Advisory Committee, transit agencies, metropolitan planning organizations, and local governments prior to making recommendations to the Commonwealth Transportation Board.

[Resolution/Attachment link: <https://www.ctb.virginia.gov/resources/2018/oct/reso/10.pdf>]

Policy for the Implementation of State Transit Capital Prioritization

Approved: 10/30/2018

WHEREAS, Section 33.2-214.4 of the *Code of Virginia* provides that the Commonwealth Transportation Board shall develop a prioritization process for projects capital projects funded pursuant to subdivision C of 33.2-1526.1 of the *Code of Virginia*; and

WHEREAS, the Department of Rail and Public Transportation has consulted with the Transit Service Delivery Advisory Committee in the development of this prioritization process; and

WHEREAS, the Department of Rail and Public Transportation has solicited input from localities, metropolitan planning organizations, transit authorities, and other stakeholders in the development of the prioritization process; and

WHEREAS, the Board's priority for transit capital investment is to allocate funds in order to attain and maintain a state of good repair for transit assets, while also supporting needs beyond state of good repair that would enhance transit utilization, efficiency, and reduce congestion; and

Commented [VP8]: CTB updated this policy at its October 25, 2022, Board Meeting.

Attachment A

NOW THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board hereby adopts the following policy and process to govern the structure, scoring, and prioritization of projects for capital funding pursuant to subdivision C of 33.2-1526.1 of the *Code of Virginia*:

1. For the purposes of review and prioritization, transit capital projects will be classified into three categories:
 - State of Good Repair: refers to capital projects or programs to replace or rehabilitate an existing asset;
 - Minor Enhancement: refers to capital projects or programs to add capacity, new technology, or customer enhancements meeting the following criteria: total cost of less than \$2 million or, for expansion vehicles, an increase of less than five vehicles or less than 5% of the fleet size, whichever is greater. Increases in paratransit fleets to meet increasing service demands will be evaluated in the same manner as Minor Enhancements.
 - Major Expansion: refers to capital projects or programs to add, expand, or improve service with a cost exceeding \$2 million or for expansion vehicles, an increase of greater than 5 vehicles or 5% of fleet size, whichever is greater.
2. The Transit Capital Program will be structured to provide a minimum of 80% of the annual allocation to State of Good Repair and Minor Enhancement projects with a maximum of 20% available for Major Expansion projects. This structure reflects program trends and the availability of other funding sources to support major expansion projects. The Board retains the discretion to shift funding from Major Expansion to State of Good Repair, based on program needs. The Board also retains the discretion to direct any carryover balances appropriated prior to FY2020, based on program needs.
3. In order to provide predictability and to ensure projects are funded at a level sufficient to move forward, State of Good Repair and Minor Enhancement projects will be matched at a maximum state match rate of 68% of total project cost. Major expansion projects will be funded at a maximum state match rate of 50% of total project cost, providing applicants with funding that can be leveraged against other state and federal funding programs. Local matching funds, at a minimum of 4% of total project cost, are required for all transit capital projects.
4. State of Good Repair projects will be evaluated considering asset condition (up to 60 points) and service impact (up to 40 points). The asset condition score depends upon the asset's age at the time of application. For vehicles, the asset condition score is the average of the age and mileage-based scoring tables. For non-vehicle assets, only the age score is used.

Age of Asset Relative to Expected Service Life (ESL)	Points	Mileage of Vehicle Relative to Expected Service Life (ESL)	Points
< 95% of ESL Age	0	< 95% of ESL Mileage	0
+/- 5% ESL Age	30	+/- 5% ESL Mileage	30
5-10% > ESL Age	35	5-10% > ESL Mileage	35
10-20% > ESL Age	40	10-20% > ESL Mileage	40
20-30% > ESL Age	45	20-30% > ESL Mileage	45
30-40% > ESL Age	50	30-40% > ESL Mileage	50
40-50% > ESL Age	55	40-50% > ESL Mileage	55
>50% ESL Age	60	>50% ESL Mileage	60

Attachment A

Service impact considers the asset impact on service (direct or indirect), and to what extent an asset affects the rider experience and system efficiency. Points for service impact will be awarded in four categories, with up to 10 points awarded per category:

- Service Frequency, Travel Time and/or Reliability – Speeds up transit routes or allows for increased frequency. Significant impact on reliability either through preventing breakdowns or removing vehicles from mixed traffic.
- Operating Efficiency – Provides for a significantly more cost-effective service.
- Service Accessibility and/or Customer Experience – Implements a significant improvement in a customer’s ability to access the system or a significant improvement in the ease of use of the system.
- Safety and Security – Provides a significant improvement in safety or security.

Service impact scoring is primarily qualitative based on project type and takes into consideration specific project features and characteristics. Projects will automatically receive the minimum score for the criteria based on the default values with high = 8, medium = 5, and low =2. In order to differentiate and quantify based on specific characteristics of a project, the additional considerations will be utilized to adjust the default score. The maximum score for each category cannot exceed 10 points, with a maximum of 40 total points available for service impact.

Primary Project Types	Secondary Project Types	Operating Efficiency	Travel Time and Reliability	Accessibility and Customer Experience	Safety and Security
Admin/Maintenance Facilities	All	Medium Impact	Medium Impact	Low Impact	Medium Impact
Customer Facilities	Bus Stop/ Shelter Improvements	Low Impact	No Impact	High Impact	Medium Impact
Customer Facilities	Transit Centers/Stations	Medium Impact	Medium Impact	High Impact	Medium Impact
Maintenance Equipment & Parts	All	Medium Impact	Medium Impact	Medium Impact	High Impact
System Infrastructure	All	High Impact	Medium Impact	Medium Impact	Medium Impact
Technology/Equipment	Administrative	Low Impact	Low Impact	Low Impact	Low Impact
Technology/Equipment	Operations Support	Medium Impact	Medium Impact	Medium Impact	Medium Impact
Technology/Equipment	On-Board Systems - ITS/Communications	Medium Impact	Medium Impact	High Impact	Medium Impact
Technology/Equipment	On-Board Systems - Safety	No Impact	No Impact	Medium Impact	High Impact
Vehicles	Revenue Vehicles	High Impact	High Impact	High Impact	High Impact
Vehicles	Support Vehicles	Medium Impact	Medium Impact	Low Impact	Low Impact
Vehicles	Overhaul/Engine Replacement	High Impact	High Impact	Medium Impact	High Impact

Attachment A

Project Type	Additional Considerations in Scoring
Operating Efficiency	<ul style="list-style-type: none"> • LEED certification (reduced facility operating costs). • Electric or Hybrid Technology • Expansion buses, if the agency spare ratio is below 15%
Travel Time & Reliability	<ul style="list-style-type: none"> • Agency on-time performance (OTP) is greater than 80% • Agency Mean Distance between Failures > 10,000 miles
Accessibility and Customer Experience	<ul style="list-style-type: none"> • Investments that add new stops or expand service coverage • Software/hardware to provide real-time arrival information • Improvement in bicycle or pedestrian access to transit facilities
Safety and Security	<ul style="list-style-type: none"> • On-board technology to enhance passenger safety. • Improved lighting or other crime prevention features. • Pedestrian safety improvements.

5. Minor Enhancement projects will be evaluated considering the same service impact methodology that is applied to State of Good Repair projects.

6. Major Expansion projects will be evaluated based upon the following factor areas identified in 33.2-214.4 of the *Code of Virginia*: congestion mitigation, economic development, accessibility, safety, environmental quality, and land use.

7. The factors specified in 33.2-214.4 of the *Code of Virginia* will be measured and weighted according to the following metrics:

Attachment A

Category	Measure	Measure Weight
Congestion Mitigation	Change in peak period transit system ridership attributed to the project	100%
Economic Development	Project consistency with regional and local economic development plans and policies, and support for local development activity	100%
Accessibility	Project improvement in accessibility to jobs, workforce development, and select non-work destinations	50%
	Disadvantaged population (low-income, minority, or limited English proficiency) within walking distance of project	50%
Safety	Project contribution to improving safety and security, reducing risk of fatalities or injuries	100%
Environmental Quality	Reduction in daily vehicle miles traveled resulting from project	100%
Land Use	Transit supportive land use served by the project	100%

8. The factors will initially be evaluated according to the following typology categories and weighting frameworks within existing MPO and PDC boundaries adopted by the Commonwealth Transportation Board as part of the SMART SCALE process. MPOs or PDCs may, in consultation with Transportation District Commissions (where applicable), examine the weighting framework applicable to its area and determine its appropriateness for the purpose of Transit Capital prioritization and may request that the Board approve a different typology for the purpose of Transit Capital prioritization, by resolution of their policy board.

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%	0%
Category D	10%	35%	15%	30%	10%	0%

Attachment A

Region in which the Project is Located	Typology
Accomack-Northampton PDC	Category D
Bristol MPO	Category D
Central Shenandoah PDC	Category D
Central Virginia MPO	Category C
Charlottesville-Albemarle MPO	Category B
Commonwealth Regional Council	Category D
Crater PDC	Category D
Cumberland Plateau PDC	Category D
Danville MPO	Category D
Fredericksburg Area MPO (FAMPO)	Category A
George Washington Regional Commission	Category D
Hampton Roads PDC	Category D
Hampton Roads TPO	Category A
Harrisonburg-Rockingham MPO	Category C
Kingsport MPO	Category D
Lenowisco PDC	Category D
Middle Peninsula PDC	Category D
Mount Rogers PDC	Category D
New River Valley MPO	Category C
New River Valley PDC	Category C
Northern Neck PDC	Category D
Northern Shenandoah Valley RC	Category D
Northern Virginia Transportation Authority (NVTA)/Transportation Planning Board (TPB)	Category A
Rappahannock-Rapidan RC	Category D
Region 2000 LGC	Category D
Richmond Regional PDC	Category D
Richmond Regional TPO (RRTPO)	Category B
Roanoke Valley TPO (RVTPO)	Category B
Southside PDC	Category D
Staunton-Augusta-Waynesboro MPO	Category C
Thomas Jefferson MPO	Category C
Tri-Cities MPO	Category C
West Piedmont MPO	Category D
WinFred MPO	Category C

Attachment A

Note: PDC is defined as the remainder of the region outside an 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, the project shall use the weighting associated with the MPO. 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.

9. Candidate Major Expansion projects will be scored based on the factors and weights identified above, the cost of the project, and based on the information included in the project application.

10. The final score for Major Expansion projects will be determined by calculating the anticipated benefits relative to the amount of funding requested pursuant to 33.2-1526.1 of the *Code of Virginia*.

11. A project that has been selected for transit capital funding (state of good repair, minor enhancement, or major expansion) must be rescored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project.

BE IT FURTHER RESOLVED, the methodology 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 Director of the Department of Rail and Public Transportation to take all actions necessary to implement and administer this policy and process, including, but not limited to preparation of program guidance and outreach consistent with this resolution.

BE IT FURTHER RESOLVED, the Board hereby directs the Director of the Department of Rail and Public Transportation analyze the outcomes of this process on an annual basis and to revisit the process at least every three years, in consultation with the Transit Service Delivery Advisory Committee, transit agencies, metropolitan planning organizations, and local government prior to making recommendations to the Commonwealth Transportation Board.

Approval and Adoption of an interim I-95 Corridor Improvement Plan in response to House Joint Resolution 581 and Senate Joint Resolution 276 of the 2019 Session of the General Assembly
Approved: 1/15/2020

WHEREAS, pursuant to House Joint Resolution 581 and Senate Joint Resolution 276 of the 2019 session (2019 Resolutions), the General Assembly of Virginia has directed the Commonwealth Transportation Board (Board), to study financing options for improvements to the Interstate 95 (I-95) Corridor (Study) and to develop and adopt an I-95 Corridor Improvement Plan (Plan); and

WHEREAS, the 2019 Resolutions directed the Virginia Department of Transportation (VDOT), Virginia Department of Motor Vehicles, Virginia State Police and, if requested, any other state agency to provide technical and other assistance to the Board; and

WHEREAS, the 2019 Resolutions directed that the Study include financing options for I-95 Corridor improvements; and

WHEREAS, while the 2019 Resolutions provided for the examination of a portion of I-95 and directed, in the development of the Plan, that the Board shall, at a minimum include the components below, the Board opted to address these components for the entire length of the Corridor:

Commented [VP9]: The Interstate Operations and Enhancement Program (IOEP) Policy is the more relevant policy now. This resolution adopted the 2019 interim plan (identified operational improvements only), which was then superseded by the final I-95 plan, the I-64 Corridor Improvement Plan, and the adoption of the IOEP policy.

Attachment A

1. Designate specific segments of the I-95 Corridor for improvement;
2. Identify a targeted set of improvements for each segment that may be financed or funded in such segment and evaluated using the statewide prioritization process pursuant to § 33.2-214.1 of the Code of Virginia;
3. Ensure that in the overall plan of expenditure and distribution of any toll revenues or other financing means evaluated, each segment's total long-term benefit shall be approximately equal to the proportion of the toll revenues attributable to and other funds allocated to such segment divided by the total toll revenues and other revenues allocated to the Plan;
4. Study truck travel patterns along I-95 and analyze policies that minimize the impact on local truck traffic;
5. Identify incident management strategies corridor-wide;
6. Ensure that any revenues collected along the I-95 Corridor be used only for the benefit of that Corridor;
7. Determine potential solutions to address region-specific needs along the I-95 Corridor; and
8. Consider the effect of improvements to the Virginia Railway Express Service, implementation of High Speed Rail service, and the effect that enhanced transit service could have on mitigating congestion along the I-95 Corridor.

WHEREAS, the 2019 Resolutions directed the Board to complete its meetings by November 30, 2019 and submit a report of its findings and recommendations to the Governor and General Assembly for publication as a House or Senate document no later than the first day of the 2020 Regular Session of the General Assembly; and

WHEREAS, the Board, Office of Intermodal Planning and Investment (OIPI), VDOT, and the Department of Rail and Public Transportation (DRPT), in conducting the Study and developing the Plan, solicited input from local elected officials, state legislators, citizens, and other affected stakeholders through a series of public meetings and hearings held along the I-95 Corridor; and

WHEREAS, the Study has resulted in development of an interim I-95 Corridor Improvement Plan, which identifies operational upgrades, and incident management strategies as well as unprioritized targeted multimodal improvements for the entire I-95 Corridor and provides financing options; and

WHEREAS, due to the magnitude of needs along the Corridor, the overall availability of funding to address those needs, and the desire to complete an Interstate 64 (I-64) Corridor Improvement Plan to provide a more holistic picture of transportation needs on these two corridors, the Board intends to undertake the prioritization of capital improvements identified in the I-95 Corridor Improvement Plan at a later date when more information regarding the needs on other interstate corridor is available.

NOW, THEREFORE, BE IT RESOLVED, the Board approves and adopts the interim I-95 Corridor Improvement Plan, attached hereto as Attachment A, developed by VDOT, OIPI and DRPT in response to the 2019 Resolutions of the Virginia General Assembly.

BE IT FURTHER RESOLVED, the Board hereby authorizes the Secretary of Transportation to submit the interim I-95 Corridor Improvement Plan to the General Assembly during the 2020 Regular Session of the General Assembly.

[Resolution/Attachment A link: <https://www.ctb.virginia.gov/resources/2020/jan/res/18.pdf>]



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 4, 2023

MOTION

Made By: _____ Seconded By:

Action:

Title: Amendment to Memorandum of Agreement Between VDOT and the Central Virginia Transportation Authority and Revised Standard Project Agreement Template

WHEREAS, the 2020 Virginia General Assembly adopted and enacted into law House Bill 1541, (2020 Va. Acts Chapter 1235) (“Chapter 1235”); and

WHEREAS, Chapter 1235 provides for imposition of certain state taxes in localities comprising Planning District 15, and further provides that the revenues derived from such taxes be deposited in the Central Virginia Transportation Fund (the “Fund”) and used solely for transportation purposes benefiting the localities comprising Planning District 15 (“CVTA Projects and Purposes”), and certain administrative and operating expenses pursuant to Va. Code § 33.2-3706(B); and

WHEREAS, Chapter 1235 establishes the Fund and specifies that all revenues dedicated to the Fund pursuant to Va. Code § 58.1-638 and Va. Code §§ 58.1-2291 et seq. shall be paid into the state treasury, credited to the Fund, and the amounts so dedicated deposited monthly by the Comptroller (such amounts, together with interest earned thereon, are the “CVTA Revenues”); and

WHEREAS, Chapter 1235 establishes the Central Virginia Transportation Authority (“CVTA”), providing the CVTA with the authority and duty to, among other things, determine and approve appropriate uses of the CVTA Revenues; and

WHEREAS, the CVTA and the Virginia Department of Transportation (“VDOT”) have determined that it is desirable to work cooperatively to ensure the most effective and efficient delivery and implementation of CVTA Projects and Purposes with CVTA Revenues and other state and federal transportation funding sources; and

WHEREAS, to facilitate said cooperation, on December 9, 2020, the Commonwealth Transportation Board (“Board”) approved and authorized the Commissioner of Highways to execute a Memorandum of Agreement between VDOT and the CVTA to identify and memorialize their respective roles and responsibilities with regard to the Fund, CVTA Revenues, and CVTA Projects and Purposes, including but not limited to administration of the CVTA funds disbursed to CVTA and financial reporting, project planning and delivery for the CTB’s Six-Year Improvement Program and provision for VDOT administration of CVTA funded projects (“VDOT/CVTA MOA”); and

WHEREAS, the VDOT/CVTA MOA approved by the CTB incorporated a template for a Standard Project Agreement (“SPA”) for Funding and Administration to be used for VDOT administration of CVTA-funded projects (“VDOT/CVTA SPA template”); and

WHEREAS, CVTA and its member localities have developed an agreement template for locality administration of CVTA-funded projects (“Locality/CVTA Agreement template”) that is more streamlined than the VDOT/CVTA SPA template and it has been determined that uniformity and standardization of agreements for administration of all CVTA-funded projects would benefit administration of said projects; and

WHEREAS, VDOT and the CVTA have developed a revised VDOT/CVTA SPA template (“Revised SPA Template”) that is similar to the Locality/CVTA Agreement template and VDOT is recommending that the CTB approve the Revised SPA Template and approve an amendment to the VDOT/CVTA MOA to incorporate the new template; and

WHEREAS, pursuant to §33.2-3708, the CVTA may enter into contracts or agreements necessary or convenient for the performance of its duties and the exercise of its powers under Chapter 37 of Title 33.2; and

WHEREAS, Section 33.2-214 C of the *Code of Virginia* empowers the CTB to enter into contracts with local districts, commissions, agencies, or other entities created for transportation purposes; and

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the Revised SPA Template, attached hereto as Exhibit A, for VDOT-administered CVTA-funded projects.

Resolution of the Board

Amendment to Memorandum of Agreement Between VDOT and the Central Virginia
Transportation Authority and Revised Standard Project Agreement Template

December 4, 2023

Page 3 of 3

BE IT FURTHER RESOLVED, the Commonwealth Transportation Board hereby authorizes the Commissioner of Highways to execute an amendment to the VDOT/CVTA MOA, attached hereto as Exhibit B, addressing and incorporating the Revised SPA Template, with such changes and additions as the Commissioner deems necessary.

BE IT FURTHER RESOLVED, the Commonwealth Transportation Board hereby authorizes the Commissioner to enter into agreements with the CVTA, substantively similar to the Revised SPA Template set forth in Exhibit A, with such changes and additions as the Commissioner deems necessary, for administration of any projects funded in whole or in part by the CVTA that have been included in the CTB's Six Year Improvement Program.

BE IT FURTHER RESOLVED, that, from this point forward, the authorization provided herein hereby supersedes any prior authorization/requirement of the CTB relating to use of a specific template for a Standard Project Agreement between VDOT and the CVTA for administration of CVTA-funded projects.

###

Commonwealth Transportation Board (CTB) Decision Brief

Title: Amendment to Memorandum of Agreement Between VDOT and the Central Virginia Transportation Authority and Revised Standard Project Agreement Template

Issue: In December, 2020, the Commonwealth Transportation Board approved, and authorized the Commissioner of Highways to execute, a Memorandum of Agreement between VDOT and the Central Virginia Transportation Authority (“CVTA”) to identify and memorialize their respective roles and responsibilities with regard to the CVTA Fund, CVTA Revenues, and CVTA Projects and Purposes, including but not limited to administration of the CVTA funds disbursed to CVTA and financial reporting, project planning and delivery for the CTB’s Six-Year Improvement Program and provision for VDOT administration of CVTA-funded projects (“VDOT/CVTA MOA”). The VDOT/CVTA MOA incorporated a template for a Standard Project Agreement (“SPA”) for Funding and Administration to be used for VDOT administration of CVTA-funded projects (“VDOT/CVTA SPA template”). Based on recent developments, VDOT and the CVTA have developed a revised VDOT/CVTA SPA template (“Revised SPA Template”) that is more streamlined and similar to a template used by localities and the CVTA for locally-administered CVTA-funded projects. Pursuant to §33.2-214 (C) of the *Code of Virginia*, VDOT is seeking CTB approval of the Revised SPA Template and approval of an amendment to the VDOT/CVTA MOA incorporating the new template.

Facts:

- The 2020 Virginia General Assembly adopted and enacted into law House Bill 1541, (2020 Va. Acts Chapter 1235) (“Chapter 1235”), which among other things, established the Central Virginia Transportation Authority (CVTA) and CVTA Fund. Chapter 1235 provides for imposition of certain state taxes in localities comprising Planning District 15 and further provides that the revenues derived from such taxes be deposited in the CVTA Fund and used solely for transportation purposes benefiting the localities comprising Planning District 15, and certain administrative and operating expenses pursuant to Va. Code § 33.2-3706(B).
- Earlier this year, CVTA and member localities developed a template (“Locality/CVTA Agreement template”) and entered into agreements providing for administration of CVTA-funded projects by member localities utilizing said template.
- The Locality/CVTA Agreement template is more streamlined than the VDOT/CVTA SPA template. CVTA and VDOT have determined that the Locality/CVTA Agreement template would serve as a suitable template for VDOT-administered CVTA-funded projects and further, use of similar templates for VDOT- administered and locality- administered

Decision Brief

Amendment to Memorandum of Agreement Between VDOT and the Central Virginia Transportation Authority and Revised Standard Project Agreement Template

December 4, 2023

Page 2 of 3

projects would afford more uniformity and efficiency in administration of all CVTA funded projects.

- Accordingly, CVTA and VDOT have developed a (1) Revised SPA Template for VDOT-administered CVTA-funded projects, based on the locality/CVTA Agreement template, and (2) a First Amendment to the VDOT/CVTA MOA to incorporate the Revised SPA Template.
- On October 27, 2023, the CVTA approved the following actions related to the Revised VDOT/CVTA SPA template:
 - Approval of the Revised VDOT/CVTA SPA template for VDOT administration of CVTA-funded projects.
 - Approval of and authorization for execution of the draft First Amendment to the VDOT/CVTA MOA.
 - Motion to transfer project information approved by the CVTA at the September 29, 2023 meeting, conforming the agreements to the new SPA template.
 - Approval of and authorization for the execution of SPAs for ten new projects and one existing project utilizing the Revised VDOT/CVTA SPA template.
- Standard Project Agreements for the following VDOT administered CVTA funded projects were approved at the October 27, 2023 CVTA meeting:
 - Bottoms Bridge Park and Ride (UPC 120444) CVTA Funds: \$198,047
 - I-64 at Ashland Rd Interchange (UPC 123919) CVTA Funds: \$33,699,829
 - I-64 at Oilville Rd Interchange (UPC 123290) CVTA Funds: \$606,000
 - I-64 Gap Segments A & B (UPCs 123915, 122805, 123831) CVTA Funds: \$100,000,000
 - Mayo's Bridge Replacement (UPC 104888) CVTA Funds: \$5,000,000
 - POV Marine Terminal Access Improvements at I-95/Bells Rd (UPC 123895) CVTA Funds: \$2,000,000 *Note: Candidate project not in FY24 SYIP*
 - Rte 288 NB Hard Shoulder Running (UPC 122147) CVTA Funds: \$8,000,000
 - Short Pump Area Transportation Improvements (VDOT completion of NEPA) (UPC 124222) CVTA Funds: \$1,800,000 *Note: Candidate project not in FY24 SYIP*
 - Staples Mill Rd Improvements (UPC 123584) CVTA Funds: \$5,670,000
 - West Broad St Improvements at Short Pump (UPC 123583) CVTA Funds: \$3,230,000
 - Fall Line Trail DB #1 (UPC 121374) CVTA Funds: \$8,381,111 *Note: Existing Project with executed SPA under original template*

Decision Brief

Amendment to Memorandum of Agreement Between VDOT and the Central Virginia Transportation Authority and Revised Standard Project Agreement Template

December 4, 2023

Page 3 of 3

- Total CVTA funds allocated to the 11 VDOT administered SPA agreements: \$168,584,987.
- Section 33.2-214 (C) of the Code of Virginia empowers the CTB to enter into contracts with local districts, commissions, agencies, or other entities created for transportation purposes.

Recommendations: VDOT recommends that the CTB:

1. Approve the Revised SPA Template for VDOT-administered CVTA-funded projects (attached hereto as Exhibit A).
2. Authorize the Commissioner of Highways to execute the First Amendment to the VDOT/CVTA MOA, attached hereto as Exhibit B, addressing and incorporating the Revised SPA Template, with such changes and additions as the Commissioner deems necessary.
3. Authorize the Commissioner to enter into agreements with the CVTA, substantively similar to the Revised SPA Template set forth in Exhibit A, with such changes and additions as the Commissioner deems necessary, for administration of any projects funded in whole or in part by the CVTA that have been included in the CTB's Six Year Improvement Program (SYIP).
4. Declare that, from this point forward, the authorizations provided above supersede any prior authorization/requirement of the CTB relating to use of a specific template for a Standard Project Agreement between VDOT and the CVTA for administration of CVTA-funded projects.

Action Required by CTB: Approve by majority vote the resolution providing the approval and authorizations recommended herein.

Result, if Approved: The VDOT/CVTA MOA will be amended to incorporate, and VDOT-administered CVTA-funded projects will be addressed by, the more streamlined Revised SPA Template. VDOT/the Commissioner of Highways will have the requisite authority to enter into agreements with the CVTA for VDOT-administered CVTA-funded projects utilizing the Revised SPA Template, provided such projects are included in the CTB SYIP.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: N/A

Attachment A: Exhibit B Revised

**STANDARD MODEL PROJECT ADMINISTRATION AGREEMENT
BETWEEN
THE VIRGINIA DEPARTMENT OF TRANSPORTATION AND
THE CENTRAL VIRGINIA TRANSPORTATION AUTHORITY**

CVTA Regionally Funded Projects

CVTA Project ID	Project Name	UPC

THIS AGREEMENT is hereby executed and made effective as of the date of the last (latest) signature set forth below, by and between the Virginia Department of Transportation, hereinafter referred to as “VDOT” and the Central Virginia Transportation Authority, hereinafter referred to as the “CVTA.” The CVTA and VDOT are collectively referred to as the “Parties.”

WHEREAS, VDOT has expressed its willingness to administer the work described in Appendix A, and such work for each improvement shown in Appendix A is hereinafter referred to as the “Project”; and

WHEREAS, the funds shown in Appendix A have been allocated to finance the Project; and

WHEREAS, VDOT is committed to the development and delivery of the Project in an expeditious manner; and

WHEREAS, the Parties have concurred in VDOT’s administration of the Project as shown in Appendix A in accordance with applicable federal, state, and local laws and regulations.

NOW THEREFORE, in consideration of the mutual premises contained herein, the Parties hereto agree as follows:

1. The representations, covenants and recitations set forth in the foregoing recitals are material to this Agreement and are hereby incorporated into and made a part of this Agreement as though they were fully set forth in this Section 1.
2. VDOT shall:
 - a. Be responsible for all activities necessary to complete the noted phase(s) of the Project as shown in Appendix A, as expressly required by federal, state, and local laws and regulations, or as otherwise agreed to, in writing, between the Parties. Unless otherwise agreed to by the Parties, every phase of the Project will be designed and constructed in accordance with all standards typically utilized or established by VDOT for such facility.

- b. Maintain accurate and complete records of the Project's development and retain documentation of all expenditures and make such information available for inspection or auditing by the CVTA upon request. Records and documentation for the Project shall be maintained for no less than three (3) years following the CVTA's acceptance of the final voucher on the Project.
 - c. Submit quarterly progress and expenditure reports and invoices with supporting documentation to the CVTA in the form prescribed by the CVTA. The supporting documentation shall include copies of vendor and contractor invoices paid by VDOT, an up-to-date Project summary and schedule, and a cash flow summary of all payment requests, payments, and adjustments in a form prescribed by the CVTA. Additional information and reports, including but not limited to plans and right of way reports, shall be provided by VDOT as otherwise requested.
 - d. Requests for reimbursement shall be made within 90 days after any eligible project expenses are incurred by VDOT. Reimbursement for eligible expenditures shall not exceed funds allocated each year for the Project by the CVTA. Additional funds for eligible expenditures for the Project may be requested and shall be approved on case-by case basis, per paragraph 4 below.
 - e. Provide, or have others provide, maintenance of the Project upon completion, unless otherwise agreed to by the Parties. Where the Project results in physical construction, VDOT will continue to operate and maintain the Project, or have others operate and maintain the Project, or take measures necessary to ensure the locality having final jurisdiction over the Project assumes operation and maintenance of the Project, in accordance with the final constructed design and applicable standards. VDOT agrees that any modification of the approved design features, without the approval of the CVTA or agencies with proper oversight, may, at the discretion of the CVTA, result in restitution either physically or monetarily as determined by the CVTA.
3. The CVTA shall:
- a. Upon receipt of VDOT's invoices pursuant to paragraph 2.c, reimburse VDOT the cost of eligible Project expenses, as described in Appendix A. Such reimbursements shall be payable by the CVTA within 30 days of an acceptable submission by VDOT.
 - b. Audit VDOT's Project records and documentation as may be required to verify VDOT's compliance with applicable policies, laws, and regulations.
4. Nothing in this Agreement shall obligate the Parties hereto to expend or provide any funds in excess of funds agreed upon in this Agreement or as shall have been included in an annual or other lawful appropriation. CVTA funding is limited by fiscal year to the allocated funding identified in the Appendix A of this Agreement, or other sources of funding allocated to the project by the CVTA, and CVTA funding is allocable only upon VDOT's compliance with all requirements of this Agreement. In the event the cost of all or part of the Project is anticipated to exceed the allocation shown on Appendix A, the Parties agree to cooperate in seeking additional funding for the Project or to terminate the

Project before Project costs exceed the allocated amount. Any requested increase in CVTA funding is subject to CVTA policy and procedures applicable to the funding source and is not guaranteed. If the CVTA elects to allocate additional funds, additional funds shall be paid from federal, state, local or CVTA revenues, in proportions as agreed by the Parties at the time, with the goals of expending state or federal funds first before expending LOCALITY and/or CVTA revenues and using all funding to expedite delivery and completion of the Project.

5. In the event there is a significant reduction in Project costs, VDOT and the CVTA will work reasonably and in good faith to amend Appendix A fairly to reflect the effect of the reduction, with the goals of applying the savings to maximize the use of federal and state funds on the Project and using all funding to expedite delivery and completion of the Project.
6. If federal or state funding not previously available for the Project becomes available for any portion of the Project, then VDOT and the CVTA will work reasonably and in good faith to fairly allocate the additional funding, with the goals of applying the additional funding to maximize the use of state and federal funds on the Project and using all funding to expedite delivery and completion of the Project.
7. The Parties mutually agree and acknowledge, in entering this Agreement, that the individuals acting on behalf of the Parties are acting within the scope of their official authority and capacity and the Parties agree that neither Party will bring a suit or assert a claim against any official, officer, or employee of either Party, in their individual or personal capacity, for a breach or violation of the terms of this Agreement or to otherwise enforce the terms and conditions of this Agreement. The foregoing notwithstanding, nothing in this Agreement shall prevent the enforcement of the terms and conditions of this Agreement by or against either Party in a competent court of law.
8. The Parties mutually agree that no provision of this Agreement shall create in the public, or in any person or entity other than the Parties, rights as a third party beneficiary hereunder, or authorize any person or entity, not a party hereto, to maintain any action for, without limitation, personal injury, property damage, breach of contract, return of money, property, or deposit(s), or cancellation or forfeiture of bonds or other financial instruments, pursuant to the terms of this Agreement or otherwise. Notwithstanding any other provision of this Agreement to the contrary, the Parties agree that VDOT and the CVTA shall not be bound by any agreements between either Party and other persons or entities concerning any matter which is the subject of this Agreement, unless and until the Party to be bound has, in writing, received a true copy of such agreement(s) and has affirmatively agreed, in writing, to be bound by such Agreement.
9. This Agreement may be terminated by either Party upon 30 days' advance written notice to the other Party. Eligible Project expenses incurred through the date of termination shall be reimbursed in accordance with paragraph 3.a., subject to the limitations established in this Agreement and Appendix A. Upon termination and unless otherwise agreed to, the CVTA shall retain ownership of plans and specifications. Right-of-way acquired with CVTA funding shall be transferred to VDOT or the locality that would otherwise by law have jurisdiction or control over the facility, unless otherwise agreed. VDOT may retain plans,

specifications, and right-of-way if all CVTA funds expended for the project are reimbursed to the CVTA and will work with any locality that would otherwise have and that will assume jurisdiction and control over the facility to ensure said locality receives a copy of plans and specifications and, as mutually agreed, is conveyed the subject right of way.

10. Prior to taking any action alleging breach of this Agreement, the CVTA shall provide notice to VDOT with a specific description of the VDOT's breach of this Agreement. Upon receipt of a notice of breach, VDOT will be provided the opportunity to cure such breach or to provide a plan to cure to the satisfaction to the CVTA. If, within sixty (60) days after receipt of the written notice of breach, VDOT has neither cured the breach, nor is diligently pursuing a cure of the breach, then upon receipt by VDOT of a written notice from the CVTA stating that the breach has neither been cured, nor is VDOT diligently pursuing a cure, the CVTA may exercise any remedies it may have under this Agreement or at law or in equity.
11. VDOT and the CVTA acknowledge and agree that this Agreement has been prepared jointly by the Parties and shall be construed in accordance with its fair meaning and not strictly for or against any Party.
12. VDOT and the CVTA agree that the appendices attached hereto set forth the minimum information and requirements for their intended purposes and may be modified as to form and with additional information and requirements as mutually agreed.
13. Nothing in this Agreement shall be construed as a waiver of the VDOT's or the CVTA's sovereign immunity.
14. This Agreement, when properly executed, shall be binding upon both Parties, their successors, and assigns.
15. This Agreement may be modified only in writing by mutual agreement of the Parties.

The remainder of this page is BLANK

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed, intending it to be effective as of the date of the last (latest) execution below.

**COMMONWEALTH OF VIRGINIA,
DEPARTMENT OF TRANSPORTATION:**

Signature

Typed or printed name of signatory

Title

Date

Signature of Witness

Date

NOTE: The official signing for the LOCALITY must attach a certified copy of his or her authority to execute this agreement.

CENTRAL VIRGINIA TRANSPORTATION AUTHORITY:

Chair
Central Virginia
Transportation Authority

Date

Signature of Witness

Date

Attachments

- Appendix A
- Appendix B
- Appendix C

Appendix A - VDOT Administered

PROJECT SCHEDULE:						
Project Details						
VDOT						
CVTA Project Name:						
CVTA Project Number:						
UPC Number (If Applicable):						
CVTA Program Coordinator						
VDOT Program Manager:						
Scope of Services:						
Allocated CVTA Project Funding Amount, broken out by fiscal year:						
				FY []: [amount]		
				FY []: [amount]		
				FY []: [amount]		
				FY []: [amount]		
				FY []: [amount]		
				FY []: [amount]		
Schedule						
Milestone					Anticipated Date	
Project Scoping Meeting						
Survey						
Utility Designation (If Applicable)						
Geotechnical Engineering Report						
Conceptual Design Phase Submittal (If Applicable)						
Approved NEPA Document (If Applicable)						
Preliminary Design Phase Submittal						
Citizen Information Meeting (If Applicable)						
Post Willingness (if Applicable)						
Public Hearing (If Applicable)						
Utility Field Inspection (If Applicable)						
ROW Design Phase Submittal (If Applicable)						
ROW Acquisition						
Relocate Utilities (If Applicable)						
Final Construction Design Phase Submittal						

Draft Invitation for Bid Submittal			
Invitation for Bid Advertisement			
Environmental Permits Obtained (If Applicable)			
Begin Construction			
End Construction			

APPENDIX B

PROJECT BUDGET & CASH FLOW

CVTA PROJECT: [●]

UPC NUMBER (IF APPLICABLE):

VDOT PROGRAM MANAGER: [●]

<u>CONTRACTOR/SUPPLIER</u>	<u>INVOICE #</u>	<u>INVOICE DATE</u>	<u>AMOUNT</u>	<u>PAYMENT INSTRUCTIONS</u>	<u>DATE PAID:</u>	<u>DRAW #:</u>
<u>REMIT TO: VDOT</u>	<u>SEE ATTACHED PAID INVOICE LISTING</u>	-	\$0.00	<u>REMIT TO:</u>		
-	-	-	-	<u>0</u>		
-	-	-	-	<u>BANK:</u>		
-	-	-	-	<u>ABA NUMBER:</u>		
-	-	-	-	<u>ACCT #:</u>		
-	-	-	-	-		
-	-	-	-	<u>EMPLOYER ID:</u>		
-	-	-	-	-		
<u>TOTAL</u>	-	-	<u>\$</u> =	-		

***IF ADDITIONAL YEARS ARE NEEDED, PLEASE SUBMIT A SEPARATE FORM WITH ADDITIONAL COLUMNS.**

THIS APPENDIX B IS CERTIFIED AND MADE AN OFFICIAL ATTACHMENT TO THE STANDARD PROJECT AGREEMENT DOCUMENTED BY THE PARTIES OF THIS AGREEMENT

DATE

APPENDIX C

FORM OF PAYMENT REQUISITION

CVTA Project: _____
UPC Number (If Applicable): _____
Project Scope/Services Description: _____
Draw Request Number: _____

Date: _____, 20__

Central Virginia Transportation Authority

[•]

Attention _____, Program Coordinator:

This requisition is submitted in connection with the Standard Project Administration Agreement for the project services noted above dated _____, 20__ (the "Agreement") between the Central Virginia Transportation Authority ("CVTA") and VDOT. VDOT hereby requests \$_____ of CVTA funds, to pay the costs of the project services described and set forth in Appendices A and B of the Agreement ("Project Services") and in accordance with the Agreement. Also included are copies of each invoice relating to the items for which payment is requested.

The undersigned certifies (i) the amounts included within this requisition will be applied solely and exclusively for the payment or the reimbursement of VDOT's costs of the Project Services, (ii) VDOT is responsible for payment to vendors/contractors, (iii) VDOT is not in breach or default with respect to any of its obligations under the Agreement, including without limitation (but only if applicable) tax covenants, (iv) the representations and warranties made by VDOT in the Agreement are true and correct as of the date of this Requisition and (v) to the knowledge of VDOT, no condition exists under the Agreement that would allow CVTA to withhold the requested payment.

**COMMONWEALTH OF VIRGINIA,
DEPARTMENT OF TRANSPORTATION**

By: _____
Name: _____
Title: _____

Recommended For Payment

By: _____
Name: _____
Title: CVTA Program Coordinator

FIRST AMENDMENT TO

THE MEMORANDUM OF AGREEMENT BETWEEN
THE VIRGINIA DEPARTMENT OF TRANSPORTATION AND
THE CENTRAL VIRGINIA TRANSPORTATION AUTHORITY

This First Amendment (Amendment) to the Memorandum of Agreement between the Virginia Department of Transportation and the Central Virginia Transportation Authority, dated December 21, 2020, (Memorandum of Agreement) is entered into by the Virginia Department of Transportation (VDOT) and the Central Virginia Transportation Authority (CVTA), (each a Party and collectively, the Parties), and shall be effective on the date of last execution.

WHEREAS, VDOT and the CVTA deemed it necessary and prudent to identify their respective roles and responsibilities with regard to the CVTA Fund, CVTA Revenues, and CVTA Projects and Purposes by means of an agreement and, accordingly, entered into the Memorandum of Agreement; and

WHEREAS, in recognition that, from time to time, CVTA may engage VDOT to administer and/or develop one or more CVTA Projects and Purposes, the Parties developed a model Standard Project Agreement (SPA) for Funding and Administration of CVTA Projects and Purposes, which was intended to be used as the template agreement for CVTA projects to be administered by VDOT unless the Parties otherwise agreed; and

WHEREAS, the CVTA developed a separate Standard Project Agreement for Regional Projects between CVTA and localities (CVTA-Locality SPA) that addresses CVTA-funded projects to be administered by a locality; and

WHEREAS, CVTA and VDOT have determined that the CVTA-Locality SPA would serve as a suitable template for VDOT-administered CVTA-funded projects and further, from CVTA's perspective, use of similar templates for VDOT administered and locality administered projects would afford more uniformity and efficiency in administration of the CVTA-funded projects.

NOW THEREFORE, in consideration of the foregoing and the mutual premises contained herein, the Parties hereto agree that the Memorandum of Agreement is hereby amended as follows:

1. That section 2 e shall be replaced in its entirety with the following provision:
From time to time, CVTA may engage VDOT to administer and/or develop one or more CVTA Projects and Purposes. The Parties have developed a model Standard Project Agreement for Funding and Administration of CVTA Projects and Purposes, which, upon mutual agreement of the Parties, is attached hereto as Exhibit B Revised (the "CVTA Model VDOT SPA"). The CVTA Model VDOT SPA will be used as the template agreement for CVTA Projects administered by VDOT unless the Parties otherwise agree for a particular project. VDOT and CVTA shall perform their respective obligations under each applicable agreement in accordance with the terms of that agreement.

2. That Exhibit B of the Memorandum of Agreement is hereby replaced in its entirety by Exhibit B Revised, which is attached hereto as Attachment A and sets forth the STANDARD MODEL PROJECT ADMINISTRATION AGREEMENT BETWEEN THE VIRGINIA DEPARTMENT OF TRANSPORTATION AND THE CENTRAL VIRGINIA TRANSPORTATION AUTHORITY which shall serve as the CVTA Model VDOT SPA as established in section 2 e.

In all other respects, the Memorandum of Agreement, dated December 21, 2020 shall remain unmodified and in full force and effect.

IN WITNESS WHEREOF, the Parties have caused this Amendment to the Memorandum of Agreement to be executed by their duly authorized representatives, intending it to be effective as of the date of last execution below.

Central Virginia Transportation Authority

Levar Stoney
Levar Stoney (Nov 1, 2023 10:50 EDT)

Chairman

Nov 1, 2023

Date

Virginia Department of Transportation

Commissioner of Highways

Date



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 4, 2023

MOTION

Made By: _____ Seconded By:

Action:

Title: Location Approval for the Westwind Drive Extension (Loudoun County Parkway to Old Ox Road)

WHEREAS, State Highway Project 2988-053-175, PE101, RW201, C501 (UPC 111670) will extend Westwind Drive in Loudoun County, between Loudoun County Parkway (Route 607) and Old Ox Road (Route 606) (the "Project"); and

WHEREAS, in accordance with the § 33.2-208 of the *Code of Virginia* and the policies and regulations of the Commonwealth Transportation Board (CTB), including 24 VAC 30-380-10, a Combined Location & Design Public Hearing and National Environmental Policy Act (NEPA) Public Hearing (the "Hearing") was held in Ashburn, Virginia, on June 5, 2023, at Stone Hill Middle School for the purpose of considering the preferred alignment of a roadway to connect Loudoun County Parkway and Old Ox Road as shown in Attachment A, and the potential impacts of the Project; and

WHEREAS,s proper notice of the Hearing and the proposed alignment to be considered was given in advance, and all those present were given a full opportunity to express their opinions and recommendations on the Project, and their statements have been duly recorded; and

WHEREAS, the economic, social and environmental effects of the Project have been examined and given proper consideration and this evidence, along with all other relevant evidence has been carefully reviewed; and

WHEREAS, the Project is in compliance with the NEPA requirements and an Environmental Assessment was prepared by Loudoun County's Department of Transportation and Capital Infrastructure and approved for public availability on August 17, 2022; and

WHEREAS, the Loudoun County Board of Supervisors voted to endorse the proposed location and major design elements of the Project, as generally presented at the Hearing, as provided in Attachment B; and

WHEREAS, review of all data resulted in VDOT's recommendation that the Project be located on the preferred alignment as proposed and presented at the Hearing.

NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby approves the location of the extension of Westwind Drive as proposed and presented at the Hearing and shown as the preferred alignment in Attachment A.

#####

Commonwealth Transportation Board (CTB) Decision Brief

Location Approval for the Westwind Drive Extension

Issue: The Westwind Drive Extension project proposes a number of transportation improvements along Westwind Drive in Loudoun County, from Loudoun County Parkway (Route 607) to Old Ox Road (Route 606), including a new section of Westwind Drive from State Street to Ladbrook Drive. Pursuant to § 33.2-208 of the *Code of Virginia*, the Commonwealth Transportation Board (CTB) is required to locate and establish the routes to be followed by the highways comprising the systems of state highways.

Facts:

- The major elements of the Westwind Drive Extension project include a new bridge over Broad Run (the only un-tolled crossing between Waxpool Road and the Loudoun County Parkway/Old Ox Road split), a new signal at the intersection of Westwind Drive and State Street, a roundabout at the new intersection of Westwind Drive and Ladbrook Drive, and expanded pedestrian access between Loudoun County Parkway and Old Ox Road (the “Project”). The new section of Westwind Drive shall include grading and construction of four (4) 12-foot lanes of divided collector roadway with 15-foot median, 10-foot shared use path and 6-foot of sidewalk.
- The Project provides an important missing link in the regional road network by directly linking the roadways between two Metrorail Silver Line stations (Loudoun Gateway Station and Ashburn Station) through the connection of Loudoun County Parkway (Route 607) and Old Ox Road (Route 606).
- A connection between Loudoun County Parkway and Old Ox Road has been the subject of planning documents for over 35 years since the Dulles North Area Management Plan identified the facility’s location in 1985. Additionally, this Project will address Loudoun County’s transportation goals and objectives, as the extension of Westwind Drive was continually included in the County’s Capital Improvement and Countywide Transportation Plans.
- Based on the Loudoun County General Plan 2019, future land uses in the Project area are expected to increase in density, therefore necessitating the expansion of roadway infrastructure to maintain adequate service capacity in the area.

Recommendations: VDOT recommends approval of the location of the Westwind Drive Extension as presented at the June 5, 2023, Location and Design Public Hearing (the “Hearing”) and depicted in Attachment A.

Action Required by CTB: Section 33.2-208 of the *Code of Virginia*, requires a majority vote of the CTB to locate and establish the routes to be followed by the roads comprising systems of state highways between points designated in the establishment of such systems.

Result, if Approved: If approved by the Board, the Project will move forward to the final design phase.

Options: Approve, Deny or Defer

Public Comments/ Reaction: The Hearing was held on June 5, 2023, at the Stone Hill Middle School located in Loudoun County. Those that attended were able to view displays for the proposed Project, which included all design aspects of the Project, and the opportunity to ask questions and provide comments.

Twenty-two (22) citizens attended the hearing. There were twenty (20) written and twenty-two (22) oral comments received for the record. There were ten (10) comments in opposition of the Project as a whole and the remaining comments were in support of the Project with design modifications.

The Loudoun County Board of Supervisors voted to endorse the Project location as generally presented at the Hearing (see Attachment B.)

CTB PUBLIC HEARING SUMMARY

Westwind Drive Extension

Loudoun County

State Project: 2988-053-175, PE101, RW201, C501

UPC: 111670

Federal Project: STP-5B01

Fr: Loudoun County Parkway (Route 607)

To: Old Ox Road (Route 606)

Project Length: Approx. 6300 feet (1.2 miles)

PROJECT HISTORY –

A connection between Loudoun County Parkway (Route 607) and Old Ox Road (Route 606) at Westwind Drive has been included in, or been, the subject of planning documents for over 35 years, and approximately 41% of the proposed corridor is along areas of reserved right-of-way for the extension. The facility's location was first identified in 1985 in the Dulles North Area Management Plan and has been included in Loudoun County's Capital Improvement Program (CIP) and Countywide Transportation Plans (CTP). Additionally, the presence of two Silver Line Metrorail Stations – the Loudoun Gateway Station and Ashburn Station – provides the opportunity to develop transit-oriented urban environments. Recent developments near the project area are characterized by a mixture of commercial, recreational, and high-density housing uses for transit-oriented development. Based on the Loudoun County General Plan 2019, future land uses in the project area are expected to increase in density, therefore necessitating the expansion of roadway infrastructure to maintain adequate service capacity in the area.

PROJECT PURPOSE –

The purpose of this project is to provide an important missing link in the regional road network in directly linking the roadways between two Metrorail Silver Line stations – Loudoun Gateway Station and Ashburn Station – by connecting Loudoun County Parkway (Route 607) and Old Ox Road (Route 606). The project proposes a new section of Westwind Drive from State Street to Ladbrook Drive, a new bridge over Broad Run (the only un-tolled crossing between Waxpool Road and the Loudoun County Parkway / Old Ox Road split), a roundabout at the new intersection of Westwind Drive and Ladbrook Drive and expanded pedestrian access between Loudoun County Parkway and Old Ox Road. The project further provides additional improvements along existing sections of Westwind Drive and Ladbrook Drive including drainage improvements, stormwater management facilities, and traffic signal modifications within the project limits.

TYPICAL SECTION –

- 120 feet of right of way
- 4-lane divided road
- 16 foot median to allow for a single left-turn lane
- 10 foot shared-use path on the west side of Westwind Drive
- 6 foot sidewalk on the east side of Westwind Drive

Public Hearing Summary
Westwind Drive Extension (UPC 111670)
December 4, 2023
Page 2 of 2

PUBLIC HEARING –

Type – Location and Design

Date – June 5, 2023

Time – 6:30 pm to 7:30 pm

Location – Stone Hill Middle School, 23415 Evergreen Ridge Drive in Ashburn, Virginia

ATTENDANCE – Twenty-Two (22) citizens, in addition to County, VDOT and Consultant staff.

COMMENTS RECEIVED – Twenty-two (22) citizens attended the hearing. There were twenty (20) written and twenty-two (22) oral comments received for the record. There were ten (10) comments in opposition of the project as a whole and the rest comments received in support of the project with design modifications.

ENVIRONMENTAL DATA – The proposed project is programmed with federal funding and therefore the National Environmental Policy Act (NEPA) applies. The environmental document for this project is an Environmental Assessment (EA), which has been signed by the Federal Highway Administration (FHWA) on August 17, 2022.

ESTIMATED COST –

Preliminary Engineering	- \$12.1 Million
Right of Way	- \$37.2 Million
Utility Relocation	- \$3.4 Million
Construction	- \$69.5 Million
Total estimated cost	- \$122.2 Million

ADVERTISEMENT – Construction is currently scheduled to begin in mid-2027.

RIGHT OF WAY – No families, businesses and/or non-profit organizations will be displaced as a result of this project development.

TRAFFIC DATA – It is anticipated that in the design year of 2045 the average daily traffic volume will be 28,990 vehicles per day on the new roadway. This is an increase over the current average daily traffic of 3,300 vehicles per day

STAFF RECOMMENDS – Approval of the current alignment as the location of the Westwind Drive Extension as proposed and presented at the public hearing.



Loudoun County, Virginia

www.loudoun.gov

Office of the County Administrator

1 Harrison Street, S.E., 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000

Telephone (703) 777-0200 • Fax (703) 777-0325

At a business meeting of the Board of Supervisors of Loudoun County, Virginia, held in the County Government Center, Board of Supervisors' Meeting Room, 1 Harrison St., S.E., Leesburg, Virginia, on Tuesday, September 19, 2023, at 4:00 p.m.

IN RE: Location and Design Endorsement – Westwind Drive from Loudoun County Parkway to Old Ox Road (2011: Dulles / 2022: Sterling)

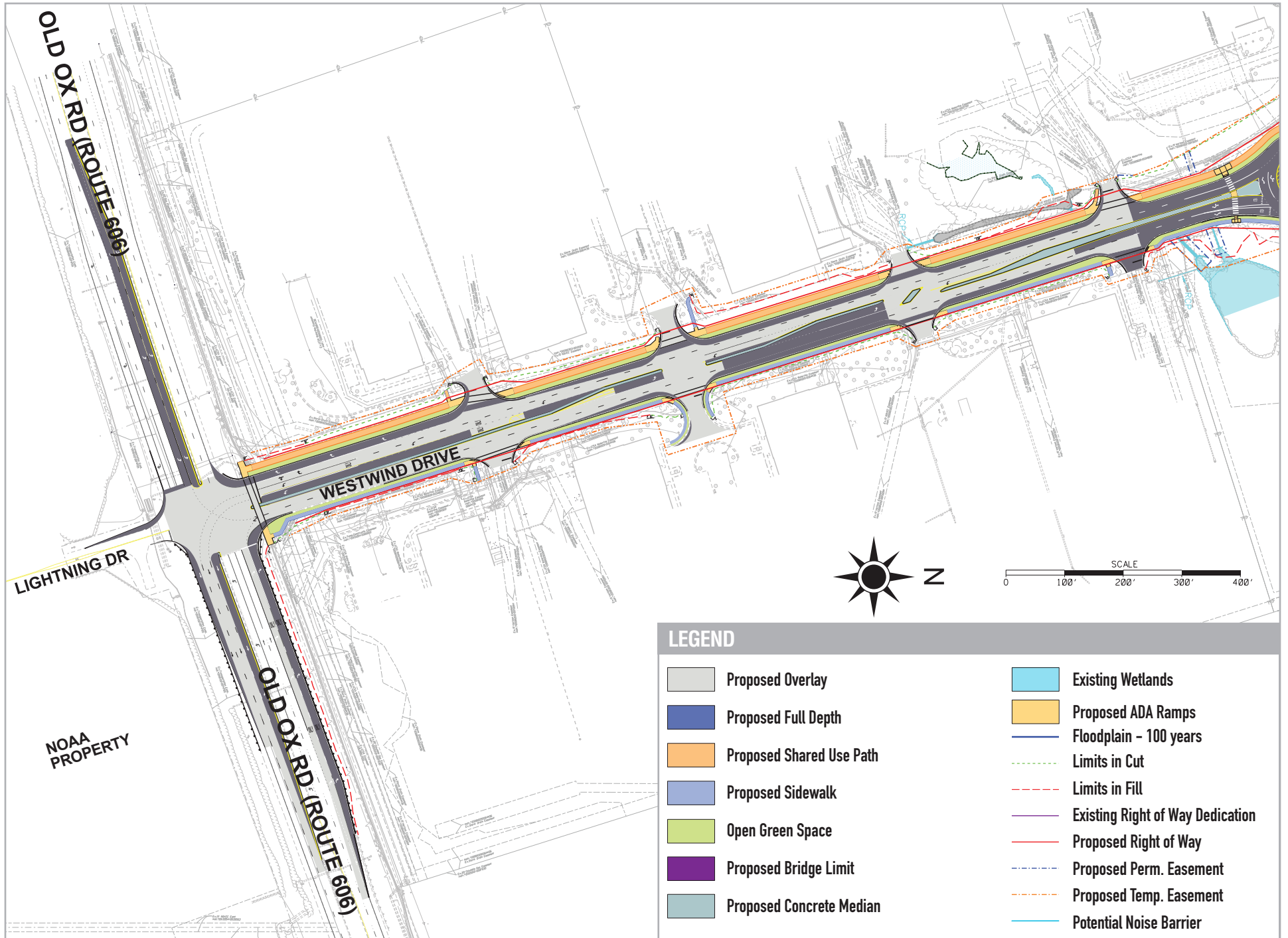
Chair Randall moved that the Board of Supervisors endorse the proposed location and major design elements for the Westwind Drive project from Loudoun County Parkway to Old Ox Road, as presented in the September 19th, 2023, Board of Supervisors Business Meeting Action Item, and direct staff to proceed with the completion of the final design and construction documents.

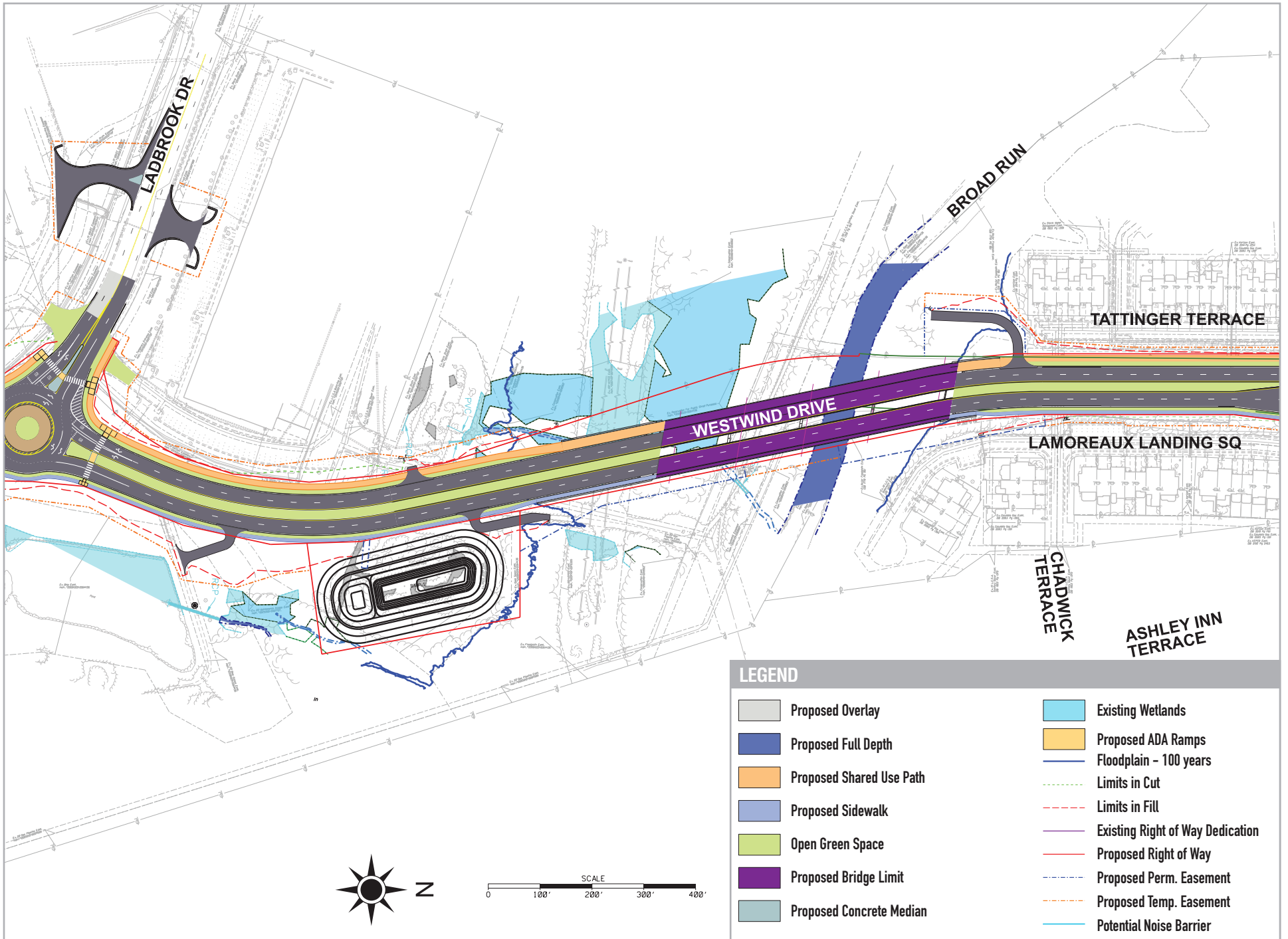
Seconded by Supervisor Buffington

















Voting on the Motion: Supervisors Briskman, Buffington, Glass, Kershner, Letourneau, Randall, Turner, and Umstadd – Yes; None – No; Vice Chair Saines – Absent for the vote.

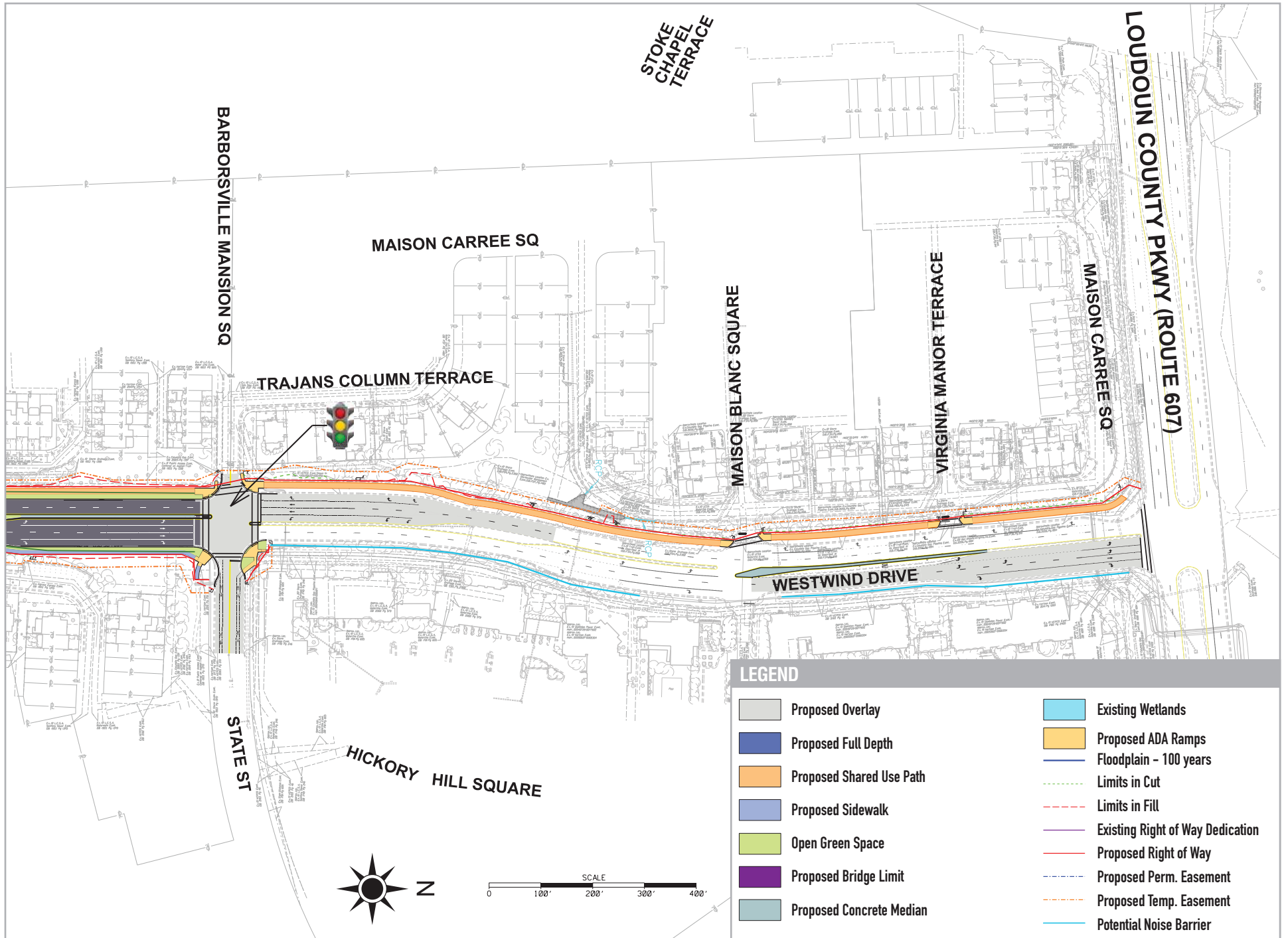
COPY TESTE:


















DEPUTY CLERK TO THE LOUDOUN COUNTY
BOARD OF SUPERVISORS





LEGEND	
	Proposed Overlay
	Proposed Full Depth
	Proposed Shared Use Path
	Proposed Sidewalk
	Open Green Space
	Proposed Bridge Limit
	Proposed Concrete Median
	Existing Wetlands
	Floodplain - 100 years
	Limits in Cut
	Limits in Fill
	Existing Right of Way Dedication
	Proposed Right of Way
	Proposed Perm. Easement
	Proposed Temp. Easement
	Potential Noise Barrier



LEGEND			
	Proposed Overlay		Existing Wetlands
	Proposed Full Depth		Proposed ADA Ramps
	Proposed Shared Use Path		Floodplain - 100 years
	Proposed Sidewalk		Limits in Cut
	Open Green Space		Limits in Fill
	Proposed Bridge Limit		Existing Right of Way Dedication
	Proposed Concrete Median		Proposed Right of Way
			Proposed Perm. Easement
			Proposed Temp. Easement
			Potential Noise Barrier



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

December 1, 2023

The Honorable W. Sheppard Miller, III
The Honorable E. Scott Kasprowicz
The Honorable Greg Yates
The Honorable Mary Hughes Hynes
The Honorable Raymond D. Smoot, Jr.
The Honorable Mark H. Merrill
The Honorable Frederick T. Stant, III
The Honorable Tom Fowlkes
The Honorable Burwell Wayne Coleman
The Honorable H. Randolph Laird
The Honorable Thomas Moore Lawson
The Honorable Darrell R. Byers
The Honorable Laura A. Sellers
The Honorable Joel "Rex" Davis
The Honorable Linda Green
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer DeBruhl

Subject: Location Approval for the Westwind Drive Extension in Loudoun County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for Location Approval for your consideration. The proposed Location Approval on State Highway Project 2988-053-175, PE101, RW201, C501; (UPC# 111670) has been recommended for approval by the Department's staff.

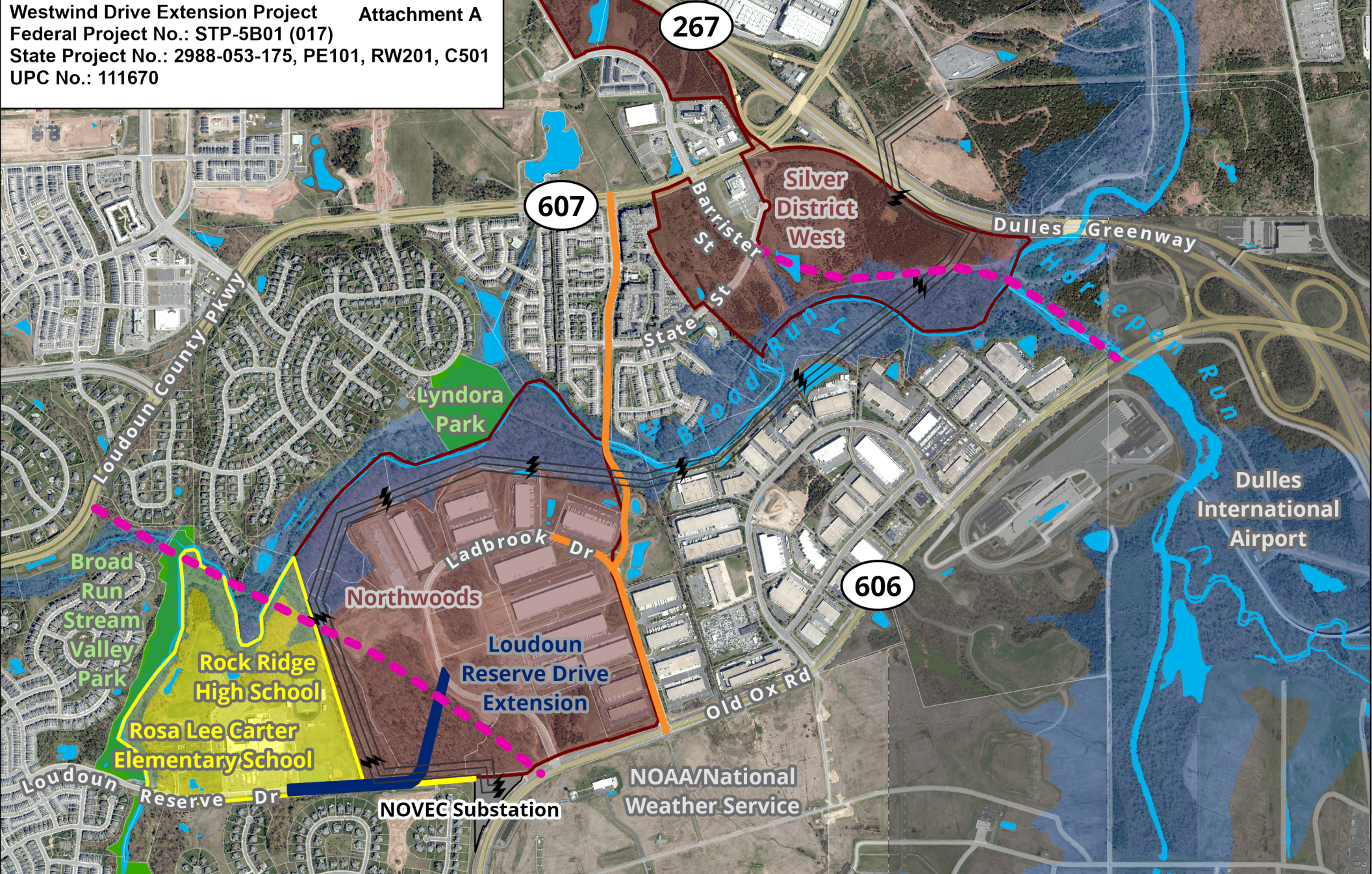
I have reviewed the staff's recommendations and determined that this request should be considered by the Board.

Sincerely,

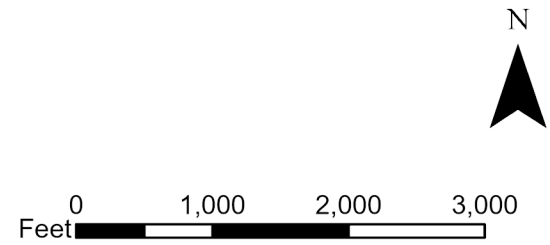
Barton A Thrasher
2023.11.16 16:37:08-05'00'

Barton A. Thrasher, P.E.
Chief Engineer

Westwind Drive Extension Project Attachment A
 Federal Project No.: STP-5B01 (017)
 State Project No.: 2988-053-175, PE101, RW201, C501
 UPC No.: 111670



- Preferred Alignment
- - - Potential Alternative Alignment (Conceptual)
- Approved Development Project
- Park
- NHD-mapped Water
- FEMA-mapped 100-year Floodplain
- ⚡ Dominion Energy Transmission Line





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 7

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

December 4, 2023

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: FY24-29 Six-Year Improvement Program Transfers
For September 23, 2023 through November 3, 2023**

WHEREAS, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. After due consideration, the Board adopted a Fiscal Years 2024-2029 Program on June 21, 2023; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the Six-Year Improvement Program of projects and programs for Fiscal Years 2024 through 2029 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the Six-Year Improvement Program of projects and programs for Fiscal Years 2024 through 2029 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

Total Cost Estimate	Threshold
<\$5 million	up to a 20% increase in total allocations
\$5 million to \$10 million	up to a \$1 million increase in total allocations
>\$10 million	up to a 10% increase in total allocations up to a maximum of \$5 million increase in total allocations

Resolution of the Board
December 4, 2023
FY2024-2029 Six-Year Improvement Program Transfers
September 23, 2023 through November 3, 2023
Page 2 of 2

WHEREAS, the Board directed that (a) the Commissioner shall notify the Board on a monthly basis should such transfers or allocations be made; and (b) the Commissioner shall bring requests for transfers of allocations exceeding the established thresholds to the Board on a monthly basis for its approval prior to taking any action to record or award such action; and

WHEREAS, the Board is being presented a list of the transfers exceeding the established thresholds attached to this resolution and agrees that the transfers are appropriate.

NOW THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the attached list of transfer requests exceeding the established thresholds is approved and the specified funds shall be transferred to the recipient project(s) as set forth in the attached list to meet the Board's statutory requirements and policy goals.

###

CTB Decision Brief

FY2024-2029 Six-Year Improvement Program Transfers September 23, 2023 through November 3, 2023

Issue: Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program) in accordance with statutes and federal regulations. Throughout the year, it may become necessary to transfer funds between projects to have allocations available to continue and/or initiate projects and programs adopted in the Program.

Facts: On June 21, 2023, the CTB granted authority to the Commissioner of Highways (Commissioner), or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2024 through 2029 (the Program) to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the Program consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

Total Cost Estimate	Threshold
<\$5 million	up to a 20% increase in total allocations
\$5 million to \$10 million	up to a \$1 million increase in total allocations
>\$10 million	up to a 10% increase in total allocations up to a maximum of \$5 million increase in total allocations

In addition, the CTB resolved that the Commissioner should bring requests for transfers of allocations exceeding the established thresholds to the CTB on a monthly basis for its approval prior to taking any action to record or award such action.

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from September 23, 2023 through November 3, 2023 is attached.

Recommendations: VDOT recommends the approval of the transfers exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to adopt changes to the Program that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

Result, if Approved: If approved, the funds will be transferred from the donor projects to projects that meet the CTB's statutory requirements and policy goals.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

**Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Requiring Approval**

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
1	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	INSTALL GUARDRAIL - ROUTE 82 RUSSELL CO	117772	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$27,976	\$56,124	\$28,148	99.4%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to an underway project.
2	Hampton Roads	CARBON REDUCTION PROGRAM BALANCE ENTRY HAMPTON	T27909	Hampton Roads	GREEN OPERATOR - NEAR ZERO-EMISSION TRUCKS	103928	Carbon Hampton Roads Allocation-Federal (CFRM30), Carbon Hampton Roads Allocation-Soft Match (CFRM31), Carbon Reduction >200k Allocation-Federal (CFR600), CRP >200k Allocation - Soft Match (CFR601)	\$3,278,754	\$13,321,002	\$5,042,249	32.6%	Transfer of surplus funds recommended by District and MPO from the Carbon Reduction Program Balance Entry line item to a scheduled project.
3	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Hampton Roads	ELECTRONIC THROTTLE CONTROL FOR SURRY-WILLIAMSBURG VESSELS	123794	Ferries Allocation - Federal (CF7230), Ferries Allocation - Soft Match (CF7231)	\$529,000	\$610,000	\$610,000	>100%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a scheduled project.
4	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Hampton Roads	JAMESTOWN-SCOTLAND FERRY RESCUE BOATS	123795	Ferries Allocation - Federal (CF7230), Ferries Allocation - Soft Match (CF7231)	\$150,000	\$400,000	\$400,000	60.0%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a scheduled project.
5	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Hampton Roads	RESCUE BOAT DAVIT FOR SURRY VESSEL	123796	Ferries Allocation - Federal (CF7230), Ferries Allocation - Soft Match (CF7231)	\$250,000	\$337,000	\$337,000	>100%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a scheduled project.
6	Statewide	REGIONAL TRAILS BALANCE ENTRY	T-25575	Lynchburg	PEAKS TO CREEK MULTI-USE TRAIL	T-28771	Transportation Initiatives: TI - Regional Trails Project: General Fund-State (CSTG07)	\$1,250,000	\$1,250,000	\$14,979,378	100.0%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Regional Trails Balance Entry line item to fund a scheduled project as directed by the General Assembly.
7	Northern Virginia	#SGR Northern Virginia-Local SGR Paving-Balance Entry	T9618	Northern Virginia	#SGR23LP - DUMFRIES ROAD MILLING AND RESURFACING	121555	SGR - State (SS0100)	\$106,041	\$366,713	\$366,713	40.7%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to a scheduled project.
8	Richmond	I-64 Express Barge Service Expansion	115815	Richmond	RTE 1 - INTERSECTION IMPROVEMENTS AT HOPKINS RD & HARWOOD ST	15955	CMAQ : Richmond (CF5M20), CMAQ Match : Richmond (CS5M21)	\$1,578,619	\$15,324,537	\$15,324,537	11.5%	Transfer of surplus funds recommended by District and MPO from a canceled project to fund a scheduled project.
9	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Richmond	Rt. 54 - Upgrade Existing Flashing Lights and Gates	110977	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$171,715	\$553,415	\$553,415	45.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Requiring Approval**

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
10	Richmond	RICHMOND TRI-CITIES REGIONAL STP (RSTP) BALANCE ENTRY, RTE 746 (N. Enon Ch Rd, Rt 10-Meadowville Tech Pk) WIDENING	70725, 112660	Richmond	ROUNDAABOUT AT MIDDLE RD & JEFFERSON PARK RD	111704	RSTP : Tri-Cities (CF2MB0), RSTP Match : Tri-Cities (CS2MB1), State Match Non-Formula - Petersburg (CNS273)	\$1,000,000	\$8,575,844	\$8,575,844	13.2%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item and a scheduled project to fund a scheduled project.
11	Richmond	CARBON REDUCTION PROGRAM BALANCE ENTRY - RICHMOND	T27907	Richmond	Bon Air Pedestrian Improvements	113439	Accounts Receivable - Access (CNL222), Accounts Receivable - Access (NOP222), Carbon Richmond Allocation-Federal (CFRM50), Carbon Richmond Allocation-Soft Match (CFRM51)	\$600,000	\$2,600,000	\$2,600,000	30.0%	Transfer of surplus funds recommended by District and MPO from the District Carbon Reduction Program Balance Entry line item to fund an underway project.
12	Richmond	#SGR Richmond - VDOT SGR Bridge - Balance Entry	T13914	Richmond	#SGR22VB - Rt 33 over I-64 - Major Rehab - FED ID 9745	118300	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111), SGR Bridge State (SSB700)	\$13,612,836	\$63,911,481	\$63,911,481	27.1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the SGR VDOT Bridge Balance Entry line item to fund a scheduled project.
13	Statewide	REGIONAL TRAILS BALANCE ENTRY	T-25575	Richmond	TOBACCO HERITAGE TRAIL	T-28772	Transportation Initiatives: TI - Regional Trails Project: General Fund-State (CSTG07)	\$1,250,000	\$1,250,000	\$4,000,000	100.0%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Regional Trails Balance Entry line item to fund a scheduled project as directed by the General Assembly.
14	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Salem	SHOULDER WIDENING, RUMBLE STRIP INSTALL & GUARDRAIL UPGRADE	122869	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1), VA Safety State - State (CS3SS0)	\$8,863,879	\$17,857,189	\$17,857,189	98.6%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to fund a scheduled project.
15	Statewide	REGIONAL TRAILS BALANCE ENTRY	T-25575	Salem	Craig Botetourt Scenic Trail	T-28761	Transportation Initiatives: TI: HIP 5k-Federal (CFTH40); Transportation Initiatives: TI: HIP 5k-Soft Match (CFGTH41); Transportation Initiatives: TI - Regional Trails Project: General Fund-State (CSTG07)	\$12,500,000	\$12,500,000	\$50,000,000	100.0%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Regional Trails Balance Entry line item to fund a scheduled project as directed by the General Assembly.
16	Staunton	Rt. 658/Rockland Rd. NS Railway Bridge - Warren County, STAUNTON DGP DEALLOCATION BALANCE ENTRY	112945, T21768	Staunton	#HB2.FY17 Route 33 Rawley Pike Roadway Improvements	109378	Bond Proceeds - Capital Projects Revenue (CNB267), DGP - State (GS0100)	\$5,632,987	\$14,999,931	\$13,803,825	60.1%	Transfer of surplus funds recommended by District from an underway project and the District DGP Balance Entry line item to fund an underway project.
17	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Staunton	Rt.649-Install Flashing Lights and Gates w Interconnection	113064	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$94,321	\$404,321	\$404,321	30.4%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Requiring Approval**

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
18	Statewide	REGIONAL TRAILS BALANCE ENTRY	T-25575	Staunton	Shenandoah Valley Rail To Trail	T-28108	Transportation Initiatives: TI: HIP 5-200k-Federal (CFTH30); Transportation Initiatives: IT: HIP 5-200k-Soft Match (CFTH31); Transportation Initiatives: TI - Regional Trails Project: General Fund-State (CSTG07); Transportation Initiatives: Transportation Initiatives: State (CSTS01)	\$35,000,000	\$35,000,000	\$135,000,000	100.0%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Regional Trails Balance Entry line item to fund a scheduled project as directed by the General Assembly for Right of Way only.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 4, 2023

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2024-2029

WHEREAS, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs and that the Program shall be based on the most recent official revenue forecasts and a debt management policy; and

WHEREAS, after due consideration the Board adopted a 2024-2029 Program on June 21, 2023; and

WHEREAS, the Board is required by §§ 33.2-214(B) and 33.2-221(C) of the *Code of Virginia* to administer and allocate funds in the Commonwealth Transportation Fund and the Transportation Trust Fund, respectively; and

WHEREAS, § 33.2-214(B) of the *Code of Virginia* provides that the Board is to coordinate the planning for financing of transportation needs, including needs for highways, railways, seaports, airports, and public transportation and is to allocate funds for these needs pursuant to §§ 33.2-358 and Chapter 15 of Title 33.2 (33.2-1500 et seq.) of the *Code of Virginia*, by adopting a Program; and

WHEREAS, §§ 33.2-1526 and 33.2-1526.1 authorize allocations to local governing bodies, transportation district commissions, or public service corporations for, among other

things, capital project costs for public transportation and ridesharing equipment, facilities, and associated costs; and

WHEREAS, the Board recognizes that the projects are appropriate for the efficient movement of people and freight and, therefore, for the common good of the Commonwealth.

NOW THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the projects shown in Appendix the Six-Year Improvement Program of projects and programs for Fiscal Years 2024 through 2029 and are approved.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Commissioner of Highways and the Director of the Department of Rail and Public Transportation are authorized to enter into agreements for respective programmed projects for Fiscal Year 2024 and prior within the Six-Year Improvement Program satisfactory to the Commissioner and the Director, to the extent otherwise consistent with authorities set forth in the Code of Virginia.

#####

CTB Decision Brief

Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2024 – 2029

Issue: Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program) and allocations in accordance with the statutory formula.

Facts: The CTB must adopt a Program of anticipated projects and programs by July 1st of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On June 21, 2023, after due consideration, the CTB adopted FY 2024-2029 Program.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2024–2029.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to add the projects listed in Appendix A to the Program for FY 2024–2029 to meet the CTB’s statutory requirements.

Result, if Approved: If the resolution is approved, the projects listed in Appendix A will be added to the Program for FY 2024-2029. In addition, the resolution will authorize the Commissioner of Highways and the Director of the Department of Rail and Public Transportation to enter into agreements for respective programmed projects for Fiscal Year 2024 and prior within the Six-Year Improvement Program satisfactory to the Commissioner and the Director, to the extent otherwise consistent with authorities set forth in the Code of Virginia.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

**Appendix A
Amendments to the FY2024-2029 SYIP**

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
1	T-28765	Hampton	City of Newport News	0664	I-664 NB (Ramp A) Over Newmarket Creek Swamp Rehab	\$6,000,000	\$6,000,000	\$0	CTB Formula Bridge	Yes
2	T-28108	Staunton	Districtwide	SRVT	Shenandoah Valley Rail To Trail	\$135,000,000	\$35,000,000	100,000,000	Transportation Initiatives: TI Regional Trails Project	No
3	T-28761	Salem	Botetourt County	0817	Craig Botetourt Scenic Trail	\$50,000,000	\$12,500,000	\$37,500,000	Transportation Initiatives: TI Regional Trails Project	No
4	T-28772	Richmond	Mecklenburg County	9999	Tobacco Heritage Trail	\$4,000,000	\$1,250,000	2,750,000	Transportation Initiatives: TI Regional Trails Project	No
5	T-28771	Lynchburg	City of Lynchburg	9999	Peaks to Creeks Multi-Use Trail	\$14,979,378	\$1,250,000	13,729,378	Transportation Initiatives: TI Regional Trails Project	No
Total						\$209,979,378	\$56,000,000	\$153,979,378		



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 4, 2023

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: FY2024-FY2029 SYIP Project Updates

WHEREAS, Section 33.2-214 (B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs and that the Program shall be based on the most recent official revenue forecasts and a debt management policy; and

WHEREAS, the Board adopted the Six-Year Improvement Program of projects for Fiscal Years 2024-2029 on June 21, 2023; and

WHEREAS, the 2023 General Assembly passed HB 2338/ SB 1326 to expand funding eligibility for the Transit Ridership Incentive Program (TRIP) to include two additional project types: improvements to the accessibility of transit bus passenger facilities and efforts to improve crime prevention and public safety for transit passengers, operators, and employees; and

WHEREAS, DRPT has identified \$4,423,874 in unobligated TRIP funds to allocate toward projects as identified in Appendix A; and

WHEREAS, DRPT applied for and received \$3,200,000 in federal discretionary funding from the 2022 FRA Railroad Crossing Elimination (RCE) grant program to be used for improvements to four rural railroad crossings identified in Appendix A; and

WHEREAS, DRPT has identified \$650,000 from the Commonwealth Rail Fund to contribute towards a match for the RCE Federal discretionary grant program identified in Appendix A; and

WHEREAS, the Board recognizes that the projects are appropriate for the efficient movement of people and freight and, therefore, for the common good of the Commonwealth.

NOW, THEREFORE, BE IT RESOLVED, by the Board, that the projects shown in Appendix A are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2024 through 2029 and are approved.

#####

Appendix A: DRPT FY2024-FY2029 SYIP Project Updates for TRIP Midcycle Grants and Rail Crossing Elimination

Grantee	Project	Total Project Cost (first year)	Proposed DRPT Match	Proposed Local Match	Federal Award
City of Alexandria	Alexandria Landmark transit center amenities	\$800,000	\$544,000	\$256,000	-
Arlington Regional Transit	ART bus stop improvements	\$540,000	\$367,200	\$172,800	-
Bristol Transit	Bristol Transit vehicle security cameras	\$37,563	\$21,563	\$16,000	-
Bristol Transit	Bristol bus shelter improvements	\$120,000	\$81,600	\$38,400	-
Central Shenandoah Planning District Commission	CSPDC Lewis Street Hub improvements	\$2,045,000	\$805,150	\$1,239,850	-
District Three Governmental Cooperative	District Three zero-fare project	\$70,000	\$56,000	\$14,000	-
GRTC Richmond	GRTC Richmond bus stop improvements	\$579,491	\$394,054	\$185,437	-
GRTC Richmond	GRTC Chesterfield bus stop improvements	\$80,869	\$54,991	\$25,878	-
Hampton Roads Transit	HRT ferry shelter improvements	\$825,000	\$561,000	\$264,000	-
Hampton Roads Transit	HRT bus stop improvements	\$279,000	\$189,720	\$89,280	-
Hampton Roads Transit	HRT operator safety barriers	\$1,445,278	\$982,789	\$462,489	-
Petersburg Area Transit	PAT Multimodal Center security guards	\$150,246	\$120,197	\$30,049	-
Petersburg Area Transit	PAT Multimodal Center security cameras	\$296,469	\$201,599	\$94,870	-
Roanoke County	Roanoke County bus shelter	\$30,000	\$20,400	\$9,600	-
Williamsburg Area Transit Authority	WATA transit vehicle security cameras	\$89,826	\$23,612	\$66,214	-
TRIP Total		\$7,388,742	\$4,423,874	\$2,964,867	-
DRPT	DC2RVA Rural Crossings Safety Improvements	\$4,000,000	\$650,000	\$150,000	\$3,200,000
RCE Total		\$4,000,000	\$650,000	\$150,000	\$3,200,000
Grand Total		\$11,388,742	\$5,073,874	\$3,114,867	\$3,200,000

CTB Decision Brief

Six-Year Improvement Program Updates for Federal Discretionary Match Fiscal Years 2024 - 2029

Issue: Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program) and allocations in accordance with policy or statutory formula.

Facts: The CTB must adopt a Six-Year Improvement Program of anticipated projects and programs by July 1st of each year in accordance with Section 33.2-214 (B). The CTB adopted the FY 2024-2029 SYIP on June 21, 2023. The projects in the DRPT Appendix A were not in the final FY 2024-2029 SYIP adopted by the CTB. DRPT solicited midcycle applications for the Transit Ridership Incentive Program following legislative modifications to the program in the 2023 General Assembly Session. DRPT also was awarded \$3.2 million in federal discretionary funding from the 2022 FRA Railroad Crossing Elimination (RCE) grant program to be used for improvements to four rural railroad crossings.

Recommendations: The Department of Rail and Public Transportation (DRPT) recommends the inclusion of the projects, \$4,423,874 of Transit Ridership Incentive Program funds, \$3,200,000 in Federal Railroad Crossing Elimination program funds and \$650,000 of funding from the Commonwealth Rail Fund for projects in Appendix A to the Program for Fiscal Years 2024-2029.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to add the projects listed in DRPT Appendix A to the Program for FY 2024-2029.

Results, if Approved: If the resolution is approved, the projects listed in DRPT Appendix A will be added to the Program for FY 2024-2029.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.

Appendix A: DRPT FY2024-FY2029 SYIP Project Updates for TRIP Midcycle Grants and Rail Crossing Elimination

Grantee	Project	Total Project Cost (first year)	Proposed DRPT Match	Proposed Local Match	Federal Award
Alexandria (DASH)	Alexandria Landmark transit center amenities	\$800,000	\$544,000	\$256,000	-
Arlington Regional Transit	ART bus stop improvements	\$540,000	\$367,200	\$172,800	-
Bristol Transit	Bristol Transit vehicle security cameras	\$37,563	\$21,563	\$16,000	-
Bristol Transit	Bristol bus shelter improvements	\$120,000	\$81,600	\$38,400	-
Central Shenandoah Planning District Commission	CSPDC Lewis Street Hub improvements	\$2,045,000	\$805,150	\$1,239,850	-
District Three Governmental Cooperative	District Three zero-fare project	\$70,000	\$56,000	\$14,000	-
GRTC Richmond	GRTC Richmond bus stop improvements	\$579,491	\$394,054	\$185,437	-
GRTC Richmond	GRTC Chesterfield bus stop improvements	\$80,869	\$54,991	\$25,878	-
Hampton Roads Transit	HRT ferry shelter improvements	\$825,000	\$561,000	\$264,000	-
Hampton Roads Transit	HRT bus stop improvements	\$279,000	\$189,720	\$89,280	-
Hampton Roads Transit #2	HRT operator safety barriers	\$1,445,278	\$982,789	\$462,489	-
Petersburg Area Transit #1	PAT Multimodal Center security guards	\$150,246	\$120,197	\$30,049	-
Petersburg Area Transit #2	PAT Multimodal Center security cameras	\$296,469	\$201,599	\$94,870	-
Valley Metro-Roanoke County	Valley Metro bus stop improvements	\$30,000	\$20,400	\$9,600	-
Williamsburg Area Transit Authority	WATA transit vehicle security cameras	\$89,826	\$23,612	\$66,214	-
TRIP Total		\$7,388,742	\$4,423,874	\$2,964,867	-
DRPT	DC2RVA Rural Crossings Safety Improvements	\$4,000,000	\$650,000	\$150,000	\$3,200,000
RCE Total		\$4,000,000	\$650,000	\$150,000	\$3,200,000
Grand Total		\$11,388,742	\$5,073,874	\$3,114,867	\$3,200,000



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 4, 2023

MOTION

Made By: _____ Seconded By:

Action:

Title: Approval of Interstate 81 Corridor Improvement Program Progress Report and Support for Future Actions Relating to I-81 Improvement Projects

WHEREAS, pursuant to Chapter 743 of the 2018 Acts of Assembly, the General Assembly directed the Commonwealth Transportation Board (Board), to study financing options for improvements to Interstate I-81 (I-81) and, with support from the Office of Intermodal Planning and Investment, to develop and adopt an I-81 Corridor Improvement Plan (Plan); and

WHEREAS, on December 5, 2018, the Board adopted the Plan, which identified targeted improvements for potential financing and evaluated such improvements using the statewide prioritization process; and

WHEREAS, Chapters 837 and 846 of the 2019 Acts of Assembly established Chapter 36 (§ 33.2-3600 *et seq.*) of Title 33.2 of the *Code of Virginia*, creating the I-81 Corridor Improvement Fund (Fund), and directing the Board to establish the I-81 Committee (Committee), to adopt an I-81 Corridor Improvement Program (Program), to update the Program by July 1st of each year and to report to the General Assembly the status and progress of implementation of the Program (I-81 Corridor Improvement Program Progress Report) by December 15th of each year; and

WHEREAS, pursuant to § 33.2-3603, the Board established the I-81 Committee on May 15, 2019; and

WHEREAS, pursuant to § 33.2-3602, the I-81 Corridor Improvement Program shall, at a minimum:

1. Allocate year by year the revenues, if any, from the Fund and bond proceeds, if any, backed by the Fund to projects and strategies identified in the Plan adopted by the

- Board in 2018 and as may be adopted from time to time;
2. Include a financing plan to support such allocation; and
 3. Include a schedule for all new projects and strategies identified in the Plan adopted by the Board; and

WHEREAS, prior to the adoption of such Program, the Board shall review the recommendations of and consult with the I-81 Committee; and

WHEREAS, pursuant to § 33.2-3602, the I-81 Corridor Improvement Program Progress Report must include, at a minimum:

1. The safety and performance of the Interstate 81 Corridor, including the number of incidents, the average duration of incidents, the number and average duration of incidents involving lane closures, and the person-hours of delay along the Interstate 81 corridor;
2. An assessment of the effectiveness of the operational strategies and capital projects implemented and funded through the Program;
3. The status of capital projects funded through the Program; and
4. The current and projected balances of the Fund.

WHEREAS, the I-81 Committee received a briefing on I-81 Corridor Improvement Program progress on October 2, 2023 and that information has been captured in the 2023 I-81 Corridor Improvement Program Annual Progress Report; and

WHEREAS, the I-81 Corridor Improvement Program Progress Report completely satisfies the above-referenced requirements set forth in § 33.2-3602; and

WHEREAS, the I-81 Corridor Plan initially identified 106 projects for consideration and prioritized 64 projects for funding, in addition to multimodal and operational improvements with projects to be implemented through 2033 based on the current 2023 revenue assumptions and debt model; and

WHEREAS, two of the originally prioritized projects remain to be added to future Six-Year Improvement Programs (SYIP), pending sufficient allocations to fully fund them within the six-year window, as required by § 33.2-214 E. of the *Code of Virginia*:

- UPC 116196-- Add northbound lane from MM 116 to MM 128 in the Salem District
- UPC 116281-- Widen to 3 lanes northbound and southbound from MM 313 to MM 317 in the Staunton District; and

WHEREAS, additional projects were included in the original Corridor Plan, but not prioritized for funding: and

WHEREAS, southbound widening between Exits 137 and 128 in the Salem District would add a third lane on the southbound side of I-81, and while not yet included in the program for funding, could realize an anticipated savings of \$75 million from construction and mobilization if performed in parallel with the currently scheduled project (UPC 116197) for the northbound side; and

WHEREAS, on October 31, 2023, Delegate Austin, Chairman of the I-81 Advisory Committee, at the request of the Committee, requested Governor Youngkin to provide funding to support continued advancement of the following projects within the I-81 Corridor Plan:

- UPC 116196-- Add northbound lane from MM 116 to MM 128 in the Salem District
- UPC 116281-- Widen to 3 lanes northbound and southbound from MM 313 to MM 317 in the Staunton District
- Southbound widening between Exits 137 and 128 in the Salem District to be done concurrently with the northbound side widening project within the same termini (2023 estimate: \$308 million inclusive of \$75 million in savings if done concurrently with the northbound side); and

WHEREAS, at the recommendation of the Virginia Department of Transportation, the Board wishes to express its acknowledgement and support for certain actions relating to the above-referenced I-81 improvement projects.

NOW, THEREFORE, BE IT RESOLVED, the Board approves the annual I-81 Corridor Improvement Program Progress Report, attached hereto as Appendix A, as required by § 33.2-3602 of the *Code of Virginia* and directs that the report be submitted to the General Assembly by December 15, 2023, in accord with processes required for submission of such reports.

BE IT FURTHER RESOLVED, that the Board hereby acknowledges and supports:

- Inclusion of the Southbound widening between Exits 137 and 128 in the Salem District in the I-81 Corridor Improvement Plan and consideration of the Project in future updates to the Six-Year Improvement Program, the next being the FY2025-2030 Six-Year Improvement Program to be considered by the Board in June 2024, (provided that anticipated allocations are sufficient to fully fund the project through construction). It is intended that this project is advanced with the northbound side (UPC 116197), currently planned to start construction in 2025.
- Adding the remaining two projects included in the original prioritized list of I-81 projects to the Six-Year Improvement Program in the following order at such time as updated revenue assumptions and debt model support their inclusion:
 - ~ UPC 116281 Widen to 3 lanes northbound and southbound from MM 313 to MM 317 in the Staunton District
 - ~ UPC 116196 Add northbound lane from MM 116 to MM 128 in the Salem District

#####

CTB Decision Brief

Approval of the I-81 Corridor Improvement Program Progress Report and Support for Future Actions Relating to I-81 Improvement Projects

Issue: Chapters 837 and 846 of the 2019 Acts of Assembly established Chapter 36 (§ 33.2-3600 *et seq.*) of Title 33.2 of the *Code of Virginia*, creating the Interstate 81 (I-81) Corridor Improvement Fund (Fund), and directing the Commonwealth Transportation Board (Board) to establish the I-81 Committee; to adopt an I-81 Corridor Improvement Program (Program); to update the Program by July 1st of each year; and to report to the General Assembly the status and progress of implementation of the Program (I-81 Corridor Improvement Program Progress Report) by December 15th of each year. Approval by the Board of the I-81 Corridor Improvement Program Report for 2023 is sought. In addition, acknowledgement and support of the Board is sought for future actions relating to I-81 Improvement Projects.

Facts: In enacting Chapter 743 of the 2018 Acts of Assembly, the General Assembly of Virginia directed the Board to study financing options for improvements to I-81, and with assistance from the Office of Intermodal Planning and Investment (OIPi), to develop and adopt an I-81 Corridor Improvement Plan (Plan). The Board approved the Plan on December 5, 2018, which identified targeted improvements for potential financing and evaluated such improvements using the statewide prioritization process.

The 2019 Acts of Assembly established the Fund, the Program, and the I-81 Committee. The Act also requires the Board to update the Program by July 1 of each year and to report to the General Assembly on the status of implementation of the Program by December 15 of each year.

Sources of revenues initially dedicated to the Fund include a newly-established truck registration fee, an I-81 corridor regional fuels tax, and statewide diesel and road taxes. Funds to support the Program became available July 1, 2019.

In 2020, the General Assembly passed legislation that limited the imposition of regional fuels taxes to only those localities that I-81 passes through. This adjustment to the original fuel tax mechanism is not anticipated to impact the financial health of the Fund. Furthermore, as per the 2020 Interstate Operations and Enhancement Program (IOEP) omnibus legislation, I-81 receives an allocation of funds from the IOEP equal to the ratio of vehicle miles travelled (VMT) on I-81 by vehicle Class 6 or higher, to total VMT by vehicle Class 6 or higher on all Interstate highways. Beginning in FY2021, the truck registration fees and road tax revenue from the Program were dedicated to the Commonwealth Transportation Fund. Adoption of the FY24-FY29 SYIP included a plan for financing the Program and estimated proceeds from I-81 bonds and Transportation Infrastructure Finance and Innovation Act (TIFIA) financing.

Decision Brief

Approval of the I-81 Corridor Improvement Program Progress Report and Support for Future Actions Relating to I-81 Improvement Projects

December 4, 2023

Page 2 of 4

The current and projected allocations of the Program based on the FY2024-2029 Six-Year Improvement Program, is reflected below:

	FY24*	FY25	FY26**	FY27**	FY28	FY29	Total
Total Available	\$1,209.2	\$204.0	\$487.3	\$470.3	\$224.3	\$234.9	\$2,830.1

*FY24 and prior years

** Allocations include planned debt financing

Moneys in the Fund shall only be used for capital, operating, and other improvement costs identified in the Program. Of the 64 capital projects included in the I-81 Corridor Improvement Plan and Program, 34 have been completed. The FY24-29 Six-Year Improvement Program was adopted by the Board on June 21, 2023, and included both operational improvements and 46 of the 48 remaining capital improvement projects identified in the Plan.

Pursuant to § 33.2-3602 (A), the I-81 Corridor Improvement Program shall, at a minimum:

1. Allocate year by year the revenues, if any, from the Fund and bond proceeds, if any, backed by the Fund to projects and strategies identified in the Plan adopted by the Board in 2018 and as may be adopted from time to time;
2. Include a financing plan to support such allocation; and
3. Include a schedule for all new projects and strategies identified in the Plan adopted by the Board.

Prior to the adoption of the Program, the Board shall review the recommendations of and consult with the I-81 Committee.

Pursuant to § 33.2-3602 (D), the I-81 Corridor Improvement Program Progress Report must include, at a minimum:

1. The safety and performance of the Interstate 81 corridor, including the number of incidents, the average duration of incidents, the number and average duration of incidents involving lane closures, and the person-hours of delay along the Interstate 81 corridor;
2. An assessment of the effectiveness of the operational strategies and capital projects implemented and funded through the Program;
3. The status of capital projects funded through the Program; and
4. The current and projected balances of the Fund.

Decision Brief

Approval of the I-81 Corridor Improvement Program Progress Report and Support for Future Actions Relating to I-81 Improvement Projects

December 4, 2023

Page 3 of 4

The current I-81 Corridor Improvement Program Progress Report reflects the minimum requirement as required by § 33.2-3602.

The I-81 Committee, which includes Board members of the Bristol, Salem and Staunton construction districts, received briefings on the status of the Program and met on October 2, 2023. The I-81 Committee was provided the draft I-81 Corridor Improvement Program Progress Report for review and comment.

The Corridor Plan initially identified 106 projects for consideration and prioritized 64 projects for funding, in addition to multimodal and operational improvements, with projects to be implemented through 2033 based on the current revenue assumptions and debt model.

Two of the originally prioritized projects remain to be added to future Six-Year Improvement Programs (SYIP), pending sufficient allocations to fully fund them within the six-year window, as required by § 33.2-214 E. of the *Code of Virginia*:

- UPC 116196—Add northbound lane from MM 116 to MM 128 in the Salem District
- UPC 116281-- Widen to 3 lanes northbound and southbound from MM 313 to MM 317 in the Staunton District; and

Further, additional projects were included in the original Corridor Plan, but not prioritized for funding. These additional projects included Southbound widening between Exits 137 and 128 in the Salem District.

On October 31, 2023, Delegate Austin, Chairman of the I-81 Advisory Committee, at the request of the Committee, requested Governor Youngkin to provide funding to support continued advancement of the following projects within the I-81 Corridor Plan:

- UPC 116196 Add northbound lane from MM 116 to MM 128 in the Salem District
- UPC 116281 Widen to 3 lanes northbound and southbound from MM 313 to MM 317 in the Staunton District
- Southbound widening between Exits 137 and 128 in the Salem District to be done concurrently with the northbound side widening project within the same termini (2023 estimate: \$308 million inclusive of \$75 million in savings if delivered concurrently with the northbound side, UPC 116197)).

Recommendations: Approval is recommended for the submission of the annual I-81 Corridor Improvement Program Progress Report, attached hereto as Appendix A. In addition, it is recommended that the Board acknowledge and support:

- Inclusion of the Southbound widening between Exits 137 and 128 in the Salem District in the I-81 Corridor Improvement Plan and consideration of the Project in future updates to the Six-Year Improvement Program, the next being the FY2025-2030 Six-Year Improvement Program to be considered by the Board in June 2024, (provided that anticipated allocations are sufficient to fully fund the project through construction) It is intended that this project is

Decision Brief

Approval of the I-81 Corridor Improvement Program Progress Report and Support for Future Actions Relating to I-81 Improvement Projects

December 4, 2023

Page 4 of 4

advanced with the northbound side (UPC 116197), currently planned to start construction in 2025.

Adding the remaining two projects included in the original prioritized list of I-81 projects to the Six-Year Improvement Program in the following order at such time as updated revenue assumptions and debt model support their inclusion:

- ~ UPC 116281 Widen to 3 lanes northbound and southbound from MM 313 to MM 317 in the Staunton District
- ~ UPC 116196 Add northbound lane from MM 116 to MM 128 in the Salem District

Action Required by CTB: The Board will be presented with a resolution for a formal vote to approve the annual I-81 Corridor Improvement Program Progress Report and to report to the General Assembly regarding the status and progress of implementation of the Program by December 15, 2023. In addition, the resolution will provide the Board's acknowledgement and support for the recommended actions relating to the above-referenced I-81 Projects.

Result, if Approved: If approved, the I-81 Corridor Improvement Program Progress Report will be submitted to the General Assembly. Further, acknowledgement and support of the Board will be documented for (i) inclusion of the Southbound widening between Exits 137 and 128 in the Salem District in the I-81 Corridor Improvement Plan and consideration of the Project in future updates to the Six-Year Improvement Program, the next being the FY2025-2030 Six-Year Improvement Program to be considered by the Board in June 2024 (provided that anticipated allocations are sufficient to fully fund the project through construction), (ii) include this project with the currently planned northbound side in advancement to construction and (iii) adding the remaining two projects included in the original prioritized list of I-81 projects to the Six-Year Improvement Program in the following order at such time as updated revenue assumptions and debt model support their inclusion:

- ~ UPC 116281 Widen to 3 lanes northbound and southbound from MM 313 to MM 317 in the Staunton District
- ~ UPC 116196 Add northbound lane from MM 116 to MM 128 in the Salem District

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

I-81 PROGRAM PROGRESS REPORT

December 2023

Prepared for:



Prepared by:



Commonwealth
Transportation Board



INTRODUCTION

In April 2019, the Virginia General Assembly enacted legislation that Governor Ralph Northam signed into law establishing the Interstate 81 (I-81) Corridor Improvement Program and Fund, which advances the projects identified in the I-81 Corridor Improvement Plan (the Plan) for implementation. The Plan was approved by the Commonwealth Transportation Board (the Board) in December 2018 following an evaluation of the corridor. Chapters 837 and 846 of the 2019 Virginia Acts of Assembly specify the roles and responsibilities of the Board and the I-81 Committee (the Committee) to enact the I-81 Corridor Improvement Program (the Program) and Fund (the Fund).

LEGISLATIVE REQUIREMENTS

Section 33.2-3602 of the legislation requires the Board, in consultation with the Committee, to report to the General Assembly by December 15 of each year “regarding the status and progress of implementation of the Program.” This report is mandated to include:

- The safety and performance of the I-81 corridor using the following performance measures:
 - crash frequency and severity per mile, expressed in equivalent property damage only (EPDO) crashes
 - person-hours of delay per mile
 - frequency of lane-impacting incidents per mile
 - duration of a lane closure
- An assessment of the effectiveness of the operational strategies and capital projects implemented and funded through the Program
- The status of capital projects funded through the Program
- The current and projected balances of the Fund.

House Bill 2718 (Chapter 837) introduced by Delegates Steve Landes and Terry Austin, and Senate Bill 1716 (Chapter 846), introduced by Senators Mark Obenshain and William Carrico, established the I-81 Corridor Improvement Program, Fund, and Committee. Governor Ralph Northam announced amendments in March 2019, providing dedicated annual funding to the corridor, estimated at \$103 million in fiscal year 2020 and growing to an estimated \$163 million in fiscal year 2025. These funds will support the \$2 billion improvement program (estimate as of the 2018 Plan). The revenues for the Fund were provided through the creation of a new truck registration fee as well as the establishment of an I-81 corridor regional fuels tax and statewide diesel and road taxes.

During the 2020 General Assembly, House Bill 1414 (Chapter 1230) and Senate Bill 890 (Chapter 1275) included the following changes to the Program and Fund:

- Authorized the sale and issuance of bonds with an aggregate principal amount of \$1 billion
- Converted the regional fuels tax to a cents per gallon tax with the opportunity for annual growth based on the Consumer Price Index

I-81 PROGRAM PROGRESS REPORT

- Amended the regional fuels tax to only include localities through which I-81 passes or cities wholly encompassed by a county through which I-81 passes
- Allocated additional funding for the corridor through the Interstate Operations and Enhancement Program. Previously provided statewide revenue sources are committed to the Commonwealth Transportation Fund beginning in fiscal year 2021.

TIMELINE OF EVENTS

2021 I-81 Corridor Improvement Report submitted to the General Assembly	JAN 2022		2022 I-81 Corridor Improvement Report submitted to the General Assembly	JAN 2023		
	FEB 2022	Construction of the first major widening project in the I-81 Corridor Improvement Program begins		FEB 2023		
	MAR 2022			MAR 2023		
	APR 2022			APR 2023	Construction of Staunton widening project between Exits 221 and 225 begins	
	MAY 2022			MAY 2023	Completion of the first auxiliary lane project in the I-81 Corridor Improvement Program	
	JUNE 2022			JUNE 2023		
	JULY 2022			JULY 2023	Construction of three truck climbing lanes begins	
	AUG 2022	Preliminary engineering of the Staunton widening project between Exits 221 and 225 completed		AUG 2023	Construction of two acceleration and two deceleration lane extension projects in Smyth County completed	
	SEPT 2022			SEPT 2023		
	Construction of two acceleration lane extension projects in Rockbridge County completed	OCT 2022			OCT 2023	
		NOV 2022			NOV 2023	
		DEC 2022		Commonwealth Transportation Board approved the 2021 I-81 Corridor Improvement Program Report and sent to the General Assembly	DEC 2023	Commonwealth Transportation Board to approve the 2023 I-81 Corridor Improvement Program Report and send to the General Assembly

I-81 PROGRAM PROGRESS REPORT

CURRENT AND PROJECTED BALANCES OF THE FUND

As of October 2023, the Virginia Department of Transportation (VDOT) documented the current and projected funds available and Program allocations. The current and projected six-year balances of the Fund are summarized in **Table 1**. Current revenue projections and debt assumptions support completing the original I-81 program by 2033. Estimated schedules for capital improvement projects, including completed projects, projects amended to the SYIP, and the capital improvement projects yet to be adopted into the SYIP, are available in **Appendix A** and online at www.improve81.org.

Table 1: Current Versus Projected Funds Available based on the FY 2024-2029 SYIP (in millions of dollars)

Source	Through FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
I-81 Regional Fuels Tax	\$296.5	\$88.1	\$91.5	\$94.4	\$96.5	\$98.7	\$100.9	\$866.6
I-81 Allocation from IOEP	\$266.0	\$85.8	\$112.5	\$120.0	\$122.4	\$125.6	\$134.0	\$966.3
Other Sources Prior to FY 2021/ Other	\$24.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$24.6
Prior Year Revenue Adjustment	\$0.0	(\$1.3)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$1.3)
Interest Income	\$8.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8.6
Total	\$595.7	\$172.6	\$204.0	\$214.4	\$218.9	\$224.3	\$234.9	\$1,864.8
Planned Debt for Construction	\$203.1	\$237.9	\$0.0	\$272.9	\$251.4	\$0.0	\$0.0	\$965.3
Total	\$798.8	\$410.5	\$204.0	\$487.3	\$470.3	\$224.3	\$234.9	\$2,830.1

Note: FY = Fiscal Year, IOEP = Interstate Operations and Enhancement Program

Sources: Regional Fuels Tax estimate provided by the Virginia Department of Taxation, December 2022

Interstate Operations and Enhancement Program, Commonwealth Transportation Fund Six-Year Financial Plan, June 2023

In 2020, the General Assembly passed legislation that limited the imposition of regional fuels taxes to only those localities through which I-81 passes. This adjustment to the original fuel tax mechanism is not anticipated to impact the financial health of the Fund. Furthermore, as per the 2020 Interstate Operations and Enhancement Program (IOEP) omnibus legislation, I-81 receives an allocation of funds from the IOEP equal to the ratio of vehicle-miles traveled (VMT) on I-81 by Class 6 vehicles or higher to total VMT on all interstates. Beginning in FY 2021, the truck registration fees and road tax revenue from the Program were dedicated to the Commonwealth Transportation Fund. Adoption of the FY 2022-2027 SYIP included a plan for financing the Program and estimated proceeds from I-81 bonds and Transportation Infrastructure Finance and Innovation Act (TIFIA) financing.

STATUS OF PROJECTS FUNDED THROUGH THE PROGRAM

The FY 2024-2029 SYIP was adopted by the Board on June 21, 2023, and included 30 of the 31 capital improvement projects identified in the Plan. The safety service patrol improvements identified in the Plan were implemented in July 2019. Before the end of 2020, the initial eight acceleration and deceleration lane extension projects, the eight curve improvement projects, and most of the new camera installations were completed. In 2021, the remaining camera and changeable message sign installations were completed along with the construction of three ramp extension projects in the Staunton District. Major progress was made on the extension of acceleration and deceleration lanes from 2022 to 2023 with construction completed on 12 projects during that time. In addition, the auxiliary lane project in Smyth County was completed in 2023, the first completed auxiliary lane project of the I-81 Corridor Improvement Program. A high-friction overlay project was also completed in Smyth County in 2023. **Figure 1** outlines the status of the projects as of October 2023 by project type. A table summarizing the status of individual capital improvement projects can be found in **Appendix B**.

Figure 1: Status of Projects Funded Through the Program

	Project Type	Status	Total Projects	Estimated Completion
Capital	Widening	10	10	2033
	Acceleration/ Deceleration Extension	25 10	35	2033
	Auxiliary Lane	1 4	5	2028
	Truck Climbing Lane	5	5	2025
	Shoulder Widening	1	1	2030
	Curve Improvements	8	8	Completed
Operations	Safety Service Patrol Expansion	1	1	Completed
	Towing and Recovery Incentive Program	1	1	Completed
	Camera Installation	42	42	Completed
	Changeable Message Sign Installation	30	30	Completed

Legend: Complete Programmed

Source: Virginia Department of Transportation, 2023

PERFORMANCE OF THE I-81 CORRIDOR

Figure 2 through **Figure 5** show how the four performance measures have changed over three multi-year periods. These figures also show the capital improvement projects that have been completed and the ones that are still underway or planned. The performance measures documented in the Plan and adopted by the Board in late 2018 were based on data through 2017. The emergence of the COVID-19 pandemic in 2020 caused a vehicle-miles traveled (VMT) reduction of 15% on I-81, while VMT returned to pre-pandemic levels in 2021 and was sustained in 2022. Therefore, data from 2020 was removed from the multi-year performance measure data periods used in this report since reduced travel on I-81 skewed the data when compared to 2019, 2021, and 2022 data. Crash data were compared between the three five-year periods: 2015-2019, 2016-2021, 2017-2022; the five-year periods of 2016-2021 and 2017-2022 are without 2020 data. A supplementary histogram displaying crash frequency and severity per mile for truck-related crashes is included in **Appendix C**. Delay and incident data were compared for the three two-year periods: 2018-2019, 2019-2021, 2021-2022. The 2019-2021 time period excludes 2020 data.

To show the effectiveness of a program of projects, the study team relied on a minimum of one year of data following the implementation of the program or project. **Table 2** through **Table 5** contain corridor-wide summaries for each two- or five-year period for the four performance measures. The performance measure data has fluctuated on a segment-by-segment and corridor-wide basis in the years since the plan was developed. The number of lane-impacting incidents lasting longer than one hour has steadily decreased as well as the number of hours of lane closure.

This decrease in incidents, lane closures, and hours of lane closures may be attributed to the implementation of the Towing and Recovery Incentive Program (TRIP), which aims to improve the response time to incidents so traffic can move again. The number of lane-impacting incidents decreased similarly between northbound and southbound traffic. However, the 11% decrease in total hours of lane closures was mainly driven by the decrease in total hours of lane closures on northbound I-81.

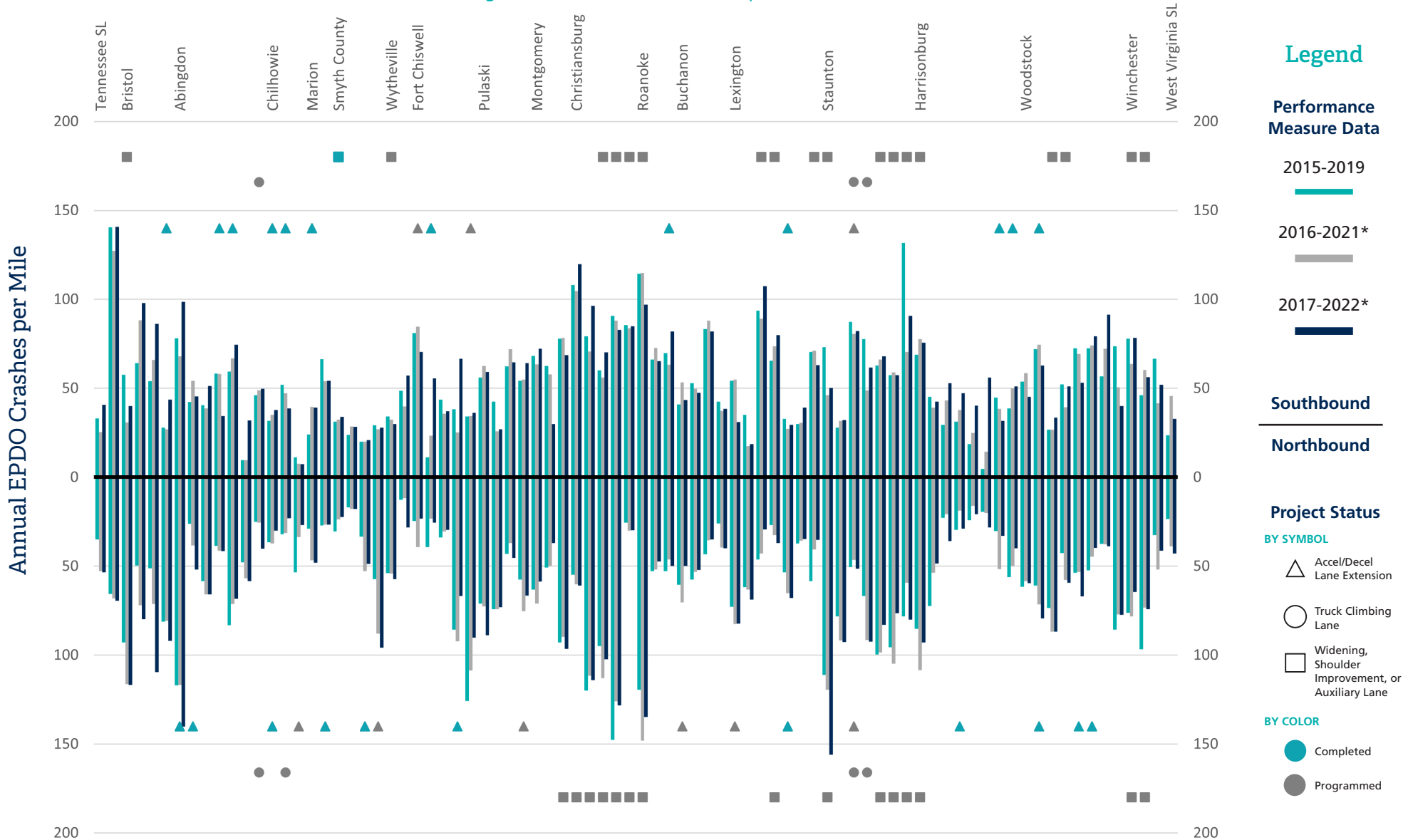
I-81 is experiencing an increase in the other two performance measures: person-hours of delay and equivalent property damage only (EPDO). Total person hours of delay increased by 3.4%, returning to levels experienced from 2018-2019. Total EPDO crashes have also increased by a similar percentage as total person hours of delay. However, most of the increase in EPDO crashes during the latest five-year data period is attributed to southbound I-81. The prevalence of work zones on I-81 has impacted the total EPDO crashes on I-81, where the total number of work zone related crashes has increased by 172% between 2019 and 2022.

In future years, it will continue to be challenging to evaluate the impact of completed construction projects on the performance measures for the following reasons.

- The data has fluctuated in the years since the Plan was developed
- Performance measure impacts of active work zones
- Performance measure data for 2020 are not reflective of a typical year due to COVID-19
- Lack of a sufficient time for projects to be implemented and to develop a performance trend

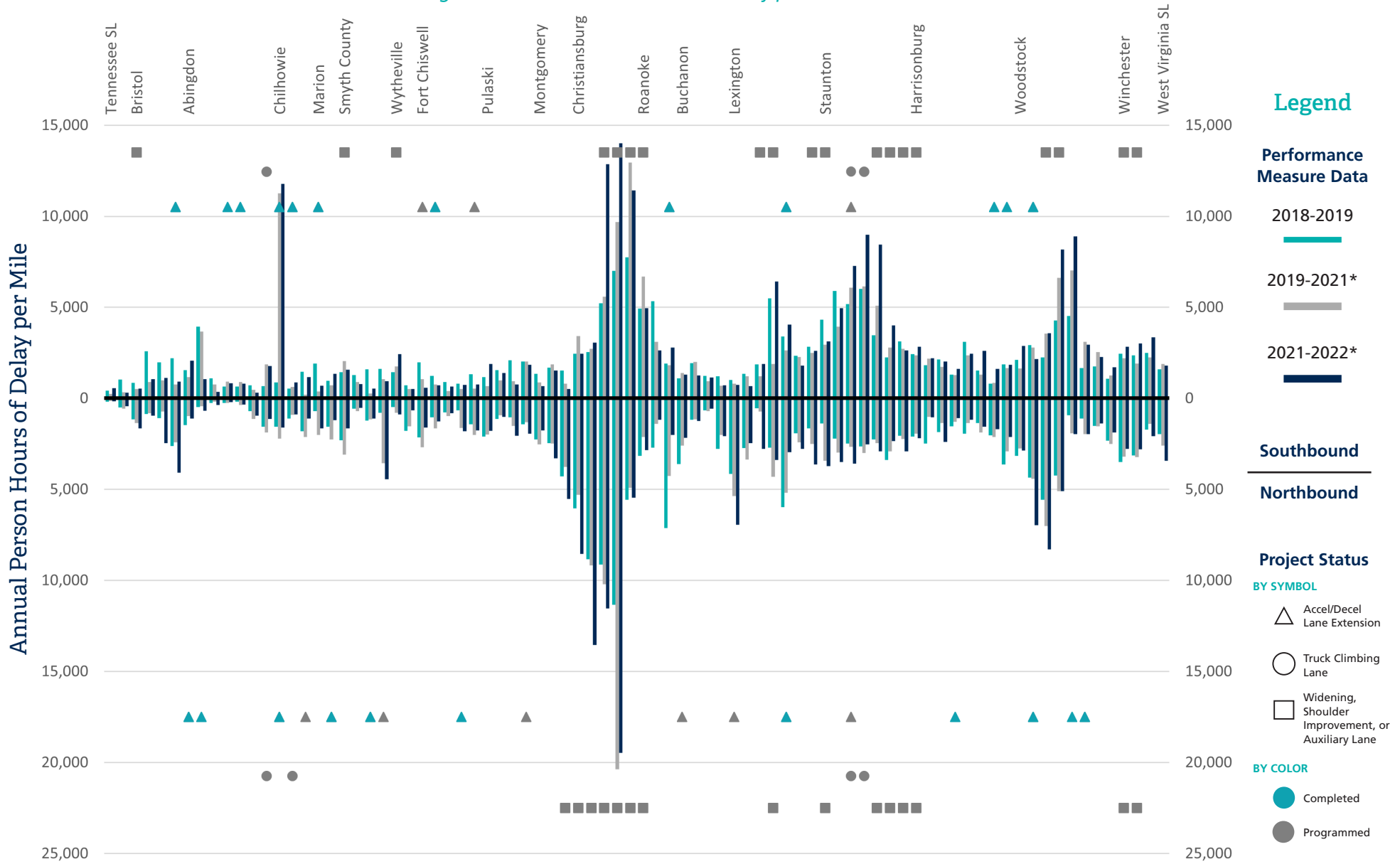
I-81 PROGRAM PROGRESS REPORT

Figure 2: Annual EPDO Crashes per Mile



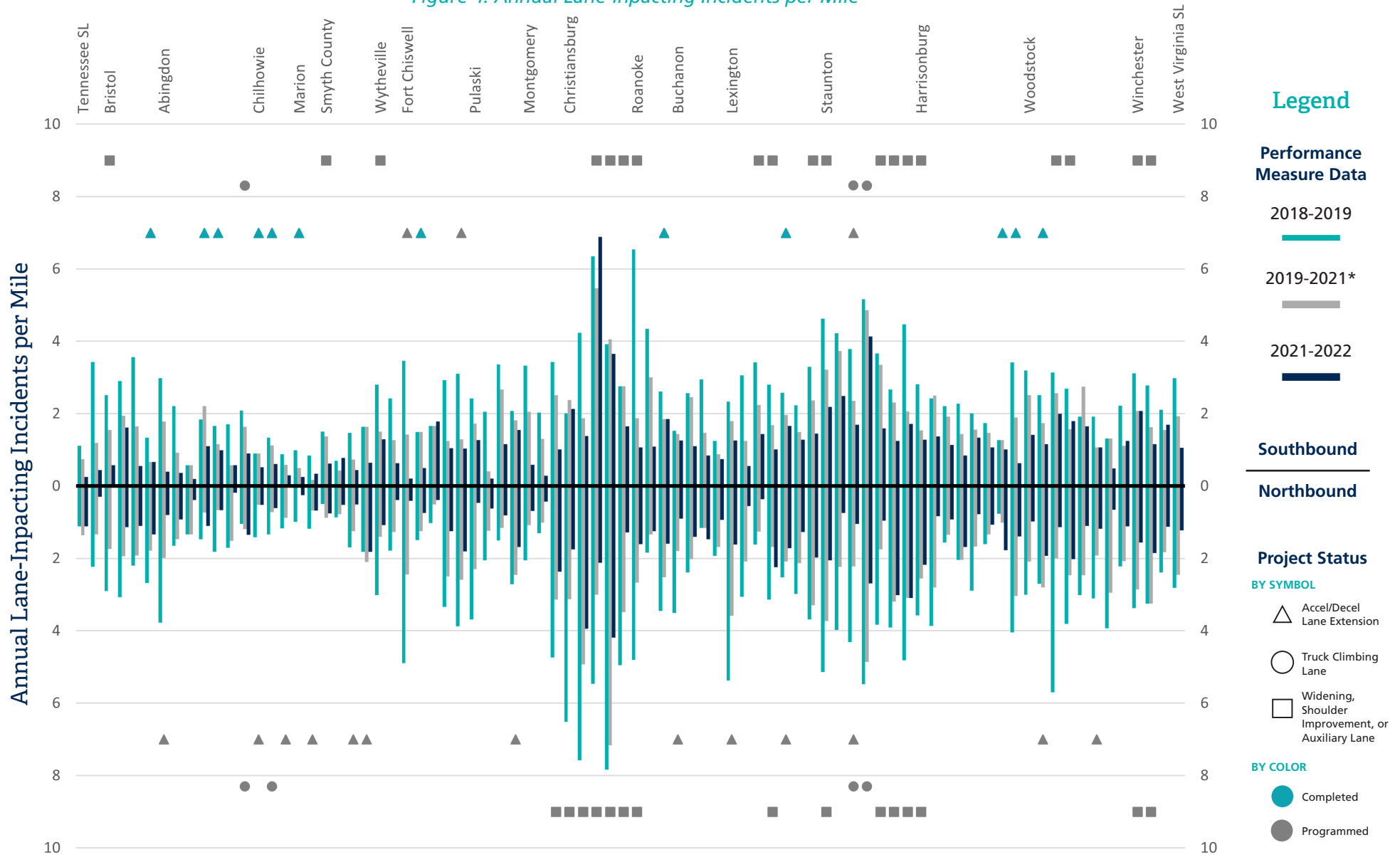
I-81 PROGRAM PROGRESS REPORT

Figure 3: Annual Person Hours of Delay per Mile



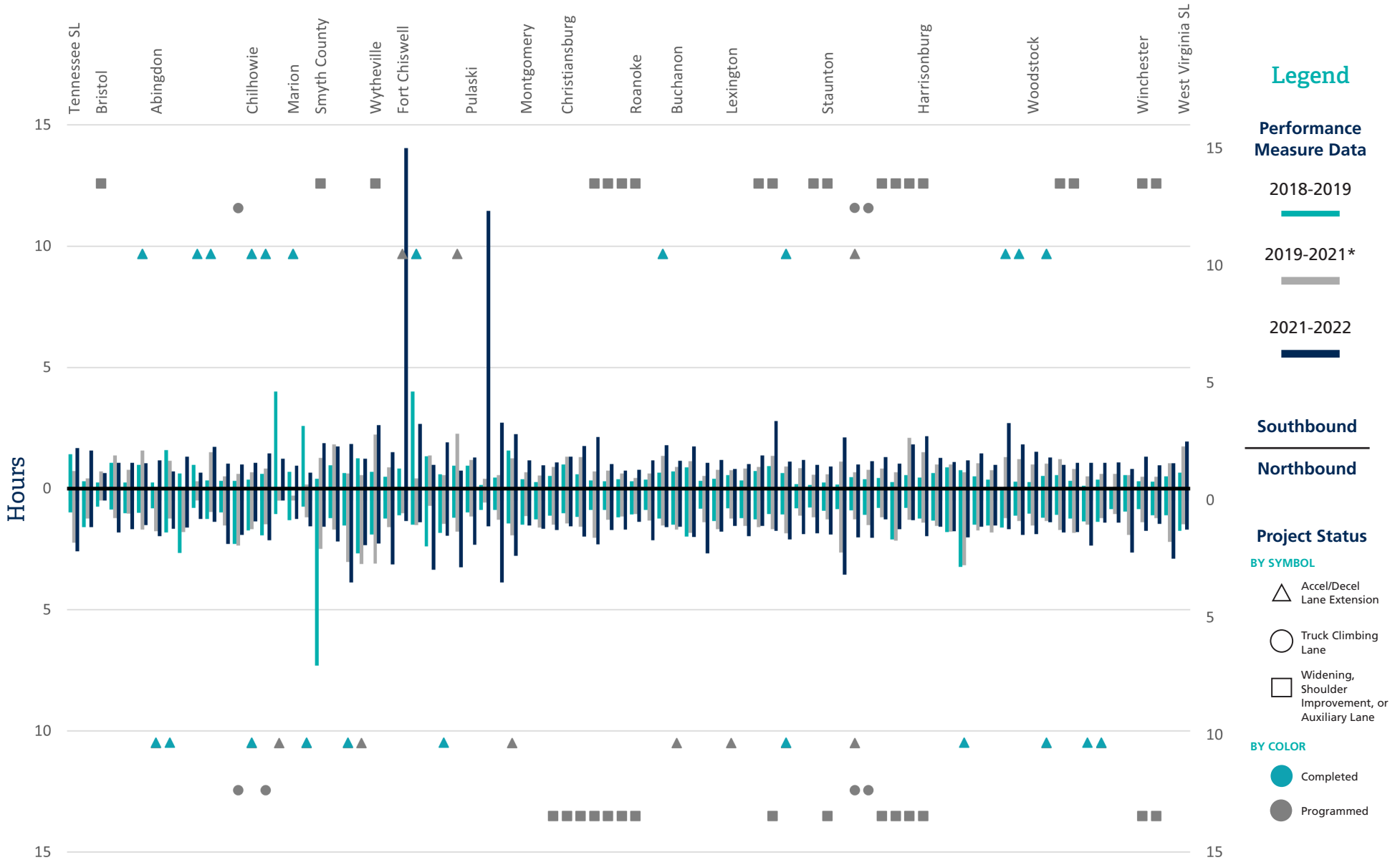
I-81 PROGRAM PROGRESS REPORT

Figure 4: Annual Lane-Inpacting Incidents per Mile



I-81 PROGRAM PROGRESS REPORT

Figure 5: Average Duration of a Lane Closure (Hours)



I-81 PROGRAM PROGRESS REPORT

Table 2: EPDO Crashes

End of Five-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2019	49,095	50,012	99,001	-
2021*	52,519	47,880	100,399	+1.4%
2022*	52,852	50,639	103,491	+3.1%

*2016-2021 and 2017-2022 without 2020 data

Table 3: Person-Hours of Delay

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2019	2,116	1,471	3,587	-
2021*	1,959	1,453	3,412	-4.9%
2022	1,813	1,714	3,527	+3.4%

*2019-2021 without 2020 data

Table 4: Lane-Impacting Incidents

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2019	1,894	1,691	3,585	-
2021*	1,341	1,184	2,525	-29.6%
2022	820	784	1,604	-36.5%

*2019-2021 without 2020 data

Table 5: Hours of Lane Closures

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2019	2,329	1,812	4,141	-
2021*	1,945	1,542	3,487	-15.8%
2022	1,574	1,530	3,104	-11.0%

*2019-2021 without 2020 data

MULTIMODAL IMPROVEMENTS TO THE I-81 CORRIDOR

Along with the capital and operational improvements included in the I-81 Corridor Improvement Plan, several multimodal improvements were planned and implemented to provide bus transit and rail connections throughout the I-81 corridor. The Virginia Breeze bus system consists of four intercity bus routes, two of which run along the I-81 corridor. The Valley Flyer route travels between Blacksburg and Washington, D.C. and the Highlands Rhythm route travels between Bristol and Washington D.C. During FY 2023, the Virginia Breeze's on-time performance for the two I-81 routes was 79% and the percent of costs covered by fares (farebox recovery) was 56%.

The I-81 Multimodal Corridor Improvement Plan also includes for the expansion of passenger and freight rail in the New River Valley. FY 2023 saw record high ridership for Amtrak in Virginia and the I-81 corridor with a 27.2% increase in ridership to Roanoke compared to FY 2022. In June of 2022, negotiations were finalized with Norfolk Southern to improve the rail systems near the I-81 corridor.

The improvements include:

- Adding a second track 7 miles south of Manassas and extending the route between Roanoke and Washington, D.C. to include New River Valley
- Adding a second Amtrak train on the Roanoke Route
- Improving the Roanoke yard including a passenger bypass to improve efficiency
- Purchasing 28 miles of track that extend from Salem to New River Valley.

Construction of these improvements are expected to be complete in 2026, excluding the construction of the new train station at New River Valley. The New River Valley Amtrak station is approaching the completion of 30% engineering. Once the 30% engineering is completed, a precise timeline for the project will be developed.

COMMONWEALTH TRANSPORTATION BOARD ACTIVITIES

As of October 2023, VDOT has not delivered an I-81 Corridor Improvement Program update to the Commonwealth Transportation Board. According to the legislation, the Board must submit an annual progress report to the General Assembly by December 15.

I-81 ADVISORY COMMITTEE MEETING, OCTOBER 2023

October 2023 Advisory Committee Meeting

The I-81 Advisory Committee met in-person on October 2, 2023. The I-81 Program Director presented an overview of the I 81 Corridor Improvement Program and the status of operational and capital projects. The DRPT Chief of Public Transportation briefed the Committee on the operation of the Virginia Breeze

I-81 PROGRAM PROGRESS REPORT



Intercity Bus. The VDOT Chief Financial Officer (CFO) presented the financial status of the I-81 Corridor Improvement Program and outlined the project costs and funding approach of the Program. Two consultants from KPMG and IMG presented the findings and analysis from the public-private partnership market soundings. The October 2023 presentation delivered to the Committee is in **Appendix D**.

I-81 Improvements Update

The I-81 Program Delivery Director presented the status of the operational, and capital improvement projects throughout the corridor. The I-81 Program Delivery Director highlighted the following conclusions:

- Operational improvements, including curve improvements, traffic cameras, digital message signs, and safety service patrol upgrades are complete
- The remaining operational projects are arterial and signal upgrades which are set to be complete in 2025
- 23 of the 27 Bristol District capital projects are either complete (17) or under construction (6)
- 8 of the 14 Salem District capital projects are either complete (6) or under construction (2)
- 13 of the 23 Staunton District capital projects are either complete (11) or under construction (2)

I-81 Multimodal Improvements Update

The Virginia Department of Rail and Public Transportation (DRPT) Chief of Public Transportation presented the status of the Virginia Breeze, the publicly funded intercity bus service which serves the I-81 corridor, including the following takeaways:

- The Virginia Breeze Intercity Bus service from Bristol to Washington, D.C., the Highlands Rhythm, began service on November 15, 2021
- Blacksburg, Harrisonburg, and Dulles Airport are the top performing stops for the Valley Flyer and Highlands Rhythm routes
- Ridership on Virginia Breeze Intercity Bus services has grown year-over-year since the reduced ridership in 2020 and 2021. FY 2023 recorded the highest ridership along the I-81 corridor since the conception of Virginia Breeze, in part to the addition of new routes such as the Highlands Rhythm and its extension of intercity service south to Bristol. DRPT estimates Virginia Breeze ridership to grow continuously in the upcoming years, 2024-2025.

The Virginia Breeze October 2023 presentation delivered to the committee is in **Appendix D**.

I-81 Corridor Financial Update

During the October 2023 advisory committee, VDOT's Chief Financial Officer presented a financial update on the I-81 corridor that included updated project estimates, refined project scoping, and debt assumption. I-81 Corridor Improvement Program's revenues and funding allocations remain at healthy levels to complete project delivery, and financial capacity to support additional projects will be available starting in the 2030s. The October 2023 presentation delivered to the committee is in **Appendix D**.

NEXT STEPS

Most of the capital improvement projects are either under construction or in the design phase, by VDOT staff, an on-call consultant, or a project-specific consultant. The following projects will begin construction in 2024.

- Bristol District
 - Extend deceleration lane at Exit 72 (northbound only)
 - Add auxiliary lane between I-77 Exit 40 and I-81 Exit 72 and extend acceleration lane (southbound only)
 - Extend deceleration lane at Exit 81 (southbound only)
- Salem District
 - Widen to three lanes between Exit 143 and Exit 150 (both directions)
- Staunton District
 - Widen to three lanes between MM299 and MM296 (southbound only)
 - Construct truck climbing lanes at Weyers Cave (both directions)

In addition, construction of the following projects will continue in 2024:

- Bristol District
 - Construct Smyth County truck climbing lane (northbound only)
 - Construct Washington County truck climbing lanes (both directions)
 - Widen to three lanes between Exit 10 and Exit 7 (southbound only)
 - Construct auxiliary lane between Exit 73 and Exit 72 (southbound only)
- Salem District
 - Widen to three lanes between Exit 137 and Exit 140 (both directions)
 - Widen to three lanes between Exit 140 and Exit 141 (both directions)
- Staunton District
 - Construct auxiliary lane between Exit 221 and Exit 220 (southbound only)
 - Construct auxiliary lane between Exit 221 and Exit 225 (both directions)

APPENDICES



Appendix A: Preliminary Capital Improvement Project Schedule

Appendix B: Improvements Summary Table

Appendix C: Crash Frequency and Severity Per Mile for Truck-Related Crashes

Appendix D: October 2023 I-81 Advisory Committee Meeting PowerPoint Presentation

APPENDICES



Appendix A: Preliminary Capital Improvement Project Schedule

Appendix B: Improvements Summary Table

Appendix C: Crash Frequency and Severity Per Mile for Truck-Related Crashes

Appendix D: October 2023 I-81 Advisory Committee Meeting PowerPoint Presentation

Appendix A:

Preliminary Capital Improvement Project Schedule

Appendix B:

Improvements Summary Table

RECOMMENDED IMPROVEMENTS

Study Project ID	UPC	District	Jurisdiction(s)	Direction	Mile Marker			Improvement Description
					From	to	To	
27	116170	Bristol	Washington County / Bristol	SB only	8	to	9.9	Widen to three lanes between Exit 10 and Exit 7
26	116171	Bristol	Abingdon	SB only	16.5	to	16.8	Extend acceleration lane at Exit 17
25	115394	Bristol	Abingdon	SB only	17.6	to	17.6	Curve improvements (flashing chevrons)
1	115393	Bristol	Abingdon	NB only	17.9	to	17.9	Curve improvements (flashing chevrons)
2	116155	Bristol	Washington County / Abingdon	NB only	19.05	to	19.36	Extend deceleration lane at Exit 19
24	115395	Bristol	Washington County	SB only	21.5	to	21.5	Curve improvements (flashing chevrons)
23	115346	Bristol	Washington County	SB only	26.1	to	25.9	Extend acceleration lane at Exit 26
22	115345	Bristol	Washington County	SB only	26.8	to	26.7	Extend deceleration lane at Exit 26
3	116156	Bristol	Washington County	NB only	32.5	to	33.5	Add truck climbing lane
21	116172	Bristol	Washington County	SB only	32.8	to	34.3	Add truck climbing lane
20	116173	Bristol	Smyth County	SB only	38.1	to	39.2	High Friction Overlay and Animal Control Fence
5	116159	Bristol	Smyth County	NB only	38.6	to	38.9	Extend deceleration lane at Exit 39
19	116174	Bristol	Smyth County	SB only	39.4	to	39.7	Extend deceleration lane at Exit 39
4	116157	Bristol	Smyth County	NB only	39.5	to	40.8	Add truck climbing lane
17	116167	Bristol	Smyth County / Marion	SB only	42.8	to	43.1	Extend acceleration lane at Exit 44
6	116160	Bristol	Smyth County / Marion	NB only	45.1	to	45.7	Extend deceleration lane at Exit 45
16	116158	Bristol	Smyth County / Marion	SB only	47.3	to	47.7	Extend acceleration lane at Exit 47
7	116161	Bristol	Smyth County / Marion	NB only	48.1	to	48.9	Extend acceleration lane at Exit 47
15	116169	Bristol	Smyth County	SB only	54.1	to	54.5	Add auxiliary lane between Exit 54 and Smyth Safety Rest Area
8	116162	Bristol	Wytheville	NB only	67.1	to	67.4	Extend deceleration lane at Exit 67
9	115600	Bristol	Wytheville	NB only	67.6	to	67.6	Curve improvements (flashing chevrons)
10	116163	Bristol	Wytheville	NB only	72.5	to	73.3	Extend deceleration lane at Exit 72
18	116175	Bristol	Wythe County	SB only	72.7	to	73.4	Add auxiliary lane between I-77 Exit 40 and I-81 Exit 72 and extend acceleration lane
11	116164	Bristol	Wytheville	NB only	73 (I-81)	to	42.9 (I-77)	Extend I-77 deceleration lane and reconfigure off-ramp
14	116168	Bristol	Wytheville	SB only	73.2	to	73.8	Add auxiliary lane between Exit 73 and Exit 72
13	116166	Bristol	Wythe County	SB only	81.7	to	81.9	Extend deceleration lane at Exit 81
12	116165	Bristol	Wythe County	SB only	84.3	to	84.6	Extend deceleration lane at Exit 84
28	115794	Salem	Pulaski County	NB only	88	to	88	Curve improvements (flashing chevrons)
29	115795	Salem	Pulaski County	NB only	90.2	to	90.7	Extend acceleration lane at Exit 89
38	116200	Salem	Pulaski County / Pulaski	SB only	94.2	to	93.7	Extend acceleration lane at Exit 94
30	116198	Salem	Montgomery County / Radford	NB only	105.5	to	106	Extend acceleration lane at Exit 105
31	116197	Salem	Montgomery County / Christianburg	NB only	116.2	to	128.4	Widen to three lanes between MM116 and Exit 128
32	116197	Salem	Montgomery County / Roanoke County / Salem	NB only	128.4	to	137.1	Widen to three lanes between Exit 128 and Exit 137
39A	116203	Salem	Roanoke County / Salem	Both Directions	136	to	139	Widen to three lanes between Exit 137 and Exit 140
39B		Salem	Roanoke County / Salem	Both Directions	139	to	142	Widen to three lanes between Exit 140 and Exit 141
40	116201	Salem	Roanoke County / Botetourt County	Both Directions	144.2	to	151.3	Widen to three lanes between Exit 143 and Exit 150
37	116202	Salem	Botetourt County	SB only	158	to	157.2	Extend acceleration lane at Troutville Safety Rest Area
36		Salem	Botetourt County	SB only	158.4	to	158.2	Extend deceleration lane at Troutville Safety Rest Area
33	116199	Salem	Botetourt County / Buchanan	NB only	162.4	to	162.9	Extend acceleration lane at Exit 162
34	--	Salem	Botetourt County	NB only	171.7	to	175.6	Curve improvements (flashing chevrons)
35	--	Salem	Botetourt County	SB only	175.3	to	171.4	Curve improvements (flashing chevrons)
41	116246	Staunton	Rockbridge County	NB only	189	to	189.4	Acceleration Lane Extension at Exit 188
60	116269	Staunton	Rockbridge County	Both Directions	202.0 (NB) 204.5 (SB)	to	204.0 (NB) 195.1 (SB)	Shoulder Improvements
59	116245	Staunton	Rockbridge County	SB only	204.9	to	204.6	Acceleration Lane Extension at Exit 205
42	115801	Staunton	Rockbridge County	NB only	205.3	to	205.7	Acceleration Lane Extension at Exit 205
58	116279	Staunton	Augusta County	SB only	221.2	to	221	Add Auxiliary Lane between Exit 221 and Exit 220
61	116269	Staunton	Augusta County / Staunton	Both Directions	221.4	to	225.6	Widen to three lanes between Exit 221 and Exit 225
43	116271	Staunton	Augusta County	NB only	232.4	to	232.8	Acceleration Lane Extension at Northbound Mt Sidney Rest Area
57	116276	Staunton	Augusta County	SB only	232.5	to	231.9	Acceleration Lane Extension at Southbound Mt Sidney Rest Area
56	116275	Staunton	Augusta County	SB only	232.9	to	232.7	Deceleration Lane Extension at Southbound Mt Sidney Rest Area
44	116277	Staunton	Augusta County / Rockingham County	NB only	234.1	to	237.7	Truck Climbing Lane at Weyers Cave (Northbound)
55	116278	Staunton	Augusta County	SB only	237.9	to	234.2	Truck Climbing Lane at Weyers Cave (Southbound)
62	116280	Staunton	Rockingham County / Harrisonburg	Both Directions	242	to	248.8	Widen to three lanes between Exit 243 and Exit 247
45	115802	Staunton	Shenandoah County	NB only	268.8	to	268.9	Deceleration Lane Extension at Exit 269
54	115848	Staunton	Shenandoah County	SB only	272.7	to	271.8	Curve Improvements (Flashing Chevrons)
53	116243	Staunton	Shenandoah County	SB only	278.6	to	278.4	Acceleration Lane Extension at Exit 279
52	115804	Staunton	Shenandoah County	SB only	282.8	to	282.6	Acceleration Lane Extension at Exit 283
46	116270	Staunton	Shenandoah County	NB only	291.8	to	292.1	Acceleration Lane Extension at Exit 291
51	116244	Staunton	Shenandoah County	SB only	296.1	to	296	Acceleration Lane Extension at Exit 296
50	116268	Staunton	Shenandoah County / Warren County / Frederick County	SB only	299.6	to	295.4	Widen to three lanes between MM299 and MM296
48	115870	Staunton	Frederick County	NB only	302	to	302.2	Deceleration Lane Extension at Exit 302
47	116236	Staunton	Frederick County	NB only	302.6	to	302.9	Acceleration Lane Extension at Exit 302
49	115803	Staunton	Frederick County	NB only	303.5	to	303.8	Deceleration Lane Extension at Truck Scales (MM 304)
63	116281	Staunton	Frederick County / Winchester	Both Directions	313.8	to	317.5	Widen to three lanes between Exit 313 and Exit 317

LEGEND

■ SYIP Projects Complete

■ SYIP Projects Programmed

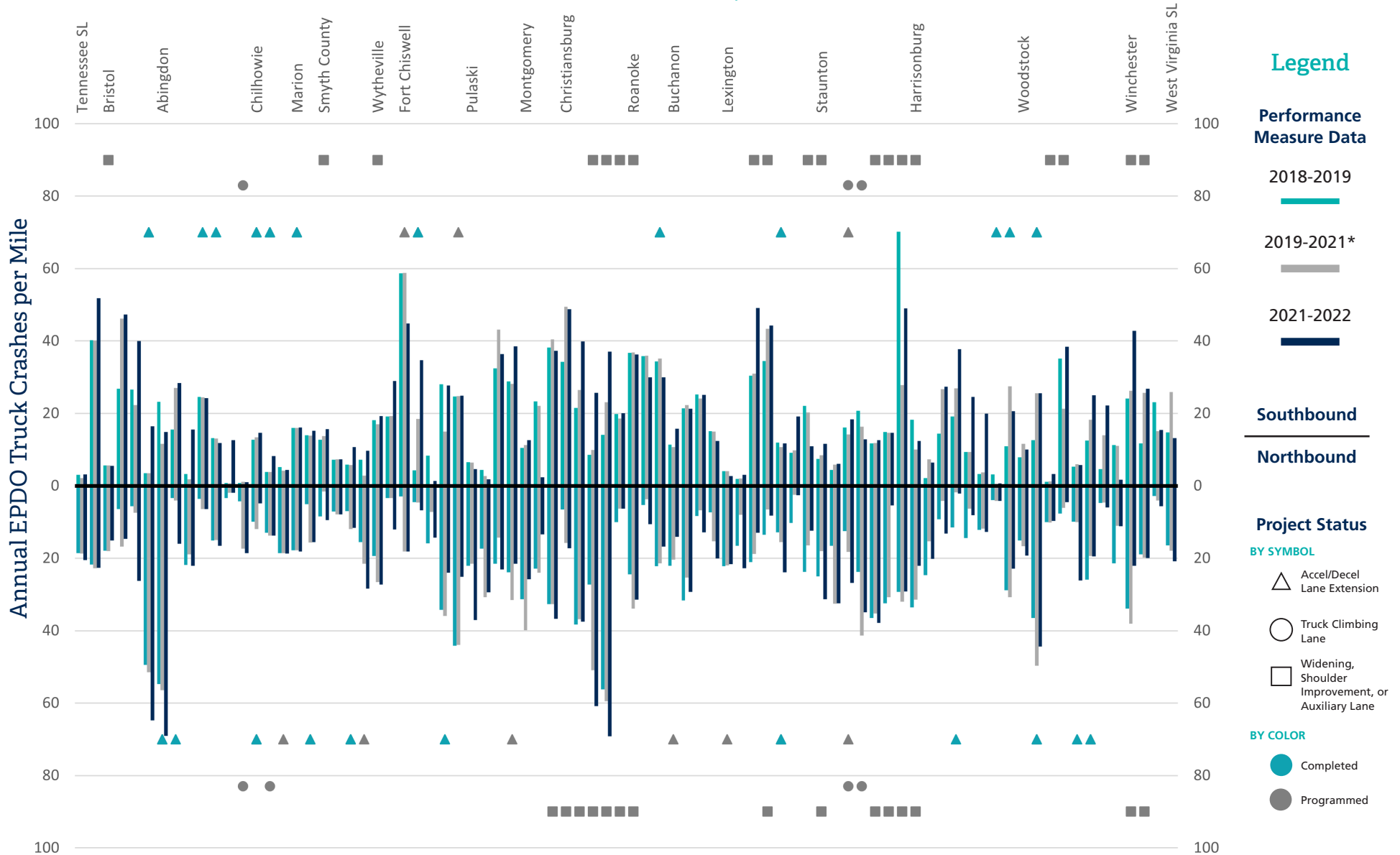


Appendix C:

Crash Frequency and Severity Per Mile for Truck-Related Crashes

I-81 PROGRAM PROGRESS REPORT

Annual EPDO Truck Crashes per Mile



Appendix D:

October 2023 I-81 Advisory Committee Meeting
PowerPoint Presentation

IMPROVE **81**

I-81 CORRIDOR IMPROVEMENT PROGRAM

I-81 Committee Meeting

Dave Covington, PE – VDOT I-81 Program Delivery Director

October 2, 2023

Program Benefits



Enhanced Safety

This program will implement a series of improvements such as lane and shoulder widening to reduce the rate and frequency of crashes along the corridor.



Reduced Congestion

The program will reduce congestion and improve reliability by adding capacity in targeted areas of the corridor and improve speed of incident clearance to help limit travel delays.



Economic Development

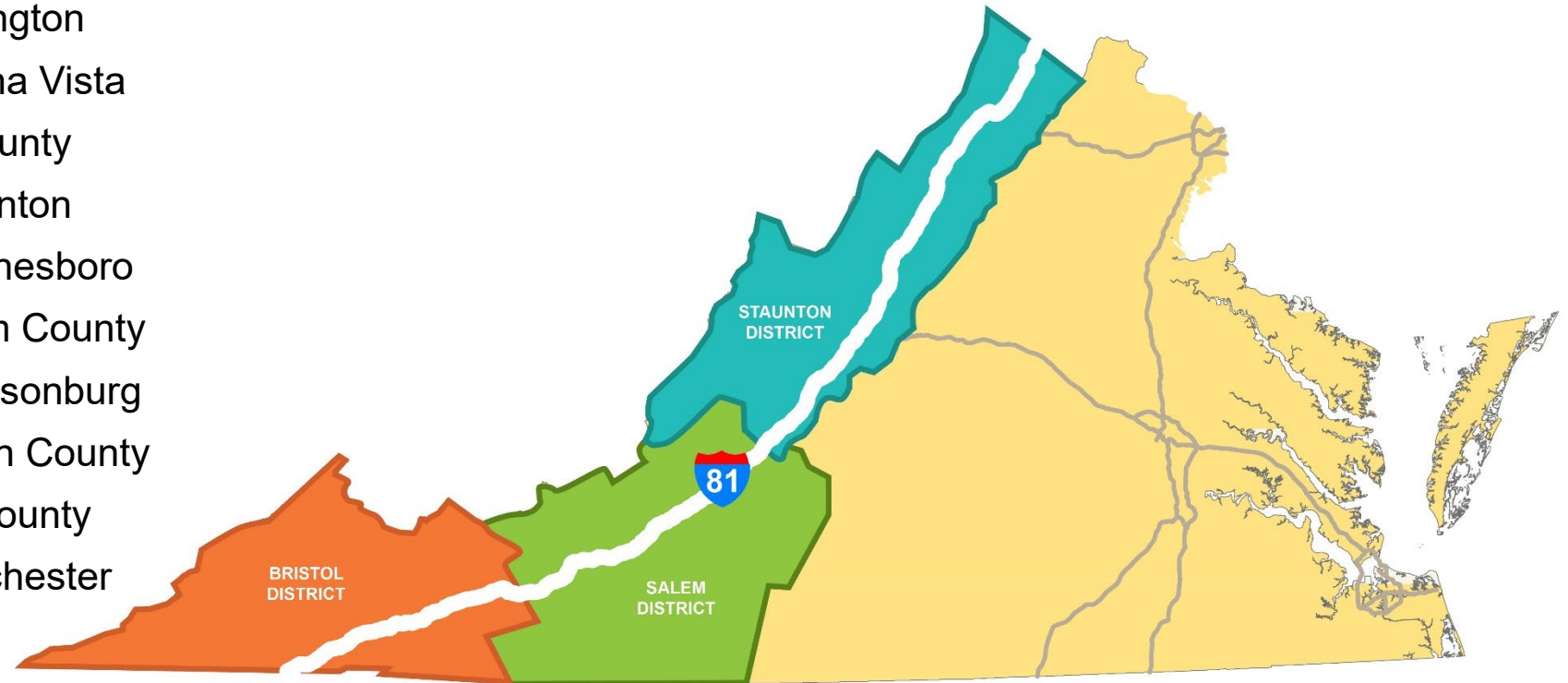
I-81 is the main corridor and key economic artery of western Virginia. These improvements will ensure that goods and services critical to our economy move safely and efficiently through and within the region.

Planned Improvements

The **325-mile long corridor** spans three VDOT districts: **Bristol, Salem, and Staunton.**

Localities along the corridor include:









City of Bristol	City of Lexington
Washington County	City of Buena Vista
Smyth County	Augusta County
Wythe County	City of Staunton
Pulaski County	City of Waynesboro
City of Radford	Rockingham County
Montgomery County	City of Harrisonburg
City of Salem	Shenandoah County
Roanoke County	Frederick County
City of Roanoke	City of Winchester
Botetourt County	
Rockbridge County	



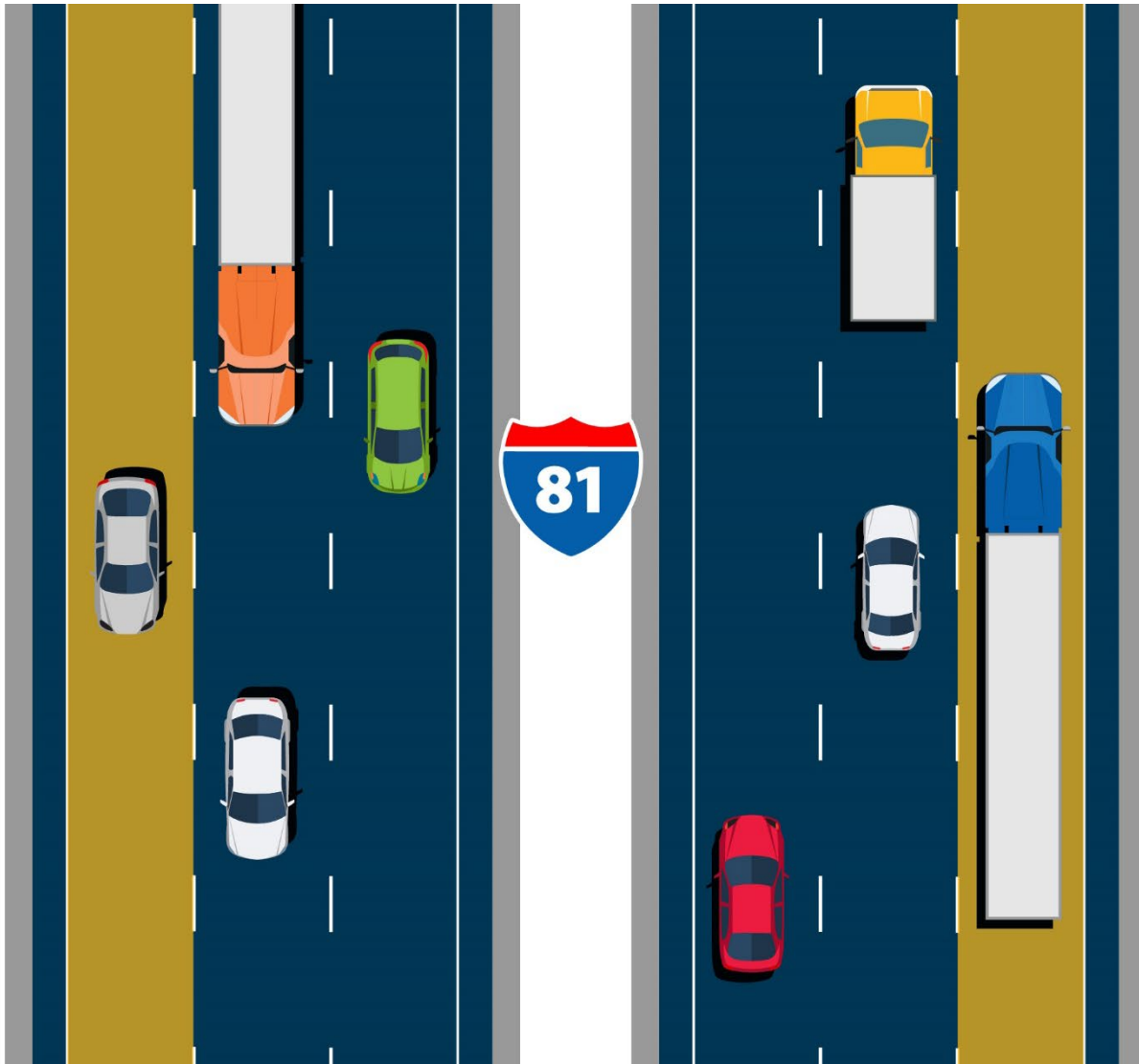
Takeaway Scorecard

Operational Projects

Capital Projects

Projects	Status	Anticipated Completion
Improved Incident Clearance 	Complete	N/A
Safety Service Patrol Expansion 	Complete	N/A
Additional Cameras (51) 	Complete	N/A
Additional Digital Message Signs (30) 	Complete	N/A
Arterial and Signal Upgrades 	Underway	43 VDOT signals complete, 39 under construction, 111 Locality signals complete in 2025
Completed Projects (34) 	Complete	N/A
Active Construction Projects (6) 	Underway	1 in 2024, 2 in 2025, 2 in 2026, 1 in 2027
Remaining capital projects (24) 	Upcoming Projects	All complete by 2033

Types of Projects



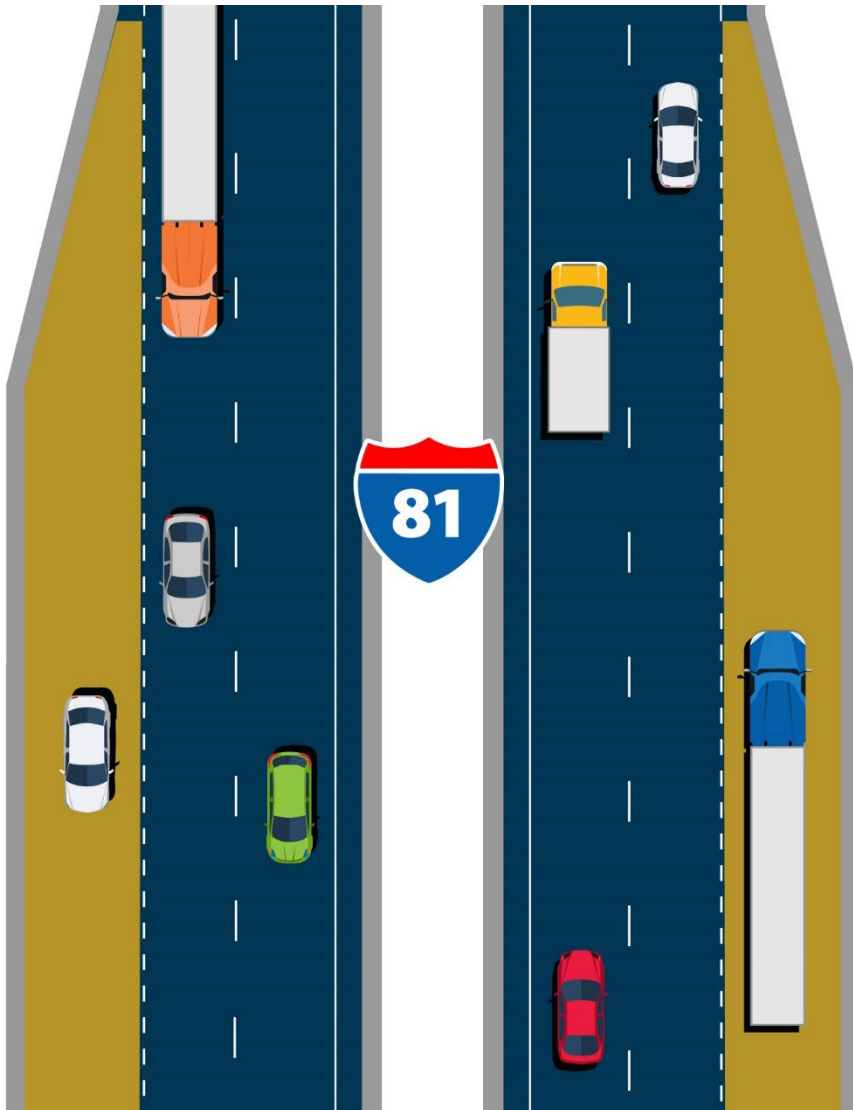
Capital Improvement Projects

Widening +1

10 Improvements

- 3 Projects Under Construction – Completion in 2026 and 2027.
- 7 Future Projects – Completion by 2033 or earlier

Types of Projects



Capital Improvement Projects

Acceleration & Deceleration Extension

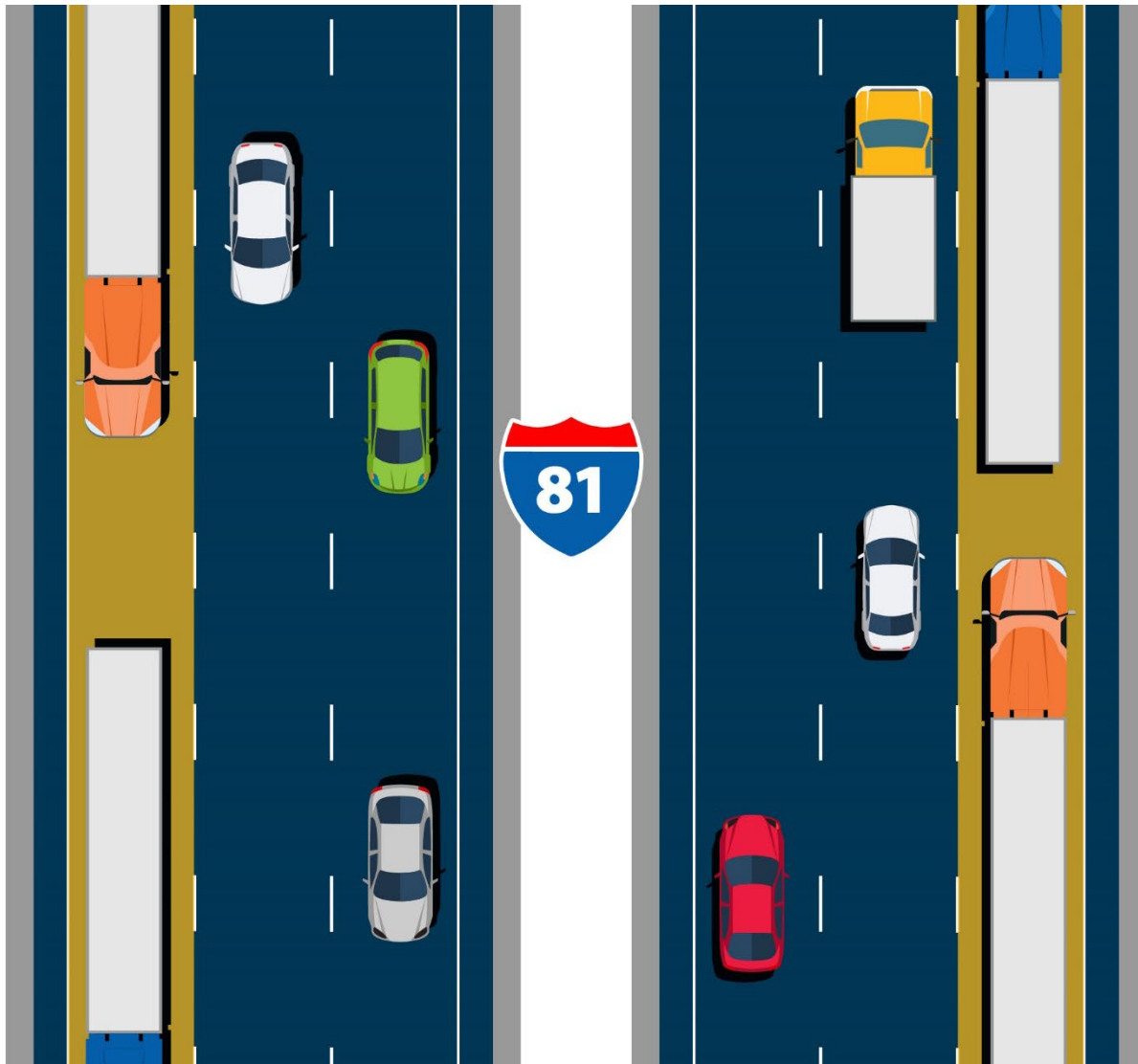


36 Improvements

- 25 Projects Complete
- 0 Projects in Construction
- 11 Future Projects – Completion by 2033
- *Results – 2020-2021 a 45% reduction in total crashes.

* Less than 3 years data available

Types of Projects



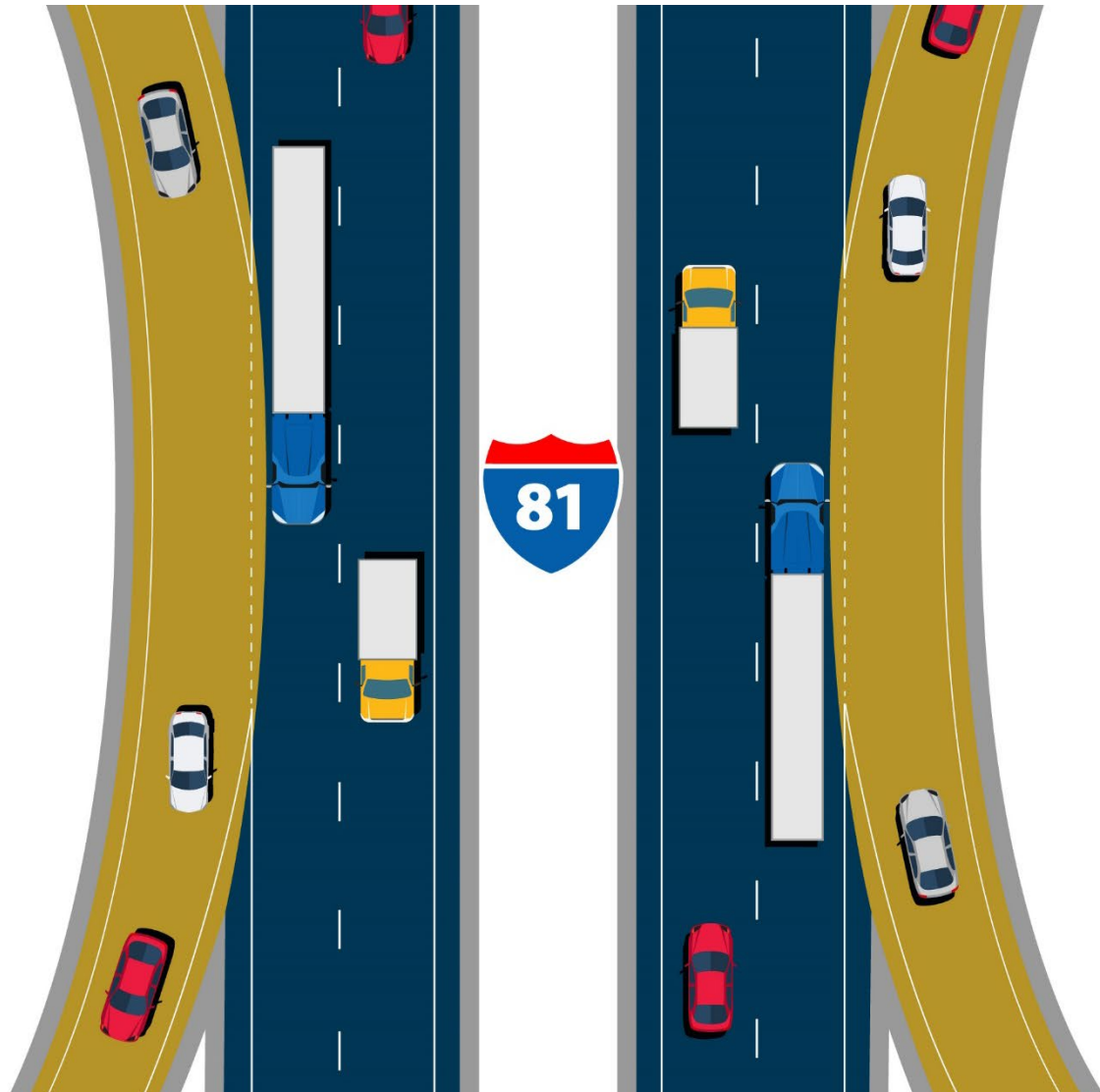
Capital Improvement Projects

Truck Climbing Lanes



- 5 Improvements**
- 3 Projects Under Construction – 1 Complete in 2024, 2 Complete in 2025
 - 2 Future Projects – Completion by 2033

Types of Projects



Capital Improvement Projects

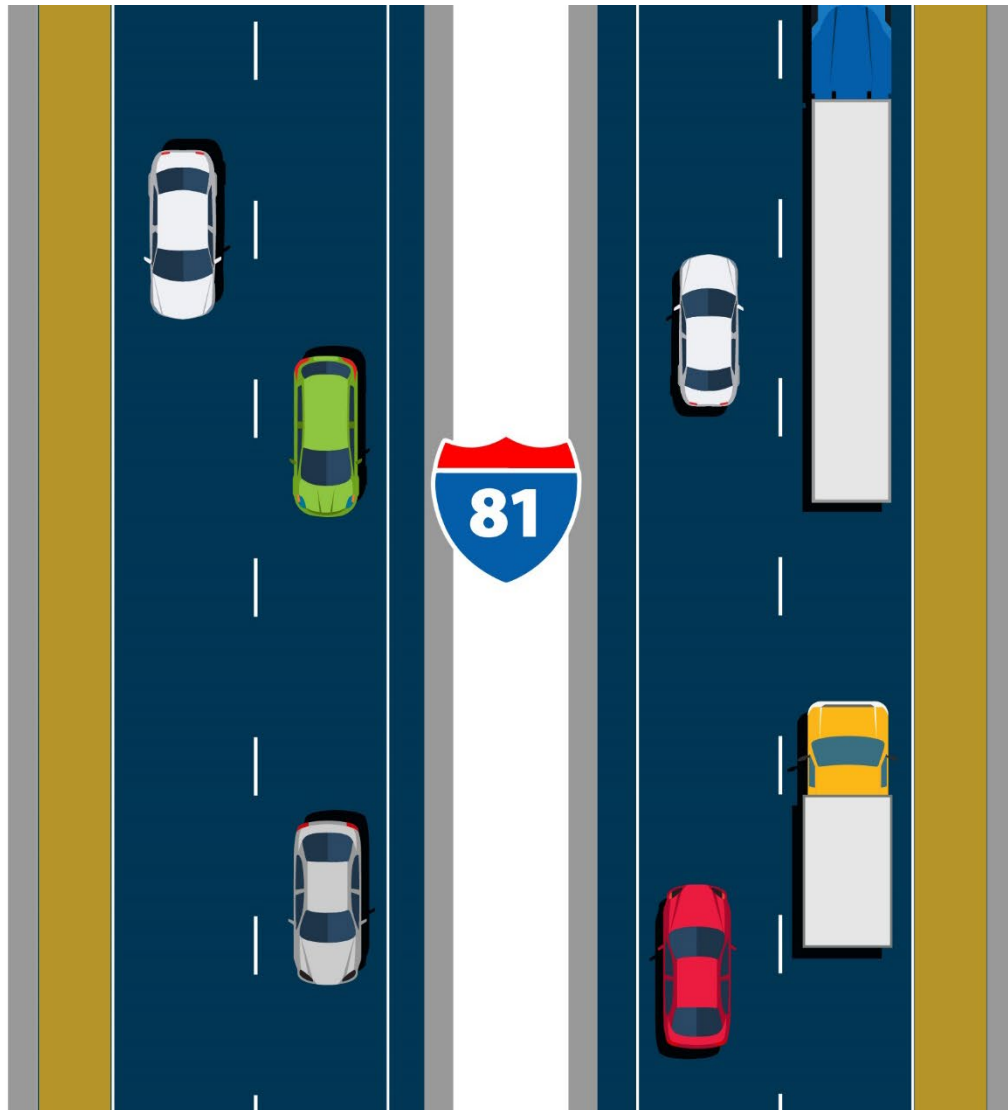
Auxiliary Lane



4 Improvements

- 1 Project Complete
- 3 Future Projects – Completion by 2033

Types of Projects



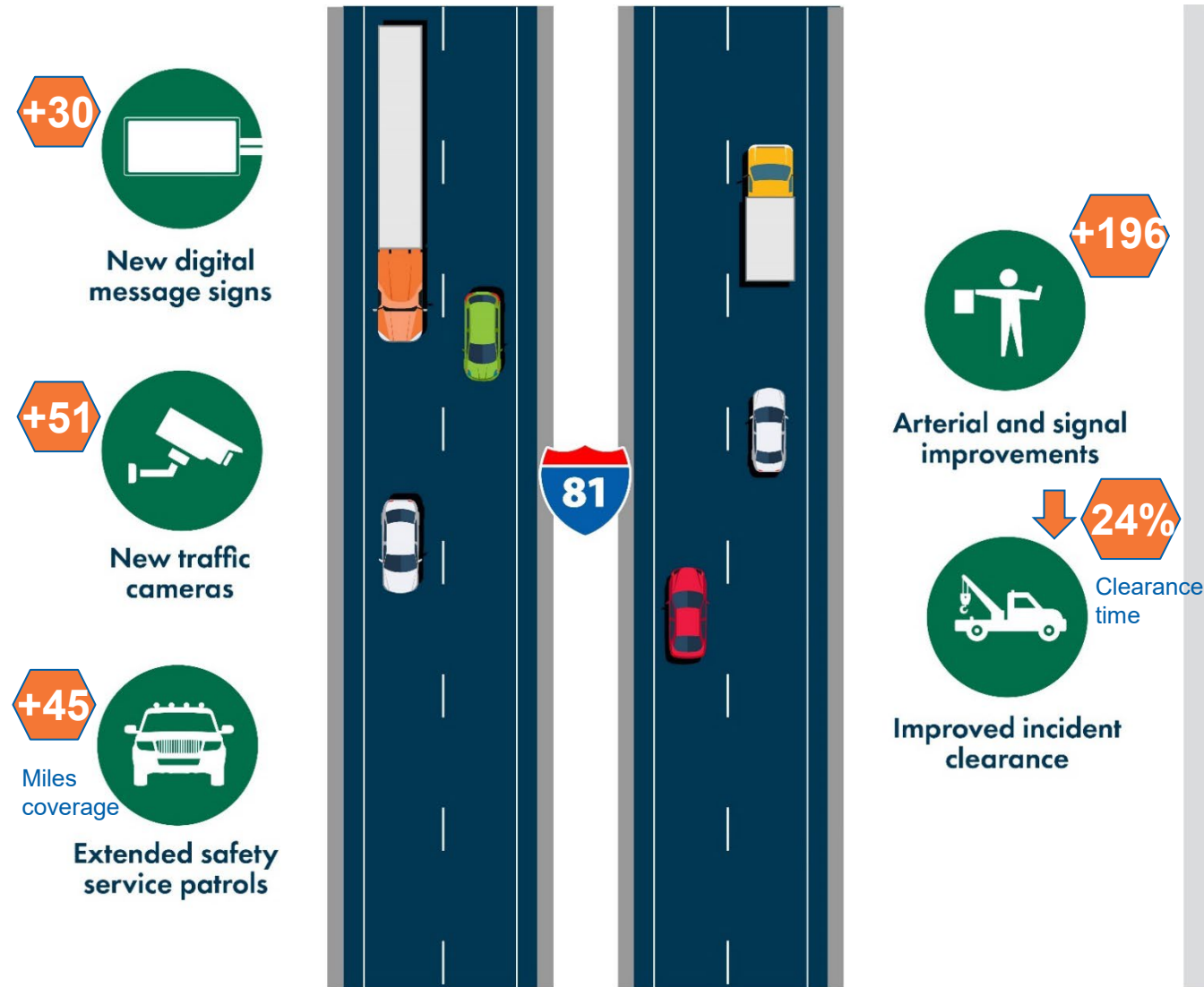
Capital Improvement Projects

+S Shoulder Widening
Curve Improvements 

9 Total Improvements

- 1 Shoulder Improvement
 - Construction to begin in 2026
- 8 Curve Improvements
 - All complete

Types of Projects



Operational Improvement Projects

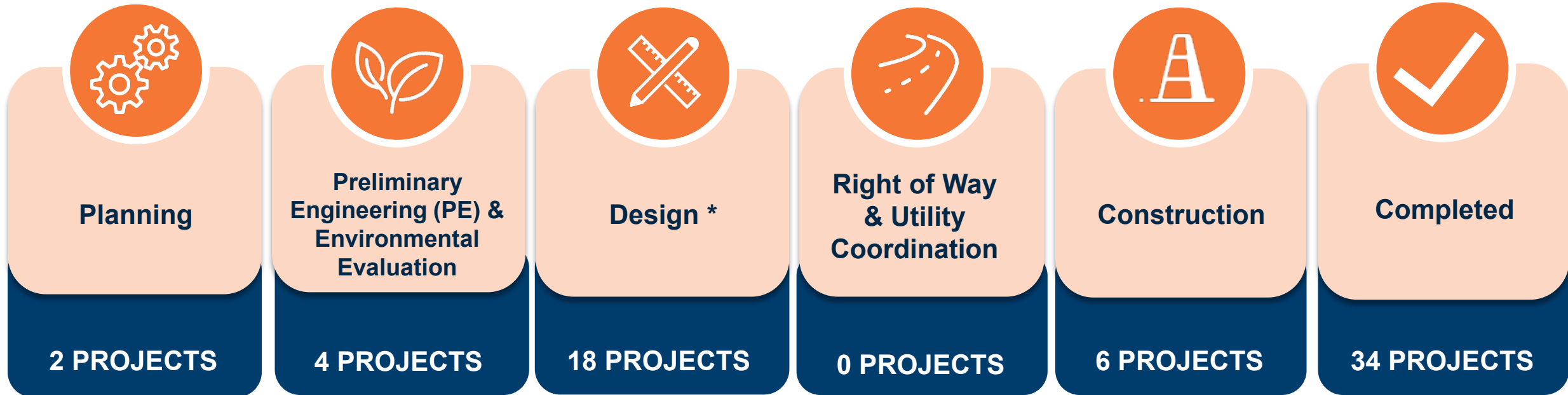
Operational Improvements

5 Improvement Types

- 43 VDOT signal improvements complete
- 39 VDOT signal improvements under construction
- 111 Locality signal improvements underway and will be complete by 2025
- 3 Geometric Improvements complete

Project Development Process (Capital Projects)

Project Status Today (64 Projects)



* 3 projects currently on ad schedule with awards in October and November

Project Status July 2022 (64 Projects)



Bristol District Project Status (Capital Projects)

Completed Projects:

- **Exit 26 SB Acceleration Lane Extension (Emory)**
- **Exit 26 SB Deceleration Lane Extension (Emory)**
- **Exit 67 Deceleration Lane Extension (South of Wytheville)**
- **Exit 19 Deceleration Lane Extension (Abingdon)**
- **Exit 84 SB Deceleration Lane Extension (North of Fort Chiswell)**
- **Bundle project (Exit 39 NB Decel, Exit 47 SB Accel, Exit 39 SB Decel, Exit 43 SB Accel)**
- **Exit 39 SB Acceleration Lane Extension (Seven Mile Ford)**
- **Exit 47 NB Acceleration Lane Extension, single phase DB (Marion)**
- **Exit 54 SB Auxiliary Lane - (South of Rural Retreat)**
- **Four curve improvements (chevron signs in Wytheville and Abingdon)**
- **Exit 17 SB Acceleration Lane Extension (Abingdon)**

Bristol District Project Status (Capital Projects)

Projects Under Construction:

- **Exit 39 NB Entrance Ramp to MM 40.6 NB Truck Climbing Lane – Completion June 2024**
- **MM 32.4 to MM 33.5 NB Truck Climbing Lane (Chilhowie) – Completion June 2025**
- **MM 34 to MM 33 SB Truck Climbing Lane (Washington County) – Completion June 2025**

Salem District Project Status (Capital Projects)

Completed Projects:

- Exit 89 NB Acceleration Lane Extension (Pulaski)
- Troutville Rest Area SB Entrance and Exit Extension (2 projects) - Troutville
- Three curve improvements (chevron signs south of Draper and south of Natural Bridge)

Projects Under Construction:

- Exit 137 to Exit 141 Widening NB and SB (Design Build, 2 projects bundled) – Salem
 - Approximately 50% complete. Completion date is January 2026

Staunton District Project Status (Capital Projects)

Completed Projects:

- Exit 302 NB Accel, Exit 302 SB Decel, Exit 283 SB Accel,
- Exit 269 NB Decel, Exit 279 SB Accel
- Exit 291 NB Accel, Exit 296 SB Accel, Exit 304 NB Accel
- Exit 205 SB Accel, Exit 205 NB Accel (Raphine)
- One curve improvement (chevron signs at Mount Jackson)

Projects Under Construction:

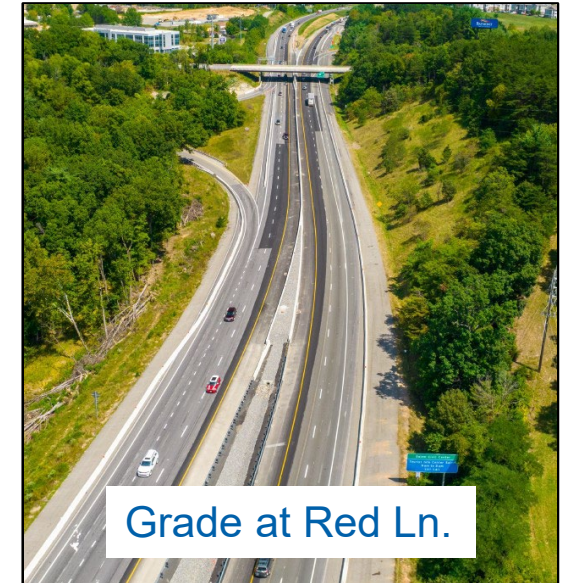
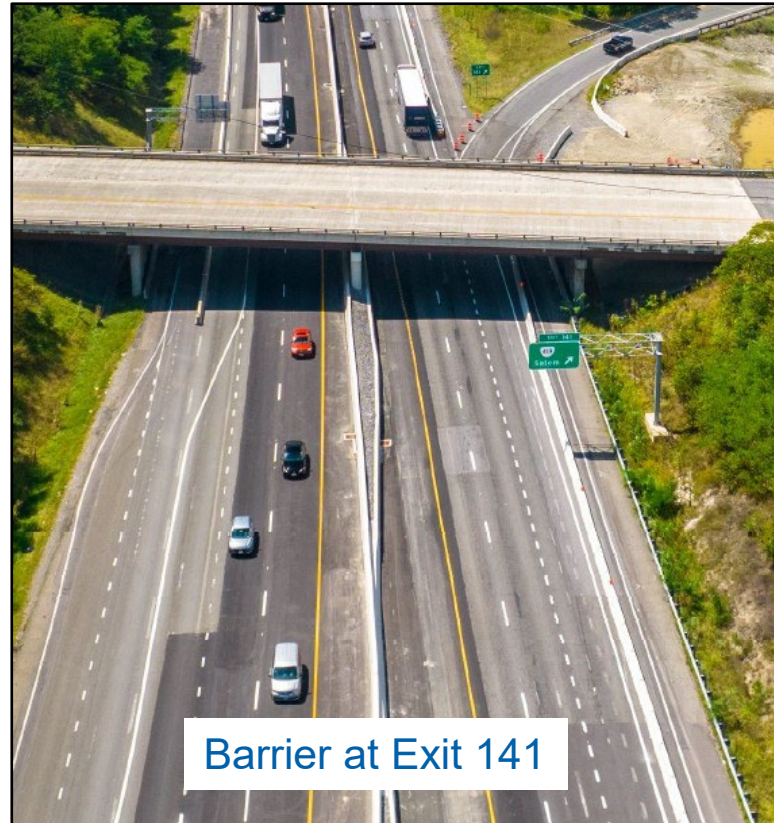
- Exit 221 to Exit 225 NB and SB Widening – Construction Spring/Summer 2023 (Staunton), Completion June 2027

Upcoming Capital Projects (Corridor-wide)

Bristol District	Project Description	Anticipated Construction Start
	Exit 72 NB Decel Extension and I-77 Exit 41 to I-81 SB Exit 72 Auxiliary Lane (Wytheville)	2024
	MM 8.1 to MM 9.7 SB Widening to three lanes (Bristol) – Letting Date Oct. 25	2024
	Exit 72 Deceleration Lane (Wytheville) – Letting Date Nov. 15	2024
	Exit 72 to Exit 73 Auxiliary Lane – Letting Date Nov. 15	2024
Salem District	Project Description	Anticipated Construction Start
	Exit 143 to Exit 150 Widening NB & SB (Roanoke to Troutville)	2024
	Exit 128 to Exit 137 Widening NB Only (Ironto to Salem)	2027
	MM 116 to Exit 128 Widening NB Only (Christiansburg to Ironto)	2028
Staunton District	Project Description	Anticipated Construction Start
	Exit 221 to Exit 220 SB Auxiliary Lane (South of Staunton)	2023
	Exit 299 to Exit 296 SB Widening – Construction Fall/Winter 2024 (Strasburg)	2024
	Weyers Cave NB and SB Truck Climbing Lanes (2 Projects)	2024
	Exit 242 to Exit 248 NB and SB Widening (Harrisonburg)	2025
	Exit 313 to Exit 317 NB and SB Widening – Construction 2028 (Winchester)	2028

Salem Exit 137 to Exit 141 Project Progress

Illustrative of major widening project



Stay up-to-date – Videos, Podcasts, Newsletters



Safety Service Patrol



Troutville Rest Area



Traffic Operations Center/
Customer Service Center



Exit 205



Exit 137 to Exit 141
Widening



Digital Message Signs



Wytheville Interchange
Improvements



Harrisonburg Widening



Staunton Area
Auxiliary Lane



Arterial Improvements



Picking the Projects



Bristol District Truck
Climbing Lanes



Strasburg Area Widening



Troutville Rest Area
Temporary Closure



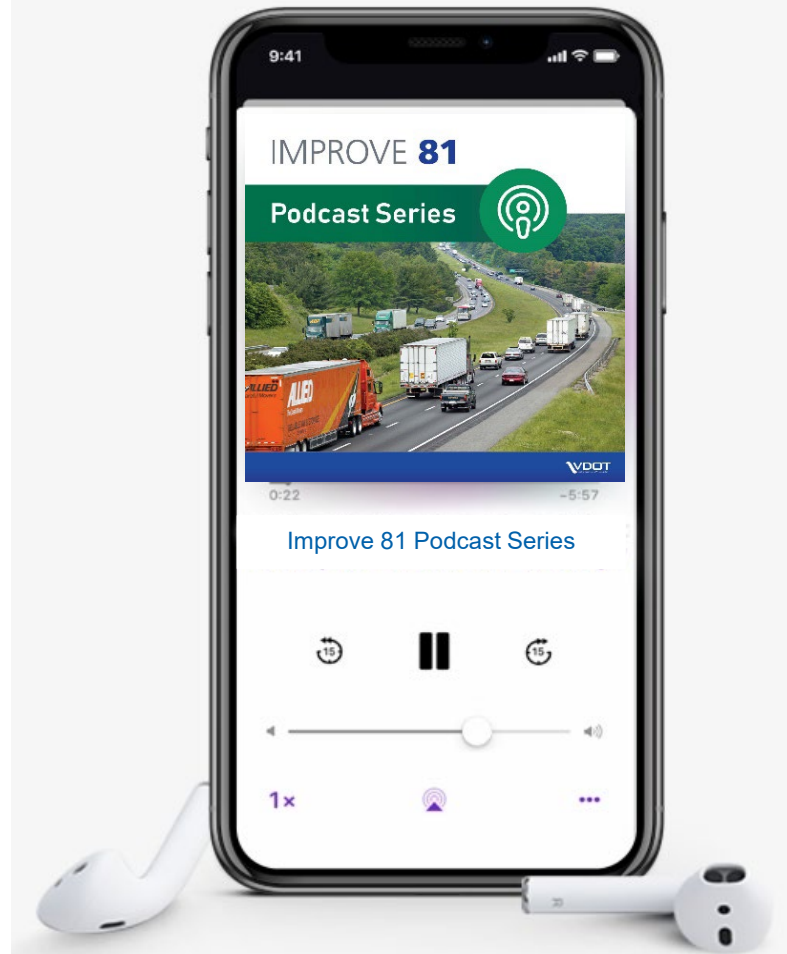
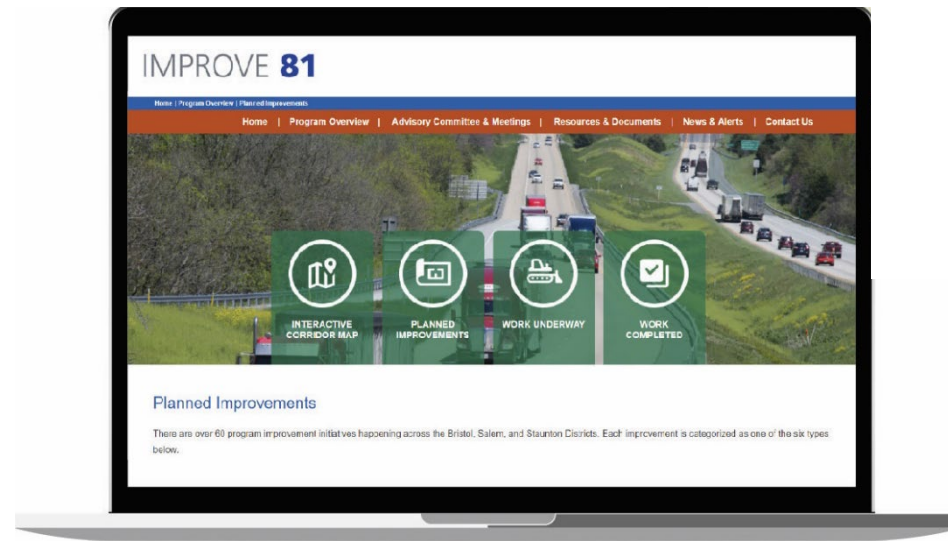
Staunton Area Widening

Published to date

- 22 videos
- 22 podcasts
- 11 newsletters

Program Specific Website – Learn More!

Improve81.org





Virginia Breeze

Connecting the Commonwealth with Virginia's intercity bus service

Zach Trogdon, Chief of Public Transportation



Overview



Launched in 2017 to connect underserved rural communities to national bus network and other transportation modes



Operates 365 days a year on four routes connecting cities through Western and Central Virginia to Washington, D.C.



Funded through Federal Transit Administration's Intercity Bus Program, I-81 funds, and ticket sales



Dillon's Bus Service operates it, providing vehicles, drivers, and maintenance, and DRPT manages

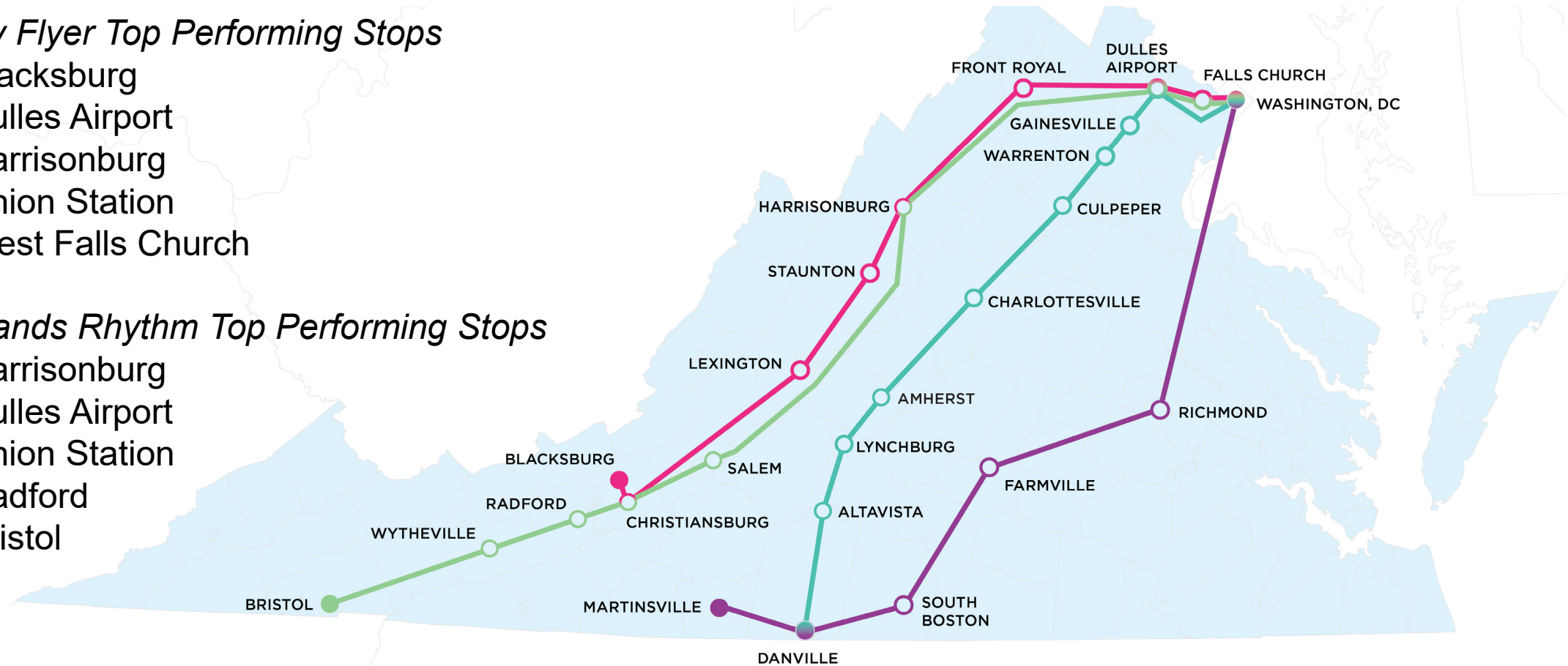
Virginia Breeze Routes

Valley Flyer Top Performing Stops

- 1) Blacksburg
- 2) Dulles Airport
- 3) Harrisonburg
- 4) Union Station
- 5) West Falls Church

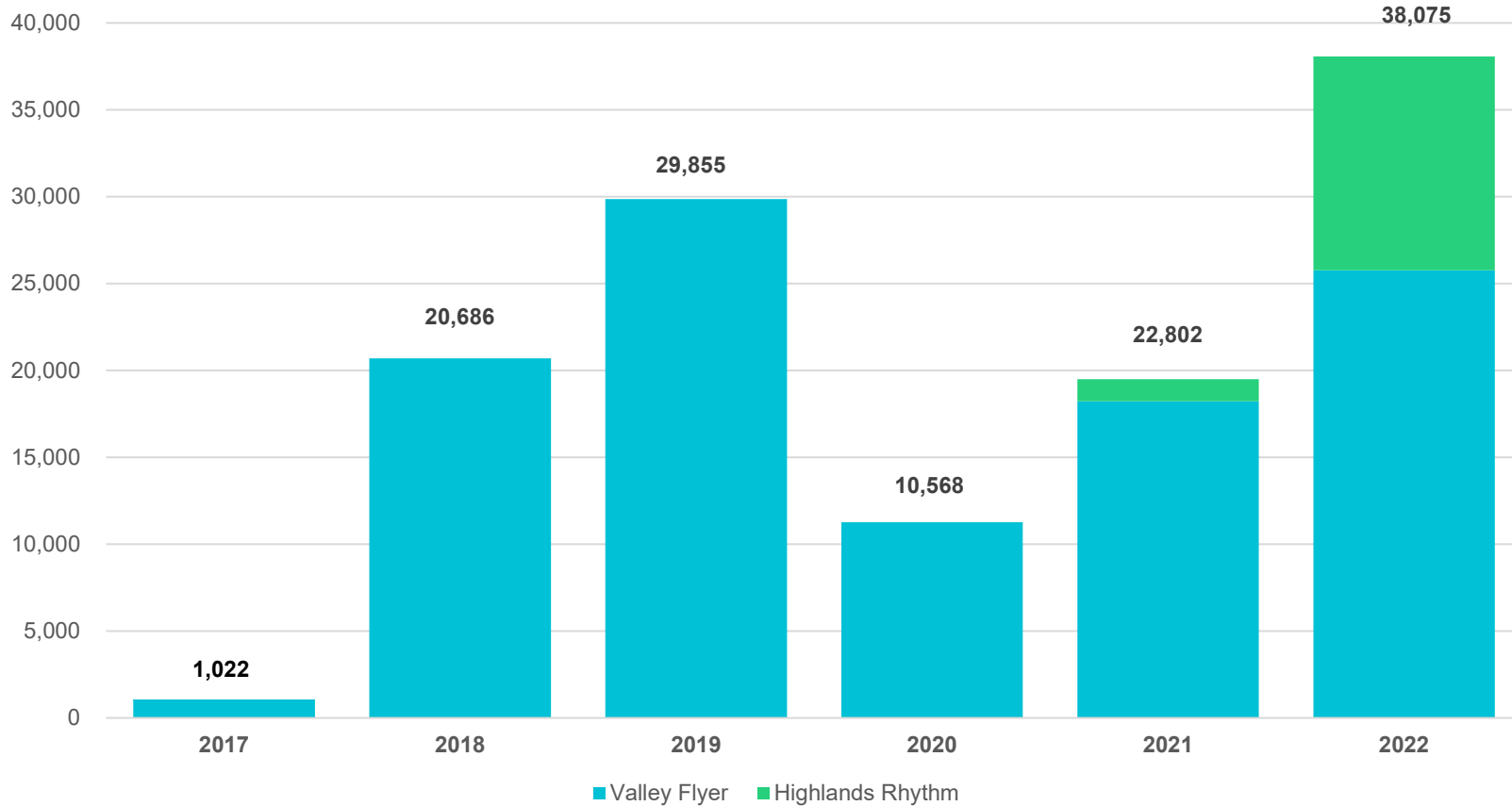
Highlands Rhythm Top Performing Stops

- 1) Harrisonburg
- 2) Dulles Airport
- 3) Union Station
- 4) Radford
- 5) Bristol



Virginia Breeze Ridership

I-81 Routes



- **Future Year Projections:**
- **2023: 42,176**
 - Valley Flyer: 28,411
 - Highlands Rhythm: 13,725
- **2024: 49,575**
 - Valley Flyer: 33,506
 - Highlands Rhythm: 16,069
- **2025: 57,003**
 - Valley Flyer: 37,806
 - Highlands Rhythm: 19,197

- Valley Flyer started in December 2017
- Highlands Rhythm started in November 2021
- Service shut down for several months in 2020 due to COVID-19 pandemic

I-81 Multimodal Financial Plan

I-81 Multimodal Financial Plan (Transit)

Description	Capital	O&M
Virginia Breeze Service Extension to Bristol	---	\$243,000
Virginia Breeze Extension Stops	\$60,000	
Improvements to Existing Stops	\$40,000	



FY23 Budgeted Operating Revenues

FY23 Budgeted Operating Revenues (I-81 VA Breeze Service)

<i>Source</i>	<i>Amount</i>	<i>Percent</i>
I-81 Multimodal Transit Funding- Bristol Extension	\$243,000	12%
FTA Funding (5311(f) & CARES Act)	\$681,320	34%
Farebox Revenues	\$1,065,139	54%
Total Operating Costs	\$1,989,459	100%



Questions?

Zach Trogdon

Chief of Public Transportation

Zach.trogdon@drpt.virginia.gov

I-81 Corridor Finance Update

 Laura Farmer
Chief Financial Officer

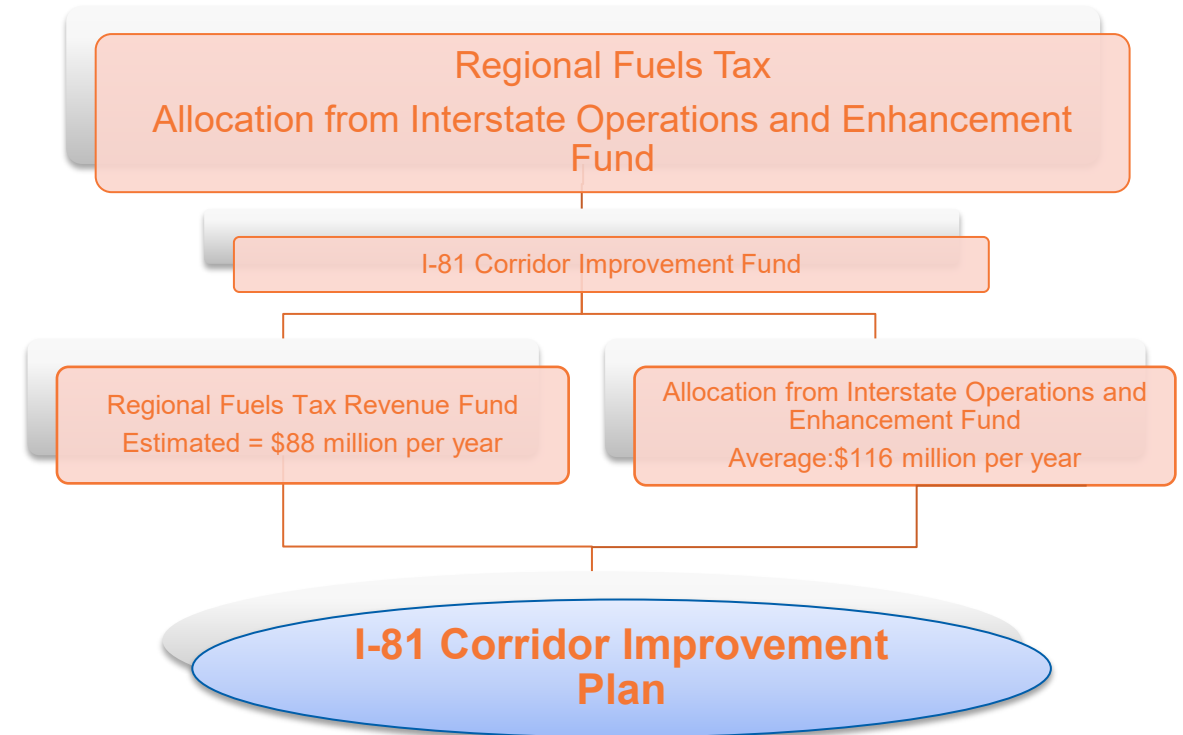
October 2, 2023

Legislative Background

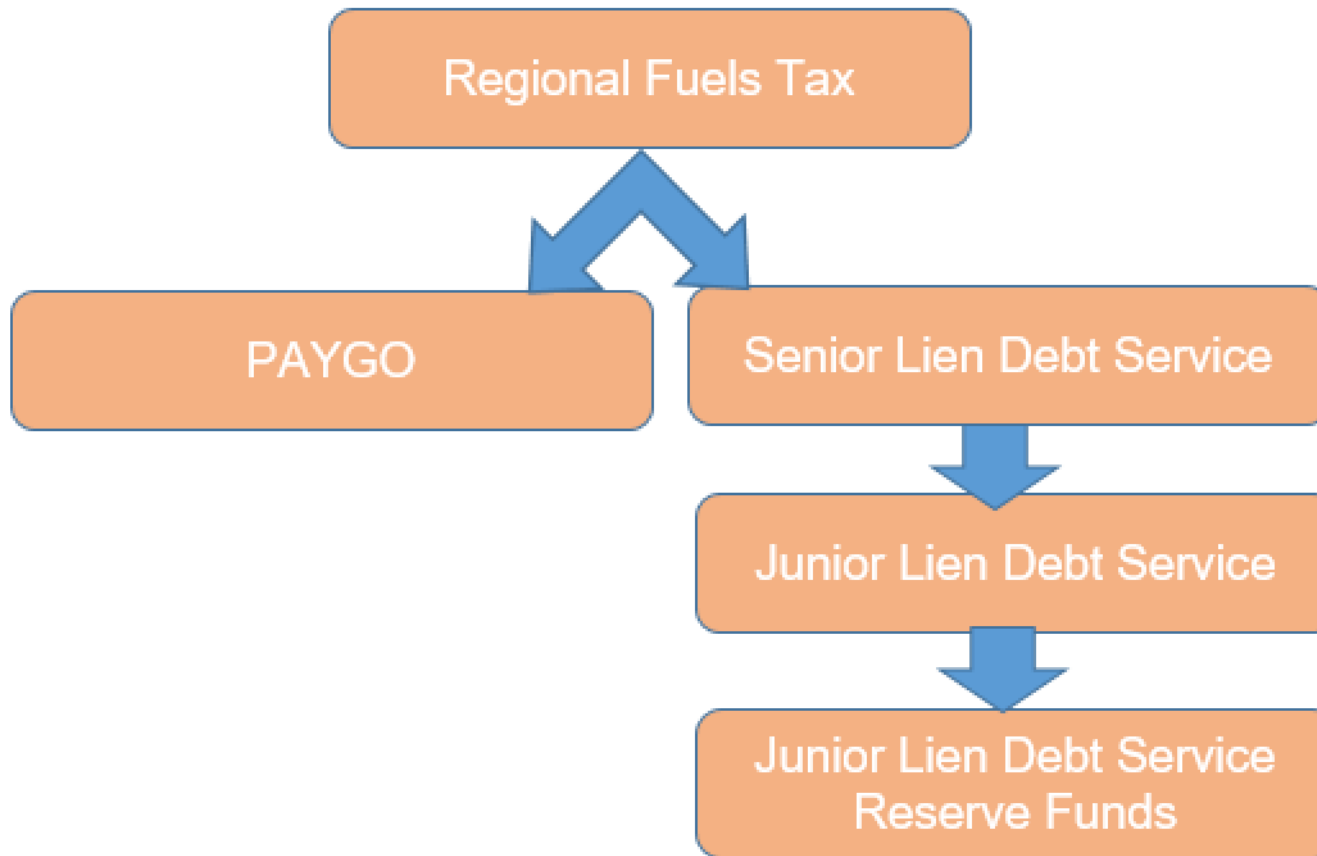
- **Chapters 837 and 846 (HB 2718 and SB 1716, 2019 Session)**
 - Created the Interstate 81 Corridor Improvement Program and Fund
 - Provided new transportation revenues to support the interstate highways and specifically I-81
- **Chapters 1230 and 1275 (HB 1414 and SB 890, 2020 Session)**
 - Authorized the sale and issuance of bonds with an aggregate principal amount not to exceed \$1 billion
 - Changed the localities contributing to fuel tax revenue for I-81 Fund to those through which I-81 passes or cities wholly encompassed by a county through which I-81 passes
 - Provided allocated funding through the Interstate Operations and Enhancement Program (IOEP)

Funding Sources and Structure

- **Dedicated funding for the I-81 Program is deposited in the I-81 Corridor Improvement Fund and includes:**
 - Regional Fuels Tax along the I-81 Corridor
 - Share of statewide revenues from allocation of the IOEP
- **Regional Fuels Tax**
 - July 1, 2019 through June 30, 2020, additional 2.1% tax on gasoline and diesel sold by a distributor to a retail dealer
 - Effective July 1, 2020, changed to a per gallon rate subject to annual CPI-U adjustment
 - Current tax rate as of 7/1/2023: 8.8 cents/gallon gasoline; 8.9 cents/gallon diesel
 - May be leveraged for debt service and paygo
- **Allocation from IOEP**
 - I-81 receives allocation equal to ratio of Vehicle Miles Traveled (VMT) on I-81 by vehicles Class 6 or higher to total VMT on all Interstate highways
 - May provide funding only for paygo



Planned Use of Regional Fuels Tax



Debt service for the program can only be supported by the regional fuels tax collections

Revenue and Expenditures to Date

Interstate 81 Improvement Fund (in millions) Activity to Date

Sources	Actuals Through FY 2023
Regional Fuels Tax	\$296.5
Interstate Operations and Enhancement Program Allocation (State and Federal)	266.0
Other Sources Prior to FY 2021/Other	24.6
Interest Income	8.6
Total	\$595.7
Bonds/TIFIA Loan	203.1
Total	\$798.8

Activity	Total
Expenditures	
Pay-Go Project Expenditures	\$139.7
Bond Fund Project Expenditures	61.1
Debt Service	7.6
Financing Costs	1.1
Total	\$209.5
Balance Remaining	
Fund Balance	\$443.2
Bond Balance	40.2
Federal IOEP Balance	4.1
TIFIA Balance	101.7
Total Available	\$589.3
Expenditures and Balance Remaining Total	\$798.8

Sources – Revenue Performance and Projections

Sources	Actuals Through FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Regional Fuels Tax	\$296.5	\$88.1	\$91.5	\$94.4	\$96.5	\$98.7	\$100.9	\$866.6
Interstate Operations and Enhancement Program Allocation	266.0	85.8	112.5	120.0	122.4	125.6	134.0	966.3
Other Sources Prior to FY 2021/Other	24.6							24.6
Prior Year Revenue Adjustment		(1.3)						(1.3)
Interest Income	8.6							8.6
Total	\$591.6	\$172.6	\$204.0	\$214.4	\$218.9	\$224.3	\$234.9	\$1,864.8
Planned Debt for Construction	203.1	237.9		272.9	251.4			965.3
Total	\$798.8	\$410.4	\$204.0	\$487.3	\$470.3	\$224.3	\$234.9	\$2,830.1

Estimate Sources:

Regional Fuels Tax estimate provided by the Virginia Department of Taxation, December 2022

Interstate Operations and Enhancement Program, Commonwealth Transportation Fund Six-Year Financial Plan, June 2023

Uses - Support I-81 Corridor Improvement Program

Uses (in millions)	Through FY 2023*	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Debt Service	\$7.6	\$5.2	\$5.3	\$14.0	\$9.7	\$33.9	\$23.6	\$99.3
Remaining Fuel Tax Revenue	288.9	80.3	85.7	79.9	85.4	64.8	77.3	762.3
Interstate / IOEP Allocation	297.4	85.8	112.5	120.0	122.4	125.6	134.0	997.7
Administration and Financing Costs	1.8	1.3	0.5	0.5	1.5	-	-	5.6
Total	\$595.7	\$172.6	\$204.0	\$214.4	\$218.9	\$224.3	\$234.9	\$1,864.9
Planned Debt to support Construction	203.1	237.9	-	272.9	251.4	-	-	965.3
Total with Planned Debt	\$798.8	\$410.4	\$204.0	\$487.3	\$470.3	\$224.3	\$234.9	\$2,830.1

I-81 Corridor Program – Project Costs

- **The estimated cost of all improvements totals \$3.1 billion, with projects implemented through 2033 (based on the current revenue assumptions and debt model)**
 - **Current Six-Year Improvement Program (SYIP) runs through FY 2029**
 - **§ 33.2-214 of the *Code of Virginia* requires projects funded by Construction Programs (including Interstate Operations and Enhancement Program) to be fully funded to the estimated cost within the SYIP period**
 - **Undistributed balances remain for projects to be fully funded by FY 2033**
- **The program remains:**
 - **Comprised of operational and capital improvements**
 - **No single project exceeds 15.5% of the Program**
 - **Projects are independent of each other**

Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan

- Remaining debt planned for the program is assumed to be additional TIFIA loans
- Proposed structure allows for maximized TIFIA program benefits
 - Rural loan – allows for financing of up to 49% of project costs at one-half 30-year U.S. Treasury rate (For projects less than \$100 million in total costs)
 - Regular/non-rural loan – allows for financing of up to 33% of project costs at 30-year U.S. Treasury rate (no project size limitation)
- Repayment term – 35 years after substantial completion
- Flexible payment structure and draw period of up to one-year after substantial completion

TIFIA Program allows VDOT to advance projects with the use of debt financing

Debt Issuance Plan

- **The I-81 Regional Fuels Tax revenues will support all debt issued**
- **Will not impact debt capacity of the Commonwealth**
- **Mixture of municipal bonds and Transportation Infrastructure Financing Innovation Act (TIFIA) loans over the life of the program**

	2021 Bonds	2022 TIFIA Loans	Future Financings	Total
Funded Costs (in millions)				
Senior Lien Bonds	\$101.9	\$ -	\$ -	\$101.9
Senior Lien Rural TIFIA Loan	-	14.9	133.6	148.6
Junior Lien Regular TIFIA Loan	-	82.6	629.4	712.0
Total	\$101.9	\$101.5	\$762.0	\$962.5

Preliminary, Subject to change, based on latest model

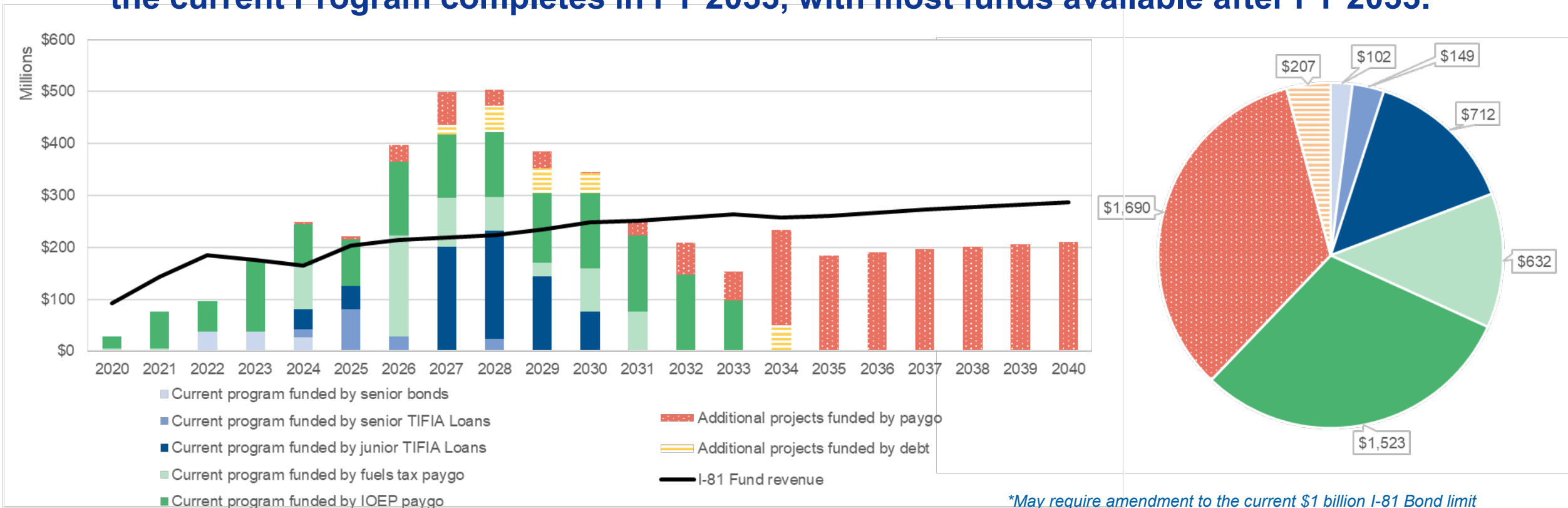
Project Status in SYIP – I-81 Corridor Plan

- **Two of the originally prioritized projects remain to be added to future SYIPs, pending sufficient allocations to fully fund them within the six-year window:**
 - **UPC 116196 Add northbound lane from MM 116 to MM 128 (2023 estimate: \$360 million)**
 - **UPC 116281 Widen to 3 lanes northbound and southbound from MM 313 to MM 317 (2023 estimate: \$333 million)**
- **Current revenue projections support completing the original I-81 program by 2033**

Extended Financial Outlook for I-81 Program

Preliminary Funding by Year and Source

- The current I-81 Program of \$3.1 billion is fully funded by a mix of IOEP and fuels tax pay-go as well as multi-lien fuels tax debt.
- Nearly \$1.9 billion* in additional project costs can be supported through FY 2040, after the current Program completes in FY 2033, with most funds available after FY 2033.



*May require amendment to the current \$1 billion I-81 Bond limit

Potential for Additional Projects in the Plan

- **The Corridor Plan initially identified 106 projects for consideration and prioritized 64 projects for funding**
- **Additional projects from the original list could be amended to the Corridor Plan so that the Department is positioned to add projects to the SYIP as revenues support them**
- **Current revenue projections support the completion of additional projects estimated at \$1.9 billion by 2040 (preliminary, may require additional debt capacity)**
- **Five additional projects were identified beyond the original 64 capital projects**
- **These projects represent the most complex, highest risk segments of the remaining capital projects from the Corridor Plan**

Additional Projects

VDOT has continued concept refinement for the next five major capital improvement projects that were identified in the I-81 CIP, but not included in the funding program that address delay, crashes and accessibility to jobs

District	Location	VDOT Preliminary Cost Estimates	
		Low Range*	High Range*
Salem	Southbound widening between Exits 137 and 128	\$246	\$308
Staunton	Northbound widening MM 190 – Exit 195	111	141
Staunton	Southbound widening Exit 195 – MM 190	103	130
Staunton	Northbound widening between Exits 298 and 300	53	66
Salem	Northbound/southbound realignment of S-curves in Botetourt (MM 167- Exit 168)	159	243
Total Cost		\$672	\$888

**Estimates are in millions and are provided as uninflated in 2022 dollars.*

Preliminary analysis indicates these projects could be delivered by FY 2038 at an estimated inflated cost of \$1.5 billion (using the high range of the estimates provided).

Summary

- **Updates to project estimates (to reflect market conditions), refined project scoping, and debt assumptions extended delivery of the original program of projects by one year.**
- **Revenue and allocations that support Interstate 81 Improvements continue to remain strong to support project delivery.**
- **Capacity for additional projects will begin to be available from the program's current funding sources in the 2030s.**



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
December 4, 2023

11. Action on TPOF for VCSFA.

This resolution is currently unavailable.

Adoption of Policy and Approval SMART SCALE Policy
REVISED DRAFT DOCUMENTS
November 30, 2023

The following draft documents have been revised to reflect the following:

1. SMART SCALE CTB Draft Resolution of the Board

Revision: Second Whereas clause on page 3 now reflects the inserted language, “**BE IT FURTHER RESOLVED**, the development and management of the SMART SCALE portion of the SYIP shall be conducted in accordance **with the Board’s Six-Year Improvement Program Development Policy, as revised to incorporate revisions herein.**”

2. CTB Decision Brief

Revision: The Weighting Framework on page 2 now reflects the staff recommended weightings.
Area Type A: 20% Safety, **50% Congestion**, 25% Accessibility, 5% Economic Development, and 10% Environment

Area Type B: 25% Safety, **25% Congestion, 20% Accessibility**, 20% Economic Development, and 10% Environment

Area Type C: **30% Safety, 20% Congestion**, 15% Accessibility, 25% Economic Development, and 10% Environment

Area Type D: No change

3. SMART SCALE APPENDIX A, Adoption of Policy and Approval of Guides for Implementation of the SMART SCALE Prioritization Process

Revision: The Weighting Framework on page 6 now reflects the staff recommended weightings.
Typology A **50%** Congestion and 15% Accessibility/Typology B 25% Congestion, 20% Accessibility/Typology C 30% Safety, 20% Congestion**

Revision: Corrected reference, page 7, Item V.9 now reflects, **Item VI.2.**

4. Appendix B: SMART SCALE Process Review Summary

Revision: Page A-4 now reflects Area Type A: **20% Safety**

5. SMART SCALE Process Review Update Presentation

Revision: Slide 11 (Modify the Land Use Factor to a Multiplier and Modify Factor Weightings- Alternate Recommendation by Members Mr. Kasprovicz and Ms. Hynes), in Area Type A – now reflects **20% Safety, 25%Accessibility**, and Area Type B **20% Congestion**



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 4, 2023

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Adoption of Policy and Approval of Guides 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, the factors specified in Section 33.2-214.1 will be weighted for each of the state's highway construction districts based on the unique needs, according to the metrics attached hereto in Appendix A; 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, (i) a recommended list of projects and strategies for inclusion in the Six-Year Improvement Program based on results of the evaluation of submitted projects, (ii) the results of the screening of such projects and strategies, including whether such projects are located on a primary evacuation route, (iii) whether a project has been designed to be or the project sponsor has committed that the design will be resilient, and (iv) the results of the evaluation of candidate projects and strategies, including the weighting of factors and the criteria used to determine the value of each factor, no later than 150 days prior to the Board's vote to adopt the Six-Year Improvement Plan; and

WHEREAS, since adoption of the most recent SMART SCALE Prioritization Policy on December 8, 2021, modifications to improve and strengthen the policy have been identified and recommended to the Board by OIPI.

WHEREAS, the SMART SCALE Process Review, (summary attached hereto in Appendix B), identified issues that were analyzed and recommended to the Board by OIPI for policy consideration; and

NOW THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board hereby updates the SMART SCALE Prioritization Policy to address the issues identified in the SMART SCALE Process Review and adopts the SMART SCALE Prioritization Policy, attached hereto as Appendix A, pursuant to Section 33.2-214.1; and

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 funding through SMART SCALE.

Resolution of the Board

Adoption of Policy and Approval of Guides for Implementation of the SMART SCALE Project
Prioritization Process

December 4, 2023

Page 3 of 3

BE IT FURTHER RESOLVED, the development and management of the SMART SCALE portion of the SYIP shall be conducted in accordance with the Board's Six-Year Improvement Program Development Policy, as revised to incorporate revisions herein.

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, including but not limited to update of technical and policy documents consistent with the SMART SCALE Prioritization Policy adopted herein.

####

DRAFT RESOLUTION

CTB Decision Brief

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

Issue: On December 8, 2021, the Board approved and adopted an updated prioritization policy incorporating improvements to both the policy and the evaluation process for implementation to enhance the SMART SCALE prioritization process for subsequent rounds. Board approval is sought for proposed modifications related to the criteria used in the project evaluation and scoring process pursuant to the SMART SCALE Project Prioritization Policy as well as the Policy as modified. In addition, approval is sought for proposed changes to methodology that will be reflected in the Round Six SMART SCALE Technical Guide.

Facts: Section 33.2-214.1 of the *Code of Virginia* requires the Board to develop a prioritization process for certain projects funded by the Board. Section 33.2-214.1 (B) of the Code of Virginia 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. In June 2015, the Board adopted an initial statewide prioritization policy and process and has updated the policy and process from time to time, most recently in December of 2021, directing VDOT, DRPT, and OIPI to implement and administer the applicable policy and process.

A SMART SCALE Policy and Process review was initiated in January 2023 (Appendix B, SMART SCALE Process Review Summary) and has generated feedback and proposed modifications from various members of the Board as well as the public. The following modifications to the Board's prioritization policy adopted December 8, 2021, are included in Appendix A, which outlines the Prioritization process and inclusive of all proposed changes under consideration:

1. Calculate congestion 10 years into the future, Appendix A, page 4:
 - Congestion benefits will be calculated 10 years in the future.
2. Utilize forward-looking economic development factor developed by Virginia Economic Development Partnership (VEDP) for the Project Support for Economic Development (ED.1) measure value, Appendix A, page 4:
 - Utilize the following factors to determine the ED.1 score:
 - Use VirginiaScan to determine site eligibility
 - 40% estimated jobs
 - 25% estimated capital investment
 - 15% recognize site funding
 - 10% site visits received
 - 10% distinguish site readiness
 - Calculate Freight Impact (ED.2) based on volume moved.
3. Refine High-Priority Projects Program (HPP) Eligibility and Eliminate Step 2 for HPP Funding – Appendix A, page 2
 - New Capacity Highway, Managed Lanes, New or Improved Interchanges, New or Improved Passenger Rail Stations or Service, Freight Rail Improvements, High Capacity/Fixed Guideway Transit (Bus Rapid Transit and Light Rail Transit), Transit Transfer Stations, and New Bridge; entire corridor improvements identified as the preferred alternative in a STARS, Pipeline Study, or Arterial Management Plan
 - Discontinue use of Step 2 and distribute all HPP program funds based on statewide rankings of SMART SCALE score.

4. Mid-level Application limit – Appendix A, page 2
 - Tier 1: Locality <100,000, MPO/PDC/Transit agency <200,000, max 4 pre-applications, max 3 full applications
 - Tier 2: Locality 100,000 – 200,000, MPO/PDC/Transit agency 200,000 – 500,000, max 5 pre-applications, max 4 full-applications
 - Tier 3: Locality >200,000, MPO/PDC/Transit agency > 500,000m max 7 pre-applications, max 6 full applications
 - Most recent University of Virginia Weldon Cooper Center population estimates will be used.
 - Based on designated Transportation Management Area as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation, as an urbanized area with a population over 200,000.

5. Modify Land Use factor to a multiplier of all other factor areas and modify factor weightings – Appendix A, page 6
 - First, assigns Land Use factor weightings to other factor areas and uses the normalized Land Use factor as a multiplier on all other benefits using a two-step process – Appendix A, page 5:
 - Area Type A: 20% Safety, 50% Congestion, 25% Accessibility, 5% Economic Development, and 10% Environment
 - Area Type B: 25% Safety, 25% Congestion, 20% Accessibility, 20% Economic Development, and 10% Environment
 - Area Type C: 30% Safety, 20% Congestion, 15% Accessibility, 25% Economic Development, and 10% Environment
 - Area Type D: 40% Safety, 10% Congestion, 10% Accessibility, 30% Economic Development, and 10% Environment
 - Second, uses the normalized Land Use factor as a multiplier on all other benefits (1+Normalized Score/100)

A Resolution and Appendix A reflect the above referenced recommendations and have been prepared for consideration by the Board. The SMART SCALE Technical Guide will be revised to include the modifications identified in this resolution and methodology improvements.

Recommendation: VDOT, DRPT, and OIPI recommend that the Board approve the project prioritization policy and process governing screening, scoring, and selecting projects for funding with such modifications to be implemented for the sixth round of the SMART SCALE process, which begins March 1, 2024. VDOT, DRPT and OIPI further recommend that the Board direct updates to the current SMART SCALE Technical Guide to reflect any modifications made to the project prioritization policy and process pursuant to this action.

Action Required by the CTB: The Board will be presented with a resolution for a formal vote to adopt the updated SMART SCALE Prioritization Process and to update the current SMART SCALE Technical Guide in implementation of the updated prioritization policy and process. Approval by majority vote of the resolution is required.

Result, if Approved: VDOT, DRPT, and OIPI will implement the SMART SCALE Prioritization Process in accord with the updated SMART SCALE Technical Guide.

Options: Approve, Deny or Defer

Public Comments/Reactions:

- Attached hereto as Appendix C

DRAFT BRIEF

Appendix A

SMART SCALE Project Prioritization Policy and Process for Round 6

I. Application Submission and Evaluation

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 only a local resolution of support is required.

2. Application for funding through the SMART SCALE Prioritization Process must be made for a qualifying need. 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. The 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 crosses

Adoption of Policy and Approval of Guides for Implementation of the SMART SCALE Project
 Prioritization Process
 December 5, 2023

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. Eligibility for the High Priority Projects Program is limited to the following project types; New Capacity Highway, Managed Lanes, New or Improved Interchanges, New or Improved Passenger Rail Stations or Service, Freight Rail Improvements, High Capacity/Fixed Guideway Transit (Bus Rapid Transit and Light Rail Transit), Transit Transfer Stations, and New Bridge; entire corridor improvements identified as the preferred alternative in a STARS, Pipeline Study, or Arterial Management Plan. Additionally, projects eligible for the High Priority Projects Program will be funded based on statewide rankings of SMART SCALE scores.
5. 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.
6. 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.
7. 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.
8. Qualifying entities are limited in the number of pre-applications and full 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 – PENDING BOARD DECISION

Tier	Localities*	MPOs/PDCs/ Transit Agencies*	Max # of Pre-Applications	Max # of Full Applications
1	< 100K	< 200K	4	3
2	100,000 - 200,000	200,000* - 500K	5	4
3	> 200K	> 500K	7	6

The source of population data for localities, MPOs and PDCs is the last available data from the University of Virginia Weldon Cooper Center. 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, the latest data available from the Weldon Cooper was used to determine population in jurisdictions served by transit agency.

Note*: Based on designated Transportation Management Area (TMA) as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation, for an urbanized area with a population over 200,000.

9. 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.
10. 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*.
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.

II. Factor Measures and Weighting

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%
Environmental Quality Factor		
E.1	Air Quality and Energy Environmental Effect	100%
E.2	Impact to Natural and Cultural Resources	**
Economic Development Factor		

Adoption of Policy and Approval of Guides for Implementation of the SMART SCALE Project
 Prioritization Process
 December 5, 2023

ID	Measure Name	Measure Weight
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: Congestion will be calculated 10 years into the future.

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.

*** ED.1: After determining project eligibility based on identification in VirginiaScan, the following forward-looking economic development factors developed by Virginia Economic Development Partnership (VEDP) for the ED.1 score; (i) 40% estimated jobs, (ii) 25% estimated capital investment, (iii) 15% recognize site funding, (iv) 10% site visits received, and (v) 10% distinguish site readiness.

ED.2: Freight impact will be calculated based on volume moved.

III. Typology Categories and Weighting Frameworks

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

Adoption of Policy and Approval of Guides for Implementation of the SMART SCALE Project
 Prioritization Process
 December 5, 2023

Region in which the Project is Located	Typology	Construction District
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 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 (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.

Adoption of Policy and Approval of Guides for Implementation of the SMART SCALE Project
 Prioritization Process
 December 5, 2023

- 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.

IV. Weighting Frameworks – PENDING BOARD DECISION

Weighting will be applied using the following two-step process, based on Land Use as a multiplier:

1. Assigns Land Use factor weightings to other factor areas and uses the normalized Land Use factor as a multiplier on all other benefits.
2. Uses the normalized Land Use factor as a multiplier on all other benefits.

Factor	Safety	Congestion Mitigation	Accessibility	Economic Development	Environmental Quality	Land Use
Category A	20%	50%**	15%	5%	10%	
Category B	25%	25%	20%	20%	10%	Up to 100%
Category C	30%	20%	15%	25%	10%	Added
Category D	40%	10%	10%	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.

V. Post Project Selection and Programming

1. 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.
2. 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.
3. A project that has been selected for funding may be cancelled only by action of the Board. If 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.

Adoption of Policy and Approval of Guides for Implementation of the SMART SCALE Project
Prioritization Process
December 5, 2023

4. 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.
5. 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.
6. 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.
7. The CTB may waive this requirement for projects that:
 - i. have an anticipated total cost more than \$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.
8. 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.
9. 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 VI.2. Projects from a subsequent round will not be advanced or accelerated by delaying projects selected in a previous SMART SCALE cycle.
10. 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.
 - i. 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.
 - ii. Surplus High Priority Projects Program funds will remain within the High Priority Projects Program.
 - iii. 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.

VI. Changes in Project Cost or Scope

1. 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.
2. 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.
3. 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.
4. 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.

APPENDIX B

INSERT SUMMARY WHITE PAPER

Appendix B: SMART SCALE Process Review Summary

Table of Contents

SMART SCALE Background	2
SMART SCALE Process Review Survey	2
Staff Identified Issues and Recommended Changes	3
Appendix A: Scenario Changes and Results	A-1
Appendix B: Combined Staff Recommendations	B-1
Appendix C: Alternate CTB Recommendations	C-1
Appendix D: Additional High-Priority Projects Program (HPP) Analysis	D-1
Appendix E: Alternate CTB Recommendations Scenario Analysis	E-1
Appendix F: Scenario Analysis Summary Sheet Guide	F-1

Appendix B: SMART SCALE Process Review Summary

SMART SCALE Background

SMART SCALE is the CTB's project prioritization tool developed to meet the requirements of Chapter 726 of the 2014 Virginia Acts of Assembly. The SMART SCALE process has been used since 2016 (5 Rounds) to inform the CTB on project funding decisions.

Secretary Miller directed OIPI to thoroughly review the SMART SCALE Process in collaboration with VDOT and DRPT. The review was initiated in January 2023 and supported by ATCS consultant and OIPI internal staff.

The review focused on:

- Obtaining input from CTB members, stakeholders, legislators, and other concerned parties.
- Review of the related Code requirements and the CTB's SMART SCALE Policy.
- Analysis of the outcomes of the past funding rounds.

The overall objective of the process review is to ensure SMART SCALE is meeting the intended goal –to identify the projects that provide the most significant benefit for the investment.

SMART SCALE Process Review Survey

The SMART SCALE Process Review Survey was released on January 12 and held open until March 17 to allow greater participation.

Responses were received from 398 "external" respondents, those who did not identify as VDOT, State DOT, and Consultant response groups. ATCS analyzed the responses.

- Scoring criteria and the application process were the top two answers for what should change and remain the same in the SMART SCALE process.
- Many expressed feelings of potential biases toward urban and smaller projects; however, external survey respondents largely indicate a positive impression of the SMART SCALE process.

Based on the feedback obtained through the survey, the following perceptions were investigated.

1. Urban projects have been recommended for funding more often than rural projects.
While urban bias was the most frequently commented bias in the survey, based on the prior SMART SCALE rounds results, there is no consistent bias toward urban projects.

Therefore, no specific change is recommended to address this item.

2. Leveraged projects are more successful than non-leveraged projects.
As implemented, SMART SCALE seeks to fund projects that provide the greatest value for the investment. A vast majority of survey respondents agreed that this is a good policy. In practice, the prior rounds show that leveraged projects generally have a slight edge over non-leveraged projects, especially for SMART SCALE-funded projects greater than \$30M.

Given the CTB policy to encourage the use of leveraged funds, no action or change is needed

Appendix B: SMART SCALE Process Review Summary

for this finding.

3. Small projects (less than \$10M) are disproportionately recommended for funding.

One area of perceived bias identified in the SMART SCALE Process Review Survey responses was towards "Small Projects". The analysis did find that small projects were funded just over twice as often as larger projects. Of selected projects, 78% are under \$10M receiving only 33% of the total funded amount. In addition, we found that the HPP program was funding many small projects, with small bicycle and pedestrian projects more successful than small highway projects. The trend towards bicycle and pedestrian projects has steadily increased in terms of the number of projects and funding amounts both submitted and recommended.

Based on the findings, the staff recommends

- a. refining the definition of HPP,***
- b. eliminating Step 2 in the funding process, and***
- c. reducing the number of applications.***

The impacts of the changes are discussed further below under items 2 and 3 of the Staff Identified Issues and Recommended Changes and in the section on Scenario Changes and Results.

Staff Identified Issues and Recommended Changes

In addition to the work that stemmed from the survey responses, the results of the prior five rounds were reviewed for trends and to understand the impacts of the funding policy steps. A few recommended changes were put forth to address identified issues.

1. Application Quality and Quantity

Staff are expending significant time and effort on document preparation for a high percentage of applications that are either screened out or not recommended for funding. In Round 5, more than 50% of submitted applications were "not ready" for scoring at the time of full application submission (90% at pre-application) and only 37% of applications were recommended for funding.

To get the greatest value out of limited staff resources, staff is recommending:

- a. Creating a three-tier application limit at 3, 4, and 6 (Increased from the original staff recommendation of a two-tier limit at 2 and 5) to focus on applicant priorities to improve overall outcomes and increase the application success rate.***
- b. Streamline the SMART Portal process to provide earlier and more targeted support to applicants by obtaining OIPI, VDOT, and DRPT approvals prior to submission.***
- c. Screen out applications if they fail to meet requirements.***
- d. Tie consensus funding decisions to the applicant's prior performance in delivering projects.***

Appendix B: SMART SCALE Process Review Summary

2. Process Biases - The HPP program is being used for small projects

Allocation steps are used to develop the staff recommended funding scenario. The current steps are as follows:

- 1) Step 1 allocates each VDOT construction district's grant program funding on a district-wide basis.
- 2) Step 2 allocates HPP funding on a district-wide basis for projects that would have been funded through each district's grant program if they had been by a locality.
- 3) Step 3 allocates HPP funding on a statewide basis. Smaller projects are being submitted as Step 2 eligible (MPO/PDC/Transit only).

The number of small bicycle and pedestrian projects submitted and funded through Step 2 has increased from 1 project in Rounds 1 and 2 to 32 projects in Round 5. The average project amount requested in Step 2 dropped from \$57M in Round 1 to \$19M in Round 5.

The HPP program was created to fund projects of statewide or regional significance. The current Step 2 process utilizes the HPP program as an extension of the DGP.

To address this issue, the staff recommends:

- a. Refine HPP Program eligibility by clarifying CTB policy to ensure that HPP projects are of regional or statewide significance.***

Below is the proposed HPP definition.

"New Capacity Highway (Add New Through Lanes(s) or Roadway on New Alignment), Managed Lane(s) (HOV/HOT/Shoulder), New or Improved Interchanges, New or Improved Passenger Rail Stations or Service, Freight Rail Improvements, High Capacity / Fixed Guideway Transit (Bus Rapid Transit and Light Rail Transit), Transit Transfer Stations, and New Bridge; entire corridor improvements identified as the preferred alternative in a STARS, Pipeline Study, or Arterial Management Plan."

- b. Eliminate the current Step 2 and distribute all HPP program funds based on statewide rankings of SMART SCALE scores, rather than district-wide rankings.***

The details and impacts of these changes are further outlined in Scenario A and B and the Additional High-Priority Projects Program (HPP) Analysis section at the end.

3. Process Biases – Low Scoring Projects

Based on the needs and projects submitted for consideration, the scores in some districts may have lower SMART SCALE scores than other districts. That doesn't create an issue within the DGP where it is district-based, however, that is inconsistent with a statewide prioritization process when looking at the HPP program.

Across all rounds, 91 projects were funded with Project Benefit Scores less than or equal to 1.0 (13 HPP projects and 78 DGP projects). 44 HPP projects with a lower SMART SCALE score have been funded over HPP projects with a higher SMART SCALE score. Low-scoring projects (Project Benefit Scores less than 1.0) are not being funded on a wide-scale basis. Overall, more rural than urban DGP projects with Project Benefit Scores below 1.0 were funded. There were no HPP projects funded with a Project Benefit Score less than one in Rounds 4 or 5. On a statewide basis, Step 2 allows lower-scoring projects to be funded with HPP funds.

Appendix B: SMART SCALE Process Review Summary

The elimination of Step 2 in conjunction with the refinement of the definition of HPP as recommended in the prior recommendation will also address this issue.

4. SMART SCALE scoring should be Forward-Looking

The scoring process should be more forward-looking to account for future traffic and future economic development. According to survey feedback and analysis of the five rounds of funding, the project's scores do not reflect the full projected benefits because they are analyzed based on existing year conditions. Project design requirements are required to accommodate future growth volumes, however, congestion scoring is in the current day. Rounds 1 and 2 looked ten years into the future.

A disconnect was also identified between square footage and economic benefit. Since Round 1, planned or zoned Site Building Square Footage in the vicinity of the proposed transportation project was used as the measure. The last revision to Economic Development was between Rounds 2 and 3 to distinguish the level of readiness for site plans. The methodology for congestion and economic development was switched to the current day in Round 3 to prioritize existing problems.

To properly value the congestion and economic development benefits, staff recommends:

- a. Calculate congestion benefits for ten years in the future***
- b. Utilize the forward-looking economic development factor developed by VEDP to better align with project design requirements that are based on future growth volumes and consider future economic growth. The recommendations from VEDP reflect best-in-class economic impact assessments currently used by VEDP to incorporate key economic priorities of the Commonwealth. The proposed ED.1 scoring methodology will incorporate key economic priorities, including focusing on sites that will attract growth industries (with the inventory captured in a statewide real estate database), incorporating estimates of the job creation and capital investments in sites, and estimates potential market demand of sites by including site visits. The proposed ED.2 (Freight Impact) scoring methodology would shift the focus from freight tonnage moved to freight volume moved.***

The impacts of these changes appear logical based on the Round 5 projects, including picking up a project that was not in the Round 5 Staff Scenario but was added to the Consensus Scenario. The details of these changes are outlined in Scenarios C and F.

5. One Factor Majority – Land Use

The current land use factor has funded a significant number of projects based only on the score received from that category. The Land Use factor drives total benefits at a rate of 2X from Round 1 to Round 5. In Round 5, Land Use accounted for more than 40% of the total benefit score and increased for smaller projects. Bicycle and pedestrian projects had the most Land Use benefits. The Land Use factor was expanded to Area Types C and D in Round 5.

Appendix B: SMART SCALE Process Review Summary

The Land Use factor should increase the value of a project, not be the sole reason for being funded. The staff recommends modifying the factor weighting for the Land Use by making it a multiplier of all other factor areas to (1) emphasize what the project's benefits are (versus where the project is located), (2) increase benefit points in other factor areas, and (3) prevent land use from being the sole driver of success. This will continue to use the Land Use factor to encourage land-use and transportation coordination while placing greater emphasis on the Safety and Congestion factors. There will be no change in the way Land Use is currently calculated.

The result of this change demonstrates that it enhances the scores of good projects while not providing high land use scores just because of the location of the project. The details of these changes are outlined in Scenario D.

6. Emphasis on Safety

as the most important factor by external respondents. Congestion mitigation Safety is an increasing problem that warrants a higher weighting in the prioritization process. It was consistently ranked as the next highest ranking.

The staff recommends as part of the Land Use Factor modification to increase the Safety Factor in every Area Type.

Appendix B: SMART SCALE Process Review Summary

Appendix A: Scenario Changes and Results

This section outlines the impacts of the changes as the results of each of the staff-recommended scenarios presented to the CTB, individually and then combined.

Scenario A: Refine High-Priority Projects Program (HPP) Definition

Topic introduced at June CTB

Code of Virginia (§33.2-370) defines the "where"

"High-priority projects" means those projects of regional or statewide significance, such as projects that reduce congestion or increase safety, accessibility, environmental quality, or economic development."

- "Where" is identified as Corridors of Statewide Significance and Regional Networks through CTB Policy

Staff Recommendation includes "what"

considering types of projects with feature types of New Capacity Highways, Managed Lanes, New or Improved Interchanges, New or Improved Passenger Rail Stations or Service, Freight Rail Improvements, High Capacity / Fixed Guideway Transit, Transit Transfer Stations, and New Bridge. The purpose is to ensure HPP projects are of statewide or regional significance.

Scenario A Results

- Steps 2 and 3 average project size rose from \$15.6M (30 projects) to \$76.2M (6 projects).
- All Bike & Ped Principal Improvement Types were removed from HPP.
- The average total cost of funded projects rose from \$15.1M to \$18.0M
- The average total request of funded projects rose from \$10.1M to \$11.8M (removes 24 projects)

Appendix B: SMART SCALE Process Review Summary

Scenario B: Eliminate Step 2

Topic introduced at June CTB

The current funding steps are as follows:

- Step 1 allocates each VDOT construction district's grant program funding on a district-wide basis. (SMART SCALE Score)
- Step 2 allocates HPP funding on a district-wide basis for projects that would've been funded through each district's grant program if they had been by a locality. (SMART SCALE Score)*
- Step 3 allocates HPP funding on a statewide basis. (Benefit Score)

** provides statewide HPP funds to projects based on district rankings.*

Staff Recommendation Eliminate Step 2

The new process would distribute all HPP program funds based on statewide rankings of SMART SCALE score.

Scenario B Results

- SMART SCALE review highlighted the favor of Small Projects in the process, and in this singular scenario, even smaller projects get funded in both DGP and HPP.
- Scenario B is not effective unless combined with the Refined HPP Definition (Scenario A)
- The average total cost of funded projects fell from \$15.1M to \$11.1M
- The average total request of funded projects fell from \$10.1 M to \$9.8 M (adds 14 projects)

Appendix B: SMART SCALE Process Review Summary

Scenario C: Forward-Looking Congestion Factor Topic

introduced at July CTB

Current Congestion scoring methods use current-day volumes.

However, VDOT and DRPT project design requirements accommodate future growth volumes not reflected in scoring.

Staff Recommendation is to calculate congestion benefits for 10 years in the future.

Better align design requirements by calculating congestion benefits for 10 years in the future.

Scenario C Results

- Positive impacts on large highway projects
- Area types not impacted by the singular change
- Changed the mix of project types in urban areas
- The average total cost of funded projects rose from \$15.1M to \$15.3M
- The average total request of funded projects rose from \$10.1M to \$10.3M

Appendix B: SMART SCALE Process Review Summary

Scenario D: Modify the Land Use Factor to a Multiplier and Modify Factor Weightings

Topic introduced at June CTB and results provided at July CTB Retreat

The current Land Use method is directly related to project location rather than project outcomes.

Staff Recommendation is to not change the way Land Use measures are calculated today, but modify how Land Use weighting is applied by implementing a two-step process:

- Assign current Land Use factor weighting to other factor categories:
 - Area Type A: 20% Safety, 50% Congestion, 15% Accessibility, 5% Economic Development, and 10% Environment
 - Area Type B: 25% Safety; 25% Congestion, 20% Accessibility, 20% Economic Development, and 10% Environment
 - Area Type C: 30% Safety; 20% Congestion, 15% Accessibility, 25% Economic Development, and 10% Environment
 - Area Type D: 40% Safety; 10% Congestion, 10% Accessibility, 30% Economic Development, and 10% Environment
- Use the normalized Land Use factor as a multiplier on all other benefits (1+Normalized Score/100)

Scenario D Results

- Small projects reduced by 33% to 71
- Bike & Ped Principal projects reduced by 58% to 20
- The average total cost of funded projects rose from \$15.1M to \$18.6M
- The average total request of funded projects rose from \$10.1M to \$11.9M

Appendix B: SMART SCALE Process Review Summary

Scenario F: Forward-Looking Economic Development Factor

Introduced at September CTB and results provided at October CTB

Current methods for Project Support for Economic Development (ED.1) use planned or zoned Site Building Square Footage in the vicinity of the proposed transportation project as the measure.

Staff Recommendation is to calculate a new measure to blend key economic priorities.

Uses nearby real estate sites in VirginiaScan (<https://sites.vedp.org>) to calculate:

1. Estimated jobs - 40%
2. Estimated capital investment: 25%
3. Recognize site funding received – 10%
4. Quantify site visits received – 10%
5. Distinguish site readiness – 10%

Current methods for Freight Impact (ED.2) use proximity to intermodal locations combined with freight tonnage moved. Identified that weight doesn't equate to value.

Staff Recommendation is to calculate the freight volume moved.

Scenario F Results

- Top reasons for an increased ED.1 score (Added 12 projects that were all Primary Improvement Type Highway in mostly rural areas of the Commonwealth with an average cost of \$15M):
 - Additional sites were identified using VirginiaScan that the applicant did not include
 - VirginiaScan better reflects the value of the site, aligning with the Commonwealth's development priorities (Est. jobs, capital investment, meeting market demand, etc.)
- Top reasons for a decreased ED.1 score (Removed 9 projects that were mostly Primary Improvement Type Highway in mostly rural areas of the Commonwealth with an average cost of \$14M):
 - Validation of data using VirginiaScan resulted in sites showing fewer developable square feet than applicants claimed
 - If the property was not listed in VirginiaScan, it likely did not have the potential to accommodate high-impact industries
- The average total cost of funded projects rose from \$15.1M to \$15.2M
- The average total request of funded projects rose from \$10.1M to \$10.3M

Summary of all Individual Staff Recommendations

	Official Round 5 Scenario*	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario F: ED.1 and ED.2
Projects Added	-	1	20	5	27	12
Projects Dropped	-	25	6	5	48	9
Net SS Award (millions)	\$1,532.1	-\$9.7	\$78.2	\$28.0	\$25.1	\$58.3
Unallocated HPP (millions)	\$90.1	\$99.8	\$11.9	\$74.1	\$23.0	\$34.1

*Official Round 5 Staff Scenario funded 152 projects

Appendix B: SMART SCALE Process Review Summary

Appendix B: Combined Staff Recommendations

Scenario E: September CTB Presentation Staff Recommendation

Combines Scenarios A+B+C+D

Scenario E Results

- Small projects reduced by 46% to 57
- Bike & Ped Principal Improvement projects reduced by 75% to 13
- The average total cost of funded projects rose from \$15.1M to \$21.8M
- The average total request of funded projects rose from \$10.1M to \$13.9M (39 net projects)

Scenario G: October CTB Presentation Final Staff Recommendation

Combines Scenarios A+B+C+D+F

Scenario G Results

- Small projects reduced by 45% to 58
- Bike & Ped Principal projects reduced by 73% to 13
- The average total cost of funded projects rose from \$15.1M to \$21.5M
- The average total request of funded projects rose from \$10.1M to \$13.9M

Summary of all Combined Staff Recommendations

	Official Round 5 Scenario*	Scenario E (A+B+C+D): September Staff Recommended Changes	Scenario G (A+B+C+D+F): Final Staff Recommended Changes
Projects Added	-	28	30
Projects Dropped	-	67	69
Net SS Award (millions)	\$1,532.1	\$35.2	\$41.3
Unallocated HPP (millions)	\$90.1	\$13.5	\$3.7

*Official Round 5 Staff Scenario funded 152 projects

Appendix B: SMART SCALE Process Review Summary

Appendix C: Alternate CTB Recommendations

This section provides an analysis of the alternate proposal presented by members at the October meeting. The changes built upon the Staff Recommendations with changes to how the Land Use weights were redistributed and changes to the Economic development factors. The changes included in this scenario impact area type A the most due to the reduction in the congestion factor and increased value from accessibility.

CTB Revisions to Staff Recommendations

See Appendix E, Scenario H

- Congestion factor - split 50% current and 50% future
- Weighting change within the three Accessibility measures from 60/20/20 to 40/20/40 to increase the weighting of A.3.
- Revises assignment of staff-recommended Land Use factor weighting to other factor categories:
 - Area Type A: 20% Safety, 40% Congestion, 25% Accessibility, 5% Economic Development, and 10% Environment
 - Area Type B: 25% Safety; 20% Congestion, 25% Accessibility, 20% Economic Development, and 10% Environment
 - Area Types C: 35% Safety; 15% Congestion, 15% Accessibility, 25% Economic Development, and 10% Environment
 - Area Type D: 40% Safety; 10% Congestion, 10% Accessibility, 30% Economic Development, and 10% Environment

Summary of CTB Revisions to Staff Recommendations

	Official Round 5 Scenario*	Scenario H (A+B+C+D+F): Final Staff Recommended Changes
Projects Added	-	32
Projects Dropped	-	60
Net SS Award (millions)	\$1,532.1	\$64.5
Unallocated HPP (millions)	\$90.1	\$16.5

*Official Round 5 Staff Scenario funded 152 projects

Alternate CTB Recommendations Results

19 projects shifted in Scenario H relative to Scenario G

- 3 were not funded newly "Stayed Out" (recommended in the Oct Staff Scenario G and was not recommended Jan RD5 Official) – all large (>\$10M) Highway Improvements in urban areas:
 - 9250 - Area Type A Highway Principal Improvement Type in Hampton Roads (DGP)
 - In Scenario G the final SMART SCALE Score is 2.57 compared to 2.37 in Scenario H
 - Driven by the Congestion score dropping from 0.61 to 0.32
 - 9328 - Area Type A Highway Principal Improvement Type in Northern Virginia (HPP)

Appendix B: SMART SCALE Process Review Summary

- In Scenario G the final SMART SCALE Score is 3.04 compared to 2.84 in Scenario H
 - Driven by the Congestion score dropping from 4.4 to 2.38
- 9014 - Area Type B Highway Principal Improvement Type in Richmond (HPP)
 - In Scenario G the final SMART SCALE Score is 2.81 compared to 2.95 in Scenario H
 - Driven by the Accessibility score increasing from .33 to .61, specifically A.3 growing from 0.96 to 1.92
 - Shift in the HPP steps block from getting funded
- 10 were funded and newly Stayed In (which means not recommended in the Oct Staff Scenario G but was recommended in Jan RD5 Official) and these were majority small (<\$10M) Bike and Pedestrian Improvements mostly in urban areas:
 - 9251 - Area Type A Highway Principal Improvement Type in Hampton Roads (DGP)
 - In Scenario G the final SMART SCALE Score is 2.39 compared to 3.25 in Scenario H
 - This is driven by the Accessibility score growing from 0.44 to 1.31 (Specifically A.3 growing from 2.40 to 4.79)
 - 9259 - Area Type A Bike/Pedestrian Principal Improvement Type in Hampton Roads (DGP)
 - In Scenario G the final SMART SCORE is 1.68 compared to 2.63 in Scenario H
 - This is driven by the Accessibility score growing from 0.03 to 0.1 (Specifically A.3 0.2 to 0.4)
 - 9156 - Area Type A Bike/Pedestrian Principal Improvement Type in Hampton Roads (DGP)
 - In Scenario G the final SMART SCALE Score is 2.14 compared to 2.62 in Scenario H
 - This is driven by the Accessibility score growing from 0.11 to 0.31 (Specifically A.3 growing from 0.58 to 1.15)
 - 9320 - Area Type A Bike/Pedestrian Principal Improvement Type in Hampton Roads (DGP)
 - In Scenario G the final SMART SCALE Score is 1.83 compared to 3.27 in Scenario H
 - This is driven by the Accessibility score growing from 0.41 to 1.34 (Specifically A.3 growing from 2.64 to 5.29)
 - 9321 - Area Type A Bike/Pedestrian Principal Improvement Type in Hampton Roads (DGP)
 - In Scenario G the final SMART SCALE Score is 1.75 compared to 3.06 in Scenario H
 - This is driven by the Accessibility score growing from 0.31 to 1.04 (Specifically A.3 growing from 2.06 to 4.12)
 - 9149 - Area Type A Bike/Pedestrian Principal Improvement Type in Northern Virginia (DGP)
 - In Scenario G the final SMART SCALE Score is 2.23 compared to 3.88 in Scenario H

Appendix B: SMART SCALE Process Review Summary

- This is driven by the Accessibility score growing from 0.59 to 1.94 (Specifically A.3 growing from 3.84 to 7.67)
- 9458 - Area Type B Highway Principal Improvement Type in Richmond (DGP)
 - In Scenario G the final SMART SCALE Score is 4.68 compared to 6.34 in Scenario H
 - This is driven by the Accessibility score growing from 0.53 to 1.32
- 8928 - Area Type B Bike/Pedestrian Principal Improvement Type in Richmond (DGP)
 - In Scenario G the final SMART SCALE Score is 3.19 compared to 5.06 in Scenario H
 - This is driven by the Accessibility score growing from 0.62 to 1.28 (Specifically A.3 growing from 2.19 to 4.38)
- 9353 - Area Type C Highway Principal Improvement Type in Salem (DGP)
 - In Scenario G the final SMART SCALE Score is 2.27 compared to 2.99 in Scenario H
 - This is driven by Safety growing from .19 to .23 and Accessibility growing from 0.27 to 0.52 (Specifically A.3 growing from 1.7 to 3.41)
- 9141 - Area Type D Bike/Pedestrian Principal Improvement Type in Staunton (DGP)
 - In Scenario G the final SMART SCALE Score is 2.64 compared to 3.00 in Scenario H
 - This is driven by Accessibility growing from 0.05 to 0.08 (Specifically A.3 growing from 0.36 to 0.72)
- 1 was not funded and newly Dropped (which means it was recommended in the Oct Staff Scenario G and was recommended Jan RD5 Official) – Small Bike/Ped Project in Salem:
 - 9437 - Area Type D Bike/Pedestrian Principal Improvement Type in Salem (DGP)
 - The SMART SCALE Score is 2.74 in either Scenario
 - The shifts in the DGP step allow this to get funded
- 5 were funded and newly Added (which means not recommended in the Oct Staff Scenario G and not recommended Jan RD5 Official) and these had no single characteristic – a mix of principal/secondary type, a mix of cost, a mix of area type, a mix of districts:
 - 9133 - Area Type A Bike/Pedestrian Principal Improvement Type in Hampton Roads (DGP)
 - In Scenario G the final SMART SCALE Score is 2.15 compared to 3.01 in Scenario H
 - This is driven by Accessibility growing from 0.77 to 1.85 (Specifically A.3 growing from 2.73 to 5.46)
 - 8985 - Area Type A Bike/Pedestrian Principal Improvement Type in Northern Virginia (DGP)
 - In Scenario G the final SMART SCALE Score is 2.64 compared to 4.08 in Scenario H
 - This is driven by Accessibility growing from 0.65 to 1.83 (Specifically A.3 growing from 3.20 to 6.40)
 - 9360 - Area Type D Highway Principal Improvement Type in Richmond (DGP)
 - The SMART SCALE Score is 5.35 in either Scenario

Appendix B: SMART SCALE Process Review Summary

- The shifts in the DGP step allow this to get funded
- 9371 - Area Type D Highway Principal Improvement Type in Richmond (DGP)
 - In Scenario G the final SMART SCALE Score is 6.03 compared to 5.72 in Scenario H
 - The decrease is the result in Congestion dropping from 0.44 to 0.24, but the shifts in the DGP step allow this to get funded
- 9411 - Area Type B Highway Principal Improvement Type in Richmond (DGP)
 - In Scenario G the final SMART SCALE Score is 6.05 compared to 4.88 in Scenario H
 - The decrease is the result in Congestion dropping from 1.48 to .68, but the shifts in the DGP step allow this to get funded

Appendix B: SMART SCALE Process Review Summary

Appendix D: Additional High-Priority Projects Program (HPP) Analysis

This section presents an updated HPP definition based on feedback from the CTB and stakeholders.

Revised Staff Recommendation based on CTB Feedback

1. Add to the "what" definition Light Rail Transit (LRT) and Bus Rapid Transit (BRT) to clarify Fixed Guideway Transit
2. Add to the "what" entire corridor improvements are identified as the preferred alternative in a STARS, Pipeline Study, or Arterial Management Plan.

Program Background

VDOT STARS Program

Develops comprehensive, innovative transportation solutions to relieve congestion bottlenecks and solve critical traffic and safety challenges.

OIPI Pipeline Program

Performance-based planning program focused on CTB-adopted VTrans priority locations and corridors.

Arterial Management Plans

The program uses a holistic approach that identifies ways to ensure safety and preserve the capacity of the Commonwealth's arterial highway network without wide-scale roadway widening.

Revised Staff Recommended HPP Definition:

New Capacity Highway (Add New Through Lanes(s) or Roadway on New Alignment), Managed Lane(s) (HOV/HOT/Shoulder), New or Improved Interchanges, New or Improved Passenger Rail Stations or Service, Freight Rail Improvements, High Capacity / Fixed Guideway Transit (Bus Rapid Transit and Light Rail Transit), Transit Transfer Stations, and New Bridge; entire corridor improvements identified as the preferred alternative in a STARS, Pipeline Study, or Arterial Management Plan.

Analysis

- Of the 394 SMART SCALE applications in Round 5
 - 97 applications identified as STARS, Pipeline, or Arterial Management corridor planning studies.
 - 76 submitted a small piece of the study as a spot improvement.
 - 21 submitted as corridor projects.
 - 10 submitted as entire corridor projects.
 - 11 submitted as a small portion of the corridor project.

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review
Bristol Scenario Analysis

Application Information										Individual Impacts												Cumulative Impacts														
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H**: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result
8987	D	BRIST	LENOWISCO PDC	Gilley Ave Turn Lanes and Access Management Improvements	Highway	None		x	\$4.5	\$4.5	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	-8	Dropped		-130	Stays In	HPP	-12	Dropped		-139	Dropped		-163	Dropped		-175	
9121	D	BRIST	Cumberland Plateau PDC	US 58 Alt Turn Lane Improvements at Sundown Drive	Highway	None		x	\$3.6	\$3.6	X	HPP	Dropped			Dropped		Stays In	HPP	-8	Dropped		-221	Stays In	HPP	-8	Dropped		-222	Dropped		-223	Dropped		-223	
9160	D	BRIST	Kingsport Metropolitan TPO	US 23 Access Management and Turn Lane Improvements	Highway	None		x	\$9.2	\$9.2	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	-3	Stays In	HPP	49	Stays In	HPP	-15	Dropped		44	Dropped		35	Dropped		27	
9163	D	BRIST	Mount Rogers PDC	Route 19 Corridor and Intersection Improvements	Highway	None		x	\$11.1	\$11.1	X	HPP	Dropped			Dropped		Stays In	HPP	-7	Stays In	HPP	93	Stays In	HPP	-16	Dropped		84	Dropped		67	Dropped		46	
9223	D	BRIST	Wise County	Coeburn Mountain Rd Turn Lane Improvements	Highway	None	x		\$12.6	\$12.6			Stays Out		X	Stays Out		Stays Out		-9	Added	DGP	64	Added	DGP	161	Added	DGP	62	Added	DGP	197	Added	DGP	193	
9173	D	BRIST	Bristol MPO	Commonwealth Ave & Euclid Ave Intersection Improvements	Highway	BikePed		x	\$4.3	\$4.3	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	1	Stays In	HPP	4	Stays In	HPP	0	Dropped		3	Dropped		3	Dropped		3	
9234	D	BRIST	Tazewell Town	Tazewell BUS 19 Two-Way Left-Turn Lane	Highway	BikePed	x	x	\$13.8	\$13.8			Stays Out		X	Stays Out		Stays Out		-9	Added	DGP	37	Stays Out		-3	Added	DGP	32	Added	DGP	26	Added	DGP	22	
9247	D	BRIST	Bluefield Town	College Avenue and Route 720 Intersection Improvements	Highway	BikePed	x		\$9.2	\$9.2	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-4	Dropped		-120	Stays In	DGP	2	Dropped		-123	Dropped		-124	Dropped		-122	
9060	D	BRIST	LENOWISCO PDC	Alt US-58 TWLTL and N Combs Rd Intersection Roundabout	Highway	BikePed		x	\$18.1	\$18.1			Stays Out		X	Stays Out		Stays Out		-7	Stays Out		-7	Stays Out		2	Stays Out		-8	Stays Out		-10	Stays Out		-11	
9118	D	BRIST	Bristol City	MLK Jr Blvd, Birch St, and Moore St Intersection Improvement	Highway	BikePed	x	x	\$12.2	\$12.2	X	DGP	Stays In	DGP	X	Stays In	DGP	Stays In	DGP	-7	Stays In	DGP	-175	Stays In	DGP	-1	Stays In	DGP	-182	Stays In	DGP	-173	Stays In	DGP	-174	
9128	D	BRIST	Bristol MPO	I-81 Frontage Road - Stage Coach Road to Old Dominion Road	Highway	None		x	\$41.9	\$41.9			Stays Out			Stays Out		Stays Out		0	Stays Out		-8	Stays Out		-1	Stays Out		-9	Stays Out		-10	Stays Out		-10	
9142	D	BRIST	Grayson County	US 58 at Delhart Rd Turn Lane Improvements	Highway	None	x	x	\$5.8	\$5.8	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-4	Stays In	DGP	-11	Stays In	DGP	0	Stays In	DGP	-19	Stays In	DGP	-19	Stays In	DGP	-26	
9145	D	BRIST	Tazewell County	US 460 at US 19 Intersection Improvements	Highway	None	x	x	\$26.6	\$26.6	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-33	Stays In	DGP	56	Stays In	DGP	-5	Stays In	DGP	24	Stays In	DGP	29	Stays In	DGP	14	
9194	D	BRIST	Scott County	US 23 at Chapel St Safety and Railroad Crossing Improvements	Highway	None	x	x	\$7.4	\$7.4	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-7	Stays In	DGP	51	Stays In	DGP	-34	Stays In	DGP	40	Stays In	DGP	23	Stays In	DGP	9	
9203	D	BRIST	Norton City	Park Avenue and 11th St Improvements	Highway	BikePed	x		\$6.4	\$6.4	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-7	Stays In	DGP	7	Stays In	DGP	-32	Stays In	DGP	-3	Stays In	DGP	-36	Stays In	DGP	-45	
9218	D	BRIST	Wythe County	I-81 Exit 77 Interchange J-Ramp Reconfiguration	Highway	None	x		\$219.4	\$219.4			Stays Out		X	Stays Out		Stays Out		-5	Stays Out		11	Stays Out		0	Stays Out		2	Stays Out		5	Stays Out		4	
9224	D	BRIST	Lee County	Intersection Improvements at Rte 879 and Dr Thomas Walker Rd	Highway	None	x		\$1.3	\$1.3	X	DGP	Stays In	DGP	X	Stays In	DGP	Stays In	DGP	-6	Stays In	DGP	-11	Stays In	DGP	-9	Stays In	DGP	-21	Stays In	DGP	-28	Stays In	DGP	-47	
9225	D	BRIST	Lee County	Alt US-58 at Trade Center Ln Offset Left-Turn Lanes	Highway	None	x	x	\$10.0	\$10.0			Stays Out			Stays Out		Stays Out		-1	Stays Out		36	Stays Out		2	Stays Out		35	Stays Out		35	Stays Out		28	
9233	D	BRIST	Abingdon Town	Cook Street Extension	Highway	BikePed	x	x	\$33.7	\$33.7			Stays Out		X	Stays Out		Stays Out		-8	Stays Out		-110	Stays Out		-7	Stays Out		-111	Stays Out		-117	Stays Out		-119	
9248	D	BRIST	Bluefield Town	College Ave. at Bluefield College Dr. Left-Turn Improvements	Highway	BikePed	x		\$3.9	\$3.9	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-4	Stays In	DGP	-114	Stays In	DGP	0	Stays In	DGP	-125	Stays In	DGP	-124	Stays In	DGP	-142	
9252	D	BRIST	Bristol MPO	French Moore Blvd Extension	Highway	BikePed		x	\$46.7	\$46.7			Stays Out		X	Stays Out		Stays Out		-6	Stays Out		-44	Stays Out		4	Stays Out		-44	Stays Out		-43	Stays Out		-44	
9264	D	BRIST	Washington County	US-11/US-58 Intersection and Corridor Improvements	Highway	None	x	x	\$26.8	\$26.8	X	DGP	Stays In	DGP	X	Stays In	DGP	Stays In	DGP	-4	Stays In	DGP	89	Stays In	DGP	-4	Stays In	DGP	83	Stays In	DGP	78	Stays In	DGP	57	

*Official Round 5 Staff Scenario funded 14 projects

Note - CTB Member Consensus Modifications
Fund 1 additional project with DGP and HPP (50/50)
App ID 9233 Cook Street Extension for \$33.7M

	Official Round 5 Scenario*	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario F: ED.1 and ED.2	Scenario E (A+B+C+D): September Staff Recommended Changes	Scenario G (A+B+C+D+F): Final Staff Recommended Changes	Scenario H**: CTB Member Request
Projects Added	-	0	0	0	2	1	2	2	2
Projects Dropped	-	5	2	0	3	0	6	6	6
Net SS Award (millions)	\$132.2	-\$32.8	-\$14.8	\$0.0	\$9.1	\$12.6	-\$15.5	-\$15.5	-\$15.5
Unallocated DGP (millions)	\$19.8	\$19.8	\$19.8	\$19.8	\$2.5	\$7.1	\$2.5	\$2.5	\$2.5

**Scenario A + Scenario B + Scenario C (Revised to 50% 10-Years Future and 50% Current Day) + Scenario D (revised factor weightings Area Type A: 20% Safety, 40% Congestion, 25% Accessibility, 5% Economic Development, and 10% Environment, Area Type B: 25% Safety; 20% Congestion, and 25% Accessibility, 20% Economic Development, and 10% Environment, Area Type C: 35% Safety; 15% Congestion, and 15% Accessibility, 25% Economic Development, and 10% Environment, Area Type D: 40% Safety; 10% Congestion, and 10% Accessibility, 25% Economic Development, and 10% Environment) + Scenario F

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review
Culpeper Scenario Analysis

Application Information										Individual Impacts													Cumulative Impacts													
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H**: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result
8942	D	CULP	Culpeper Town	Orange Rd / Fredericksburg Rd Roundabout	Highway	BikePed	x		\$12.8	\$12.8	X	DGP	Stays In	DGP	X	Stays In	DGP	Stays In	DGP	-6	Stays In	DGP	17	Stays In	DGP	15	Stays In	DGP	12	Stays In	DGP	26	Stays In	DGP	23	
9331	B	CULP	Thomas Jefferson PDC	US250/Peter Jeff. Pkwy Intersection Imprvmnts & Access Mngmnt	Highway	Transit		x	\$20.5	\$20.5	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	-14	Stays In	HPP	32	Stays In	HPP	-3	Dropped		8	Dropped		9	Dropped		7	
9059	D	CULP	Orange County	Route 3 / Route 20 Intersection Improvements	Highway	None	x		\$17.0	\$17.0	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-4	Stays In	DGP	72	Dropped		-37	Stays In	DGP	66	Stays In	DGP	46	Stays In	DGP	38	
9271	D	CULP	Fauquier County	Dumfries Rd (Rt 605) & Greenwich Rd (Rt 603) - Roundabout	Highway	None	x		\$9.2	\$9.2			Stays Out			Stays Out		Stays Out		-8	Added	DGP	88	Stays Out		-4	Added	DGP	77	Added	DGP	78	Added	DGP	74	
8971	C	CULP	Louisa County	Route 208 & Route 250 - Intersection Improvement	Highway	None	x		\$14.1	\$14.1			Stays Out			Stays Out		Stays Out		-22	Stays Out		61	Stays Out		2	Stays Out		39	Stays Out		41	Stays Out		42	
8970	C	CULP	Louisa County	Route 250 and Route 15 - Intersection Improvement	Highway	BikePed	x	x	\$15.2	\$15.2			Stays Out			Stays Out		Stays Out		-16	Stays Out		70	Added	DGP	11	Stays Out		54	Added	DGP	72	Added	DGP	79	
9144	B	CULP	Albemarle County	Belvedere Boulevard and Rio Road Intersection Improvements	Highway	BikePed	x	x	\$4.9	\$4.9	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-5	Dropped		18	Stays In	DGP	-2	Dropped		6	Dropped		12	Dropped		15	
9148	D	CULP	Culpeper County	Rt. 229, Rt.694 Double Lane Roundabout	Highway	BikePed	x		\$15.6	\$15.6			Stays Out			Stays Out		Stays Out		-11	Added	DGP	82	Stays Out		-9	Added	DGP	72	Stays Out		73	Stays Out		62	
9178	B	CULP	Charlottesville-Albemarle MPO	Avon Street Multimodal Improvements	Highway	BikePed		x	\$15.8	\$15.8	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	-4	Dropped		-230	Stays In	HPP	0	Dropped		-234	Dropped		-233	Dropped		-215	
9180	B	CULP	Charlottesville-Albemarle MPO	District Avenue Roundabout (at Hydraulic Road)	Highway	BikePed		x	\$20.1	\$20.1			Stays Out			Added	HPP	Stays Out		-6	Stays Out		23	Stays Out		-17	Stays Out		14	Stays Out		3	Stays Out		-6	
9051	C	CULP	Louisa County	Spring Creek/Camp Creek/Route 15 Intersection Improvements	Highway	BikePed	x		\$42.6	\$42.6			Stays Out			Stays Out		Stays Out		-16	Stays Out		66	Stays Out		11	Stays Out		46	Stays Out		61	Stays Out		60	
9061	D	CULP	Orange County	Route 3 and the Post Office Intersection Improvements	Highway	None	x		\$9.9	\$9.9			Stays Out			Stays Out		Stays Out		15	Stays Out		48	Stays Out		-113	Stays Out		74	Stays Out		-44	Stays Out		-76	
9064	D	CULP	Orange County	RT 20/ RT 601 Intersection Improvements	Highway	None	x		\$9.9	\$9.9			Stays Out			Stays Out		Stays Out		-11	Stays Out		78	Stays Out		-2	Stays Out		69	Stays Out		73	Stays Out		57	
9124	D	CULP	Culpeper County	Rt. 229 and Rt. 621 Roundabout	Highway	None	x		\$10.0	\$10.0	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-5	Stays In	DGP	57	Stays In	DGP	-14	Stays In	DGP	52	Stays In	DGP	47	Stays In	DGP	40	
9136	D	CULP	Culpeper County	Rt. 29, Rt. 633 Intersection Improvement (Partial Green T)	Highway	None	x	x	\$8.4	\$8.4			Stays Out			Stays Out		Stays Out		2	Stays Out		28	Stays Out		0	Stays Out		27	Stays Out		28	Stays Out		22	
9137	D	CULP	Culpeper County	Rt. 3, Rt. 669 Intersection Improvement (Partial R-Cut)	Highway	None	x		\$4.7	\$4.7	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-2	Stays In	DGP	13	Stays In	DGP	-2	Stays In	DGP	11	Stays In	DGP	10	Stays In	DGP	11	
9153	B	CULP	Albemarle County	Old Trail Drive and US 250 West Intersection Improvements	Highway	BikePed	x	x	\$13.0	\$13.0			Stays Out			Stays Out		Stays Out		4	Stays Out		70	Stays Out		-9	Stays Out		74	Stays Out		69	Stays Out		44	
9157	D	CULP	Warrenton Town	Bus US17/Broadview/Shopping Center Intersection Improvement	Highway	BikePed	x	x	\$15.1	\$15.1			Stays Out			Stays Out		Stays Out		-5	Stays Out		-84	Stays Out		-4	Stays Out		-91	Stays Out		-108	Stays Out		-103	
9158	D	CULP	Warrenton Town	W Lee/US17BusN/Winchester Intersection Improvement	Highway	BikePed	x	x	\$14.9	\$14.9	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-3	Stays In	DGP	40	Stays In	DGP	-4	Stays In	DGP	33	Stays In	DGP	29	Stays In	DGP	28	
9159	D	CULP	Warrenton Town	Pipeline Project Lee Hwy/Blackwell Road Safety Improvement	Highway	BikePed	x	x	\$14.1	\$14.1	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-7	Stays In	DGP	20	Stays In	DGP	-1	Stays In	DGP	11	Stays In	DGP	9	Stays In	DGP	14	
9171	D	CULP	Madison County	Route 230 & Route 687 Intersection Improvements	Highway	None	x		\$11.3	\$11.3	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-6	Stays In	DGP	36	Stays In	DGP	2	Stays In	DGP	33	Stays In	DGP	35	Stays In	DGP	36	
9174	B	CULP	Charlottesville-Albemarle MPO	Fifth Street Extended Multimodal Improvements	Highway	BikePed		x	\$22.8	\$22.8			Stays Out			Stays Out		Stays Out		-8	Stays Out		-4	Stays Out		-3	Stays Out		-13	Stays Out		-11	Stays Out		-6	
9196	C	CULP	Fluvanna County	Turkeysag Trail (Route 1015) & Route 53 Roundabout	Highway	BikePed	x		\$11.0	\$11.0			Stays Out			Stays Out		Stays Out		9	Stays Out		28	Stays Out		3	Stays Out		57	Stays Out		57	Stays Out		45	
9200	C	CULP	Fluvanna County	Troy Road (631) and Route 15 Intersection	Highway	None	x		\$14.5	\$14.5			Stays Out			Stays Out		Stays Out		-2	Stays Out		24	Stays Out		2	Stays Out		16	Stays Out		16	Stays Out		18	
9202	C	CULP	Fluvanna County	Rte 53 and Rte 618 Martin's King Road Int Improvements	Highway	None	x		\$6.5	\$6.5			Stays Out			Stays Out		Stays Out		-4	Stays Out		80	Stays Out		3	Stays Out		70	Stays Out		76	Stays Out		80	
9269	D	CULP	Fauquier County	Route 28 & Old Dumfries Road (Route 667) - Roundabout	Highway	BikePed	x	x	\$13.8	\$13.8			Stays Out			Stays Out		Stays Out		-6	Stays Out		79	Stays Out		43	Stays Out		71	Stays Out		113	Stays Out		103	
9272	D	CULP	Fauquier County	Route 28 & Station Drive - Roundabout	Highway	BikePed	x	x	\$9.3	\$9.3	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-4	Stays In	DGP	34	Stays In	DGP	-10	Stays In	DGP	29	Stays In	DGP	18	Stays In	DGP	12	
9332	B	CULP	Thomas Jefferson PDC	US250/Louisa Road (Route 22) Intersection Improvements	Highway	None		x	\$11.0	\$11.0			Stays Out			Stays Out		Stays Out		-10	Stays Out		39	Stays Out		1	Stays Out		35	Stays Out		32	Stays Out		26	

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review
Culpeper Scenario Analysis

Application Information										Individual Impacts												Cumulative Impacts														
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H***: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result
9334	B	CULP	Thomas Jefferson PDC	US250/Milton Road Intersection Improvements	Highway	None		x	\$9.8	\$9.8			Stays Out			Stays Out			Stays Out		-4	Stays Out		87	Stays Out		-4	Stays Out		84	Stays Out		82	Stays Out		61
9356	D	CULP	Orange County	Rt 3 and LOW (Goodwin Dr) improvement	Highway	None	x		\$14.1	\$14.1			Stays Out			Stays Out			Stays Out		-7	Stays Out		63	Stays Out		-22	Stays Out		56	Stays Out		16	Stays Out		8
9480	C	CULP	Greene County	US 29/616 (Carpenters Mill Rd)/ Commerce Dr Improvements	Highway	None	x	x	\$18.0	\$18.0			Stays Out			Stays Out			Stays Out		-9	Stays Out		68	Stays Out		-4	Stays Out		59	Stays Out		60	Stays Out		57
9484	C	CULP	Greene County	US33-743 (Advance Mills) & 1050 (Greenecroft) Intersections	Highway	None	x		\$10.0	\$10.0			Stays Out			Stays Out			Stays Out		-8	Stays Out		70	Stays Out		4	Stays Out		62	Stays Out		71	Stays Out		73
9289	D	CULP	Culpeper Town	Orange Road Sidewalk Extension	Bike/Pedestrian	None	x		\$8.6	\$8.6	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-3	Dropped		-223	Stays In	DGP	-2	Dropped		-219	Dropped		-244	Dropped		-263	
9179	B	CULP	Charlottesville-Albemarle MPO	Rivanna River Bicycle and Pedestrian Bridge Crossing	Bike/Pedestrian	Highway		x	\$42.1	\$42.1			Stays Out		X	Stays Out			Stays Out		-7	Stays Out		54	Stays Out		-12	Added	HPP	47	Added	HPP	45	Added	HPP	51
9284	D	CULP	Culpeper Town	Old Brandy Road Sidewalk Extension	Bike/Pedestrian	Highway	x		\$8.3	\$8.3	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-2	Dropped		-152	Stays In	DGP	0	Dropped		-151	Dropped		-162	Dropped		-191	
9143	B	CULP	Albemarle County	Avon Street Bicycle and Pedestrian Improvements	Bike/Pedestrian	Transit	x	x	\$11.4	\$11.4			Stays Out			Stays Out			Stays Out		-1	Stays Out		-8	Stays Out		-1	Stays Out		-6	Stays Out		-6	Stays Out		12
9152	B	CULP	Albemarle County	Fifth Street Extended Bicycle and Pedestrian Improvements	Bike/Pedestrian	Highway	x	x	\$18.7	\$18.7			Stays Out			Stays Out			Stays Out		-6	Stays Out		-26	Stays Out		-10	Stays Out		-27	Stays Out		-36	Stays Out		-33
9329	B	CULP	Thomas Jefferson PDC	US250/Rolkin Road Pedestrian Improvements	Bike/Pedestrian	Highway		x	\$11.9	\$11.9			Stays Out			Stays Out			Stays Out		-7	Stays Out		-78	Stays Out		-8	Stays Out		-91	Stays Out		-100	Stays Out		-103

*Official Round 5 Staff Scenario funded 13 projects

Note - CTB Member Consensus Modifications

Unfund from HPP

App ID 9331 US250/Peter Jefferson Pkwy Intersection Improvements and Access Management for \$20.5 M

Fund with HPP

App ID 9180 District Avenue Roundabout at Hydraulic Road for \$20.1M

	Official Round 5 Scenario*	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario F: ED.1 and ED.2	Scenario E (A+B+C+D): September Staff Recommended Changes	Scenario G (A+B+C+D+F): Final Staff Recommended Changes	Scenario H***: CTB Member Request
Projects Added	-	0	1	0	2	1	3	3	3
Projects Dropped	-	2	0	0	4	1	5	5	5
Net SS Award (millions)	\$152.2	-\$36.4	\$20.1	\$0.0	-\$12.8	-\$1.8	\$8.8	\$8.5	\$8.5
Unallocated DGP (millions)	\$5.8	\$5.8	\$5.8	\$5.8	\$2.7	\$7.5	\$2.7	\$3.1	\$3.1

**Scenario A + Scenario B + Scenario C (Revised to 50% 10-Years Future and 50% Current Day) + Scenario D (revised factor weightings Area Type A: 20% Safety, 40% Congestion, 25% Accessibility, 5% Economic Development, and 10% Environment, Area Type B: 25% Safety; 20% Congestion, and 25% Accessibility, 20% Economic Development, and 10% Environment, Area Type C: 35% Safety; 15% Congestion, and 15% Accessibility, 25% Economic Development, and 10% Environment, Area Type D: 40% Safety; 10% Congestion, and 10% Accessibility, 25% Economic Development, and 10% Environment) + Scenario F

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review
Fredericksburg Scenario Analysis

Application Information										Individual Impacts													Cumulative Impacts													
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H**: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result
8981	B	FRED	Stafford County	SR-610 Widening SR-648 to SR-751 & Multimodal Improvements	Highway	BikePed & Transit	x		\$78.0	\$39.9	X	DGP	Stays In	DGP	X	Stays In	DGP	Stays In	DGP	-1	Stays In	DGP	76	Stays In	DGP	-8	Stays In	DGP	77	Stays In	DGP	78	Stays In	DGP	73	
9029	B	FRED	George Washington RC	American Legion Rd/Eskimo Hill Rd Turn Lanes to Rte 1	Highway	None		x	\$4.1	\$4.1	X	HPP	Dropped			Dropped		Dropped		-10	Stays In	HPP	81	Dropped		-9	Dropped		73	Dropped		68	Dropped		58	
9211	D	FRED	King George County	US 301-Port Conway-Salem Church Roadway Improvements (RCUT)	Highway	None	x	x	\$3.4	\$3.4			Stays Out			Stays Out		Stays Out		-7	Added	DGP	96	Stays Out		2	Added	DGP	86	Added	DGP	89	Added	DGP	76	
9350	D	FRED	Middle Peninsula PDC	Rt 17-Woods CrossRd-Davenport Rd Roadway Improvements (RCUT)	Highway	None		x	\$4.0	\$4.0	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	0	Stays In	HPP	6	Stays In	HPP	0	Dropped		6	Dropped		5	Dropped		5	
9025	B	FRED	Fredericksburg Area MPO	I-95 Eight-Lane Widening NB and SB B/T Exit 130 and Exit 126	Highway	None		x	\$134.5	\$134.5			Stays Out		X	Stays Out		Stays Out		25	Stays Out		11	Stays Out		5	Stays Out		71	Stays Out		82	Stays Out		52	
9446	D	FRED	Gloucester County	Rte 17 RCUTs Fox First St & The Shoppes	Highway	None	x	x	\$5.2	\$5.2			Stays Out			Stays Out		Stays Out		-6	Added	DGP	90	Stays Out		-2	Added	DGP	79	Added	DGP	83	Added	DGP	70	
9030	B	FRED	George Washington RC	US 1-Layhill Road Roadway and Ped Improvements	Highway	BikePed & Transit		x	\$14.3	\$7.0	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	-9	Stays In	HPP	39	Stays In	HPP	-1	Dropped		32	Dropped		27	Dropped		40	
9032	B	FRED	George Washington RC	Dixon St(US 17 Bus) near Dixon Park Roadway & Multimodal Imp	Highway	BikePed & Transit		x	\$6.4	\$6.4	X	HPP	Stays In	HPP	X	Dropped		Stays In	HPP	-22	Dropped		-52	Stays In	HPP	21	Dropped		-94	Dropped		-45	Dropped		-34	
9028	B	FRED	Fredericksburg Area MPO	US1 Multimodal/Rdwy Imp at Guinea Station/Massaponax Church	Highway	BikePed		x	\$21.9	\$21.9			Stays Out			Stays Out		Added	HPP	262	Stays Out		34	Stays Out		59	Stays Out		319	Stays Out		323	Stays Out		282	
9053	B	FRED	Stafford County	Route 624 Widening (Forbes St. to Morton Rd.)	Highway	BikePed	x	x	\$8.8	\$5.9			Stays Out			Stays Out		Stays Out		-5	Stays Out		-47	Stays Out		-7	Stays Out		-51	Stays Out		-65	Stays Out		-45	
9054	B	FRED	Stafford County	Mountain View & Kellogg Mill Road Roundabout	Highway	BikePed	x		\$13.1	\$9.8			Stays Out			Stays Out		Stays Out		-6	Stays Out		46	Stays Out		1	Stays Out		48	Stays Out		48	Stays Out		42	
9074	B	FRED	Spotsylvania County	US 2/17 Benchmark Road Intersection Improvements	Highway	BikePed & Transit	x	x	\$20.7	\$10.7	X	DGP	Stays In	DGP	X	Stays In	DGP	Stays In	DGP	1	Stays In	DGP	67	Stays In	DGP	95	Stays In	DGP	71	Stays In	DGP	134	Stays In	DGP	133	
9075	B	FRED	Spotsylvania County	US 1 and I-95 (NB and SB) Improvements at Exit 126	Highway	BikePed	x	x	\$9.7	\$6.2	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	34	Stays In	DGP	28	Stays In	DGP	2	Stays In	DGP	69	Stays In	DGP	68	Stays In	DGP	55	
9077	B	FRED	Spotsylvania County	US1/Hood Dr/Mine Rd (Rte 636) Roadway and Ped Improvements	Highway	BikePed & Transit	x	x	\$30.9	\$12.9	X	DGP	Stays In	DGP	X	Stays In	DGP	Stays In	DGP	31	Stays In	DGP	30	Stays In	DGP	11	Stays In	DGP	44	Stays In	DGP	47	Stays In	DGP	43	
9129	D	FRED	Gloucester County	Providence Rd-Rte 17 (Turn Lane) and Multimodal Improvements	Highway	BikePed	x	x	\$5.1	\$5.1			Stays Out			Stays Out		Stays Out		-7	Stays Out		59	Stays Out		-3	Stays Out		55	Stays Out		52	Stays Out		53	
9274	D	FRED	King George County	Rte 3-Birchwood Creek Rd Roadway Improvements (L Turn Lane)	Highway	None	x		\$2.0	\$2.0			Stays Out			Stays Out		Stays Out		-1	Stays Out		9	Stays Out		0	Stays Out		9	Stays Out		10	Stays Out		9	
9304	D	FRED	King George County	Rte 3-Bloomsbury Rd Roadway Improvements-Turn Lanes	Highway	None	x		\$3.6	\$3.6			Stays Out			Stays Out		Stays Out		-1	Stays Out		37	Stays Out		3	Stays Out		36	Stays Out		37	Stays Out		31	
9308	D	FRED	King William County	King William-Rt 360-Rt 611(Venter Rd-Walnut) Roadway Improv.	Highway	None	x		\$4.1	\$4.1	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-6	Stays In	DGP	71	Stays In	DGP	46	Stays In	DGP	66	Stays In	DGP	78	Stays In	DGP	76	
9348	D	FRED	Middle Peninsula PDC	Rte 17-Rte 33-Rte 198 (Glenns Rd) Roadway Improvements	Highway	None		x	\$5.2	\$5.2			Stays Out			Stays Out		Stays Out		-8	Stays Out		89	Stays Out		27	Stays Out		89	Stays Out		107	Stays Out		90	
9374	B	FRED	Spotsylvania County	Rte 1SB Widening with Pedestrian Accommodations	Highway	BikePed	x	x	\$8.9	\$8.9	X	DGP	Stays In	DGP	X	Stays In	DGP	Stays In	DGP	-7	Stays In	DGP	10	Stays In	DGP	-39	Stays In	DGP	0	Stays In	DGP	-44	Stays In	DGP	-19	
9384	D	FRED	King & Queen County	Rt33 WB Median Acc. Ln & EB right turn @ Rt14 Buena Vista Rd	Highway	None	x		\$4.4	\$4.4			Stays Out			Stays Out		Stays Out		-8	Stays Out		89	Stays Out		-5	Stays Out		89	Stays Out		92	Stays Out		73	
9402	D	FRED	King William County	Rt. 360 - Central Crossing Shopping Center Roadway	Highway	BikePed	x		\$7.4	\$7.4			Stays Out			Stays Out		Stays Out		-2	Stays Out		17	Stays Out		4	Stays Out		14	Stays Out		14	Stays Out		17	
9414	D	FRED	King William County	Rte 360/Rte 647 (Mill Rd) Roadway Improvements	Highway	None	x		\$1.9	\$1.9	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-7	Stays In	DGP	80	Stays In	DGP	97	Stays In	DGP	72	Stays In	DGP	112	Stays In	DGP	111	
9417	D	FRED	King & Queen County	Rt 33/Rt 605 (York River Rd) EB RTL Conflict Warning System	Highway	None	x		\$2.5	\$2.5	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-4	Stays In	DGP	15	Stays In	DGP	-1	Stays In	DGP	11	Stays In	DGP	10	Stays In	DGP	13	
9418	D	FRED	King & Queen County	Rt 33 / Rt 678 Centerville Rd Roadway Improvements RCUT	Highway	None	x		\$3.5	\$3.5	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-1	Stays In	DGP	6	Stays In	DGP	0	Stays In	DGP	3	Stays In	DGP	3	Stays In	DGP	6	
9444	D	FRED	Gloucester County	Rte 17 / Main St Intersection Modifications	Highway	BikePed	x	x	\$2.7	\$2.7	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-6	Stays In	DGP	30	Stays In	DGP	-2	Stays In	DGP	25	Stays In	DGP	22	Stays In	DGP	20	
9449	B	FRED	Fredericksburg City	Lafayette Blvd - Rte 3 Roadway Improvements	Highway	None	x	x	\$7.7	\$7.7	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	126	Stays In	DGP	-12	Stays In	DGP	-3	Stays In	DGP	145	Stays In	DGP	146	Stays In	DGP	123	
9469	D	FRED	Middlesex County	Town Bridge Rd Roadway Improvements (RRR)	Highway	None	x		\$10.0	\$10.0			Stays Out			Stays Out		Stays Out		-7	Stays Out		-46	Stays Out		-4	Stays Out		-47	Stays Out		-54	Stays Out		-56	

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review
Fredericksburg Scenario Analysis

Application Information										Individual Impacts												Cumulative Impacts														
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H**: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result
9471	D	FRED	Westmoreland County	Rte 202-Kinsale Rd Roadway Improvements	Highway	None	x		\$3.4	\$3.4			Stays Out		X	Stays Out		Stays Out		2	Stays Out		26	Stays Out		-1	Stays Out		26	Stays Out		24	Stays Out		23	
9474	D	FRED	Middlesex County	Rte 3-Regent Road Roadway Improvements (Turn Lanes)	Highway	None	x		\$4.3	\$4.3	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-12	Stays In	DGP	90	Stays In	DGP	-4	Stays In	DGP	80	Stays In	DGP	83	Stays In	DGP	74	
9477	D	FRED	Middlesex County	Rte 3(Twiggs Ferry Rd)-Rt 630(Stampers Bay Rd) (Roundabout)	Highway	None	x		\$6.8	\$6.8	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-6	Stays In	DGP	74	Stays In	DGP	0	Stays In	DGP	69	Stays In	DGP	64	Stays In	DGP	58	
9478	D	FRED	Richmond County	Rte 360-Threeway Road Roadway Improvements/Trench Widening	Highway	None	x		\$4.0	\$4.0			Stays Out			Stays Out		Stays Out		-9	Stays Out		50	Stays Out		3	Stays Out		44	Stays Out		44	Stays Out		38	
9486	D	FRED	Richmond County	Rte 3-Sharp's Rd Roadway Improvements with Trench Widening	Highway	None	x		\$3.8	\$3.8			Stays Out			Stays Out		Stays Out		-1	Stays Out		33	Stays Out		3	Stays Out		29	Stays Out		34	Stays Out		28	
9487	D	FRED	Westmoreland County	Rte 205-Ferry Landing Roadway Improvements (Turn Lanes)	Highway	None	x		\$6.5	\$6.5			Stays Out			Stays Out		Stays Out		-1	Stays Out		5	Stays Out		4	Stays Out		5	Stays Out		5	Stays Out		4	
9491	D	FRED	Mathews County	Rte 3 - Rte 198 Roadway Improvements (Roundabout)	Highway	BikePed	x		\$7.8	\$7.8	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-7	Stays In	DGP	80	Stays In	DGP	-2	Stays In	DGP	71	Stays In	DGP	68	Stays In	DGP	63	
9493	D	FRED	Lancaster County	Rte 3-Rte 1036 (Harris Rd) Roadway Improvements (Turn Lanes)	Highway	None	x		\$3.0	\$3.0	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-7	Stays In	DGP	83	Stays In	DGP	-3	Stays In	DGP	74	Stays In	DGP	75	Stays In	DGP	70	
9494	D	FRED	Lancaster County	Rte 615-Rte 605 Roadway Improvements	Highway	None	x		\$3.2	\$3.2	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-7	Stays In	DGP	82	Stays In	DGP	-4	Stays In	DGP	73	Stays In	DGP	73	Stays In	DGP	65	
9495	D	FRED	Lancaster County	Rte 354-Rte 201 Roadway Improvements (Turn Lane)	Highway	None	x		\$2.7	\$2.7			Stays Out			Stays Out		Stays Out		-5	Stays Out		48	Stays Out		4	Stays Out		46	Stays Out		44	Stays Out		40	
9476	D	FRED	Fredericksburg City	Express Commuter Transit Service to Dahlgren	Bus Transit	None	x	x	\$4.1	\$4.1	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-4	Stays In	DGP	-132	Stays In	DGP	0	Stays In	DGP	-146	Stays In	DGP	-142	Stays In	DGP	-121	
9034	B	FRED	George Washington RC	Lafayette Blvd Multimodal Imp w/ Rdwy Imp at Olde Greenwich	Bike/Pedestrian	Highway & Transit		x	\$17.2	\$17.2			Stays Out			Stays Out		Stays Out		-2	Stays Out		-3	Stays Out		1	Stays Out		-7	Stays Out		-8	Stays Out		14	
9022	B	FRED	Fredericksburg Area MPO	VCR Regional Project - Multimodal Improvements	Bike/Pedestrian	None		x	\$16.9	\$16.6	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	-8	Dropped		-55	Stays In	HPP	-2	Dropped		-67	Dropped		-68	Dropped		-35	
9026	B	FRED	Fredericksburg Area MPO	US 1 Bike & Ped Facilities from Harrison Rd to Kings Mill Dr	Bike/Pedestrian	None		x	\$14.2	\$14.2	X	HPP	Dropped			Dropped		Dropped		3	Stays In	HPP	50	Stays In	HPP	-2	Dropped		44	Dropped		48	Dropped		53	
9433	B	FRED	Fredericksburg City	Dixon Park Connector - Multimodal Improvements	Bike/Pedestrian	Highway	x	x	\$9.3	\$9.3	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-4	Dropped		-321	Stays In	DGP	0	Dropped		-320	Dropped		-330	Dropped		-329	
9052	B	FRED	Stafford County	Leeland Rd (Rt 626) Widening w/ Multimodal (Rt 694 to 1950)	Bike/Pedestrian	Highway	x	x	\$19.9	\$9.1			Stays Out			Stays Out		Stays Out		-4	Stays Out		60	Stays Out		0	Stays Out		62	Stays Out		61	Stays Out		55	
9295	D	FRED	King George County	US 301 - Rte 614 Multimodal Improvements	Bike/Pedestrian	None	x	x	\$9.1	\$9.1			Stays Out			Stays Out		Stays Out		-8	Stays Out		61	Stays Out		-1	Stays Out		54	Stays Out		52	Stays Out		53	
9447	D	FRED	Gloucester County	Rte. 17 Shared Use Path	Bike/Pedestrian	Highway	x	x	\$15.5	\$15.5			Stays Out			Stays Out		Stays Out		-10	Stays Out		68	Stays Out		-5	Stays Out		64	Stays Out		59	Stays Out		57	

*Official Round 5 Staff Scenario funded 24 projects

Note - CTB Member Consensus Modifications

Unfund from DGP

App ID 9476 Express Commuter Transit Service to Dahlgren for \$4.1M

App ID 8981 Route 610 Widening Route 648 to Route 751 and Multimodal Improvements for \$39.9M

Fund with DGP

App ID 9211 US 301 Port Conway-Salem Church Roadway Improvements (RCUT) for \$3.4M

App ID 9052 Leeland Rd (Route 626) Widening with Multimodal Improvements (Route 694 to 1950) for \$9.1M

App ID 9384 Route 33 Westbound Median Acceleration Lane and Eastbound Right Turn Lane at Route 14 Buena Vista Ro.

App ID 9478 Route 360 Threeway Road Roadway Improvements and Trench Widening submitted for \$4.0M

App ID 9486 Route Sharp's Road Roadway Improvements with Trench Widening for \$3.8M

Fund with DGP and HPP (50/50)

App ID 9348 Route 17/Route 33.Route 198 (Glenns Road) Roadway Improvements for \$5.2M

	Official Round 5 Scenario*	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario F: ED.1 and ED.2	Scenario E (A+B+C+D): September Staff Recommended Changes	Scenario G (A+B+C+D+F): Final Staff Recommended Changes	Scenario H**: CTB Member Request
Projects Added	-	0	0	1	2	0	2	2	2
Projects Dropped	-	5	3	2	3	1	7	7	7
Net SS Award (millions)	\$191.8	-\$45.9	-\$24.7	\$3.6	-\$23.9	-\$4.1	-\$53.1	-\$53.1	-\$53.1
Unallocated DGP (millions)	\$2.4	\$2.4	\$2.4	\$2.4	\$3.3	\$2.4	\$3.3	\$3.3	\$3.3

**Scenario A + Scenario B + Scenario C (Revised to 50% 10-Years Future and 50% Current Day) + Scenario D (revised factor weightings Area Type A: 20% Safety, 40% Congestion, 25% Accessibility, 5% Economic Development, and 10% Environment, Area Type B: 25% Safety; 20% Congestion, and 25% Accessibility, 20% Economic Development, and 10% Environment, Area Type C: 35% Safety; 15% Congestion, and 15% Accessibility, 25% Economic Development, and 10% Environment, Area Type D: 40% Safety; 10% Congestion, and 10% Accessibility, 25% Economic Development, and 10% Environment) + Scenario F

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review Hampton Roads Scenario Analysis

Application Information											Individual Impacts											Cumulative Impacts														
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H**: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result
9250	A	HR	Suffolk City	Bridge Rd. (Rte 17) and College Dr. (Rte 135) Left Turn Lane	Highway	None	x		\$13.6	\$13.6			Stays Out		X	Stays Out	Stays Out	20	Added	DGP	110	Stays Out	13	Added	DGP	131	Added	DGP	142	Stays Out		103				
9281	A	HR	Chesapeake City	17/460 Intersection Improvement Project	Highway	None	x	x	\$17.7	\$17.7			Stays Out			Stays Out	Stays Out	13	Added	DGP	97	Stays Out	-4	Added	DGP	102	Added	DGP	101	Added	DGP	74				
9432	A	HR	York County	Route 17/Rich Road Access Management	Highway	None	x		\$0.6	\$0.6	X	DGP	Stays In	DGP		Stays In	DGP	0	Dropped		-381	Stays In	DGP	0	Dropped		-382	Dropped		-384	Dropped		-384			
9436	D	HR	Sussex County	Route 460 and Cabin Point Road Intersection Improvement	Highway	None	x	x	\$8.0	\$8.0			Stays Out			Stays Out	Stays Out	-31	Stays Out		-58	Added	DGP	203	Stays Out		-93	Added	DGP	207	Added	DGP	205			
9440	D	HR	Sussex County	Beef Steak Road Improvements	Highway	None	x		\$36.0	\$36.0			Stays Out			Stays Out	Stays Out	2	Stays Out		-11	Stays Out	171	Stays Out		-11	Stays Out		216	Stays Out		193				
8988	A	HR	Newport News City	Oyster Point Rd Widening II	Highway	BikePed & Transit	x	x	\$11.3	\$11.3	X	DGP	Stays In	DGP	X	Stays In	DGP	-5	Dropped		-117	Stays In	DGP	2	Dropped		-119	Dropped		-106	Dropped		-94			
9098	A	HR	Chesapeake City	Great Bridge Bypass and Battlefield Blvd Interchange Imp.	Highway	BikePed	x	x	\$32.6	\$32.6			Stays Out		X	Stays Out	Stays Out	33	Stays Out		-41	Stays Out	14	Stays Out		29	Stays Out		54	Stays Out		11				
8990	A	HR	Newport News City	Warwick Blvd SB Widening	Highway	BikePed & Transit	x	x	\$14.5	\$14.5			Stays Out		X	Stays Out	Stays Out	-2	Added	DGP	104	Stays Out	41	Added	DGP	98	Added	DGP	125	Added	DGP	135				
9082	A	HR	James City County	Pocahontas Trail (Rt 60) Multimodal Improvements UPC 102980	Highway	BikePed & Transit	x	x	\$57.8	\$14.0			Stays Out			Stays Out	Stays Out	-10	Stays Out		104	Stays Out	12	Added	DGP	98	Stays Out		107	Stays Out		113				
9113	D	HR	Accomack County	Route 175 Improvements: 3-Lane Undivided Highway	Highway	None	x		\$67.0	\$67.0			Stays Out		X	Stays Out	Stays Out	-8	Stays Out		82	Stays Out	1	Stays Out		74	Stays Out		80	Stays Out		68				
8992	A	HR	Newport News City	J. Clyde Morris Blvd Widening	Highway	BikePed	x	x	\$5.1	\$5.1	X	DGP	Stays In	DGP	X	Stays In	DGP	-2	Dropped		-234	Stays In	DGP	0	Dropped		-220	Dropped		-182	Dropped		-213			
9228	A	HR	Virginia Beach City	Providence Rd (Kempsville Rd to Churchill Dr)	Highway	BikePed	x		\$12.7	\$9.7	X	DGP	Stays In	DGP		Stays In	DGP	-6	Stays In	DGP	-92	Stays In	DGP	-2	Stays In	DGP	-105	Dropped		-106	Dropped		-92			
9251	A	HR	Virginia Beach City	Clearfield Ave (Cleveland St to VB Blvd)	Highway	BikePed	x		\$15.0	\$10.0	X	DGP	Stays In	DGP		Stays In	DGP	-7	Stays In	DGP	-24	Stays In	DGP	-1	Stays In	DGP	-31	Dropped		-32	Stays In	DGP	-4			
9319	A	HR	Norfolk City	Virginia Beach Boulevard - George Street to Winburne Lane	Highway	BikePed	x	x	\$9.3	\$9.3	X	DGP	Stays In	DGP	X	Stays In	DGP	-11	Dropped		-78	Dropped		-7	Dropped		-93	Dropped		-106	Dropped		-83			
9448	A	HR	Isle of Wight County	US Rt 17 Right Turn Lane Ext @ State Rt 669 (Smiths Neck)	Highway	BikePed	x	x	\$13.8	\$13.8			Stays Out			Stays Out	Added	DGP	141	Added	DGP	66	Stays Out	4	Added	DGP	191	Added	DGP	189	Added	DGP	163			
9146	A	HR	Chesapeake City	Kempsville Rd and Battlefield Blvd Intersection Improvements	Highway	None	x	x	\$27.3	\$27.3	X	DGP	Stays In	DGP		Stays In	DGP	43	Stays In	DGP	36	Stays In	DGP	1	Stays In	DGP	53	Stays In	DGP	53	Stays In	DGP	47			
9172	A	HR	Virginia Beach City	General Booth Blvd/Dam Neck Rd Intersection	Highway	BikePed	x	x	\$5.3	\$4.3	X	DGP	Stays In	DGP		Stays In	DGP	58	Stays In	DGP	-22	Stays In	DGP	0	Stays In	DGP	63	Stays In	DGP	61	Stays In	DGP	48			
9201	D	HR	Accomack County	Redwood Road Improvements	Highway	None	x		\$15.5	\$15.5			Stays Out			Stays Out	Stays Out	-8	Stays Out		30	Stays Out	-3	Stays Out		27	Stays Out		28	Stays Out		16				
9231	A	HR	Chesapeake City	Ballhack Road Safety Improvements	Highway	None	x		\$4.2	\$4.2			Stays Out			Stays Out	Stays Out	-9	Stays Out		-51	Stays Out	-4	Stays Out		-51	Stays Out		-51	Stays Out		-52				
9232	A	HR	Virginia Beach City	Indian River Rd/Thompkins Ln Intersection	Highway	BikePed & Transit	x	x	\$2.7	\$2.7	X	DGP	Stays In	DGP		Stays In	DGP	0	Stays In	DGP	-5	Stays In	DGP	0	Stays In	DGP	-13	Stays In	DGP	-15	Stays In	DGP	9			
9242	A	HR	Virginia Beach City	Independence Blvd/Pleasure House Rd Intersection	Highway	Transit	x		\$6.4	\$5.4	X	DGP	Stays In	DGP		Stays In	DGP	8	Stays In	DGP	12	Stays In	DGP	-3	Stays In	DGP	22	Stays In	DGP	18	Stays In	DGP	5			
9244	A	HR	Virginia Beach City	Dam Neck Rd (Holland Rd to Drakesmile Rd)	Highway	None	x	x	\$18.7	\$13.2			Stays Out		X	Stays Out	Stays Out	-1	Stays Out		-1	Stays Out	0	Stays Out		-1	Stays Out		1	Stays Out		1				
9249	A	HR	Norfolk City	Brambleton Avenue/Tidewater Drive Intersection Improvements	Highway	None	x	x	\$2.0	\$2.0	X	DGP	Stays In	DGP		Stays In	DGP	0	Stays In	DGP	-11	Stays In	DGP	0	Stays In	DGP	-4	Stays In	DGP	-4	Stays In	DGP	-5			
9263	A	HR	Virginia Beach City	First Colonial Road (Republic Rd to Old Donation Pkwy)	Highway	BikePed & Transit	x	x	\$47.1	\$23.8			Stays Out		X	Stays Out	Stays Out	-6	Stays Out		-56	Stays Out	5	Stays Out		-65	Stays Out		-59	Stays Out		-6				
9424	A	HR	York County	Oriana Road Shoulder/Drainage Improvements	Highway	None	x		\$7.5	\$7.5			Stays Out			Stays Out	Stays Out	-4	Stays Out		-158	Stays Out	0	Stays Out		-159	Stays Out		-160	Stays Out		-160				
9441	D	HR	Sussex County	Route 460 Improvements	Highway	None	x		\$24.4	\$24.4			Stays Out			Stays Out	Stays Out	-3	Stays Out		36	Stays Out	4	Stays Out		33	Stays Out		35	Stays Out		36				
9442	D	HR	Sussex County	Route 35/40 Roundabout	Highway	None	x		\$13.0	\$13.0	X	DGP	Stays In	DGP		Stays In	DGP	-9	Stays In	DGP	72	Stays In	DGP	-2	Stays In	DGP	63	Stays In	DGP	63	Stays In	DGP	58			
9452	A	HR	Isle of Wight County	Route 17 and Sugar Hill Road Intersection Improvements	Highway	None	x	x	\$3.7	\$3.7			Stays Out			Stays Out	Stays Out	-17	Stays Out		67	Stays Out	2	Stays Out		26	Stays Out		27	Stays Out		34				

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review Hampton Roads Scenario Analysis

Application Information											Individual Impacts												Cumulative Impacts													
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H**: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result
9456	A	HR	Chesapeake City	Military Highway Near Bainbridge Blvd Safety Improvements	Highway	None	x	x	\$3.0	\$3.0			Stays Out			Stays Out			Stays Out		-8	Stays Out		60	Stays Out		54	Stays Out		50	Stays Out		103	Stays Out		82
9461	A	HR	Chesapeake City	Battlefield Blvd and I-64 Ramp Improvements to Wal Mart Way	Highway	None	x	x	\$10.5	\$10.5	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-21	Stays In	DGP	31	Stays In	DGP	3	Stays In	DGP	10	Stays In	DGP	20	Stays In	DGP	6	
9464	A	HR	Chesapeake City	Centerville Turnpike Widening	Highway	BikePed	x	x	\$451.0	\$451.0			Stays Out			Stays Out			Stays Out		6	Stays Out		2	Stays Out		0	Stays Out		16	Stays Out		20	Stays Out		16
9465	A	HR	Chesapeake City	Military Highway Safety Improvements and Access Management	Highway	BikePed	x	x	\$2.3	\$2.3	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	0	Stays In	DGP	7	Stays In	DGP	0	Stays In	DGP	7	Stays In	DGP	7	Stays In	DGP	9	
9468	A	HR	Isle of Wight County	US Rt 460 Safety Improvements Cut Thru Rd to Stave Mill Rd	Highway	None	x		\$12.2	\$12.2			Stays Out			Stays Out			Stays Out		-1	Stays Out		34	Stays Out		0	Stays Out		34	Stays Out		35	Stays Out		33
9488	A	HR	Smithfield Town	S. Church Widening and Shared Use Path Improvements	Highway	BikePed	x	x	\$23.1	\$23.0			Stays Out		X	Stays Out			Stays Out		-6	Stays Out		-76	Stays Out		0	Stays Out		-80	Stays Out		-72	Stays Out		-60
9102	A	HR	Hampton City	W. Queen Street Corridor Improvements	Bike/Pedestrian	Highway	x		\$4.5	\$4.5	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	0	Stays In	DGP	10	Stays In	DGP	0	Stays In	DGP	10	Stays In	DGP	10	Stays In	DGP	8	
9105	A	HR	Hampton Roads TPO	Birthplace of America Trail (BoAT): Newport News Park Phase	Bike/Pedestrian	None		x	\$21.9	\$19.1			Stays Out			Stays Out			Stays Out		-10	Stays Out		41	Stays Out		-5	Stays Out		25	Stays Out		25	Stays Out		60
9117	A	HR	Hampton City	Chesapeake Ave Corridor Improvements	Bike/Pedestrian	None	x	x	\$25.6	\$25.6			Stays Out			Stays Out			Stays Out		-10	Stays Out		-79	Stays Out		-5	Stays Out		-80	Stays Out		-80	Stays Out		-79
9191	D	HR	Accomack-Norhampton PDC	Onley to Parksley: Eastern Shore of Virginia Rail Trail	Bike/Pedestrian	Transit		x	\$10.7	\$10.7			Stays Out			Stays Out			Stays Out		-9	Added	HPP	43	Stays Out		-79	Stays Out		33	Stays Out		-81	Stays Out		-80
9133	A	HR	Newport News City	BoAT_Warwick Blvd at Falls Reach Pkwy to NN Park Trails SUP	Bike/Pedestrian	None	x	x	\$15.6	\$13.1			Stays Out			Stays Out			Stays Out		-7	Stays Out		23	Stays Out		23	Stays Out		15	Stays Out		53	Added	DGP	94
9259	A	HR	Norfolk City	Dovercourt Road Pedestrian Improvements	Bike/Pedestrian	None	x	x	\$0.9	\$0.9	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	0	Stays In	DGP	-193	Stays In	DGP	-1	Dropped		-210	Dropped		-226	Stays In	DGP	-171	
9317	A	HR	Norfolk City	Little Creek Road Pedestrian Improvements	Bike/Pedestrian	None	x		\$7.4	\$7.4	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-6	Dropped		-173	Stays In	DGP	-2	Dropped		-189	Dropped		-190	Dropped		-173	
9318	A	HR	Norfolk City	Chesapeake Blvd Ped Improvements	Bike/Pedestrian	None	x		\$4.5	\$4.0	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-5	Dropped		-226	Stays In	DGP	0	Dropped		-240	Dropped		-239	Dropped		-221	
9120	D	HR	Accomack-Norhampton PDC	Melfa to Onley Segment: Eastern Shore of Virginia Rail Trail	Bike/Pedestrian	Highway & Transit		x	\$8.1	\$8.1	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	-7	Stays In	HPP	58	Stays In	HPP	-8	Dropped		49	Dropped		32	Dropped		39	
9122	D	HR	Accomack-Norhampton PDC	Northampton Segment: Eastern Shore of Virginia Rail Trail	Bike/Pedestrian	Highway		x	\$18.3	\$18.3			Stays Out			Stays Out			Stays Out		-4	Added	HPP	67	Stays Out		-87	Stays Out		60	Stays Out		-27	Stays Out		-27
9155	A	HR	Hampton City	Fort Monroe Bicycle/Pedestrian Improvements - Stilwell Drive	Bike/Pedestrian	Highway	x		\$17.9	\$12.9	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-10	Dropped		-208	Stays In	DGP	-8	Dropped		-209	Dropped		-207	Dropped		-200	
9156	A	HR	Hampton City	Tide Mill Pedestrian Improvements	Bike/Pedestrian	Highway	x	x	\$5.3	\$5.3	X	DGP	Stays In	DGP	X	Stays In	DGP	Stays In	DGP	-5	Dropped		-256	Stays In	DGP	5	Dropped		-268	Dropped		-152	Stays In	DGP	-137	
9320	A	HR	Norfolk City	Chesapeake Blvd Ped Improvements - Little Creek to Sheppard	Bike/Pedestrian	Highway	x	x	\$9.5	\$8.2	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-7	Stays In	DGP	-141	Stays In	DGP	-2	Dropped		-156	Dropped		-156	Stays In	DGP	-82	
9321	A	HR	Norfolk City	Chesapeake Blvd Ped Improvements - Sheppard to Fishermans	Bike/Pedestrian	Highway	x	x	\$7.2	\$6.5	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-4	Dropped		-137	Stays In	DGP	1	Dropped		-150	Dropped		-151	Stays In	DGP	-75	
9208	D	HR	Accomack-Norhampton PDC	Eastern Shore of Virginia Rail Trail	Bike/Pedestrian	Highway & Transit		x	\$43.8	\$43.8			Stays Out			Stays Out			Stays Out		-8	Stays Out		62	Stays Out		-40	Stays Out		51	Stays Out		-6	Stays Out		3
9261	A	HR	Norfolk City	Ocean View Ave Bicycle Imp. (1st View St to Capeview Street)	Bike/Pedestrian	Highway	x	x	\$3.3	\$3.3	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	0	Stays In	DGP	12	Stays In	DGP	0	Stays In	DGP	12	Stays In	DGP	12	Stays In	DGP	11	
9286	A	HR	Norfolk City	Southside Bicycle and Pedestrian Improvements	Bike/Pedestrian	Highway	x	x	\$4.6	\$3.6	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	0	Stays In	DGP	3	Stays In	DGP	0	Stays In	DGP	4	Stays In	DGP	3	Stays In	DGP	3	
9306	A	HR	Norfolk City	Ocean View Ave Ped Improvements	Bike/Pedestrian	None	x	x	\$2.5	\$2.5	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-1	Stays In	DGP	8	Stays In	DGP	0	Stays In	DGP	8	Stays In	DGP	8	Stays In	DGP	9	
9330	A	HR	York County	BOAT Trail - Hampton Highway Segment	Bike/Pedestrian	None	x	x	\$5.6	\$5.6	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-9	Stays In	DGP	67	Stays In	DGP	-5	Stays In	DGP	54	Stays In	DGP	56	Stays In	DGP	80	
8952	A	HR	Suffolk Transit	Windsor to Suffolk Commuter Bus Service	Bus Transit	None		x	\$0.4	\$0.4	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	0	Stays In	HPP	-1	Stays In	HPP	0	Dropped		-3	Dropped		-3	Dropped		-4	

Appendix E: Alternate CTB Recommendations Scenario Analysis

*Official Round 5 Staff Scenario funded 28 projects

	Official Round 5 Scenario*	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario F: ED.1 and ED.2	Scenario E (A+B+C+D): September Staff Recommended Changes	Scenario G (A+B+C+D+F): Final Staff Recommended Changes	Scenario H**: CTB Member Request
Projects Added	-	0	0	1	6	1	5	5	5
Projects Dropped	-	2	0	1	9	1	13	15	10
Net SS Award (millions)	\$186.5	-\$8.5	\$0.0	\$4.6	\$26.5	-\$1.3	-\$6.2	-\$31.9	-\$1.4
Unallocated DGP (millions)	\$7.4	\$7.4	\$7.4	\$2.8	\$9.9	\$8.7	\$5.1	\$30.9	\$0.30

**Scenario A + Scenario B + Scenario C (Revised to 50% 10-Years Future and 50% Current Day) + Scenario D (revised factor weightings Area Type A: 20% Safety, 40% Congestion, 25% Accessibility, 5% Economic Development, and 10% Environment, Area Type B: 25% Safety; 20% Congestion, and 25% Accessibility, 20% Economic Development, and 10% Environment, Area Type C: 35% Safety; 15% Congestion, and 15% Accessibility, 25% Economic Development, and 10% Environment, Area Type D: 40% Safety; 10% Congestion, and 10% Accessibility, 25% Economic Development, and 10% Environment) + Scenario F

Note - CTB Member Consensus Modifications

Unfund from DGP

App ID 9261 Ocean View Ave Bicycle Improvements (1st View Street to Capeview Street) for \$3.3M

For Illustrative Purposes

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review
Lynchburg Scenario Analysis

Application Information											Individual Impacts											Cumulative Impacts														
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H***: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result
8950	C	LYN	Campbell County	Route 501 Passing Lanes	Highway	None	x	x	\$42.5	\$42.5			Stays Out		X	Stays Out	Stays Out	-1	Stays Out	6	Stays Out	0	Stays Out	5	Stays Out	5	Stays Out	5								
9035	C	LYN	Campbell County	Timberlake Road Improvements (Greenview Dr. to Laxton Rd.)	Highway	BikePed & Transit	x	x	\$25.1	\$25.1			Stays Out			Stays Out	Stays Out	-4	Stays Out	35	Stays Out	-5	Stays Out	37	Stays Out	39	Stays Out	34								
9038	C	LYN	Nelson County	Route 6/151 Intersection Improvement	Highway	None	x		\$15.7	\$15.7	X	DGP	Stays In	DGP		Stays In	DGP	-5	Stays In	DGP	76	Stays In	DGP	-2	Stays In	DGP	71	Stays In	DGP	74						
9039	C	LYN	Nelson County	Route 151 at Tanbark Drive intersection improvements	Highway	None	x		\$10.4	\$10.4			Stays Out			Stays Out	Stays Out	-5	Stays Out	32	Stays Out	4	Stays Out	29	Stays Out	31	Stays Out	40								
9091	C	LYN	Nelson County	Route 29 and Front Street Signalized R-cut intersection	Highway	None	x	x	\$13.6	\$13.6			Stays Out			Stays Out	Stays Out	-20	Stays Out	-3	Stays Out	-4	Stays Out	-31	Stays Out	-29	Stays Out	-25								
9147	D	LYN	Pittsylvania County	US 29 at Lawless Creek Road	Highway	None	x	x	\$24.8	\$24.8			Stays Out			Stays Out	Stays Out	-7	Stays Out	73	Stays Out	-2	Stays Out	63	Stays Out	65	Stays Out	49								
9151	C	LYN	Lynchburg City	US 501 Bus - Langhorne and Vassar Improvements	Highway	BikePed	x	x	\$9.8	\$9.8	X	DGP	Stays In	DGP		Stays In	DGP	-5	Stays In	DGP	18	Stays In	DGP	1	Stays In	DGP	9	Stays In	DGP	18						
8949	C	LYN	Campbell County	Route 29 Safety Improvements - Southern Section	Highway	None	x	x	\$10.7	\$10.7			Stays Out		X	Stays Out	Stays Out	-10	Added	DGP	84	Added	DGP	164	Added	DGP	78	Added	DGP	205	Added	DGP	208			
9139	D	LYN	Pittsylvania County	US Route 29 at Malmaison Road Roundabout	Highway	None	x	x	\$19.0	\$19.0			Stays Out			Stays Out	Stays Out	-8	Added	DGP	88	Stays Out	-16	Added	DGP	84	Added	DGP	66	Added	DGP	53				
9193	D	LYN	Danville City	Riverside Dr. Improvements - Arnett Blvd. to Main St.	Highway	BikePed	x	x	\$28.7	\$28.7	X	DGP	Stays In	DGP		Stays In	DGP	-6	Dropped		-1	Dropped	2	Dropped	-8	Dropped	-10	Dropped	-16							
9327	C	LYN	Amherst County	Route 29B at Amherst Highway - Dillard Road and Lakeview Dr	Highway	BikePed	x	x	\$6.7	\$6.7	X	DGP	Stays In	DGP		Stays In	DGP	-7	Dropped		-28	Dropped	-2	Dropped	-37	Dropped	-43	Dropped	-41							
9399	D	LYN	Halifax County	US 501/Sunshine Dr Realignment and Pedestrian Improvements	Highway	BikePed	x		\$9.6	\$9.6			Stays Out		X	Stays Out	Stays Out	-5	Stays Out	-130	Added	DGP	62	Stays Out	-130	Stays Out	11	Stays Out	-2							
9176	C	LYN	Campbell County	Candlers Mountain Road - Other Turn Lanes	Highway	None	x		\$8.5	\$8.5			Stays Out			Stays Out	Stays Out	-9	Stays Out	-23	Stays Out	-4	Stays Out	-26	Stays Out	-25	Stays Out	-20								
9192	D	LYN	Danville City	Riverside Dr. Improvements - Piney Forest Rd. to Audubon Dr.	Highway	BikePed	x	x	\$45.6	\$45.6			Stays Out			Stays Out	Stays Out	-7	Stays Out	40	Stays Out	-3	Stays Out	34	Stays Out	30	Stays Out	20								
9230	D	LYN	Prince Edward County	Intersection Safety Improvements of Rt 692 and Rt 665	Highway	None	x		\$7.7	\$7.7			Stays Out		X	Stays Out	Stays Out	2	Stays Out	26	Stays Out	0	Stays Out	24	Stays Out	23	Stays Out	22								
9273	C	LYN	Lynchburg City	Candlers Mntn Rd/460 & Liberty Mntn Dr Roundabout	Highway	BikePed	x	x	\$28.9	\$28.9			Stays Out			Stays Out	Stays Out	-4	Stays Out	-8	Stays Out	3	Stays Out	-6	Stays Out	-3	Stays Out	2								
9333	C	LYN	Amherst County	Seminole Drive Right Turn Lane	Highway	BikePed	x	x	\$2.5	\$2.5	X	DGP	Stays In	DGP		Stays In	DGP	-9	Stays In	DGP	27	Stays In	DGP	-2	Stays In	DGP	14	Stays In	DGP	13	Stays In	DGP	20			
9336	C	LYN	Amherst County	Dillard Road Right Turn Lane	Highway	None	x	x	\$3.2	\$3.2			Stays Out			Stays Out	Stays Out	4	Stays Out	-58	Stays Out	-2	Stays Out	-46	Stays Out	-45	Stays Out	-59								
9337	C	LYN	Amherst County	Lynchburg Expressway and S Amherst Hwy Intersection	Highway	None	x	x	\$3.0	\$3.0	X	DGP	Stays In	DGP		Stays In	DGP	3	Stays In	DGP	15	Stays In	DGP	-4	Stays In	DGP	38	Stays In	DGP	32	Stays In	DGP	-10			
9354	D	LYN	Prince Edward County	Prince Edward County - Manor House Drive Turn Lanes	Highway	None	x		\$8.7	\$8.2			Stays Out			Stays Out	Stays Out	2	Stays Out	17	Stays Out	0	Stays Out	16	Stays Out	15	Stays Out	13								
9401	D	LYN	Southside PDC	US 58/Rt 751 Intersection Improvements	Highway	None		x	\$2.0	\$2.0			Stays Out			Stays Out	Stays Out	-7	Stays Out	56	Stays Out	3	Stays Out	49	Stays Out	50	Stays Out	44								
9410	C	LYN	Altavista Town	Lynch Mill / Clarion Road Intersection Improvements	Highway	None	x		\$9.7	\$9.7			Stays Out			Stays Out	Stays Out	-6	Stays Out	-62	Stays Out	-22	Stays Out	-64	Stays Out	-80	Stays Out	-76								
9431	D	LYN	Danville City	Piney Forest Road Improvements	Highway	BikePed	x	x	\$22.1	\$22.1	X	DGP	Stays In	DGP		Stays In	DGP	-7	Stays In	DGP	77	Stays In	DGP	-3	Stays In	DGP	68	Stays In	DGP	67	Stays In	DGP	62			
9443	D	LYN	Danville City	Riverside Dr. Improvements - Audubon Dr. to Arnett Blvd.	Highway	BikePed & Transit	x	x	\$22.2	\$22.2	X	DGP	Stays In	DGP		Stays In	DGP	-11	Stays In	DGP	18	Stays In	DGP	-5	Stays In	DGP	7	Stays In	DGP	7	Stays In	DGP	-4			
9470	D	LYN	Pittsylvania County	US Route 29 at Spring Garden Rd Turn Lane Improvements	Highway	None	x	x	\$3.9	\$3.9	X	DGP	Stays In	DGP		Stays In	DGP	-35	Stays In	DGP	76	Stays In	DGP	-5	Stays In	DGP	46	Stays In	DGP	49	Stays In	DGP	37			
9473	D	LYN	Pittsylvania County	US Route 58 at Route 622 ICWS	Highway	None	x	x	\$1.0	\$1.0	X	DGP	Stays In	DGP		Stays In	DGP	-4	Stays In	DGP	30	Stays In	DGP	-13	Stays In	DGP	26	Stays In	DGP	23	Stays In	DGP	22			
9106	D	LYN	Danville MPO	Piedmont Drive Pedestrian Accommodations	Bike/Pedestrian	None		x	\$6.7	\$6.7	X	HPP	Dropped			Stays In	HPP	-3	Stays In	HPP	3	Stays In	HPP	1	Dropped	-10	Dropped	-9	Dropped	-12						
9398	D	LYN	Halifax County	Town of Halifax Pedestrian Improvements	Bike/Pedestrian	None	x		\$2.5	\$2.5	X	DGP	Stays In	DGP		Stays In	DGP	-6	Dropped		-259	Stays In	DGP	-2	Dropped	-261	Dropped	-269	Dropped	-263						

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review
Lynchburg Scenario Analysis

Application Information										Individual Impacts									Cumulative Impacts																	
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H***: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result
9397	D	LYN	Halifax County	Sinai Road Pedestrian Project	Bike/Pedestrian	Highway	x		\$11.2	\$11.2			Stays Out			Stays Out			Stays Out		-5	Stays Out		-42	Stays Out		-4	Stays Out		-45	Stays Out		-43	Stays Out		-46

*Official Round 5 Staff Scenario funded 12 projects

Note - CTB Member Consensus Modifications

Unfund from DGP

App ID 9327 Route 29 Business at Amherst Highway - Dillard Road and Lakeview Drive for \$6.7M

Fund with DGP

App ID 9336 Dillard Road Right Turn Lane for \$3.2M

App ID 9354 Manor House Drive Turn Lanes for a reduced amount of \$2.6M

	Official Round 5 Scenario*	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario F: ED.1 and ED.2	Scenario E (A+B+C+D): September Staff Recommended Changes	Scenario G (A+B+C+D+F): Final Staff Recommended Changes	Scenario H***: CTB Member Request
Projects Added	-	0	0	0	2	2	2	2	2
Projects Dropped	-	1	0	0	3	2	4	4	4
Net SS Award (millions)	\$124.8	-\$6.7	\$0.0	\$0.0	-\$8.2	-\$15.1	-\$14.8	-\$14.8	-\$14.8
Unallocated DGP (millions)	\$8.9	\$8.9	\$8.9	\$8.9	\$17.1	\$24.0	\$17.1	\$17.1	\$17.1

**Scenario A + Scenario B + Scenario C (Revised to 50% 10-Years Future and 50% Current Day) + Scenario D (revised factor weightings Area Type A: 20% Safety, 40% Congestion, 25% Accessibility, 5% Economic Development, and 10% Environment, Area Type B: 25% Safety; 20% Congestion, and 25% Accessibility, 20% Economic Development, and 10% Environment, Area Type C: 35% Safety; 15% Congestion, and 15% Accessibility, 25% Economic Development, and 10% Environment, Area Type D: 40% Safety; 10% Congestion, and 10% Accessibility, 25% Economic Development, and 10% Environment) + Scenario F

For Illustrative

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review
Northern Virginia Scenario Analysis

Application Information										Individual Impacts															Cumulative Impacts											
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H***: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result
8948	A	NOVA	Loudoun County	Route 7 Improvements, Phase 3:(Route 9 to Dulles Greenway)	Highway	None	x	x	\$155.4	\$102.8			Stays Out			Stays Out		Stays Out		-13	Stays Out		65	Stays Out		0	Stays Out		49	Stays Out		47	Stays Out		22	
8975	A	NOVA	Loudoun County	East Church Road and North Lincoln Ave Roundabout	Highway	BikePed	x		\$3.2	\$2.2	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	1	Stays In	DGP	-2	Stays In	DGP	0	Stays In	DGP	0	Stays In	DGP	0	Stays In	DGP	-3	
8983	A	NOVA	Fairfax County	Town Center Parkway Underpass	Highway	BikePed	x	x	\$304.8	\$245.8			Stays Out		X	Stays Out		Stays Out		-10	Stays Out		11	Stays Out		-1	Stays Out		8	Stays Out		2	Stays Out		16	
9040	A	NOVA	Leesburg Town	Rte 15 Leesburg Bypass Interchange with Edwards Ferry Road	Highway	BikePed	x	x	\$190.7	\$157.9			Stays Out		X	Stays Out		Stays Out		-1	Stays Out		59	Stays Out		-4	Stays Out		66	Stays Out		66	Stays Out		96	
9063	A	NOVA	Fairfax County	Frontier Drive Extension	Highway	BikePed & Transit	x	x	\$224.0	\$170.4			Stays Out		X	Stays Out		Stays Out		1	Stays Out		9	Stays Out		-1	Stays Out		7	Stays Out		5	Stays Out		15	
9089	A	NOVA	Prince William County	Route 123 and Old Bridge Rd Intersection Improvements	Highway	BikePed	x	x	\$115.7	\$81.6			Stays Out			Stays Out		Stays Out		24	Stays Out		56	Stays Out		-3	Stays Out		84	Stays Out		83	Stays Out		95	
9168	A	NOVA	Prince William County	Route 234 and Sudley Manor Dr Intersection Improvements	Highway	BikePed	x	x	\$149.0	\$149.0			Stays Out		X	Stays Out		Stays Out		18	Stays Out		60	Stays Out		4	Stays Out		92	Stays Out		95	Stays Out		79	
9177	A	NOVA	Arlington County	Arlington Blvd / Manchester St Left Turn Lane Extensions	Highway	None	x	x	\$3.9	\$3.9	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	0	Dropped		-139	Stays In	DGP	1	Dropped		-150	Dropped		-150	Dropped		-173	
9080	A	NOVA	Fairfax City	South Street Extension	Highway	BikePed & Transit	x	x	\$23.8	\$23.8	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-4	Dropped		-128	Stays In	DGP	0	Dropped		-136	Dropped		-142	Dropped		-77	
8973	A	NOVA	Loudoun County	Route 15 at Braddock Road Roundabout	Highway	BikePed	x	x	\$36.0	\$24.5			Stays Out			Stays Out		Stays Out		126	Stays Out		108	Stays Out		3	Stays Out		225	Stays Out		227	Stays Out		160	
9047	A	NOVA	Fairfax County	Route 7 Widening (I-495 to I-66)	Highway	BikePed	x	x	\$244.5	\$209.0			Added	HPP	X	Stays Out		Stays Out		3	Stays Out		20	Stays Out		-9	Stays Out		61	Stays Out		43	Stays Out		36	
9207	A	NOVA	Prince William County	Van Buren Road Improvements: Route 234 to Cardinal Dr	Highway	BikePed	x	x	\$207.8	\$197.8			Stays Out		X	Stays Out		Stays Out		1	Stays Out		17	Stays Out		0	Stays Out		16	Stays Out		17	Stays Out		20	
9083	A	NOVA	Fairfax County	Route 7 Widening (Route 123 to I-495)	Highway	BikePed	x	x	\$78.5	\$38.5			Stays Out		X	Added	HPP	Stays Out		-10	Added	DGP	21	Stays Out		-10	Added	DGP	5	Added	DGP	0	Added	DGP	24	
9328	A	NOVA	Prince William County	US 29 (Lee Highway) Corridor Improvements	Highway	BikePed	x	x	\$35.2	\$35.2			Stays Out		X	Stays Out		Stays Out		60	Stays Out		53	Stays Out		-2	Added	HPP	130	Added	HPP	128	Stays Out		106	
9341	A	NOVA	Prince William County	Route 294 (Prince William Parkway) Corridor Improvements	Highway	BikePed	x	x	\$22.6	\$22.6			Stays Out		X	Added	HPP	Stays Out		-5	Stays Out		-23	Stays Out		0	Added	HPP	-22	Added	HPP	-23	Added	HPP	-14	
9260	A	NOVA	Prince William County	Route 234 Business (Battleview to Godwin) Improvements	Highway	BikePed	x	x	\$20.0	\$20.0	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	4	Stays In	DGP	19	Stays In	DGP	0	Stays In	DGP	18	Stays In	DGP	18	Stays In	DGP	24	
9277	A	NOVA	Manassas Park City	Route 28-Centreville Road Corridor Improvements	Highway	BikePed	x	x	\$34.4	\$34.1			Stays Out			Stays Out		Stays Out		-13	Stays Out		53	Stays Out		-2	Stays Out		36	Stays Out		35	Stays Out		33	
9282	A	NOVA	Prince William County	Route 234/Clover Hill Rd Intersection Improvements	Highway	BikePed	x	x	\$35.6	\$33.7			Stays Out			Stays Out		Stays Out		-13	Stays Out		31	Stays Out		2	Stays Out		24	Stays Out		20	Stays Out		54	
9285	A	NOVA	Prince William County	Minnieville Road/Prince William Parkway Interchange	Highway	BikePed	x	x	\$118.1	\$83.3			Stays Out		X	Stays Out		Stays Out		10	Stays Out		56	Stays Out		1	Stays Out		63	Stays Out		67	Stays Out		84	
9312	A	NOVA	Leesburg Town	East Market St. Improvements: Rt. 15 Bypass to Plaza St.	Highway	BikePed	x	x	\$6.7	\$6.7	X	DGP	Stays In	DGP	X	Stays In	DGP	Stays In	DGP	0	Stays In	DGP	-4	Stays In	DGP	0	Stays In	DGP	-9	Stays In	DGP	-9	Stays In	DGP	-2	
9340	A	NOVA	Herndon Town	Herndon Parkway Improvements at Worldgate Drive Extension	Highway	BikePed & Transit	x	x	\$55.7	\$47.7			Stays Out			Stays Out		Stays Out		-8	Stays Out		-9	Stays Out		-8	Stays Out		-14	Stays Out		-21	Stays Out		12	
9395	A	NOVA	Prince William County	Route 1 & 123 Interchange and Intersection Improvements	Highway	BikePed	x	x	\$132.5	\$122.0			Stays Out		X	Stays Out		Stays Out		19	Stays Out		35	Stays Out		-3	Stays Out		79	Stays Out		77	Stays Out		78	
8976	A	NOVA	Loudoun County	Route 7 Shared Use Path and Sidewalk Projects	Bike/Pedestrian	None	x	x	\$14.4	\$13.4	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-6	Stays In	DGP	-43	Stays In	DGP	1	Stays In	DGP	-55	Stays In	DGP	-55	Stays In	DGP	-16	
8984	A	NOVA	Loudoun County	Cascades Parkway Bike & Ped (Nokes to Victoria Station)	Bike/Pedestrian	None	x	x	\$9.6	\$8.6	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-4	Stays In	DGP	-8	Stays In	DGP	-2	Stays In	DGP	-21	Stays In	DGP	-20	Stays In	DGP	12	
8932	A	NOVA	Manassas City	Godwin Drive Shared-Use Path (North)	Bike/Pedestrian	None	x	x	\$11.9	\$11.9	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-5	Stays In	DGP	-20	Stays In	DGP	-1	Stays In	DGP	-29	Stays In	DGP	-22	Stays In	DGP	-13	
8974	A	NOVA	Loudoun County	Franklin Park to Town of Purcellville Trail	Bike/Pedestrian	None	x	x	\$9.2	\$6.8	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-1	Dropped		-109	Stays In	DGP	0	Dropped		-107	Dropped		-105	Dropped		-77	
8985	A	NOVA	Loudoun County	Cascades Pkwy Bike & Ped (Church Rd. to Victoria Station Dr)	Bike/Pedestrian	None	x	x	\$10.0	\$9.0			Stays Out			Added	HPP	Stays Out		-12	Added	DGP	-16	Stays Out		-1	Stays Out		-30	Stays Out		-33	Added	DGP	9	
8986	A	NOVA	Loudoun County	Cascades Pkwy Bike&Ped (Nokes Boulevard to Woodshire Drive)	Bike/Pedestrian	None	x	x	\$21.9	\$20.9			Stays Out			Added	HPP	Stays Out		-8	Stays Out		-18	Stays Out		0	Stays Out		-32	Stays Out		-31	Stays Out		2	

Appendix E: Alternate CTB Recommendations Scenario Analysis

Application Information											Individual Impacts												Cumulative Impacts													
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H**: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result
9149	A	NOVA	Fairfax City	George Snyder Trail Eastern Extension	Bike/Pedestrian	Highway & Transit	x	x	\$9.5	\$9.5	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-12	Dropped	-61	Stays In	DGP	-1	Dropped		-84	Dropped		-83	Stays In	DGP	-22		
9299	A	NOVA	Loudoun County	Lovettsville - Berlin Turnpike at E Broad Way Intx	Bike/Pedestrian	Highway	x		\$2.6	\$2.6	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	0	Dropped	-276	Stays In	DGP	0	Dropped		-288	Dropped		-290	Dropped		-269		
9314	A	NOVA	Loudoun County	Lovettsville - S. Loudoun & S. Locust St Ped Improvements	Bike/Pedestrian	Highway	x	x	\$8.5	\$6.3	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-5	Dropped	-299	Stays In	DGP	0	Dropped		-300	Dropped		-301	Dropped		-300		
9309	A	NOVA	Prince William County	Route 15 Pedestrian Bridge	Bike/Pedestrian	Highway	x	x	\$18.0	\$16.0			Stays Out			Stays Out		Stays Out		-15	Stays Out	-10	Stays Out		-3	Stays Out		-22	Stays Out		-23	Stays Out		-10		

*Official Round 5 Staff Scenario funded 12 projects

	Official Round 5 Staff Scenario*	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario F: ED.1 and ED.2	Scenario E (A+B+C+D): September Staff Recommended Changes	Scenario G (A+B+C+D+F): Final Staff Recommended Changes	Scenario H**: CTB Member Request
Projects Added	-	1	4	0	2	0	3	3	3
Projects Dropped	-	0	0	0	6	0	6	6	5
Net SS Award (millions)	\$115.8	\$209.0	\$91.0	\$0.0	-\$5.5	\$0.0	\$43.3	\$43.3	\$26.6
Unallocated DGP (millions)	\$9.0	\$9.0	\$9.0	\$9.0	\$14.5	\$9.0	\$23.5	\$23.5	\$4.9

Note - CTB Member Consensus Modifications

Fund with HPP

App ID 9083 Route 7 Widening (Route 123 to I-495) for \$38.5M

**Scenario A + Scenario B + Scenario C (Revised to 50% 10-Years Future and 50% Current Day) + Scenario D (revised factor weightings Area Type A: 20% Safety, 40% Congestion, 25% Accessibility, 5% Economic Development, and 10% Environment, Area Type B: 25% Safety; 20% Congestion, and 25% Accessibility, 20% Economic Development, and 10% Environment, Area Type C: 35% Safety; 15% Congestion, and 15% Accessibility, 25% Economic Development, and 10% Environment, Area Type D: 40% Safety; 10% Congestion, and 10% Accessibility, 25%

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review
Richmond Scenario Analysis

Application Information											Individual Impacts												Cumulative Impacts													
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H***: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result
8929	B	RICH	Richmond City	B US360 Hull Street Phase II	Highway	BikePed & Transit	x	x	\$21.1	\$13.8			Stays Out		Stays Out		Stays Out		-7	Stays Out		38	Stays Out		-3	Stays Out		29	Stays Out		34	Stays Out		45		
8933	B	RICH	Richmond City	E Belt Boulevard (SR161) Streetscape	Highway	BikePed & Transit	x	x	\$36.9	\$36.9			Stays Out		Stays Out		Stays Out		-9	Stays Out		-2	Stays Out		3	Stays Out		-15	Stays Out		-15	Stays Out		-13		
8934	B	RICH	Richmond City	F Hey Road Streetscape	Highway	BikePed	x	x	\$20.1	\$13.5			Stays Out		Stays Out		Stays Out		-5	Stays Out		-30	Stays Out		0	Stays Out		-36	Stays Out		-36	Stays Out		-50		
8936	B	RICH	Richmond City	H Norfolk Street Bridge Connection	Highway	BikePed	x	x	\$41.8	\$41.8			Stays Out		X	Stays Out		Stays Out		-8	Stays Out		-22	Stays Out		-31	Stays Out		-35	Stays Out		-120	Stays Out		-127	
8937	B	RICH	Richmond City	I Commerce Road Streetscape	Highway	BikePed & Transit	x	x	\$20.3	\$19.3			Stays Out		X	Stays Out		Stays Out		-9	Stays Out		39	Stays Out		-20	Stays Out		15	Stays Out		-19	Stays Out		-20	
8944	B	RICH	Richmond Regional TPO	I-64 Gap: Exit 205 to Exit 211	Highway	None		x	\$195.3	\$95.3			Stays Out		X	Stays Out		Stays Out		-21	Stays Out		60	Stays Out		-24	Stays Out		42	Stays Out		22	Stays Out		9	
9041	B	RICH	Henrico County	Staples Mill Road Improvements	Highway	BikePed & Transit	x	x	\$32.1	\$26.5	X	DGP	Stays In	DGP	X	Stays In	DGP	Stays In	DGP	-5	Stays In	DGP	44	Stays In	DGP	-3	Stays In	DGP	35	Stays In	DGP	35	Stays In	DGP	36	
9043	B	RICH	Henrico County	W Broad Street Short Pump	Highway	BikePed & Transit	x	x	\$26.0	\$22.8	X	DGP	Stays In	DGP	X	Stays In	DGP	Stays In	DGP	-65	Stays In	DGP	14	Stays In	DGP	2	Stays In	DGP	-27	Stays In	DGP	-18	Stays In	DGP	-15	
9044	B	RICH	Henrico County	Carolina Avenue Improvements	Highway	BikePed & Transit	x	x	\$34.8	\$34.8			Stays Out		X	Stays Out		Stays Out		-9	Stays Out		-20	Stays Out		-1	Stays Out		-25	Stays Out		-21	Stays Out		-13	
9045	B	RICH	Hanover County	Greenwood Church/Blanton/Ashland/Ashcake Roads Roundabout	Highway	None	x		\$7.0	\$4.9			Stays Out			Stays Out		Stays Out		-8	Stays Out		80	Stays Out		-3	Stays Out		72	Stays Out		71	Stays Out		56	
9046	B	RICH	Henrico County	Route 60/Route 33/Beulah Rd Roundabout & Gateway Project	Highway	BikePed & Transit	x	x	\$13.2	\$13.2			Stays Out			Stays Out		Stays Out		-5	Stays Out		43	Stays Out		-1	Stays Out		34	Stays Out		40	Stays Out		33	
9050	B	RICH	Hanover County	Rt. 54 Left Turn Lane at Goddins Hill Rd	Highway	None	x		\$5.1	\$3.5			Stays Out			Stays Out		Stays Out		-4	Stays Out		95	Stays Out		2	Stays Out		85	Stays Out		84	Stays Out		68	
9085	B	RICH	Hanover County	Creighton Rd RTLs at Sleds' Lake Rd & Tammy Ln	Highway	None	x	x	\$4.2	\$4.2			Stays Out			Stays Out		Stays Out		-5	Stays Out		84	Stays Out		2	Stays Out		75	Stays Out		76	Stays Out		51	
9086	B	RICH	Henrico County	Gaskins Road @ I-64 (Southern Quad Partial Cloverleaf)	Highway	None	x	x	\$62.4	\$62.4			Stays Out		X	Stays Out		Stays Out		34	Stays Out		9	Stays Out		-5	Stays Out		68	Stays Out		51	Stays Out		39	
9109	B	RICH	Chesterfield County	Route 60/Route 150 - Interchange Improvements	Highway	BikePed	x	x	\$35.0	\$35.0			Stays Out		X	Stays Out		Stays Out		-6	Stays Out		39	Stays Out		2	Stays Out		30	Stays Out		32	Stays Out		56	
9111	B	RICH	Chesterfield County	Belmont Road/Cogbill Road - Roundabout	Highway	BikePed	x	x	\$8.7	\$8.7			Stays Out			Stays Out		Stays Out		-4	Stays Out		87	Stays Out		-7	Stays Out		80	Stays Out		65	Stays Out		53	
9154	B	RICH	Chesterfield County	Route 360/Deer Run Drive/Harbour View Court RCUT	Highway	BikePed	x	x	\$22.2	\$22.2	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	57	Stays In	DGP	55	Stays In	DGP	-2	Stays In	DGP	93	Stays In	DGP	91	Stays In	DGP	81	
9197	C	RICH	Hopewell City	Route 36 Oaklawn Blvd STARS Project	Highway	BikePed	x		\$17.2	\$17.2			Stays Out			Stays Out		Stays Out		12	Stays Out		65	Stays Out		-2	Stays Out		88	Stays Out		86	Stays Out		64	
9206	B	RICH	Chesterfield County	Busy Street Extended	Highway	BikePed	x	x	\$20.2	\$20.2			Stays Out			Stays Out		Stays Out		-8	Stays Out		-17	Stays Out		-5	Stays Out		-30	Stays Out		-32	Stays Out		-41	
9245	C	RICH	Prince George County	Roundabout at Middle Road(Rt 646) & Jefferson Park Rd (630)	Highway	None	x		\$10.1	\$8.4			Stays Out			Stays Out		Stays Out		-10	Stays Out		26	Stays Out		-22	Stays Out		25	Stays Out		-3	Stays Out		-4	
9246	C	RICH	Prince George County	Roundabout at Middle Road and Prince George Drive	Highway	BikePed	x	x	\$8.3	\$8.3	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-6	Stays In	DGP	23	Stays In	DGP	-2	Stays In	DGP	18	Stays In	DGP	17	Stays In	DGP	22	
8927	B	RICH	Richmond Regional TPO	SB 288 HSR Lane - West Creek Parkway to Route 711	Highway	None		x	\$57.9	\$53.5			Stays Out		X	Stays Out		Stays Out		-58	Added	HPP	83	Added	HPP	19	Added	HPP	17	Added	HPP	51	Added	HPP	45	
9135	B	RICH	Goochland County	I-64 at Ashland Rd. (Rte. 623) Interchange	Highway	None	x	x	\$75.9	\$42.2			Stays Out		X	Stays Out		Stays Out		137	Stays Out		51	Stays Out		71	Added	DGP	217	Added	DGP	234	Added	HPP	191	
9270	B	RICH	Richmond Regional TPO	I-95/Route 10 Interchange Improvement, Phase II	Highway	None		x	\$48.8	\$31.7			Stays Out		X	Stays Out		Stays Out		191	Stays Out		34	Stays Out		-27	Added	HPP	233	Added	HPP	225	Added	HPP	211	
9360	D	RICH	Mecklenburg County	US 58 at Cherry Hill Church Rd Directional Median	Highway	None	x	x	\$6.7	\$6.7			Stays Out			Stays Out		Stays Out		-8	Added	DGP	85	Stays Out		-2	Stays Out		77	Stays Out		78	Added	DGP	71	
9371	D	RICH	Powhatan County	U.S. Route 60 at State Route 13/603 RCUT	Highway	None	x	x	\$8.6	\$6.5			Stays Out			Stays Out		Stays Out		18	Stays Out		86	Stays Out		27	Stays Out		90	Stays Out		110	Added	DGP	99	
9267	B	RICH	PlanRVA Richmond Regional PDC	I-95/Willis Road - Interchange Improvements	Highway	BikePed		x	\$135.6	\$135.6			Stays Out		X	Stays Out		Stays Out		36	Stays Out		32	Stays Out		14	Stays Out		113	Stays Out		129	Stays Out		84	
9378	B	RICH	Powhatan County	New Dorset Road & Route 60 RCUT	Highway	None	x	x	\$7.8	\$5.9			Stays Out			Stays Out		Stays Out		20	Stays Out		13	Added	DGP	75	Stays Out		75	Stays Out		127	Stays Out		108	

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review
Richmond Scenario Analysis

Application Information										Individual Impacts												Cumulative Impacts														
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H***: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result
9411	B	RICH	Goochland County	I-64 at Oilville Road (Rte. 617) Interchange	Highway	None	x		\$7.5	\$6.9			Stays Out		Stays Out	Stays Out	33	Stays Out	76	Stays Out	18	Stays Out		116	Stays Out		132	Added	DGP	101						
9420	B	RICH	Henrico County	Gaskins Road Interchange @ I-64 (North Quad & Aux Lanes)	Highway	None	x	x	\$56.7	\$56.7			Stays Out		X	Stays Out	Stays Out	103	Stays Out	5	Stays Out	-7	Stays Out		150	Stays Out		143	Stays Out		116					
8931	B	RICH	Richmond City	D Clay Street Streetscape Improvements	Highway	BikePed & Transit	x	x	\$18.8	\$18.8	X	DGP	Stays In	DGP	X	Stays In	DGP	Stays In	DGP	-5	Stays In	DGP	-35	Stays In	DGP	-15	Stays In	HPP	-49	Stays In	HPP	-107	Stays In	HPP	-65	
9240	B	RICH	Richmond Regional TPO	W Broad Street Intersection Improvements at Parham Road	Highway	BikePed & Transit		x	\$13.8	\$11.2			Stays Out			Added	HPP	Stays Out	-4	Added	HPP	27	Stays Out		19	Stays Out		19	Stays Out		40					
9014	B	RICH	Chesterfield County	Route 360 (Woodlake - Otterdale) Widening	Highway	BikePed	x	x	\$39.7	\$19.7			Stays Out		X	Stays Out	Stays Out	-4	Stays Out		53	Stays Out	12	Added	HPP	42	Added	HPP	60	Stays Out		52				
9042	B	RICH	Henrico County	Springfield Road Improvements	Highway	BikePed	x	x	\$15.9	\$15.0			Stays Out			Added	HPP	Added	DGP	112	Added	DGP	67	Added	DGP	-3	Added	DGP	126	Added	DGP	126	Added	DGP	119	
9049	B	RICH	Henrico County	E. Parham Road Improvements - I-95 to Cleveland St	Highway	BikePed	x	x	\$14.5	\$14.5			Stays Out		X	Added	HPP	Stays Out	-6	Stays Out		30	Added	DGP	-1	Added	HPP	20	Added	HPP	28	Added	HPP	27		
9073	B	RICH	Goochland County	Route 250 at Route 288 Interchange Improvements	Highway	BikePed	x	x	\$30.9	\$30.9			Stays Out		X	Stays Out	Stays Out	-8	Stays Out		25	Stays Out	154	Stays Out		18	Added	HPP	209	Added	HPP	199				
9162	B	RICH	Richmond Regional TPO	Route 360 at Brad McNeer - Continuous Green-T	Highway	BikePed		x	\$12.4	\$12.4			Stays Out			Added	HPP	Added	HPP	5	Added	HPP	34	Added	HPP	1	Stays Out		34	Stays Out		32	Stays Out		40	
9287	B	RICH	Chesterfield County	Huguenot Rd at Robious & Cranbeck Capacity & Safety Improvmt	Highway	BikePed	x	x	\$21.2	\$21.2			Stays Out		X	Stays Out	Stays Out	-7	Stays Out		52	Stays Out	-4	Added	HPP	43	Stays Out		42	Stays Out		41				
9313	B	RICH	Ashland Town	Hill Carter Parkway Extension	Highway	BikePed	x		\$22.5	\$22.5	X	DGP	Stays In	DGP		Stays In	DGP	Dropped		-1	Dropped		26	Dropped		-20	Dropped		26	Dropped		7	Dropped		-14	
9394	B	RICH	Ashland Town	Green Chimney	Highway	BikePed	x		\$11.8	\$11.8	X	DGP	Stays In	DGP		Stays In	DGP	Dropped		-7	Dropped		-215	Stays In	DGP	1	Dropped		-227	Dropped		-226	Dropped		-234	
9413	B	RICH	Chesterfield County	RT 360 at Spring Run Rd/Temie Lee Pkwy - RCUT	Highway	BikePed	x	x	\$26.6	\$26.6			Stays Out			Stays Out	Added	DGP	43	Added	DGP	62	Stays Out	-14	Added	DGP	97	Added	DGP	92	Added	DGP	76			
9416	B	RICH	PlanRVA Richmond Regional PDC	Route 360/I-64 Interchange Reconfiguration	Highway	BikePed		x	\$15.5	\$15.5			Stays Out			Added	HPP	Stays Out	-5	Added	HPP	34	Stays Out	-2	Stays Out		26	Stays Out		24	Stays Out		19			
9458	B	RICH	Henrico County	S. Laburnum Ave - Gay Ave Thru Cut	Highway	BikePed	x	x	\$5.2	\$5.2	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-6	Stays In	DGP	9	Stays In	DGP	-1	Dropped		-6	Dropped		-5	Stays In	DGP	25	
9325	B	RICH	PlanRVA Richmond Regional PDC	Route 288 Northbound - Hard Shoulder Running	Highway	None		x	\$39.6	\$23.6	X	HPP	Stays In	HPP	X	Stays In	HPP	Stays In	HPP	0	Stays In	HPP	21	Stays In	HPP	0	Stays In	HPP	19	Stays In	HPP	19	Stays In	HPP	16	
9358	D	RICH	Brunswick County	US 58 at Brooks Crossing/Old Stage Rd RCUT	Highway	None	x	x	\$11.3	\$11.3			Stays Out			Stays Out	Stays Out	-12	Stays Out		74	Stays Out	-81	Stays Out		64	Stays Out		8	Stays Out		-16				
9359	D	RICH	Brunswick County	US 58 at Freemans Cross Rd/Reedy Creek Rd RCUT	Highway	None	x	x	\$12.7	\$12.7			Stays Out			Stays Out	Stays Out	-8	Stays Out		77	Stays Out	-85	Stays Out		69	Stays Out		4	Stays Out		-18				
9364	B	RICH	Chesterfield County	Route 360/Harbour Pointe Pkwy/Mockingbird Ln - RCUT	Highway	BikePed	x	x	\$20.5	\$20.5			Stays Out			Stays Out	Stays Out	31	Stays Out		54	Stays Out	-3	Stays Out		101	Stays Out		100	Stays Out		93				
9372	B	RICH	Powhatan County	Dorset Road, Batterson Road & Route 60 RCUT	Highway	None	x	x	\$8.5	\$6.3			Stays Out			Stays Out	Stays Out	-4	Stays Out		75	Stays Out	-2	Stays Out		72	Stays Out		68	Stays Out		48				
9385	B	RICH	Greater Richmond Transit Company (GRTC)	Brook Road Improvements - Azalea Ave to Brook Run Shopping	Highway	BikePed & Transit		x	\$21.5	\$21.5			Stays Out			Stays Out	Stays Out	-4	Stays Out		-18	Stays Out	-2	Stays Out		-27	Stays Out		-29	Stays Out		14				
9390	B	RICH	Ashland Town	Vaughan Road Extended	Highway	BikePed	x		\$15.0	\$15.0			Stays Out			Stays Out	Stays Out	-7	Stays Out		-169	Stays Out	-4	Stays Out		-174	Stays Out		-172	Stays Out		-177				
9403	D	RICH	Mecklenburg County	US 58/US 15 Roundabout	Highway	BikePed	x		\$14.3	\$14.3			Stays Out		X	Stays Out	Stays Out	-11	Stays Out		63	Stays Out	-37	Stays Out		54	Stays Out		-5	Stays Out		-4				
9409	B	RICH	Chesterfield County	RT 360/Duckridge/Hancock Village Shopping Center - RCUT	Highway	BikePed	x	x	\$17.5	\$17.5			Stays Out			Stays Out	Stays Out	-1	Stays Out		8	Stays Out	0	Stays Out		15	Stays Out		10	Stays Out		2				
9412	B	RICH	Chesterfield County	RT 360 at Winterpock Rd/Shopping Center Entrance - RCUT	Highway	BikePed	x	x	\$22.0	\$22.0			Stays Out			Stays Out	Stays Out	12	Stays Out		57	Stays Out	-5	Stays Out		66	Stays Out		68	Stays Out		53				
9430	B	RICH	Powhatan County	U.S. Route 60 at Red Lane Road: Continuous Green-T	Highway	None	x	x	\$6.5	\$4.9			Stays Out			Stays Out	Stays Out	-9	Stays Out		48	Stays Out	2	Stays Out		43	Stays Out		44	Stays Out		39				
9445	B	RICH	Goochland County	Hockett Road Re-alignment	Highway	BikePed	x		\$16.8	\$1.0	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	0	Stays In	DGP	1	Stays In	DGP	1	Stays In	DGP	2	Stays In	DGP	4	Stays In	DGP	4	
9467	C	RICH	Colonial Heights City	Lakeview Avenue Modernization, Phase II	Highway	BikePed	x	x	\$12.4	\$12.4			Stays Out			Stays Out	Stays Out	-8	Stays Out		-3	Stays Out	3	Stays Out		-9	Stays Out		-5	Stays Out		8				

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review
Richmond Scenario Analysis

Application Information										Individual Impacts												Cumulative Impacts														
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H***: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result
9496	D	RICH	South Hill Town	US 58/High St Roundabout and Interparcel Connector	Highway	None	x	x	\$28.2	\$27.2			Stays Out			Stays Out			Stays Out		-2	Stays Out		8	Stays Out		1	Stays Out		21	Stays Out		28	Stays Out		14
8930	B	RICH	Richmond City	C Forest Hill Avenue Phase II Improvements	Bike/Pedestrian	Highway & Transit	x	x	\$39.6	\$25.0			Stays Out			Stays Out			Stays Out		-6	Stays Out		22	Stays Out		-1	Stays Out		13	Stays Out		12	Stays Out		26
8938	B	RICH	Richmond City	J Hull Street Shared Use Path Improvements	Bike/Pedestrian	Highway & Transit	x	x	\$11.0	\$8.0	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-3	Stays In	DGP	-2	Stays In	DGP	0	Stays In	DGP	-11	Stays In	DGP	-11	Stays In	DGP	3	
9010	B	RICH	Richmond Regional TPO	B Fall Line Trail - Commerce Road Phase II	Bike/Pedestrian	Highway & Transit		x	\$70.5	\$43.5			Stays Out			Stays Out			Stays Out		-11	Stays Out		42	Stays Out		-32	Stays Out		30	Stays Out		-40	Stays Out		-25
9062	B	RICH	Henrico County	Glenside Drive/Horsepen Road Safety Improvements	Bike/Pedestrian	Highway	x	x	\$17.2	\$17.2			Stays Out			Stays Out			Stays Out		0	Stays Out		-9	Stays Out		0	Stays Out		-10	Stays Out		-17	Stays Out		-15
9127	C	RICH	Tri-Cities Area MPO	Appomattox River Trail Cameron's Landing Connector	Bike/Pedestrian	None		x	\$4.1	\$4.1			Stays Out			Stays Out			Stays Out		-4	Stays Out		57	Stays Out		0	Stays Out		44	Stays Out		46	Stays Out		71
9190	C	RICH	Hopewell City	Cedar Level Road Southern Segment	Bike/Pedestrian	Highway	x	x	\$22.2	\$22.2			Stays Out			Stays Out			Stays Out		-9	Stays Out		-26	Stays Out		-4	Stays Out		-29	Stays Out		-28	Stays Out		-28
9198	C	RICH	Hopewell City	Courthouse Road Pedestrian Improvements	Bike/Pedestrian	Highway	x	x	\$16.8	\$16.8			Stays Out			Stays Out			Stays Out		-11	Stays Out		-45	Stays Out		-5	Stays Out		-48	Stays Out		-46	Stays Out		-25
9241	B	RICH	Richmond Regional TPO	Williamsburg Road - Randall Avenue to Charles City Road	Bike/Pedestrian	Highway & Transit		x	\$17.7	\$17.7			Stays Out			Stays Out			Stays Out		-11	Stays Out		-29	Stays Out		-5	Stays Out		-32	Stays Out		-34	Stays Out		-6
9257	B	RICH	Richmond Regional TPO	Nine Mile Road - Gordons Lane to Dabbs House Road	Bike/Pedestrian	Highway & Transit		x	\$12.3	\$12.3			Stays Out			Stays Out			Stays Out		-9	Stays Out		-17	Stays Out		-5	Stays Out		-27	Stays Out		-31	Stays Out		5
9302	B	RICH	Greater Richmond Transit Company (GRTC)	Rt 1 (Rt 10 to Brightpoint Comm College) Transit Access Impr	Bike/Pedestrian	Transit		x	\$10.3	\$10.3			Stays Out			Stays Out			Stays Out		-4	Stays Out		53	Stays Out		-11	Stays Out		47	Stays Out		28	Stays Out		38
8928	B	RICH	Richmond City	A Gillies Creek Greenway	Bike/Pedestrian	Transit	x	x	\$5.3	\$5.3	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	1	Dropped		-75	Stays In	DGP	-1	Dropped		-86	Dropped		-113	Stays In	DGP	-71	
9108	B	RICH	Greater Richmond Transit Company (GRTC)	Route 60 (Ruthers Rd - Providence Rd) Pedestrian Improvemnts	Bike/Pedestrian	Transit		x	\$11.0	\$11.0			Stays Out			Added	HPP	Stays Out		-6	Stays Out		35	Stays Out		-3	Stays Out		26	Stays Out		24	Stays Out		58	
9125	C	RICH	Tri-Cities Area MPO	FLT/ART Trailhead/Parking Lot	Bike/Pedestrian	None		x	\$4.0	\$3.4	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	0	Stays In	HPP	-40	Stays In	HPP	0	Dropped		-55	Dropped		-56	Dropped		-34	
9126	C	RICH	Tri-Cities Area MPO	ART - Rt 1 to Colonial Heights and I-95	Bike/Pedestrian	None		x	\$3.9	\$3.9	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	-4	Dropped		-97	Stays In	HPP	2	Dropped		-110	Dropped		-112	Dropped		-86	
9166	C	RICH	Crater PDC	ART - Old Towne Petersburg (Grove Ave to River Rd)	Bike/Pedestrian	None		x	\$1.7	\$1.7	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	-1	Dropped		-306	Stays In	HPP	0	Dropped		-311	Dropped		-309	Dropped		-290	
9435	C	RICH	Colonial Heights City	Appomattox River Greenway Trail Phase 6	Bike/Pedestrian	None	x	x	\$3.8	\$3.8	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-4	Dropped		-191	Stays In	DGP	-1	Dropped		-199	Dropped		-200	Dropped		-176	
9462	C	RICH	Hopewell City	W Randolph Road Shared Use Path	Bike/Pedestrian	None	x	x	\$6.4	\$6.4	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-4	Dropped		-92	Stays In	DGP	0	Dropped		-106	Dropped		-103	Dropped		-89	
9001	B	RICH	Greater Richmond Transit Company (GRTC)	C Fall Line Trail with Transit Improvements Manchester Br.	Bike/Pedestrian	Highway & Transit		x	\$28.2	\$26.7	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	-2	Stays In	HPP	10	Stays In	HPP	-23	Dropped		4	Dropped		-51	Dropped		-22	
9422	B	RICH	PlanRVA Richmond Regional PDC	Parham Rd Ped Improvements Holly Hill Rd to Three Chopt Rd	Bike/Pedestrian	Highway		x	\$12.3	\$12.3			Stays Out			Added	HPP	Stays Out		-3	Stays Out		21	Stays Out		1	Stays Out		11	Stays Out		10	Stays Out		21	
9376	B	RICH	Greater Richmond Transit Company (GRTC)	Rt 1 (Osborne Rd - Moores Lake Rd) Transit Access Improvemts	Bike/Pedestrian	Highway & Transit		x	\$10.5	\$10.5			Stays Out			Stays Out			Stays Out		-5	Stays Out		11	Stays Out		-52	Stays Out		3	Stays Out		-51	Stays Out		-14
9386	B	RICH	Greater Richmond Transit Company (GRTC)	Nine Mile Road - Dabbs House Road to Laburnum Avenue	Bike/Pedestrian	Highway & Transit		x	\$28.8	\$28.8			Stays Out		X	Stays Out			Stays Out		-6	Stays Out		15	Stays Out		0	Stays Out		9	Stays Out		17	Stays Out		30
9389	B	RICH	Ashland Town	Trolley Line Trail Phase 2	Bike/Pedestrian	None	x		\$2.5	\$2.5			Stays Out			Stays Out			Stays Out		1	Stays Out		7	Stays Out		0	Stays Out		6	Stays Out		9	Stays Out		13
9415	B	RICH	Greater Richmond Transit Company (GRTC)	S. Laburnum Ave Ped Improvements - Thornhurst St to Gay Ave	Bike/Pedestrian	Highway & Transit		x	\$12.6	\$12.6			Stays Out			Stays Out			Stays Out		-11	Stays Out		23	Stays Out		-2	Stays Out		10	Stays Out		10	Stays Out		39
9459	C	RICH	Colonial Heights City	Appomattox River Greenway Trail Boulevard Spur	Bike/Pedestrian	None	x	x	\$1.0	\$0.6	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	0	Stays In	DGP	-8	Stays In	DGP	0	Stays In	DGP	-9	Stays In	DGP	-9	Stays In	DGP	-5	
9492	C	RICH	Colonial Heights City	Boulevard Modernization	Bike/Pedestrian	None	x	x	\$6.1	\$6.1			Stays Out			Stays Out			Stays Out		-9	Stays Out		-73	Stays Out		-1	Stays Out		-81	Stays Out		-83	Stays Out		-65
9009	B	RICH	Richmond Regional TPO	A Broad Street Streetscape w/ Pulse BRT Expansion Phase III	Bus Transit	None		x	\$23.9	\$15.1	X	HPP	Stays In	HPP	X	Stays In	HPP	Stays In	HPP	-25	Stays In	HPP	12	Stays In	HPP	0	Stays In	HPP	-11	Stays In	HPP	-12	Stays In	HPP	-6	

Appendix E: Alternate CTB Recommendations Scenario Analysis

*Official Round 5 Staff Scenario funded 20 projects

	Official Round 5 Scenario*	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario F: ED.1 and ED.2	Scenario E (A+B+C+D): September Staff Recommended Changes	Scenario G (A+B+C+D+F): Final Staff Recommended Changes	Scenario H**: CTB Member Request
Projects Added	-	0	7	3	7	5	8	8	10
Projects Dropped	-	5	0	2	7	1	10	10	8
Net SS Award (millions)	\$237.5	-\$35.7	\$62.9	\$19.8	\$85.6	\$78.8	\$133.8	\$143.5	\$154.4
Unallocated DGP (millions)	\$14.6	\$14.6	\$14.6	\$7.2	\$16.1	\$1.7	\$4.5	\$4.5	\$16.1

**Scenario A + Scenario B + Scenario C (Revised to 50% 10-Years Future and 50% Current Day) + Scenario D (revised factor weightings Area Type A: 20% Safety, 40% Congestion, 25% Accessibility, 5% Economic Development, and 10% Environment, Area Type B: 25% Safety; 20% Congestion, and 25% Accessibility, 20% Economic Development, and 10% Environment, Area Type C: 35% Safety; 15% Congestion, and 15% Accessibility, 25% Economic Development, and 10% Environment, Area Type D: 40% Safety; 10% Congestion, and 10% Accessibility, 25% Economic Development, and 10% Environment) + Scenario F

Note - CTB Member Consensus Modifications

Unfund from DGP

App ID 9154 Route 360/Deer Run Drive/Harbour View Court – R-Cut for \$22.2M

Unfund from HPP

App ID 9325 Route 288 Northbound Hard Shoulder Running for \$23.6M

Fund with DGP and HPP

App ID 9135 I-64 at Ashland Road (Route 623) Interchange for \$42.2M (\$23.6M HPP and \$18.6M DGP)

Fund with DGP

App ID 9162 Route 360 at Brad McNeer Continuous Green-T for \$12.4M

Fund to reduced amount with DGP

App ID 9462 W Randolph Road Shared Use Path for \$4.3M

For Illustrative Purposes

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review
Salem Scenario Analysis

Application Information											Individual Impacts												Cumulative Impacts													
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H***: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result
8939	B	SALEM	Roanoke City	Williamson Road Corridor - Safety Improvements	Highway	BikePed	x	x	\$66.7	\$66.7			Stays Out			Stays Out			Stays Out		-6	Stays Out		69	Stays Out		-2	Stays Out		63	Stays Out		59	Stays Out		61
8941	B	SALEM	Roanoke City	STARS 460/Orange Ave - Plantation Rd Improvements	Highway	BikePed	x		\$8.5	\$8.5	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	0	Stays In	DGP	-4	Stays In	DGP	0	Stays In	DGP	-8	Stays In	DGP	-8	Stays In	DGP	1	
8953	B	SALEM	Botetourt County	Route 220 Superstreet	Highway	None	x	x	\$17.3	\$16.3			Stays Out			Stays Out			Stays Out		-9	Stays Out		46	Stays Out		-1	Stays Out		36	Stays Out		47	Stays Out		31
8954	D	SALEM	Roanoke Valley-Alleghany RC	Route 220 NB at Henry Rd. (Rte. 605) Realignment Project	Highway	None		x	\$20.7	\$20.7			Stays Out			Stays Out			Stays Out		-5	Stays Out		86	Stays Out		-3	Stays Out		81	Stays Out		81	Stays Out		68
8955	B	SALEM	Roanoke Valley-Alleghany RC	I-581/U.S. 460/U.S. 11 Improvements	Highway	BikePed		x	\$25.7	\$25.7	X	HPP	Stays In	HPP	X	Stays In	HPP	Stays In	HPP	-3	Stays In	HPP	-23	Stays In	HPP	-9	Stays In	HPP	-13	Stays In	HPP	-17	Stays In	HPP	-12	
8962	B	SALEM	Botetourt County	Route 220 Access Management - Route 11 to Appalachian Trail	Highway	BikePed	x	x	\$15.8	\$15.8			Stays Out			Stays Out			Stays Out		-8	Stays Out		22	Stays Out		42	Stays Out		16	Stays Out		83	Stays Out		88
9069	C	SALEM	Montgomery County	W Campus Dr Intersection Improvement & Realign Duck Pond Dr	Highway	BikePed & Transit	x	x	\$19.2	\$19.2			Stays Out		X	Stays Out			Stays Out		-4	Stays Out		-6	Stays Out		9	Stays Out		-11	Stays Out		-2	Stays Out		-12
9094	D	SALEM	West Piedmont PDC	US 220 and Iron Ridge Road Intersection Reconfiguration	Highway	None		x	\$15.0	\$15.0			Stays Out			Stays Out			Stays Out		-15	Stays Out		19	Stays Out		-7	Stays Out		2	Stays Out		-7	Stays Out		-11
9097	B	SALEM	Salem City	E. Main St. (Rt. 460) Multimodal Improvements - Phase II	Highway	BikePed	x	x	\$25.8	\$25.8			Stays Out			Stays Out			Stays Out		-6	Stays Out		-52	Stays Out		-5	Stays Out		-53	Stays Out		-57	Stays Out		-52
9186	C	SALEM	New River Valley MPO	I-81/Route 8 (Exit 114) Interchange Improvements	Highway	BikePed		x	\$18.7	\$18.7			Stays Out			Stays Out			Stays Out		-6	Stays Out		46	Stays Out		-3	Stays Out		37	Stays Out		36	Stays Out		47
9187	C	SALEM	New River Valley MPO	Route 460 Operational Improvements	Highway	None		x	\$14.9	\$14.9			Stays Out			Stays Out			Stays Out		-1	Stays Out		3	Stays Out		0	Stays Out		2	Stays Out		1	Stays Out		1
9212	D	SALEM	Henry County	NBL Route 220 Relocation	Highway	None	x	x	\$15.6	\$15.6			Stays Out			Stays Out			Stays Out		2	Stays Out		18	Stays Out		0	Stays Out		18	Stays Out		16	Stays Out		13
9213	D	SALEM	Henry County	Signalized Continuous Green T at the Int. of Routes 220 & 87	Highway	None	x	x	\$27.7	\$27.7			Stays Out			Stays Out			Stays Out		-11	Stays Out		35	Stays Out		14	Stays Out		16	Stays Out		52	Stays Out		44
9227	C	SALEM	Bedford Town	Macon and Baldwin Street Improvements	Highway	BikePed	x		\$71.4	\$71.4			Stays Out		X	Stays Out			Stays Out		-7	Stays Out		-34	Stays Out		12	Stays Out		-36	Stays Out		-16	Stays Out		-18
9235	C	SALEM	Christiansburg Town	Peppers Ferry Road to Cambria Street Connector Route	Highway	BikePed	x	x	\$26.6	\$26.6			Stays Out			Stays Out			Stays Out		4	Stays Out		30	Stays Out		-10	Stays Out		28	Stays Out		18	Stays Out		-19
9237	C	SALEM	Christiansburg Town	Parkway Drive Extension, Phase I	Highway	BikePed	x	x	\$12.9	\$12.9			Stays Out			Stays Out			Stays Out		-5	Stays Out		57	Stays Out		-133	Stays Out		47	Stays Out		-135	Stays Out		-139
9239	C	SALEM	Christiansburg Town	Cambria Street to North Franklin Street Connector Route	Highway	BikePed & Transit	x	x	\$39.0	\$39.0			Stays Out		X	Stays Out			Stays Out		-5	Stays Out		0	Stays Out		2	Stays Out		-3	Stays Out		-2	Stays Out		-9
9258	B	SALEM	Roanoke County	Rt 419 Safety Improvements, Grandin Rd. Ext. to Keagy Rd. S.	Highway	BikePed	x	x	\$13.6	\$13.6			Stays Out			Stays Out			Stays Out		-3	Stays Out		-61	Stays Out		0	Stays Out		-69	Stays Out		-72	Stays Out		-69
9268	C	SALEM	Bedford County	Route 460 Corridor Improvements	Highway	None	x	x	\$18.0	\$18.0			Stays Out			Stays Out			Stays Out		-25	Stays Out		62	Stays Out		-44	Stays Out		44	Stays Out		5	Stays Out		5
9290	D	SALEM	Franklin County	Intersection Improvements Harmony School Rte 634 & Rte 122	Highway	None	x		\$19.5	\$19.5			Stays Out		X	Stays Out			Stays Out		3	Stays Out		21	Stays Out		7	Stays Out		20	Stays Out		28	Stays Out		26
9291	D	SALEM	Franklin County	Intersection Improvements Lakemount Rd (Rte 1235) & Rte 122	Highway	None	x		\$13.9	\$13.9			Stays Out			Stays Out			Stays Out		-5	Stays Out		21	Stays Out		-8	Stays Out		20	Stays Out		8	Stays Out		3
9292	D	SALEM	Franklin County	Intersection Improvements Brooks Mill & Scruggs Rtes 834/616	Highway	None	x		\$13.1	\$13.1			Stays Out		X	Stays Out			Stays Out		-5	Stays Out		21	Stays Out		-8	Stays Out		15	Stays Out		-4	Stays Out		-17
9293	C	SALEM	Montgomery County	Route 8 Widening and Improvements	Highway	None	x		\$9.5	\$9.5			Stays Out		X	Stays Out			Stays Out		-6	Stays Out		-110	Stays Out		-11	Stays Out		-111	Stays Out		-123	Stays Out		-123
9294	D	SALEM	Montgomery County	Route 460/637 Intersection Improvements	Highway	None	x	x	\$5.5	\$5.5	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-6	Stays In	DGP	44	Stays In	DGP	-1	Stays In	DGP	31	Stays In	DGP	32	Stays In	DGP	27	
9297	B	SALEM	Salem City	Route 419 at Texas St and Lynchburg Trpk Int. Improvements	Highway	BikePed	x	x	\$14.1	\$14.1			Stays Out		X	Stays Out			Stays Out		-7	Stays Out		-15	Stays Out		-7	Stays Out		-24	Stays Out		-29	Stays Out		-33
9310	B	SALEM	Vinton Town	Roundabout at Hardy Rd (Rt. 24/634) and Bypass Rd (Rt. 24)	Highway	BikePed	x	x	\$17.2	\$17.2	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-6	Stays In	DGP	-6	Stays In	DGP	0	Stays In	DGP	-19	Stays In	DGP	-12	Stays In	DGP	-21	
9339	B	SALEM	CTB	I-81 SB Widening Exit 137 to Exit 128	Highway	None	x	x	\$363.4	\$363.4			Stays Out		X	Stays Out			Stays Out		0	Stays Out		19	Stays Out		-5	Stays Out		16	Stays Out		4	Stays Out		2
9116	C	SALEM	Central Virginia PDC	US 460 & Timber Ridge Rd (SR 803) Intersection Improvements	Highway	None		x	\$10.5	\$10.5			Stays Out			Added	HPP	Stays Out		-7	Added	HPP	65	Stays Out		-1	Stays Out		56	Stays Out		58	Stays Out		70	
9265	D	SALEM	Henry County	Barrows Mill Road Improvement	Highway	None	x		\$33.5	\$33.5			Stays Out		X	Stays Out			Stays Out		-4	Stays Out		60	Stays Out		3	Stays Out		51	Stays Out		52	Stays Out		29

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review
Salem Scenario Analysis

Application Information											Individual Impacts											Cumulative Impacts														
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H***: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
8940	B	SALEM	Roanoke City	STARS 460/Orange Ave - 11th to 24th Improvements	Highway	BikePed	x	x	\$28.3	\$23.3	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-6	Dropped	15	Dropped	-1	Dropped		10	Dropped		11	Dropped		27			
8967	B	SALEM	Roanoke Valley TPO	Rte 419/Electric Rd Safety Impr., Stoneybrook-Grandin Rd Ext	Highway	BikePed		x	\$6.6	\$6.6	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	-4	Dropped	-49	Stays In	HPP	-4	Dropped		-60	Dropped		-73	Dropped		-63		
9296	B	SALEM	Roanoke County	I-581 at Exit 2 Interchange Improvements, Phase 1	Highway	BikePed	x		\$21.4	\$17.4			Stays Out		X	Stays Out		Stays Out		-5	Stays Out	45	Added	DGP	113	Stays Out		43	Added	DGP	166	Added	DGP	159		
9353	C	SALEM	Pulaski County	Route 11/Kroger Turn Lane Improvements - Pulaski County	Highway	BikePed	x	x	\$4.1	\$4.1	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-7	Dropped	-17	Stays In	DGP	-4	Dropped		-30	Dropped		-30	Stays In	DGP	-1		
9457	C	SALEM	New River Valley MPO	Route 460 Bus. & Route 114 Safety Improvements	Highway	BikePed		x	\$15.1	\$15.1	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	-9	Stays In	52	Stays In	HPP	-3	Dropped		43	Dropped		41	Dropped		51		
9434	D	SALEM	Carroll County	Carrollton Pike (Rt 58) at Coulson Church Rd (Rt 620) RCUT	Highway	None	x	x	\$8.6	\$8.6			Stays Out			Stays Out		Stays Out		-6	Stays Out	94	Stays Out		2	Stays Out		86	Stays Out		90	Stays Out		68		
9490	D	SALEM	Franklin County	Intersection Improvements Rte 40 & Rte 640	Highway	None	x		\$9.9	\$9.9			Stays Out			Stays Out		Stays Out		-10	Stays Out	45	Stays Out		2	Stays Out		40	Stays Out		40	Stays Out		35		
8964	B	SALEM	Roanoke Valley TPO	West Main Street Pedestrian Improvements, Phase 3	Bike/Pedestrian	None		x	\$7.1	\$7.1			Stays Out			Stays Out		Stays Out		-5	Stays Out	-20	Stays Out		-13	Stays Out		-28	Stays Out		-50	Stays Out		-49		
8995	B	SALEM	Botetourt County	Rt 220 Access Management/Park & Ride - AT to Commons Pkwy	Bike/Pedestrian	Highway	x	x	\$31.5	\$31.5			Stays Out			Stays Out		Stays Out		-38	Stays Out	64	Stays Out		7	Stays Out		3	Stays Out		15	Stays Out		36		
8996	B	SALEM	Botetourt County	Rt 779 Appalachian Trail Safety Improvements	Bike/Pedestrian	None	x	x	\$2.3	\$2.3			Stays Out			Stays Out		Stays Out		-8	Stays Out	-71	Stays Out		-3	Stays Out		-74	Stays Out		-72	Stays Out		-68		
8998	C	SALEM	Bedford County	Route 221 Sidewalks from Thomas Jefferson Rd to Gables Dr	Bike/Pedestrian	None	x	x	\$8.4	\$8.4			Stays Out			Stays Out		Stays Out		-6	Stays Out	30	Stays Out		-36	Stays Out		19	Stays Out		-41	Stays Out		-43		
9012	C	SALEM	Bedford County	Route 221 Sidewalks from Gables Dr to Enterprise Dr	Bike/Pedestrian	None	x	x	\$11.6	\$11.6			Stays Out			Stays Out		Stays Out		-6	Stays Out	15	Stays Out		-2	Stays Out		6	Stays Out		4	Stays Out		4		
9018	B	SALEM	Roanoke County	East Roanoke River Greenway Gap (Phase 2)	Bike/Pedestrian	None	x		\$27.6	\$27.6			Stays Out			Stays Out		Stays Out		2	Stays Out	21	Stays Out		2	Stays Out		18	Stays Out		19	Stays Out		31		
9189	B	SALEM	Roanoke County	Walrond Drive Pedestrian Improvements	Bike/Pedestrian	None	x		\$7.2	\$7.2			Stays Out			Stays Out		Stays Out		-5	Stays Out	-158	Stays Out		-1	Stays Out		-159	Stays Out		-175	Stays Out		-176		
8965	B	SALEM	Roanoke Valley TPO	Route 419/Electric Road Pedestrian Signal Improvements	Bike/Pedestrian	None		x	\$3.9	\$3.9	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	-6	Stays In	0	Stays In	HPP	-1	Dropped		-11	Dropped		-14	Dropped		-1		
8968	B	SALEM	Roanoke Valley TPO	Williamson Road Sidewalk, Plymouth Dr. to Clubhouse Dr.	Bike/Pedestrian	None		x	\$6.7	\$6.7			Stays Out			Added	HPP	Stays Out		-6	Stays Out	-62	Stays Out		0	Stays Out		-75	Stays Out		-73	Stays Out		-75		
9215	D	SALEM	Carroll County	Carroll County High School Sidewalk Project	Bike/Pedestrian	Highway	x	x	\$7.7	\$7.7	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-8	Dropped	-81	Stays In	DGP	-4	Dropped		-88	Dropped		-89	Dropped		-105		
9238	C	SALEM	Christiansburg Town	N Franklin - Elm to Depot, Lighting Improvements	Bike/Pedestrian	Highway	x		\$2.3	\$2.3	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-4	Dropped	-338	Stays In	DGP	0	Dropped		-340	Dropped		-339	Dropped		-338		
9279	D	SALEM	Martinsville City	Martinsville - Focus Area 3: Ailcie Street to Pine Hall Rd.	Bike/Pedestrian	Highway	x		\$6.5	\$6.5	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-4	Dropped	-110	Stays In	DGP	-2	Dropped		-108	Dropped		-117	Dropped		-129		
9437	D	SALEM	Galax City	E. Stuart Drive Sidewalk Project - Phase I	Bike/Pedestrian	Highway	x	x	\$7.1	\$7.1	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-11	Stays In	41	Stays In	DGP	-7	Stays In	DGP	33	Stays In	DGP	32	Dropped		12		

*Official Round 5 Staff Scenario funded 13 projects

	Official Round 5 Scenario*	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario F: ED.1 and ED.2	Scenario E (A+B+C+D): September Staff Recommended Changes	Scenario G (A+B+C+D+F): Final Staff Recommended Changes	Scenario H***: CTB Member Request
Projects Added	-	0	2	0	1	1	0	1	1
Projects Dropped	-	3	0	0	6	1	8	8	8
Net SS Award (millions)	\$133.5	-\$25.7	\$17.2	\$0.0	-\$40.0	-\$5.9	-\$69.5	-\$52.2	-\$41.0
Unallocated DGP (millions)	\$6.4	\$6.4	\$6.4	\$6.4	\$50.3	\$12.3	\$50.3	\$32.9	\$35.9

Note - CTB Member Consensus Modifications

Fund with DGP

App ID 9293 Route 8 Widening and Improvements for \$9.5M

Fund with HPP

App ID 9116 US 460 and Timber Ridge Road (Route 803) Intersection Improvements for \$10.5M

**Scenario A + Scenario B + Scenario C (Revised to 50% 10-Years Future and 50% Current Day) + Scenario D (revised factor weightings Area Type A: 20% Safety, 40% Congestion, 25% Accessibility, 5% Economic Development, and 10% Environment, Area Type B: 25% Safety; 20% Congestion, and 25% Accessibility, 20% Economic Development, and 10% Environment, Area Type C: 35% Safety; 15% Congestion, and 15% Accessibility, 25% Economic Development, and 10% Environment, Area Type D: 40% Safety; 10% Congestion, and 10% Accessibility, 25% Economic Development, and 10% Environment) + Scenario F

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review
Staunton Scenario Analysis

Application Information										Individual Impacts												Cumulative Impacts														
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H***: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result
8997	D	STAU	Front Royal Town	Happy Creek Road Phase II	Highway	BikePed	x		\$16.9	\$16.9			Stays Out		X	Stays Out	Stays Out	-8	Stays Out	-1	Stays Out	89	Stays Out	-4	Stays Out	107	Stays Out	96								
9003	D	STAU	Covington City	US Route 220 at S. Carpenter Drive Safety Improvements	Highway	BikePed	x		\$6.9	\$6.9			Stays Out			Stays Out	Stays Out	-2	Stays Out	27	Stays Out	3	Stays Out	23	Stays Out	27	Stays Out	24								
9013	C	STAU	Augusta County	Route 256/I-81 Interchange: Three Lane Bridge	Highway	BikePed	x	x	\$19.7	\$19.7			Stays Out		X	Stays Out	Stays Out	0	Stays Out	20	Stays Out	48	Stays Out	21	Stays Out	92	Stays Out	80								
9048	D	STAU	Warren County	Rte. 55 West & Rte. 678/610 Intersection Improvements	Highway	None	x		\$6.0	\$6.0			Stays Out			Stays Out	Stays Out	-3	Stays Out	97	Stays Out	-1	Stays Out	87	Stays Out	87	Stays Out	68								
9131	C	STAU	Harrisonburg City	Pear St/Erickson Ave Modified RCUT	Highway	BikePed	x	x	\$4.3	\$4.3	X	DGP	Stays In	DGP		Stays In	DGP	4	Stays In	DGP	15	Stays In	DGP	-2	Stays In	DGP	17	Stays In	DGP	16	Stays In	DGP	16			
9164	D	STAU	Woodstock Town	Route 42 Corridor - West	Highway	BikePed	x		\$4.6	\$4.6	X	DGP	Stays In	DGP		Stays In	DGP	-5	Stays In	DGP	-1	Stays In	DGP	0	Stays In	DGP	-6	Stays In	DGP	-7	Stays In	DGP	-14			
9188	C	STAU	Staunton-Augusta-Waynesboro MPO	Woodrow Wilson Complex Long Term Access Improvements	Highway	BikePed		x	\$27.1	\$27.1			Stays Out			Stays Out	Stays Out	-12	Stays Out	73	Stays Out	-12	Stays Out	65	Stays Out	57	Stays Out	60								
9229	C	STAU	Waynesboro City	Broad/Main/Rosser Roundabout	Highway	BikePed	x	x	\$7.6	\$7.6	X	DGP	Stays In	DGP		Stays In	DGP	-3	Stays In	DGP	5	Stays In	DGP	2	Stays In	DGP	-1	Stays In	DGP	-1	Stays In	DGP	5			
9254	C	STAU	Rockingham County	US 33 & Rockingham Park Way Intersection	Highway	None	x		\$4.5	\$4.5			Stays Out			Stays Out	Stays Out	-7	Stays Out	29	Stays Out	-22	Stays Out	26	Stays Out	0	Stays Out	2								
9255	C	STAU	Rockingham County	US 33 & Cross Keys Road Intersection	Highway	None	x	x	\$9.6	\$9.6			Stays Out			Stays Out	Stays Out	25	Stays Out	75	Stays Out	-46	Stays Out	93	Stays Out	68	Stays Out	33								
9303	C	STAU	Waynesboro City	I-64 Exit 94 westbound off-ramp improvements	Highway	None	x		\$2.4	\$2.4			Stays Out			Stays Out	Stays Out	0	Stays Out	-33	Stays Out	-20	Stays Out	-31	Stays Out	-60	Stays Out	-75								
9305	D	STAU	Warren County	US 340 Safety Improvement Project	Highway	None	x		\$2.8	\$2.8	X	DGP	Stays In	DGP		Stays In	DGP	-4	Stays In	DGP	27	Stays In	DGP	0	Stays In	DGP	24	Stays In	DGP	24	Stays In	DGP	24			
9307	C	STAU	Central Shenandoah PDC	US 33 & Rockingham Park Way and 276/610 RCUTS	Highway	None		x	\$12.6	\$12.6			Stays Out			Stays Out	Stays Out	22	Stays Out	71	Stays Out	-27	Stays Out	83	Stays Out	67	Stays Out	37								
9342	D	STAU	Central Shenandoah PDC	US 33/Island Ford Road Partial RCUT	Highway	None		x	\$11.5	\$11.5			Stays Out			Stays Out	Stays Out	-7	Stays Out	20	Stays Out	3	Stays Out	18	Stays Out	20	Stays Out	14								
9363	C	STAU	Winchester City	Berryville Avenue Safety Improvements	Highway	None	x	x	\$3.5	\$3.5	X	DGP	Stays In	DGP		Stays In	DGP	-3	Stays In	DGP	-22	Stays In	DGP	0	Stays In	DGP	-30	Stays In	DGP	-31	Stays In	DGP	-23			
9391	C	STAU	Staunton-Augusta-Waynesboro MPO	I-64 and US 250 Exit 99 Intersection Improvement	Highway	None		x	\$7.2	\$7.2			Stays Out			Stays Out	Stays Out	-5	Stays Out	55	Stays Out	-3	Stays Out	49	Stays Out	45	Stays Out	51								
9037	D	STAU	Warren County	Rte. 55 & High Knob Rd. Intersection Improvements	Highway	None	x	x	\$4.5	\$4.5			Stays Out			Added	HPP	Stays Out	-4	Added	DGP	66	Stays Out	0	Added	DGP	62	Added	DGP	61	Added	DGP	53			
9298	A	STAU	Clarke County	Route 7/Route 601 Intersection Improvements	Highway	None	x	x	\$3.2	\$2.7			Stays Out			Stays Out	Stays Out	134	Stays Out	112	Stays Out	1	Stays Out	240	Stays Out	238	Stays Out	161								
9404	C	STAU	Harrisonburg-Rockingham MPO	S. Main St Corridor Safety - Southern Scope	Highway	BikePed & Transit		x	\$6.2	\$6.2	X	HPP	Dropped			Stays In	HPP	Stays In	HPP	0	Stays In	HPP	24	Stays In	HPP	-22	Dropped	20	Dropped	7	Dropped	15				
9406	C	STAU	Harrisonburg City	S. Main St Corridor Safety Northern Scope	Highway	BikePed & Transit	x	x	\$6.7	\$6.7			Stays Out			Stays Out	Stays Out	-3	Added	DGP	50	Stays Out	-92	Stays Out	44	Stays Out	-66	Stays Out	-43							
9370	C	STAU	Harrisonburg-Rockingham MPO	Mt. Clinton Pike Corridor Safety	Highway	BikePed		x	\$9.0	\$9.0			Stays Out			Added	HPP	Stays Out	-3	Stays Out	24	Stays Out	-47	Stays Out	19	Stays Out	-38	Stays Out	-38							
9427	C	STAU	Frederick County	522/Costello Turn Lane/Intersection Operations Improvements	Highway	BikePed	x	x	\$6.7	\$5.2	X	DGP	Stays In	DGP		Stays In	DGP	Stays In	DGP	-3	Stays In	DGP	8	Stays In	DGP	-22	Stays In	DGP	3	Stays In	DGP	-18	Stays In	DGP	-13	
9425	C	STAU	Frederick County	Route 11 - Shawnee Improvement	Highway	BikePed	x	x	\$5.1	\$5.1			Stays Out		X	Stays Out	Stays Out	-6	Stays Out	19	Added	DGP	183	Stays Out	14	Added	DGP	190	Added	DGP	191					
9455	C	STAU	Win-Fred MPO	Route 50/17/522 Partial Median U-turn	Highway	BikePed		x	\$30.4	\$27.4			Stays Out		X	Stays Out	Stays Out	70	Stays Out	62	Stays Out	-20	Added	HPP	137	Added	HPP	127	Added	HPP	95					
9453	C	STAU	Win-Fred MPO	Exit 317 Interchange Improvement Project	Highway	BikePed		x	\$37.6	\$31.1	X	HPP	Stays In	HPP	X	Stays In	HPP	Stays In	HPP	6	Stays In	HPP	32	Stays In	HPP	-14	Stays In	HPP	32	Stays In	HPP	27	Stays In	HPP	28	
9481	D	STAU	Page County	US HWY 340 N / GOOD MILL ROAD	Highway	None	x		\$3.4	\$3.4			Stays Out			Stays Out	Stays Out	-1	Stays Out	-1	Stays Out	0	Stays Out	-1	Stays Out	1	Stays Out	1								
9266	C	STAU	Waynesboro City	Crozet Tunnel Trail	Bike/Pedestrian	None	x	x	\$12.6	\$12.6			Stays Out			Stays Out	Stays Out	-5	Stays Out	18	Stays Out	-25	Stays Out	15	Stays Out	-13	Stays Out	-9								
9366	C	STAU	Winchester City	Papermill Road Improvements	Bike/Pedestrian	Highway & Transit	x	x	\$32.0	\$12.0			Stays Out			Stays Out	Stays Out	-2	Stays Out	25	Stays Out	-11	Stays Out	21	Stays Out	8	Stays Out	11								

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review
Staunton Scenario Analysis

Application Information										Individual Impacts												Cumulative Impacts														
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2			Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H**: CTB Member Request		
											Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result
9405	D	STAU	Central Shenandoah PDC	Rockbridge County US 11 Pedestrian Improvements	Bike/Pedestrian	None		x	\$8.2	\$8.2			Stays Out			Stays Out		Stays Out		-6	Stays Out		-138	Stays Out		-5	Stays Out		-145	Stays Out		-157	Stays Out		-156	
9367	C	STAU	Winchester City	Green Circle Trail Extension and Pedestrian Bridge	Bike/Pedestrian	Transit	x	x	\$23.4	\$10.0			Stays Out		Added	HPP	Stays Out		-7	Stays Out		-135	Stays Out		-3	Stays Out		-142	Stays Out		-145	Stays Out		-131		
9141	D	STAU	Buena Vista City	Rt 60/Rt 501 Pedestrian Improvements	Bike/Pedestrian	None	x		\$1.4	\$1.4	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	0	Dropped		-135	Stays In	DGP	0	Dropped		-145	Dropped		-143	Stays In	DGP	-139		
9170	D	STAU	Woodstock Town	Ox Road Bicycle and Pedestrian Improvements	Bike/Pedestrian	None	x	x	\$3.6	\$3.6	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-3	Dropped		-242	Stays In	DGP	-1	Dropped		-242	Dropped		-282	Dropped		-283		
9175	D	STAU	Woodstock Town	Water Street Bicycle and Pedestrian Improvements	Bike/Pedestrian	None	x		\$5.4	\$5.4	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-5	Dropped		-219	Stays In	DGP	-2	Dropped		-224	Dropped		-247	Dropped		-242		
9243	D	STAU	Central Shenandoah PDC	US 501 - US 60 Pedestrian Improvements	Bike/Pedestrian	None		x	\$5.0	\$5.0			Stays Out		Added	HPP	Stays Out		-4	Stays Out		-191	Stays Out		0	Stays Out		-195	Stays Out		-194	Stays Out		-200		
9380	C	STAU	Harrisonburg City	Bluestone Trail Extension	Bike/Pedestrian	None	x	x	\$14.0	\$14.0			Stays Out		Added	HPP	Stays Out		-9	Added	DGP	49	Stays Out		-25	Added	DGP	37	Added	DGP	21	Added	DGP	37		
9381	C	STAU	Harrisonburg City	Reservoir St Sidewalk	Bike/Pedestrian	None	x	x	\$6.5	\$6.5	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-3	Dropped		-176	Stays In	DGP	0	Dropped		-191	Dropped		-201	Dropped		-200		
9383	C	STAU	Harrisonburg-Rockingham MPO	N. Main St Sidewalk (west side) and bike lanes	Bike/Pedestrian	None		x	\$5.9	\$5.9	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-5	Dropped		3	Dropped		-76	Dropped		-6	Dropped		-146	Dropped		-158		
9209	D	STAU	Berryville Town	East Main Street Sidewalk Improvements Phase 1	Bike/Pedestrian	Highway	x		\$4.1	\$4.1	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-188	Stays In	DGP	-2	Dropped		-200	Dropped		-205	Dropped		-214		
9216	D	STAU	Berryville Town	East Main Street Sidewalk Improvements Phase 2	Bike/Pedestrian	Highway	x		\$4.3	\$4.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-7	Dropped		-265	Dropped		0	Dropped		-266	Dropped		-266	Dropped		-268		
9373	C	STAU	Harrisonburg-Rockingham MPO	Liberty St - Downtown Harrisonburg	Bike/Pedestrian	Highway		x	\$16.4	\$16.4			Stays Out		Added	HPP	Stays Out		-4	Stays Out		20	Stays Out		-14	Stays Out		13	Stays Out		-17	Stays Out		-6		

*Official Round 5 Staff Scenario funded 15 projects

	Official Round 5 Scenario*	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario F: ED.1 and ED.2	Scenario E (A+B+C+D): September Staff Recommended Changes	Scenario G (A+B+C+D+F): Final Staff Recommended Changes	Scenario H**: CTB Member Request
Projects Added	-	0	6	0	3	1	3	4	4
Projects Dropped	-	2	0	0	7	2	8	8	7
Net SS Award (millions)	\$96.4	-\$12.1	\$58.9	\$0.0	-\$5.9	-\$5.1	\$8.5	\$13.6	\$15.1
Unallocated DGP (millions)	\$2.6	\$2.6	\$2.6	\$2.6	\$2.7	\$1.8	\$9.4	\$4.3	\$2.9

Note - CTB Member Consensus Modifications

Fund with DGP

App ID 9303 I-64 Exit 94 Westbound Off-ramp Improvements for \$2.4M

**Scenario A + Scenario B + Scenario C (Revised to 50% 10-Years Future and 50% Current Day) + Scenario D (revised factor weightings Area Type A: 20% Safety, 40% Congestion, 25% Accessibility, 5% Economic Development, and 10% Environment, Area Type B: 25% Safety; 20% Congestion, and 25% Accessibility, 20% Economic Development, and 10% Environment, Area Type C: 35% Safety; 15% Congestion, and 15% Accessibility, 25% Economic Development, and 10% Environment, Area Type D: 40% Safety; 10% Congestion, and 10% Accessibility, 25%

Appendix E: Alternate CTB Recommendations Scenario Analysis

SMART SCALE Process Review
Statewide Scenario Analysis

Application Information										Individual Impacts												Cumulative Impacts														
										Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario F: ED.1 and ED.2			Scenario E (A+B+C+D): September Staff Recommended			Scenario G (A+B+C+D+F): Final Staff Recommended			Scenario H***: CTB Member Request				
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	HPP Eligible?	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank			
9338	A	Statewide	CTB	I-64 GAP	Highway	None	x	x	\$756.4	\$161.4	X	HPP	Stays In	HPP	X	Dropped			Stays In	HPP	-17	Stays In	HPP	84	Stays In	HPP	-6	Stays In	HPP	70	Stays In	HPP	69	Stays In	HPP	58

*Official Round 5 Staff Scenario funded 1 project

	Official Round 5 Scenario*	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario F: ED.1 and ED.2	Scenario E (A+B+C+D): September Staff Recommended Changes	Scenario G (A+B+C+D+F): Final Staff Recommended Changes	Scenario H***: CTB Member Request
Projects Added	-	0	0	0	0	0	0	0	0
Projects Dropped	-	0	1	0	0	0	0	0	0
Net SS Award (millions)	\$161.4	\$0.0	-\$161.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Unallocated DGP (millions)	-	-	-	-	-	-	-	-	-

**Scenario A + Scenario B + Scenario C (Revised to 50% 10-Years Future and 50% Current Day) + Scenario D (revised factor weightings Area Type A: 20% Safety, 40% Congestion, 25% Accessibility, 5% Economic Development, and 10% Environment, Area Type B: 25% Safety; 20% Congestion, and 25% Accessibility, 20% Economic Development, and 10% Environment, Area Type C: 35% Safety; 15% Congestion, and 15% Accessibility, 25% Economic Development, and 10% Environment, Area Type D: 40% Safety; 10% Congestion, and 10% Accessibility, 25% Economic Development, and 10% Environment) + Scenario F

For Illustrative

Appendix B: SMART SCALE Process Review Summary

Appendix F: Scenario Analysis Summary Sheet Guide

1 Application Information										2 Official Round 5 Staff Scenario Results		3 Scenario A: Refine HPP Definition			Scenario B: Eliminate Step 2		Scenario C: Future Congestion		Scenario D: Land Use as a Multiplier		Scenario F: ED.1 and ED.2		4 Scenario E (A+B+C+D): September Staff Recommended					
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	HPP Eligible?	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank			
9363	C	STAU	Winchester City	Berryville Avenue Safety Improvements	Highway	None	x	x	\$3.5	\$3.5	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-3	Stays In	DGP	-22	Stays In	DGP	0	Stays In	DGP	-30
9391	C	STAU	Staunton-Augusta-Waynesboro MPO	I-64 and US 250 Exit 99 Intersection Improvement	Highway	None		x	\$7.2	\$7.2			Stays Out		Stays Out		Stays Out		-5	Stays Out		55	Stays Out		-3	Stays Out		49
9037	D	STAU	Warren County	Rte. 55 & High Knob Rd. Intersection Improvements	Highway	None	x	x	\$4.5	\$4.5			Stays Out		Added	HPP	Stays Out		-4	Added	DGP	66	Stays Out		0	Added	DGP	62
9298	A	STAU	Clarke County	Route 7/Route 601 Intersection Improvements	Highway	None	x	x	\$3.2	\$2.7			Stays Out		Stays Out		Stays Out		134	Stays Out		112	Stays Out		1	Stays Out		240
9404	C	STAU	Harrisonburg-Rockingham MPO	S. Main St Corridor Safety - Southern Scope	Highway	Bike/Ped & Transit		x	\$6.2	\$6.2	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	0	Stays In	HPP	24	Stays In	HPP	-22	Dropped		20

General Note – Summary Sheet is sorted by District then Principal Improvement Type

1. Application Information – Base Data Provided by the applicant.
 - A. Secondary Improvement is noted if the project is multimodal.
 - B. Program Eligibility is noted with an X if eligible under the Round 5 qualifications.
2. Official Round 5 Staff Scenario Results provided in January 2023
 - C. Recommended for funding is noted with an X. This does not incorporate the consensus changes.
 - D. The program that the project was recommended to be funded by is noted as either DGP or HPP.
3. Singular Impact Scenario – definitions of each scenario are provided in the sections above. The scenario shows what would happen if no other changes were made to Round 5 except this one singular modification.
 - E. Funding Result is either noted as:
 - Added – Not recommended in the Official Round 5 Staff Scenario but does get recommended in this scenario.
 - Stays In – Recommended in the Official Round 5 Staff Scenario and is still recommended in this scenario.
 - Dropped – Recommended in the Official Round 5 Staff Scenario and is NOT recommended in this scenario.
 - Stays Out – Not recommended in the Official Round 5 Staff Scenario and not recommended in this scenario.
 - F. If the project is recommended in the scenario, the column denotes which program it would be funded by.
 - G. The number denotes a change in statewide rank by the difference.
4. Combined Impact Scenario – definitions of each scenario are provided in the sections above. The scenario shows what would happen if all scenario changes were made to Round 5.

Appendix C: SMART SCALE Process Review Comment Summary

Comments received between March 2023 and November 2023 came from 145 individuals or organizations of those:

- 93 commentators submitted mass distributed form email (all from NOVA District)
 - Email Type 1 – 21 members of the public from NOVA wrote requesting an increase in the Environmental Factor weight, arguing against Land Use modifications, and in favor of bike and pedestrian projects.
 - Email Type 2 – 73 members of the public from NOVA were against the Land Use factor modifications, but proposed a minimum, increasing the Accessibility factor. Additionally, they were opposed to increasing Congestion factor weighting in NOVA, as well as revisions to the HPP definition that don't include bike and pedestrian projects.

- 52 commentators had individual comments:

District	Count
Bristol	2
Culpeper	1
Fredericksburg	1
Hampton Roads	2
Lynchburg	2
NOVA	19
Richmond	7
Salem	7
Staunton	7
Unknown	4

Organization Type*	Count
Advocacy Group	11
General Assembly	1
Locality	13
Member of the public	13
MPO/PDC	12
Regional Authority	1
Commission	1

*Letters from public officials and Virtual Town Hall Public Comments are posted to the [SMART SCALE Website](#)

- The top themes from comments received are related to:
 - 28 opposed to the reduction in application limits
 - 28 opposed to refining HPP Eligibility
 - 19 opposed recommendations that reduce bike and pedestrian improvements
 - Remaining comments varied

Appendix C: SMART SCALE Process Review Comment Summary
(Received March to November 2023)

Name	District	Stakeholder	Related Policy and Scoring Recommendation	Category	Comment
Meagan Landis	NOVA	Prince William County	Congestion scoring based on 10-year projections	Scoring	Support congestion as 10 years in the future
Monica Backmon	NOVA	Northern Virginia Transportation Authority	Congestion scoring based on 10-year projections	Scoring	Supportive of future congestion
Tim Hemstreet	NOVA	Loudoun County Board of Supervisors	Congestion scoring based on 10-year projections	Scoring	Support forward-looking congestion analysis.
Albert S Moor	Hampton Roads	City of Suffolk	Congestion scoring based on 10-year projections	Scoring	Supportive of calculating Congestion Benefits in the Future
Justin D. Sanders	Salem	Montgomery County	Congestion scoring based on 10-year projections	Scoring	Supportive of the recommendation to return to a 10 year projection for congestion scoring
Mason Gragg	Bristol	Mount Rogers Planning District Commission	Congestion scoring based on 10-year projections	Scoring	Using 10- year projections for rural areas would only further skew the congestion scoring criteria. This change favors larger urban areas with more aggressive growth projections
Trip Pollard	Richmond	Southern Environmental Law Center	Congestion scoring based on 10-year projections	Scoring	Against forward looking congestion entirely - recommend that at least 50% of the congestion mitigation factor be based on current conditions
Tyler Gillenwater	Bristol	Bristol MPO	Congestion scoring based on 10-year projections	Scoring	Using 10- year projections for rural areas would only further skew the congestion scoring criteria. This change favors larger urban areas with more aggressive growth projections
Jason Stanford	NOVA	Northern Virginia Transportation Alliance	Congestion scoring based on 10-year projections	Scoring	Support 10 year in the future congestion
Rob Donaldson	NOVA	Loudoun County DOT & Capital Infrastructure	Congestion scoring based on 10-year projections	Scoring	Support 10 year in the future congestion
Ronald Svejkovsky	Richmond	Crater PDC	Congestion scoring based on 10-year projections	Scoring	Supportive of 10 year in the future congestion
Thomas Hartman	Staunton	City of Harrisonburg Public Works	Congestion scoring based on 10-year projections	Scoring	SMART SCALE does not consider future growth for vehicular needs, owing to the fact that there simply isn't enough money to address deferred and current needs, let alone future needs. This discrepancy may contribute to alternative mode projects receiving higher land use scores than vehicular projects
Richard Roisman	NOVA	Arlington County	Congestion scoring based on 10-year projections		Supportive of changing the congestion factor split 50% current and 50% future
Albert S Moor	Hampton Roads	City of Suffolk	Consider applicant delivery performance in consensus funding	Eligibility	Supportive of tying Consensus to Performance
Louise Lockett Gordon	Richmond	Richmond Safe and Healthy Streets Commission	Consider applicant delivery performance in consensus funding	Eligibility	Against tying consensus funding to applicant delivery performance
Mason Gragg	Bristol	Mount Rogers Planning District Commission	Consider applicant delivery performance in consensus funding	Eligibility	To tie consensus funding decisions to performance in delivering projects would be unfair to localities, penalizing them for project delays when it is ultimately out of the hands of the local officials
Tyler Gillenwater	Bristol	Bristol MPO	Consider applicant delivery performance in consensus funding	Eligibility	Tying consensus funding decisions to entity performance in project delivery: to tie consensus funding decisions to performance in delivering projects would be unfair to localities, penalizing them for project delays when it is ultimately out of the hands of the local officials
Richard Roisman	NOVA	Arlington County	CTB Alternative Recommendation	Scoring	Recommend a weighting change within the three Accessibility measures from 60/20/20 to 40/20/40 to increase the weighting of A.3
Albert S Moor	Hampton Roads	City of Suffolk	Future Economic Development	Scoring	Supportive of forward-looking Economic Development Factors

Appendix C: SMART SCALE Process Review Comment Summary
(Received March to November 2023)

Name	District	Stakeholder	Related Policy and Scoring Recommendation	Category	Comment
Trip Pollard	Richmond	Southern Environmental Law Center	Future Economic Development	Scoring	Economic development measure should be revised to do more to recognize and favor development in existing communities and expansion of existing businesses—the greatest source of jobs in the Commonwealth—rather than speculative development
Tim Hemstreet	NOVA	Loudoun County Board of Supervisors	Future Economic Development	Scoring	Support Economic Development changes.
Tim Hemstreet	NOVA	Loudoun County Board of Supervisors	Future Economic Development	Scoring	Include the full value of proffered commitments for economic development score.
Danny Plaugher	-	Virginia Transit Association	Future Economic Development	Scoring	In support of the Board submitted recommendation that the “economic development” factor should support and sustain already growing in-place Virginia companies
Garry Larowe	Salem	Botetourt County	Future Economic Development	Scoring	Urge the CTB to reconsider the proposed changes to the economic development measurement as it emphasizes a tool that was never intended to inform transportation planning decisions. Botetourt also asks the CTB to include new residential development into scoring factors and to find a way to better capture economic development happening between SMART SCALE rounds.
Justin D. Sanders	Salem	Montgomery County	Future Economic Development	Scoring	Encourage the CTB to review zoning and sq ft criteria
Justin D. Sanders	Salem	Montgomery County	Future Economic Development	Scoring	Encourage the CTB evaluate the time window where econ dev projects are considered as eligible for consideration in SMART SCALE. Many smaller, but still impactful in generating traffic, econ dev projects in the County may be constructed quickly and closed out prior to the application window
Justin D. Sanders	Salem	Montgomery County	Future Economic Development	Scoring	Ask that the CTB further consider the impact of residential development as a factor in scoring projects. Residential developments support larger econ dev efforts within the county and larger region
Kristina Eberly	Salem	West Piedmont PDC	Future Economic Development	Scoring	Concern that eliminating square footage and site plan status of commercial and mixed-use sites will limit opportunities for communities within our region to provide appropriate transportation infrastructure to serve future developments
Meagan Landis	NOVA	Prince William County	Future Economic Development	Scoring	Supports forward looking economic development and use of VEDP model
Christopher Winslow	Richmond	Richmond Regional TPO	Future Economic Development	Scoring	Supportive of streamlining ED factor in coordination with VEDP
Phil North	Salem	Roanoke County Board of Supervisors	Future Economic Development	Scoring	Need to recognize the importance of bringing new businesses to existing structures and existing biz expansion in ED scores
Rob Donaldson	NOVA	Loudoun County DOT & Capital Infrastructure	Future Economic Development	Scoring	Econ Dev measure – transportation improvements should not need to be directly adjacent to econ dev sites; need wider corridor based assessment
Trip Pollard	Richmond	SELC	Future Economic Development	Scoring	Econ Dev measure should be geared more toward existing businesses within the Commonwealth
Richard Roisman	NOVA	Arlington County	Future Economic Development	Scoring	Economic development factor should focus on both retaining existing workforce and adaptive redevelopment as well as new development
Thomas Hartman	Staunton	City of Harrisonburg Public Works	General Comment	Bike/Ped	Separate funding for bike/ped projects so they do not compete against highway projects.
David Augenblick	NOVA	Neighborhood Sun	General Comment	Bike/Ped	Stresses the need for SMART SCALE to prioritize projects that are environmentally sound and focus on bike/ped/transit

Appendix C: SMART SCALE Process Review Comment Summary
(Received March to November 2023)

Name	District	Stakeholder	Related Policy and Scoring Recommendation	Category	Comment
21 members of the public with the same email content	NOVA	Member of the public	General Comment	Bike/Ped	There needs to be more importance equity and accessibility in transportation planning. Not everyone can afford a car, and not all communities have equal access to public transit. By investing in biking and walking infrastructure, the state can ensure that transportation options are available to all, regardless of income or location
21 members of the public with the same email content	NOVA	Member of the public	General Comment	Bike/Ped	Need more sidewalk, bike, trail projects which lower the amount of emissions that make people sick and contribute to costly weather-related crises. Highway widening projects that will carry more cars and trucks are more costly in terms of increased emissions pollution that exacerbates respiratory and cardiac illnesses, and contributes to more severe storms and droughts.
Carmen Todd	NOVA	Member of the public	General Comment	Bike/Ped	Urge the CTB to consider funding more multimodal projects - more sidewalks, bike/ped, bridges. Projects that decrease air pollution and encourage healthier modes of travel
Del McWhorter	-	Member of the public	General Comment	Bike/Ped	Infrastructure and policies to support alternatives to personal vehicles is really important on our city streets and scenic areas. In full support of more bike lanes and buses
Donna Phillips	NOVA	Member of the public	General Comment	Bike/Ped	Investing in safer and more accessible walking and cycling infrastructure is an investment in the well-being of Virginia's residents. Bike and pedestrian projects positively impact public health. These create the importance of equity and accessibility in transportation planning. Not everyone can afford a car, and not all communities have equal access to public transit. By investing in biking and walking infrastructure, the state can ensure that transportation options are available to all, regardless of income or location
Douglas McNeill	NOVA	Member of the public	General Comment	Bike/Ped	Strongly recommend right-funding the transportation dollars spent in the Commonwealth to increase and link the bikeable routes in the state. More biking means less money spent on health care, less pollution which reduces the impact of climate change on every corner of our state
Douglas Stewart	NOVA	Member of the public	General Comment	Bike/Ped	Concerned the proposed changes to SMART SCALE that would make projects that promote walking, biking, transit less competitive. To address our transportation issues in northern Virginia, we need to provide people with more options for getting around besides driving alone
Elliott Caldwell	NOVA	East Coast Greenway Alliance	General Comment	Bike/Ped	Continue investing in safer and more accessible walking and bicycling infrastructure as an investment. Important for equity and accessibility in transportation planning
Garry Larowe	Salem	Botetourt County	General Comment	Bike/Ped	Continue to prioritize pedestrian projects - pivoting away from funding pedestrian projects through SMART SCALE does not encourage localities to apply for funding through TA; instead, it will only kill important pedestrian projects entirely.
GP and MG Richter	NOVA	Member of the public	General Comment	Bike/Ped	We demand that you make sure that Virginia's SMART SCALE program includes projects which reduce tailpipe emissions such as public transportation, accessible, walkable pathways to that transportation, and bike trails
Kelli Whitfield	Salem	Member of the public	General Comment	Bike/Ped	Please continue to include support for healthier transportation: biking, pedestrian ways and transit access as part of a comprehensive and responsible transportation plan. We need more ways to avoid driving and contributing to emissions, not more lanes to allow more cars.

Appendix C: SMART SCALE Process Review Comment Summary
(Received March to November 2023)

Name	District	Stakeholder	Related Policy and Scoring Recommendation	Category	Comment
Kristin Peckman	Salem	Member of the public	General Comment	Bike/Ped	Please emphasize train, transit, bicycle, and pedestrian options over roads. We are in a climate crisis, and our health is impacted by car and truck emissions as well
Linda Coye	NOVA	Member of the public	General Comment	Bike/Ped	Urge the CTB to continue to consider improvements that make roadways safer for pedestrians and cyclists
Linda Schneider	NOVA	Member of the public	General Comment	Bike/Ped	Please give increased weight and consideration to pedestrian-friendly transportation options, such as biking trails, pedestrian sidewalks and paths, and accessible routes to bus and train transportation. Ped solutions help to lower pollution
Rogard Ross	Hampton Roads	Member of the public	General Comment	Bike/Ped	More emphasis needs to be placed on funding bike/ped projects for vulnerable populations and those that don't have access to cars. Most of our roads are unsafe for bike/ped usage
Trip Pollard	Richmond	Southern Environmental Law Center	General Comment	Bike/Ped	The proposed changes will have a significant impact on the type of projects funded, limiting funding for transit, bicycle, and pedestrian projects. Projects that provide benefits like reducing congestion, cutting pollution, improving public health, saving lives and reducing injuries, increasing access to jobs, and promoting economic development should be taken seriously
William Murdoch	-	Member of the public	General Comment	Bike/Ped	As a Virginia resident, I write today to ask you not to change the SMART SCALE funding program in a way that will divert funding away from bus transit, bicycle, and pedestrian infrastructure. I don't have a car, so safe bicycle and pedestrian routes are very important to me
Trip Pollard	Richmond	SELC	General Comment	Communications	Release applications sooner after the Staff Recommended Scenario to allow more meaningful public input to the Consensus Scenario
Ann Cundy	Staunton	VAMPO	General Comment	Communications	Limited engagement with MPOs in development of proposed policy changes. Other statewide orgs were involved in the TAC where there was a lack of opportunity for the MPOs. Stated in code that MPOs are to be involved. In the future would like to have a more collaborative and cooperative working relationship with the CTB
Christopher Winslow	Richmond	Richmond Regional TPO	General Comment	Communications	Concerned about lack of MPO involvement in the process review and proposed changes – request that changes be delayed until MPOs can fully review all proposals
Jeffrey C. McKay	NOVA	Fairfax County	General Comment	Eligibility	SMART SCALE benefits smaller projects. The process should be reviewed so larger projects can be more competitive
Jeffrey C. McKay	NOVA	Fairfax County	General Comment	Eligibility	Urban area costs (land acquisition, utilities, contingencies, etc) are creating inflated total project estimates, especially in NOVA. Given the disparity in project costs by District, project costs should be normalized (up or down) so that they are more comparable statewide
Jeffrey C. McKay	NOVA	Fairfax County	General Comment	Eligibility	Concerns that no Fairfax County apps were recommended for funding - when ranked by Project Benefit Score, three of Fairfax County's projects were ranked in the top 15 of all projects submitted across the Commonwealth. However, when cost was factored in, no projects were recommended for funding
Joseph Vidunas	Richmond	Hanover County	General Comment	Eligibility	Benefit vs cost. High benefit and high cost, lowers the ranking of a project considerably
Phil North	Salem	Roanoke County Board of Supervisors	General Comment	Eligibility	Projects under \$10mil should receive their own funding; small projects should compete against small, large with large, etc

Appendix C: SMART SCALE Process Review Comment Summary
(Received March to November 2023)

Name	District	Stakeholder	Related Policy and Scoring Recommendation	Category	Comment
Louise Lockett Gordon	Richmond	Richmond Safe and Healthy Streets Commission	General Comment	Eligibility	Need to recognize ADA compliance as eligible for SMART SCALE and include it as a new build and not part of maintenance
Joseph Vidunas	Richmond	Hanover County	General Comment	Eligibility	Consider allowing amendments to applications after initial scoring to adjust leveraged funds in order to make project more competitive
Carolyn Bragg	Staunton	SAWMPO	General Comment	Eligibility	Would like to counter the idea that applicants submit smaller projects bc they are more likely to be funded – MPO submits projects based on local & regional priorities
Cheri Conca	-	Sierra Club Virginia Chapter	General Comment	Eligibility	We urge that any adjusted weightings be tested to ensure that they preserve funding and prioritization of multimodal projects and active, healthy and less polluting transportation projects
Deanna R. Reed	Staunton	Harrisonburg City	General Comment	Eligibility	Disagree with the proposed decision to remove public transit from consideration within SMART SCALE – this will limit the ability to operate & grow the multimodal transportation system that is essential to the city of Harrisonburg
Michael Perel	NOVA	Member of the public	General Comment	Eligibility	SS should be more objective on the evaluation of expected benefits vs costs, before deciding to require the inclusion of a potentially ineffective multimodal component to a project. The focus on building the way out of congestion overlooks more cost-effective approaches, such as more convenient and affordable public transportation, more inviting/comfortable bus stop shelters, promoting teleworking, and incentivizing car pooling
Joseph Vidunas	Richmond	Hanover County	General Comment	Eligibility	Expand project eligibility to include needs identified in comprehensive plans as VTrans needs often do not align with local needs
Danny Plaugher	-	Virginia Transit Association	General Comment	Eligibility	The staff recommended changes would move us away from the much needed diversification of our transportation network in favor of a more roadway-centric investment strategy & would significantly affect transit funding eligibility in a negative way
Delegate Betsy Carr	Richmond	General Assembly	General Comment	Readiness	Incorporate the cost of updating old infrastructure when funding projects in older areas
Mike Sawyer	Richmond	City of Richmond	General Comment	Readiness	Would like to see the federal requirements for ADA / PROWAG access in SS policy
Tim Hemstreet	NOVA	Loudoun County Board of Supervisors	General Comment	Readiness	Change acceptance criteria to focus on overall project readiness instead of construction readiness.
Christopher Winslow	Richmond	Richmond Regional TPO	General Comment	Readiness	Concerned about the increase in readiness requirements
Tyler Gillenwater	Bristol	Bristol MPO	General Comment	Readiness	Final applications must be complete prior to submission: proposed change will have negative impacts on smaller jurisdictions that lack staffing and resources
Richard Roisman	NOVA	Arlington County	General Comment	Readiness	SMART SCALE project readiness should be based on pre-construction milestones rather than construction readiness
Mason Gragg	Bristol	Mount Rogers Planning District Commission	General Comment	Readiness	Changing language from "conditional screen in" to "conditional screen out" would have a negative impact on smaller localities and MPOs/PDCs that lack the staffing to secure the necessary resolutions and other documentation that is requested of them
Trip Pollard	Richmond	SELC	General Comment	Scoring	Refine the multimodal accessibility measure, there are shortcomings in the current approach

Appendix C: SMART SCALE Process Review Comment Summary
(Received March to November 2023)

Name	District	Stakeholder	Related Policy and Scoring Recommendation	Category	Comment
Cheri Conca	-	Sierra Club Virginia Chapter	General Comment	Scoring	Given that nearly half of Virginia's climate pollution is produced by transportation, the environmental weighting should be increased.
Elliott Caldwell	NOVA	East Coast Greenway Alliance	General Comment	Scoring	When weighing the benefits per dollar of transportation projects, the CTB should consider the cost of public health issues and climate disasters associated with transportation pollution
Trip Pollard	Richmond	Southern Environmental Law Center	General Comment	Scoring	Increase weighting of the Environmental factor; priority should be given to projects that reduce (rather than increase) transportation emissions
Albert S Moor	Hampton Roads	City of Suffolk	General Comment	Scoring	Urge the CTB to consider adding a bonus of five points when a project supports regional evacuation routes in recognition of the importance of such routes
Cheri Conca	-	Sierra Club Virginia Chapter	General Comment	Scoring	Additional factors to consider when scoring SS projects - consider including the cost of public health issues and climate disasters associated with transportation pollution, in order to gain a more accurate estimated cost of transportation projects
Trip Pollard	Richmond	SELC	General Comment	Scoring	Increase emphasis on quantification and reduction of GHG emissions
Delegate Betsy Carr	Richmond	General Assembly	General Comment	Scoring	Change the definition of "land use" to consider both work and non-work accessibility
Joseph Vidunas	Richmond	Hanover County	General Comment	Scoring	Scoring methodology too heavily weighted to non-highway projects – concern over too many bike/ped projects being funded
Joseph Vidunas	Richmond	Hanover County	General Comment	Scoring	Consider CVTA model of scoring & ranking project types separately
Thomas Hartman	Staunton	City of Harrisonburg Public Works	General Comment	Scoring	Account for the impacts of temporary safety treatments, which improve safety but can make projects less competitive in SMART SCALE.
Thomas Hartman	Staunton	City of Harrisonburg Public Works	General Comment	Scoring	Give UDA needs higher priority for bike/ped. Consider functional classification of street in bike/ped scoring. Consider disadvantaged populations (including economic) in bike/ped scoring
Trip Pollard	Richmond	SELC	General Comment	Scoring	Review methodology to be more multimodal. Some elements of the process seem geared to highway projects and may not apply as well to other modes of transportation
Trip Pollard	Richmond	SELC	General Comment	Scoring	Increase emphasis on equity in scoring
21 members of the public with the same email content	NOVA	Member of the public	General Comment	Weighting	Greenhouse gas emissions should factor more significantly into SMART SCALE. Road-widening projects draw more vehicles, increasing tailpipe pollution. Trail and transit projects reduce pollution from vehicles. SMART SCALE'S environmental quality factor is only weighted at 10%. Given that nearly half of Virginia's climate pollution is produced by transportation, the weighting should be increased
72 members of the public with the same email content	NOVA	Member of the public	HPP eligibility definition	Eligibility	Ensure Bus Rapid Transit (BRT) and Light Rail Transit projects qualify as high-capacity transit, and that an appropriate definition of BRT is included, based on how these projects are typically designed
72 members of the public with the same email content	NOVA	Member of the public	HPP eligibility definition	Eligibility	Ensure "high priority projects" do not exclude the important bike, pedestrian, and transit projects that move more people through a corridor
Albert S Moor	Hampton Roads	City of Suffolk	HPP eligibility definition	Eligibility	The City supports maintaining the eligibility for the HPP as it is today
Ann Cundy	Staunton	VAMPO	HPP eligibility definition	Eligibility	HPP list of eligible projects should be expanded; MPOs should have the opportunity to weigh in on what is regionally significant

Appendix C: SMART SCALE Process Review Comment Summary
(Received March to November 2023)

Name	District	Stakeholder	Related Policy and Scoring Recommendation	Category	Comment
Ann Cundy	Staunton	VAMPO	HPP eligibility definition	Eligibility	HPP Eligibility should not be limited to a narrow definition. Should include corridor treatments and bundled projects that support improved safety & operations on CoSS/RN, as well as large impact multimodal projects that will contribute to overall system capacity
Bill Pugh	NOVA	Coalition for Smarter Growth	HPP eligibility definition	Eligibility	Ensure Bus Rapid Transit (BRT) and Light Rail Transit projects qualify as high-capacity transit, and that an appropriate definition of BRT is included, based on how these projects are typically designed
Bill Pugh	NOVA	Coalition for Smarter Growth	HPP eligibility definition	Eligibility	Ensure "high priority projects" do not exclude the important bike, pedestrian, and transit projects that move more people through a corridor
Carolyn Bragg	Staunton	SAWMPO	HPP eligibility definition	Eligibility	Encourage the CTB to expand the list of eligible project types for HPP. Eligibility should not be limited to a narrow definition of needs centered around congestion mitigation & should include corridor treatments supporting safety on CoSS & RN as well as large impact multimodal projects
Cheri Conca	-	Sierra Club Virginia Chapter	HPP eligibility definition	Eligibility	Proposed changes to the definition of HPP would eliminate many beneficial transit projects. Bus rapid transit and other projects that benefit the public and reduce both greenhouse emissions and congestion should be eligible for consideration as HPPs
Christine Kennedy	Lynchburg	VA West Business and Legislative Coalition	HPP eligibility definition	Eligibility	Against the HPP redefinition – the current definition is diverse enough to meet the objectives of the state and allow for flexibility in planning regional priorities
Christopher Quinn	Staunton	Harrisonburg-Rockingham Chamber of Commerce	HPP eligibility definition	Eligibility	HPP definition should be flexible, regions should be able to determine their own high priority projects
Christopher Winslow	Richmond	Richmond Regional TPO	HPP eligibility definition	Eligibility	Supportive of HPP redefinition and the elimination of step 2
Dalia Palchik	NOVA	Northern Virginia Transportation Commission	HPP eligibility definition	Eligibility	HPP Redefinition: urge the CTB to include BRT as eligible, as well as innovative intersections, TDM strategies, signals & access management explicitly as corridor redevelopment
Danny Plaugher	-	Virginia Transit Association	HPP eligibility definition	Eligibility	Against adjusting the HPP definition. Recommend revising proposed definition from including "Transit Transfer Stations" to "Transit Stations and Facilities"
David Blanchard	Staunton	Central Shenandoah PDC	HPP eligibility definition	Eligibility	Project types eligible for HPP should be expanded & must include safety projects (including Corridor Treatments, Regional Trails, P&R Lots)
Jason Stanford	NOVA	Northern Virginia Transportation Alliance	HPP eligibility definition	Eligibility	Supports HPP redefinition, but encourage non fixed guideway bus routes to be considered eligible
Jeffrey C. McKay	NOVA	Fairfax County	HPP eligibility definition	Eligibility	Not one project in Northern Virginia was recommended to receive statewide High Priority Projects funding. The process needs to be reviewed to see how this occurred
Laura Dent	Staunton	Harrisonburg-Rockingham MPO	HPP eligibility definition	Eligibility	HPP needs to be expanded to include more multimodal, bike/ped projects
Laura Dent	Staunton	Harrisonburg-Rockingham MPO	HPP eligibility definition	Eligibility	Project types eligible for HPP should be expanded & must include safety projects (including Corridor Treatments, Regional Trails, P&R Lots)
Louise Lockett Gordon	Richmond	Richmond Safe and Healthy Streets Commission	HPP eligibility definition	Eligibility	HPP definition should be expansive enough to include more multimodal projects

Appendix C: SMART SCALE Process Review Comment Summary
(Received March to November 2023)

Name	District	Stakeholder	Related Policy and Scoring Recommendation	Category	Comment
Peter Krebs	Culpeper	Piedmont Environmental Council	HPP eligibility definition	Eligibility	Concern that the redefinition of HPP would eliminate the ability for bike/ped projects to be funded through SMART SCALE. Bike/Ped projects are a priority for the region
Phil North	Salem	Roanoke County Board of Supervisors	HPP eligibility definition	Eligibility	Against both the redefinition of HPP and the elimination of Step 2
Richard Roisman	NOVA	Arlington County	HPP eligibility definition	Eligibility	HPP definition should include corridor redevelopment, including innovative intersections, transportation demand management, traffic signals, and access management, and high-capacity fixed guideway transit, including bus rapid transit and light rail transit
Ronald Svejkovsky	Richmond	Crater PDC	HPP eligibility definition	Eligibility	HPP eligibility: against redefinition ; IARs/OSARs being required are expensive for small localities
Trip Pollard	Richmond	SELC	HPP eligibility definition	Eligibility	Cumulative affects of proposed changes would have large impact on multimodal projects (esp bike/ped/transit). SS needs more emphasis on transit/bike/ped; HPP definition needs to be broad enough to include these
Trip Pollard	Richmond	Southern Environmental Law Center	HPP eligibility definition	Eligibility	Against redefinition of HPP – the definition needs to be expansive enough to include bike/ped, BRT; and include a broader range of improvements to existing corridors, such as innovative intersections, access management, and transportation demand management strategies
Mason Gragg	Bristol	Mount Rogers Planning District Commission	HPP eligibility definition	Eligibility	Under proposed HPP-What, PDC would have a hard time qualifying
Tyler Gillenwater	Bristol	Bristol MPO	HPP eligibility definition	Eligibility	Under proposed HPP-What, MPO would have a hard time qualifying
Tim Hemstreet	NOVA	Loudoun County Board of Supervisors	HPP elimination of Step 2	Eligibility	Support elimination of Step 2.
Thomas Hartman	Staunton	City of Harrisonburg Public Works	HPP elimination of Step 2	Eligibility	Change Funding Step 2 to fund larger projects. Consider establishing a minimum score between Step 2 and Step 3. Consider establishing a minimum score between Step 1 and Step 2 to ensure an equitable distribution of funds
Albert S Moor	Hampton Roads	City of Suffolk	HPP elimination of Step 2	Eligibility	Against the elimination of Step 2
Christine Kennedy	Lynchburg	VA West Business and Legislative Coalition	HPP elimination of Step 2	Eligibility	Against the elimination of step 2 – would negatively affect districts without capacities to develop large-scale projects
Garry Larowe	Salem	Botetourt County	HPP elimination of Step 2	Eligibility	Removal of step 2 is drastic - further refinement of Step 2 could serve to achieve the aims of distributing more HPP funds to projects with a statewide focus, without completely removing this valuable funding opportunity for district-wide projects.
Jason Stanford	NOVA	Northern Virginia Transportation Alliance	HPP elimination of Step 2	Eligibility	Supportive of step 2 elimination
Kristina Eberly	Salem	West Piedmont PDC	HPP elimination of Step 2	Eligibility	Eliminating “Step 2” of the process would reallocate HPP funds statewide, thereby forcing smaller, more rural regions to compete against much larger regions with greater resources. We believe HPP funding should continue to be scored based on a regional approach to enable localities in the same region to compete on more of a “level playing field.”
Louise Lockett Gordon	Richmond	Richmond Safe and Healthy Streets Commission	HPP elimination of Step 2	Eligibility	Against elimination of step 2 (would also negatively impact bike/ped/transit projects)
Meagan Landis	NOVA	Prince William County	HPP elimination of Step 2	Eligibility	Supports elimination of step 2 and proposed HPP redefinition

Appendix C: SMART SCALE Process Review Comment Summary
(Received March to November 2023)

Name	District	Stakeholder	Related Policy and Scoring Recommendation	Category	Comment
Monica Backmon	NOVA	Northern Virginia Transportation Authority	HPP elimination of Step 2	Eligibility	Supportive of the step 2 elimination – request that BRT be included in the HPP redefinition
Phil North	Salem	Roanoke County Board of Supervisors	HPP elimination of Step 2	Eligibility	Against elimination of step 2 and HPP redefinition – proposals are geared towards more urban areas
Rob Donaldson	NOVA	Loudoun County DOT & Capital Infrastructure	HPP elimination of Step 2	Eligibility	Supports elimination of step 2
Tori Williams	Salem	Roanoke County TPO	HPP elimination of Step 2	Eligibility	Against HPP redefinition and elimination of step 2 (need targeted investment in multimodal projects)
David Blanchard	Staunton	Central Shenandoah PDC	HPP elimination of Step 2	Eligibility	Would like to counter the idea that applicants submit smaller projects bc they are more likely to be funded – PDC submits projects based on regional priorities
Richard Roisman	NOVA	Arlington County	HPP elimination of Step 2	Eligibility	Against the elimination of step 2
Mason Gragg	Bristol	Mount Rogers Planning District Commission	HPP elimination of Step 2	Eligibility	Against the elimination of Step 2. Believe this proposed change would unjustly score projects in our jurisdiction against projects in districts that score much higher in SMART SCALE matrix
Tyler Gillenwater	Bristol	Bristol MPO	HPP elimination of Step 2	Eligibility	Against the elimination of Step 2. Believe this proposed change would unjustly score projects in our jurisdiction against projects in districts that score much higher in SMART SCALE matrix
Phil North	Salem	Roanoke County Board of Supervisors	Land Use factor as a scoring multiplier	Scoring	LU as a multiplier will hurt projects that prioritize transportation and development-efficient land
72 members of the public with the same email content	NOVA	Member of the public	Land Use factor as a scoring multiplier	Scoring	Urge the CTB to retain the Land Use factor OR at a minimum, making the Accessibility factor an important and heavily weighted criterion. Accessibility will include distance from jobs, equitable access, and intermodal connectivity.
Danny Plaugher	-	Virginia Transit Association	Land Use factor as a scoring multiplier	Scoring	Adjusting to Land Use a multiplier would negatively impact the score of transit projects. Against the elimination of LU as a factor
Jason Stanford	NOVA	Northern Virginia Transportation Alliance	Land Use factor as a scoring multiplier	Scoring	Supportive of having LU as a multiplier
Kristina Eberly	Salem	West Piedmont PDC	Land Use factor as a scoring multiplier	Scoring	Against LU as a multiplier; encourage the CTB to keep the LU measure as is
Mason Gragg	Bristol	Mount Rogers Planning District Commission	Land Use factor as a scoring multiplier	Scoring	Against the elimination of Land Use as a factor - difficult to demonstrate substantial safety improvements for several of our jurisdictions, as collisions are not consistently reported and thus do not factor into the crash data
Ronald Svejovsky	Richmond	Crater PDC	Land Use factor as a scoring multiplier	Scoring	Against having LU as a multiplier – decreases bike/ped projects
Trip Pollard	Richmond	SELC	Land Use factor as a scoring multiplier	Scoring	Supportive of having Land Use as a multiplier
Trip Pollard	Richmond	Southern Environmental Law Center	Land Use factor as a scoring multiplier	Scoring	Against LU as a multiplier
Tyler Gillenwater	Bristol	Bristol MPO	Land Use factor as a scoring multiplier	Scoring	Against the elimination of Land Use as a factor - difficult to demonstrate substantial safety improvements for several of our jurisdictions, as collisions are not consistently reported and thus do not factor into the crash data
Cheri Conca	-	Sierra Club Virginia Chapter	Land Use factor as a scoring multiplier	Scoring	Land use should continue to exist as a factor in SS - it makes sense to fund transit projects that include accessible pathways to bus and train stations in densely populated areas

Appendix C: SMART SCALE Process Review Comment Summary
(Received March to November 2023)

Name	District	Stakeholder	Related Policy and Scoring Recommendation	Category	Comment
21 members of the public with the same email content	NOVA	Member of the public	Land Use factor as a scoring multiplier	Scoring	Land use and transportation are inextricably linked; therefore, land use should be an important consideration in the SMART SCALE process. For example, it makes sense to fund transit projects that include accessible pathways to bus and train stations in densely populated areas.
Tim Hemstreet	NOVA	Loudoun County Board of Supervisors	Recommended reassignment of Land Use weighting	Scoring	Requests factor weighting distribution proposed by Mary Hynes: S-20%, C-40%, A-25%, E-10%, ED-5%.
Dalia Palchik	NOVA	Northern Virginia Transportation Commission	Recommended reassignment of Land Use weighting	Scoring	Recommended weighting assignment for Area Type A: safety 20, congestion 40, accessibility 25, environmental 10, econ dev 5
Trip Pollard	Richmond	SELC	Recommended reassignment of Land Use weighting	Scoring	Increase weight of Environmental measure. Priority should be given the projects that reduce, rather than increase, transportation emissions
72 members of the public with the same email content	NOVA	Member of the public	Recommended reassignment of Land Use weighting	Scoring	Keep the Congestion Reduction factor no higher than 35 to 40%. This factor is not helpful for projects that shift travel demand by giving Virginians transit and local street/bike/walk accessibility
Ann Cundy	Staunton	VAMPO	Recommended reassignment of Land Use weighting	Scoring	Land Use as a modifier – if implemented, request to redistribute factor weight from LU into safety
Bill Pugh	NOVA	Coalition for Smarter Growth	Recommended reassignment of Land Use weighting	Scoring	Urge the CTB to retain the Land Use factor OR at a minimum, making the Accessibility factor an important and heavily weighted criterion. Accessibility will include distance from jobs, equitable access, and intermodal connectivity
Bill Pugh	NOVA	Coalition for Smarter Growth	Recommended reassignment of Land Use weighting	Scoring	Keep the Congestion Reduction factor no higher than 35 to 40%. This factor is not helpful for projects that shift travel demand by giving Virginians transit and local street/bike/walk accessibility
Carolyn Bragg	Staunton	SAWMPO	Recommended reassignment of Land Use weighting	Scoring	Supportive of LU as a multiplier; if implemented propose for Types C & D the extra 10% go to Safety rather than splitting btwn Safety & Congestion
Laura Dent	Staunton	Harrisonburg-Rockingham MPO	Recommended reassignment of Land Use weighting	Scoring	If proposed Land Use as a multiplier is implemented, request the factor weights for Type C&D go into Safety rather than splitting between Safety & Congestion
Meagan Landis	NOVA	Prince William County	Recommended reassignment of Land Use weighting	Scoring	Supports LU redistribution in area type A; 15% to safety and 5% to congestion
Rob Donaldson	NOVA	Loudoun County DOT & Capital Infrastructure	Recommended reassignment of Land Use weighting	Scoring	Supports redistribution of LU weight as follows: 40% congestion, 20% safety, 25% accessibility, 10% environmental, 5% econ dev
Justin D. Sanders	Salem	Montgomery County	Recommended reassignment of Land Use weighting	Scoring	Further consideration should be given to projects that would proactively address concerns, and not solely to safety concerns identified after injuries and fatalities have occurred
Garry Larowe	Salem	Botetourt County	Recommended reassignment of Land Use weighting	Scoring	If the Land Use Goal Area score is to be converted to a multiplier and the Goal Area weights assigned to the other Goal Areas, we request that for Type C and D regions the additional ten percentage points go to Safety rather than splitting them between Safety and Congestion Management.
Kristina Eberly	Salem	West Piedmont PDC	Reduction of application cap limits	Eligibility	Against the reduction of application limits
Meagan Landis	NOVA	Prince William County	Reduction of application cap limits	Eligibility	Against reduction of app limits
Phil North	Salem	Roanoke County Board of Supervisors	Reduction of application cap limits	Eligibility	Request that the Tier 2 MPO threshold is lowered to 200k, which is the population threshold to be designated a Transportation Management Area

Appendix C: SMART SCALE Process Review Comment Summary
(Received March to November 2023)

Name	District	Stakeholder	Related Policy and Scoring Recommendation	Category	Comment
Tim Hemstreet	NOVA	Loudoun County Board of Supervisors	Reduction of application cap limits	Eligibility	Keep application limit at 10 for counties in Area Type A.
Albert S Moor	Hampton Roads	City of Suffolk	Reduction of application cap limits	Eligibility	Against the application cap limits
Ann Cundy	Staunton	VAMPO	Reduction of application cap limits	Eligibility	Suggest the need to evaluate the affects of other proposed changes before instituting a cap limit
Ann Cundy	Staunton	VAMPO	Reduction of application cap limits	Eligibility	Not in support of the implementation of the proposed reduction in application caps
Carolyn Bragg	Staunton	SAWMPO	Reduction of application cap limits	Eligibility	Proposed application reduction for Tier 1 region will place an undue burden on rural localities, especially counties with towns who rely on the county to submit apps on their behalf. Limiting a county to 2 apps would effectively render these towns ineligible for funding
Christine Kennedy	Lynchburg	VA West Business and Legislative Coalition	Reduction of application cap limits	Eligibility	Against reduction of application cap limits – would reduce the # of competitive projects while having a minimal impact on application quality
Christopher Quinn	Staunton	Harrisonburg-Rockingham Chamber of Commerce	Reduction of application cap limits	Eligibility	The reduction of application cap limits will hurt the rural regions of the state
Christopher Winslow	Richmond	Richmond Regional TPO	Reduction of application cap limits	Eligibility	Strongly opposed to the application cap limits
Dalia Palchik	NOVA	Northern Virginia Transportation Commission	Reduction of application cap limits	Eligibility	Against the reduction of application cap limits
Danny Plaugher	-	Virginia Transit Association	Reduction of application cap limits	Eligibility	Reducing the application limit will result in localities/MPOs/PDCs, it is less likely they will submit an app for a transit related project. However, in support of adding a third tier (if OIPI is able to hire additional staff to accommodate the # of submitted applications)
David Blanchard	Staunton	Central Shenandoah PDC	Reduction of application cap limits	Eligibility	Proposed reduction in application limits would put rural VA at a significant disadvantage in SMART SCALE. Rural localities will not be able to compete with urban regions with more apps, more projects with an urban focus, and more leveraged funding
Deanna R. Reed	Staunton	Harrisonburg City	Reduction of application cap limits	Eligibility	Reduction in application limits will result in fundable projects being unsubmitted and needed transportation improvements not being constructed. The City encourages the CTB to determine a method of limiting apps that allows it to fund projects that have the most merit (possible solution to improve the pre-app process)
Garry Larowe	Salem	Botetourt County	Reduction of application cap limits	Eligibility	A reduction in the allowed projects per locality can and will stunt project development and delivery in the commonwealth.
Jason Graham	Fredericksburg	FAMPO	Reduction of application cap limits	Eligibility	FAMPO has serious concerns regarding the recommended reduction in the number of applications allowed in Round 6. Don't believe reducing the maximum allowable apps will improve application quality. Propose a third tier for medium sized localities
Laura Dent	Staunton	Harrisonburg-Rockingham MPO	Reduction of application cap limits	Eligibility	Against reduction of app limits

Appendix C: SMART SCALE Process Review Comment Summary
(Received March to November 2023)

Name	District	Stakeholder	Related Policy and Scoring Recommendation	Category	Comment
Laura Dent	Staunton	Harrisonburg-Rockingham MPO	Reduction of application cap limits	Eligibility	Proposed reduction in application limits would put rural VA at a significant disadvantage in SMART SCALE. Rural localities will not be able to compete with urban regions with more apps, more projects with an urban focus, and more leveraged funding
Louise Lockett Gordon	Richmond	Richmond Safe and Healthy Streets Commission	Reduction of application cap limits	Eligibility	Against reduction of app limits (would negatively impact bike/ped/transit projects)
Mason Gragg	Bristol	Mount Rogers Planning District Commission	Reduction of application cap limits	Eligibility	Reducing application limits will negatively impact localities within the jurisdiction. This would prioritize larger projects and smaller projects would fall by the wayside
Monica Backmon	NOVA	Northern Virginia Transportation Authority	Reduction of application cap limits	Eligibility	Not supportive of the application cap limit
Phil North	Salem	Roanoke County Board of Supervisors	Reduction of application cap limits	Eligibility	Concerned about app cap limits; request tier 2 lowered from 250k to 200k. TPO disproportionately affected by this
Richard Roisman	NOVA	Arlington County	Reduction of application cap limits	Eligibility	Against the reduction of application cap limits
Rob Donaldson	NOVA	Loudoun County DOT & Capital Infrastructure	Reduction of application cap limits	Eligibility	Against cap of app limits; if implemented projects submitted on behalf of town should not be counted against county allocation
Tori Williams	Salem	Roanoke County TPO	Reduction of application cap limits	Eligibility	Support middle tier with application cap limits; with lowering cap from 250k to 200k to meet TPO limit
Tyler Gillenwater	Bristol	Bristol MPO	Reduction of application cap limits	Eligibility	Reducing the application cap for Tier 1 entities from 4 applications to 2 applications: reduction would negatively impact each jurisdiction & limit opportunities for smaller projects. Suggest if limits are to be instituted, they're only reduced by 1 application
Alec Brebner	Lynchburg	Central Virginia Planning District Commission (CVPDC)	Reduction of application cap limits	Eligibility	If application limits are decreased, could potentially increase the frequency in which local govts will pass their less competitive apps to PDCs and MPOs to submit. There are concerns that no bike/ped features will end up being included in the HPPP what definition.



BID FOR DECEMBER CTB ACTION MEETING

| Ben Coaker, P.E.

December 4, 2023

Order No. J99 – Bristol – UPC 116170

SCOPE:	ROAD WIDENING AND BRIDGE REPAIR
LOCATION:	WASHINGTON COUNTY (I-81)
BIDS:	2
LOW BID:	\$30,749,649.63 (exceeds range)
CONTRACTOR:	W-L CONSTRUCTION & PAVING, INC (CHILHOWIE, VA)

Order No. 423 – Richmond – UPC 124047

SCOPE:	2024 CAPE SEAL - SECONDARY
LOCATION:	GOOCHLAND, HANOVER, & POWHATAN COUNTIES
BIDS:	2
LOW BID:	\$5,636,526.74 (within range)
CONTRACTOR:	SLURRY PAVERS, INC. (RICHMOND, VA)

Order No. K08 – Bristol – UPC 116164

SCOPE:	SMART SCALE – INTERCHANGE IMPROVEMENTS
LOCATION:	WYTHE COUNTY (I-81)
BIDS:	4
LOW BID:	\$53,585,000.00 (within range)
CONTRACTOR:	BRANCH CIVIL, INC (ROANOKE, VA)

Order No. 235 – Salem – UPC 123423 & 123424

SCOPE:	2024 PLANT MIX - SECONDARY
LOCATION:	GILES, MONTGOMERY, & PULASKI COUNTIES
BIDS:	2
LOW BID:	\$5,387,640.37 (within range)
CONTRACTOR:	ADAMS CONSTRUCTION COMPANY (ROANOKE, VA)



Virginia Department of Transportation

December 4, 2023 CTB Meeting

J99

0081-095-094, R201, C501

Washington County

The purpose of this project is to improve safety and operations by providing an additional travel lane in the south bound direction in the median for approximately 1.9 miles; extending the current three-lane section on the south end of the project to Exit 10. The south bound bridge will undergo a reconstruction and widening as part of the project. The current three-lane section on the south end of the project will also be extended on the north bound side for approximately 0.65 miles. The existing travel lanes adjacent to the additional lane in each direction will be resurfaced and restriped. Resurfacing extends beyond the normal project limits to account for traffic shifts required as part of the maintenance of traffic plans. Existing guardrail will be replaced in the areas of proposed widening.

Two permanent Stormwater Management Basins are being constructed as part of the project adjacent to the south bound roadway to satisfy stormwater detention requirements. Proposed right-of-way and easements are needed on two parcels for the construction of these basins. To satisfy water quality requirements, nutrient credits will be purchased. A waiver allowing all water quality requirements to be satisfied through the purchase of nutrient credits was approved by DEQ.

Two noise wall barriers are being constructed as part of the project. A portion of one of the noise wall barriers will be omitted across the north bound bridge; this portion of wall is planned as part of a later project.

Fixed Completion Date: November 14, 2025

423

SS4A-964-F24, P401

Goochland, Hanover, and Powhatan Counties

The purpose of this project is to perform Cape Seal on various secondary routes in Goochland, Hanover, and Powhatan Counties. The project will include asphalt hot mix patching, surface treatment (chip seal), slurry, and removal/reinstallation of pavement markings.

The inclusion of dedicated pedestrian or bicycle facilities is not applicable due to the scope of work. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: October 20, 2024

K08

0081-139-256, C501

Wythe County

0081-139-257, C501

9999-098-840, C501

The purpose of this project is:

1. To improve safety and traffic operations at the I-77 Exit 41 interchange with Peppers Ferry Road
2. To improve safety and traffic operations of the southbound lanes of I-81 to the northbound lanes of I-77 by widening and continuing the southbound auxiliary lane on I-81 to the exit for northbound I-77 in Wythe County.
3. To construct a new road approximately 2.3 miles in length from Nye Road to E. Lee Trinkle Drive to provide a direct connection to Progress Park in Wythe County.

The I-77 Exit 41 portion is a two-quadrant partial cloverleaf Interchange configuration that includes two ramps on each side of the exit for both northbound and southbound I-77. This interchange is experiencing various operational and safety issues because of non-standard geometric conditions and insufficient intersection spacing between off-ramp termini and adjacent local street intersections along Peppers Ferry Road. This project includes an extension of the I-77 northbound deceleration lane for Exit 41 that will provide a length of approximately 2,400 LF and the realignment of the existing northbound on and off ramps to the intersection of the existing connection to Nye Road at Peppers Ferry Road. The existing travel lanes of the ramp will be resurfaced once the widening for the new lane is complete to obscure pavement markings that will be needed for the lane shift during construction.

The second portion is located on southbound I-81 between Exit 73 and Exit 72, is part of the I-81 Corridor Improvement Program. The purpose of this portion is to widen and continue the southbound auxiliary lane on I-81 to the exit for northbound I-77. This will result in increased capacity and improved safety, accomplished by continuing the southbound I-81 auxiliary lane from Route 11 at Exit 73 to the I-77 northbound auxiliary lane at Exit 72 for approximately 0.6 miles. The total length of the auxiliary lane will be approximately 0.88 miles. The project will provide a 12-foot-wide travel lane with an 8-foot-wide paved shoulder and 2-foot-wide graded shoulder. The existing mainline travel lanes will require resurfacing to obscure temporary pavement markings for the lane shift in traffic during construction, and will be built-up with improved cross slopes.

The third portion includes the construction of an approximately 2.3 mile, 2-lane roadway with travel lanes that are 12-foot-wide and include 4-foot-wide paved shoulders and 2-foot-wide graded shoulders from Nye Road to E. Trinkle Drive in Wythe County. The new road will provide a connection between the Progress Park Industrial development and Nye Road. A new southbound exclusive left-turn lane (250 feet of storage with a 200 foot taper) will be constructed on Nye Road at the new Progress Park intersection. A new unsignalized intersection with Progress Park Connector at Lover's Lane will also be constructed. Approximately 1,300 feet of Lover's Lane will be realigned and reconstructed in the area of the new intersection to improve

horizontal geometrics. The project will provide a 10' x 8' triple box culvert adjacent to Lovers Lane that will carry a tributary to Reed Creek.

Fixed Completion Date: November 15, 2027

235

**PM2V-962-F24, P401
Counties**

Giles, Montgomery, and Pulaski

This is a Plant Mix project for various secondary routes in Giles, Montgomery, and Pulaski Counties. The project will include asphalt patching, mainline resurfacing, and pavement line markings.

The inclusion of dedicated pedestrian or bicycle facilities is not applicable due to the scope of work. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 15, 2024

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 11/2/23

Letting Date: 10/25/2023

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
J99	116170	FROM: 0.718 MI. SOUTH OF MM 8.0 To:	W-L CONSTRUCTION & PAVING, INC.	2	\$30,749,649.63	\$27,494,902.23	Exceeds
	0081-095-094, B683, C501	TO: 0.088 MI.NORTH OF MM 10.0	CHILHOWIE				
	NHPP-081-1(417)	WASHINGTON	VA				
	Construction Funds	BRISTOL DISTRICT					
		ROAD WIDENING AND BRIDGE REPAIR					

1 Recommended for AWARD \$30,749,649.63

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 11/2/23

Letting Date: 10/25/2023

AWARD

SECONDARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
423	124046, 124047	LOCATION: VARIOUS	SLURRY PAVERS, INC.	2	\$5,636,526.74	\$5,867,320.18	Within
	SS4A-964-F24, P401		RICHMOND				
	PM04(531)	VARIOUS	VA				
	Maintenance Funds	RICHMOND DISTRICT					
		2024 CAPE SEAL - SECONDARY					

1 Recommended for AWARD \$5,636,526.74

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 11/20/23

Letting Date: 11/15/2023

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
K08	115540, 116164, 116168	FROM: 0.419 MI. S. OF PEPPERS FERRY ROAD	BRANCH CIVIL, INC.	4	\$53,585,000.00	\$54,962,888.03	Within
	0081-139-256,C501	TO: 0.547 MI. S. OF PEPPERS FERRY ROAD	ROANOKE				
	NHPP-081-1(407)	WYTHE	VA				
	Construction Funds	BRISTOL DISTRICT					
		SMART SCALE* - INTERCHANGE IMPROVEMENTS					

1 Recommended for AWARD \$53,585,000.00

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 11/20/23

Letting Date: 11/15/2023

AWARD

SECONDARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
235	123423, 123424	LOCATION: VARIOUS	ADAMS CONSTRUCTION COMPANY	2	\$5,387,640.37	\$6,203,164.05	Within
	PM2V-962-F24, P401		ROANOKE				
	PM02492	GILES, MONTGOMERY, PULASKI	VA				
	Maintenance Funds	SALEM DISTRICT					
		2024 PLANT MIX - SECONDARY					

1 Recommended for AWARD \$5,387,640.37