



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

We are concerned about your health, and we are committed to do all we can to reduce the risk and spread of novel coronavirus. Governor Ralph Northam declared a state of emergency in Virginia on Thursday, March 12, 2020 in response to COVID-19. In light of this action, we have decided to conduct the March 17, 2021 Commonwealth Transportation Board (CTB) meeting using electronic communications in accord with Item 4-0.01.g. of Chapter 1289 (2020 Acts of Assembly), as the COVID-19 emergency makes it impracticable or unsafe to assemble in a single location. The purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operation of the CTB and the discharge of its lawful purposes, duties, and responsibilities.

All board members will be participating remotely. The public may view the meeting via live stream by clicking the "View video" button at the following link: http://www.ctb.virginia.gov/public_meetings/live_stream/default.asp. There will be opportunity for public comment during this meeting. Public comment can be submitted by calling the following telephone number 1-650-530-6643 followed by PIN 442 290 225# when it is announced that public comment will begin. A caller may be placed on hold until others who have called in earlier have had opportunity to speak.

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

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

AGENDA

March 17, 2021

9:00 a.m. or upon adjournment of the March 17, 2021 Workshop Meeting

Public Comments:

Approval of Minutes:

February 17, 2021

OFFICE OF LAND USE:

Presenting: Robert Hofrichter
Division Director

1. Action on Discontinuance in the Secondary System of State Highways Route 630 in Tazewell County Located in the Bristol District.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

2. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2021-2026.
3. Action on FY21-26 Six-Year Improvement Program Transfers for January 16, 2021 through February 19, 2021.
4. Action on SMART SCALE Project Cancellation Route 106/Route 105 Roundabout UPC 115406 in Charles City County Located in the Richmond District.
5. Action on SMART SCALE Project Cancellation Rte. 301 South Median Crossover UPC 111790 in Greenville County Located in the Hampton Roads District.
6. Action on SMART SCALE Project Cancellation Backlick Run Multiuse Path Phase I UPC 111469 in the City of Alexandria Located in the Northern Virginia District.

LOCATION AND DESIGN DIVISION:

Presenting: Susan Keen
Division Administrator

7. Action on Limited Access Control Changes (LACCs) for the Peppers Ferry Road and Arbor Drive and Peppers Ferry Road Intersection Improvements, Town of Christiansburg Located in the Salem District.

LOCAL ASSISTANCE DIVISION:

Presenting: Russ Dudley
Division Administrator

8. Action on Revenue Sharing Reallocation County of Fairfax, Springfield CBC Commuter Parking Garage in Fairfax County Located in the Northern Virginia District.
9. Action on Revenue Sharing Reallocation, City of Roanoke, 13th Street Improvements Located in the Salem District.
10. Action on Economic Development Access to Patton Logistics, LLC, inside New River Valley Commerce Park Project ECON-077-774, Pulaski County Located in the Salem District.
11. Action on Economic Development Access to Preferred Freezer Services, off West Norfolk Road Project ECON-124-255, City of Portsmouth Located in the Hampton Roads District.

HAMPTON ROADS DISTRICT:

Presenting: Chris Hall
District Administrator

12. Action on Authorization for the Commissioner of Highways to Enter into an Amendment of the Standard Project Agreement between the Virginia Department of Transportation and the Hampton Roads Transportation Accountability Commission for the Expanded Bowers Hill Interchange Study (UPC 111427).

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Jeremy Latimer
Director, Rail Transportation Programs

13. Action on Rail Industrial Access Tucker Timber Located in the Lynchburg District.

OFFICE INTERMODAL PLANNING AND INVESTMENT:

Presenting: Nick Donohue
Deputy Secretary of Transportation

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

HAMPTON ROADS DISTRICT:

Presenting: Stephen C. Brich, P.E.
Commissioner

15. Action Relating to the Initial Tolling Policies of the Hampton Roads Transportation Accountability Commission for the I-64 HREL Network Pursuant to the Master Agreement for Development and Tolling of Hampton Roads Express Lanes Network.

SCHEDULING AND CONTRACT:

Presenting: Harold Caples
Assistant State Construction Engineer

16. Bids.

NEW BUSINESS:

ADJOURNMENT:



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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 17, 2021

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Discontinuance – Secondary System of State Highways Route 630 in Tazewell County

WHEREAS, a segment of Route 630, located in Tazewell County, measuring approximately 0.30 of a mile, is no longer necessary for the uses of the Secondary state highway system, and therefore no longer provides a public convenience that warrants maintenance at public expense, rendering it eligible for discontinuance; and

WHEREAS, the Tazewell Board of Supervisors has approved a resolution, attached hereto as Exhibit A, supporting the discontinuance described as Route 630, Segment A to B, and measuring approximately 0.30 mile, as seen in the map attached hereto as Exhibit B; and

WHEREAS, pursuant to § 33.2-908 of the *Code of Virginia*, a section of highway may be discontinued from the Secondary state highway system by the Commissioner of Highways, with the approval of the Commonwealth Transportation Board, if the highway is deemed to be no longer necessary for the uses of the Secondary state highway system when a part of the highway no longer provides a public convenience that warrants maintenance at public expense; and

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board approves the discontinuance of the roadway segment identified below and as depicted on Exhibit B attached hereto, as part of the Secondary system of state highways, pursuant to §33.2-908, *Code of Virginia*, as the roadway is no longer necessary for the uses of the Secondary state highway system and is no longer providing sufficient public convenience to warrant maintenance at public expense.

Secondary System of State Highways

Discontinuance

Bristol District

Tazewell County

- Route 630

0.30 Mi.

Total Mileage Discontinued from the Secondary System:

0.30 Mi.

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CTB Decision Brief

Discontinuance - Secondary System of State Highways: Route 630 in Tazewell County

Issue: The Tazewell County Board of Supervisors approved a resolution which supports the discontinuance of a portion of Route 630 in Tazewell County, that is 0.30 of a mile in length. Pursuant to §33.2-908 of the *Code of Virginia*, said discontinuance must be approved by the Commonwealth Transportation Board (Board).

Facts: Upon review of the area, VDOT staff determined that the 0.30 mile portion of Route 630 should be discontinued as a part of the Secondary System of State Highways, pursuant to § 33.2-908 of the *Code of Virginia*, as it no longer provides a public convenience that warrants maintenance at public expense.

The Tazewell County Board of Supervisors supported, by resolution on February 2, 2021 (Exhibit A, attached), the discontinuance of the 0.30 mile portion of Route 630 (road noted in “Yellow” on Exhibit B, attached).

In accordance with §33.2-908, notice of the discontinuance was published in the Bluefield Daily Telegraph newspaper on November 3, 2020. Tazewell County Board of Supervisors and property owners with land abutting the section of roadway considered for discontinuance received notice via certified mail.

Recommendation: VDOT recommends the Board approve the discontinuance of the portion of Route 630 referenced above.

Action Required by CTB: The *Code of Virginia* requires a majority of the Board’s members to approve the proposed discontinuance. A resolution describing the proposed road to be discontinued is provided for the Board’s consideration.

Result if Approved: If approved, VDOT will suspend all its maintenance activity on the roadway segment.

Options: Approve, Deny or Defer

Public Comments/Reaction: There were no public comments made at the Tazewell County Board of Supervisors meeting regarding this proposed discontinuance, and there were no requests for a public hearing.

Exhibit A

Board of Supervisors' Resolution

VIRGINIA: AT A REGULAR MEETING OF THE BOARD OF SUPERVISORS OF TAZEWELL COUNTY, VIRGINIA HELD AT THE COUNTY ADMINISTRATION BUILDING, LOCATED AT 197 MAIN STREET, IN THE TOWN OF TAZEWELL, VIRGINIA, ON THE 2ND DAY OF FEBRUARY, 2021, THE FOLLOWING RESOLUTION WAS ADOPTED, UPON A MOTION AND SECOND:

Resolution No.: 21-001

Date: February 2, 2021

RESOLUTION REQUESTING DISCONTINUANCE OF A PORTION OF VIRGINIA STATE SECONDARY ROUTE 630

WHEREAS, Virginia State Secondary Route 630, from 0.83 mile north of Route 626 to 0.79 mile south of Route 626, a distance of 0.30 miles, appears to no longer serve public convenience warranting its maintenance at public expense, and should be discontinued as a part of the Secondary System of State Highways;

NOW THEREFORE be it RESOLVED that the Tazewell County Board of Supervisors concurs with and supports the action of the Virginia Department of Transportation to discontinue aforesaid portion(s) of Virginia State Secondary Route 630 as a part of the Secondary System of State Highways, pursuant to Section 33.2-908 of the Code of Virginia (1950), as amended.

Be it FURTHER RESOLVED, that a certified copy of this Resolution be forwarded to the Resident Engineer for the Virginia Department of Transportation.

It is so RESOLVED this 2nd day of February, 2021.

ATTEST:


Thomas A. Lester, Jr.
Chairman – Board of Supervisors


C. Eric Young
Tazewell County Administrator

RECORDED VOTE:

MEMBERS PRESENT: Ashley (Glynn) Dillman, Lester, Stacey
MEMBERS ABSENT: Hardwick
AYES: Ashley, Dillman, Lester, Stacey
NAYS: NONE
ABSTENTIONS: NONE

Exhibit C
Public Notice of Discontinuance
Published in the Bluefield Daily Telegraph on November 3, 2020

NOTICE OF PROPOSED ROAD
DISCONTINUANCE
FOR A PORTION OF ROUTE 630,
TAZEWELL CO.

Pursuant to §33.2-908.B of the Code of Virginia, the Virginia Department of Transportation will consider discontinuance of a section of Route 630 from 0.83 mile north of Route 626 (end of state maintenance on Linside Drive) to 0.76 mile south of Route 627 (end of state maintenance on Buck Hollow Rd.), a distance of 0.30 mile. This matter is being considered by the Virginia Department of Transportation because the road does not provide sufficient public service to warrant maintenance at public expense. Discontinuance is an act of the Commonwealth Transportation Board that relieves VDOT of the maintenance and regulatory authority over a roadway due to lack of sufficient public service to warrant continued maintenance at public expense. The administrative and regulatory authority over the right of way is returned to the county Board of Supervisors. Additional information related to the proposed discontinuance may be obtained by contacting the VDOT Lebanon Residency.

VDOT Lebanon Residency
1067 Fincastle Rd
Lebanon, VA 24266
(276) 889-7601
john.bolling@vdot.virginia.gov



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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 17, 2021

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2021-2026

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 Final Fiscal Years 2021-2026 Six-Year Improvement Program on December 9, 2020; 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 projects shown in Appendix A were not included in the FY 2021-2026 Program adopted by the Board on December 9, 2020; 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 A are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2021 through 2026 and are approved.

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CTB Decision Brief

Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2021 - 2026

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 December 9, 2021, after due consideration, the CTB adopted a Final FY 2021-2026 Program.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2021–2026.

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 2021–2026 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 2021-2026.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

**Appendix A
Amendments to the FY2021-2026 SYIP**

UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
118531	Fredericksburg	Districtwide	9999	Districtwide Rumble Strips - On Call (FY20 -FY2022)	\$1,300,000	\$1,300,000	\$0	Safety	Yes
118612	Fredericksburg	Spotsylvania County	9999	Preliminary Engineering Spotsylvania Co VA Clinic Project	\$473,232	\$473,232	\$0	Local	Yes
118269	Fredericksburg	Stafford County	612	Wedge Widening - Hartwood Rd.	\$445,000	\$445,000	\$0	Local	Yes
118290	Fredericksburg	Stafford County	614	Wedge Widening - Spotted Taver Rd.	\$345,000	\$345,000	\$0	Local	Yes
118291	Fredericksburg	Stafford County	614	Wedge Widening - Cropp Rd.	\$110,000	\$110,000	\$0	Local	Yes
					\$2,673,232	\$2,673,232	\$0		



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Agenda item # 3

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

March 17, 2021

MOTION

Made By: Seconded By:

Action:

Title: FY21-26 Six-Year Improvement Program Transfers
For January 16, 2021 through February 19, 2021

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 Final Fiscal Years 2021-2026 Six-Year Improvement Program on December 9, 2020; and

WHEREAS, the Board authorized the 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 2021 through 2026 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 approved Six-Year Improvement Program of projects and programs for Fiscal Years 2021 through 2026 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

Table with 2 columns: Total Cost Estimate and Threshold. Rows include categories like <\$5 million, \$5 million to \$10 million, and >\$10 million with corresponding allocation increase thresholds.

Resolution of the Board
FY21-26 Six-Year Improvement Program Transfers
January 16, 2021 through February 19, 2021
March 17, 2021
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.

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CTB Decision Brief

FY2021-2026 Six-Year Improvement Program Transfers For January 16, 2021 through February 19, 2021

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 December 9, 2020, 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 2021 through 2026 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 approved Six-Year Improvement Program of projects and programs for Fiscal Years 2021 through 2026 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 January 16, 2021 through February 19, 2021 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 for Fiscal Years 2021– 2026 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

NEW	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	Hampton Roads	Nansemond Parkway Traffic Signal Upgrades	102990	Hampton Roads	Bridge Road Traffic Signal Upgrades	102991	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31)	1,051,868	2,332,158	2,332,158	45.1%	Transfer of surplus funds requested by District and MPO from an underway project to fund an underway project.
	2	Hampton Roads	Commerce Dr. Extension and Convention Dr. Ped. Improvements, N. King St. - Reconst Phase III C and G, S/W, C/W and Lighting	102986, 105779	Hampton Roads	Pembroke Ave (3A) - Reconstruct C&G, sidewalk, crosswalks	110008	Local Match (NPL201), State Match (CNS202)	610,966	1,646,200	1,646,200	37.1%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed projects to fund a scheduled project.
	3	Hampton Roads	Improve Prince Drew Rd. with curb, gutter and sidewalk, Traffic Signal Mast Arm conversion	104373, 104377	Hampton Roads	Oyster Point Access Improvements- Ramps	113259	Local Match (CNL201), State Match (CNS202)	687,236	3,310,000	3,310,000	20.8%	Transfer of surplus funds recommended by District and Local Assistance Division from completed projects to a scheduled project.
	4	Hampton Roads	OLDE TOWNE RD/LONGHILL RD TURN LANE IMPROVEMENTS	108805	Hampton Roads	Grove Subd - Shlder Widening & Pavement/Drainage/Ditch Defi	113262	Local Match (NPL201), State Match (CNS202)	805,300	1,895,300	2,002,700	42.5%	Transfer of surplus funds recommended by District and approved by LAD from an underway project to a schedule project.
	5	Northern Virginia	ITS INTEGRATION - PHASE IV	106562	Northern Virginia	ITS INTEGRATION - PHASEIII	106563	CMAQ : Northern Virginia (CF5M10), CMAQ Match : Northern Virginia (CS5M11), RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	1,075,000	4,103,345	4,103,345	26.2%	Transfer of surplus funds recommended by District and MPO form a scheduled project to fund a scheduled project.
	6	Northern Virginia	W&OD TRAIL CROSSING IMPROVEMENTS; W&OD TRAIL - MODE SEPARATION; RTE 705 - RESURFACING	113612, 11402	Northern Virginia	W&OD TRAIL CROSSING IMPROVEMENTS; W&OD TRAIL - MODE SEPARATION; RTE 705 - RESURFACING	111402	Local Funds for Enhancement Projects (NPL206), Local Project Contributions - Access (NOP023), TAP >200K : Northern Virginia (CF6M10), TAP Statewide (CF6100)	548,250	1,737,313	1,525,407	31.6%	Transfer of surplus funds recommended by District and Local Assistance Division from cancelled projects to fund a scheduled project.
	7	Northern Virginia	TYSONS METRORAIL ACCESS IMPROVEMENTS, SUNRISE VALLEY DRIVE SOUTH - SOAPSTONE- SOUTH LAKES - CMAQ, TOWN CENTER PARKWAY AT SUNSET HILLS SIDEWALK, SUNRISE VALLEY SIDEWALK - S. SIDE, GLADE TO RESTON PKWY,	104293, 103284, 107437, 107438	Northern Virginia	CINDER BED ROAD BIKEWAY	118128	Local Project Contributions - Access (NOP023), RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	2,763,242	12,750,000	12,750,000	21.7%	Transfer of surplus funds recommended by District and MPO from an underway and completed projects to fund a scheduled project.
	8	Northern Virginia	VRE Lorton Platform Extension	T8522	Northern Virginia	Rolling Road VRE Platform Extension	T11289	CMAQ - DRPT : Northern Virginia (NP5M10), CMAQ Match : Northern Virginia (CS5M11)	3,000,000	5,000,000	5,000,000	60.0%	Transfer of surplus funds recommended by District and MPO from a completed project to an underway project
	9	Richmond	RICHMOND TRI-CITIES CMAQ BALANCE ENTRY, TEMPLE AVE AND ROUTE 1 SIGNAL REPLACEMENT	70722, 109264	Richmond	Route 1 and Westover Avenue intersection	100501	CMAQ : Tri-Cities (CF5MB0), CMAQ Match : Tri-Cities (CS5MB1)	528,248	1,085,166	1,085,166	48.7%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item and a scheduled project to funds a scheduled project.
	10	Richmond	Richmond-Henrico Tpke Improvements - North Segment	110911	Richmond	#SMART18 - RICHMOND-HENRICO TURNPIKE -- SOUTH SGM	111716	DGP - State (GS0100)	3,567,000	18,642,000	18,642,000	19.1%	Transfer of surplus funds recommended by District from a cancelled project to a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report

NEW	Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
	11	Richmond	INSTALLATION OF FLASHING YELLOW ARROWS - DW (CN-ONLY)	115721	Richmond	SYSTEMIC SIGNAL TIMING OPTIMIZATION #1 - DISTRICTWIDE	113908	Open Container Funds - Statewide (CNF221)	230,962	462,162	534,623	50.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to a completed project.
	12	Staunton	#SGR21LP WEST MAIN STREET PRIMARY EXTENSION PAVING	116965	Staunton	#SGR21LP ROUTE 340 PRIMARY EXTENSION PAVING	116964	SGR - State (SS0100)	32,631	48,521	48,521	67.3%	Transfer of surplus funds recommended by District and Local Assistance Division from a scheduled project to fund a scheduled project.
	13	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Richmond	#I-64/664 CIP-I-95 SB Lane Re-alloc/ Arthur Ashe Ramp Wid	118581	I-64 Corridor Funds - State (CS9164)	5,223,000	5,223,000	5,223,000	100.0%	Transfer of surplus funds recommended by District from the Interstate Corridor Improvement Balance Entry line item to fund a scheduled project.
	14	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Statewide	#I64/664 CIP Project Refinement	118565	I-64 Corridor Funds - State (CS9164)	750,000	750,000	750,000	100.0%	Transfer of surplus funds recommended by District from the Interstate Corridor Improvement Balance Entry line item to fund a scheduled project.
	15	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Statewide	#I64 / 664 CIP CCTV Program UPC	118566	I-64 Corridor Funds - State (CS9164)	915,000	915,000	915,000	100.0%	Transfer of surplus funds recommended by District from the Interstate Corridor Improvement Balance Entry line item to fund a scheduled project.
	16	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Statewide	#I64 / 664 CIP Changeable Message Signs (CMS) Program	118567	I-64 Corridor Funds - State (CS9164)	1,000,000	1,000,000	1,000,000	100.0%	Transfer of surplus funds recommended by District from the Interstate Corridor Improvement Balance Entry line item to fund a scheduled project.
	17	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Statewide	#I64 / 664 CIP Safety Service Patrol Program	118568	I-64 Corridor Funds - State (CS9164)	875,000	875,000	875,000	100.0%	Transfer of surplus funds recommended by District from the Interstate Corridor Improvement Balance Entry line item to fund a scheduled project.
	18	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Statewide	#I64 / 664 CIP Public Safety Advisory Points Program	118569	I-64 Corridor Funds - State (CS9164)	800,000	800,000	800,000	100.0%	Transfer of surplus funds recommended by District from the Interstate Corridor Improvement Balance Entry line item to fund a scheduled project.
	19	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Statewide	#I64 / 664 CIP Parallel Arterial Signal Upgrades Program	118570	I-64 Corridor Funds - State (CS9164)	4,400,000	4,400,000	4,400,000	100.0%	Transfer of surplus funds recommended by District from the Interstate Corridor Improvement Balance Entry line item to fund a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report

NEW	Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Total Allocation	Total Estimate	Transfer Percent	Comments
	A	Bristol	SPOT WIDENING AND GUARDRAIL INSTALLATION RTE.663, RTE 611 - Virginia RRR Guidelines	107248, 58273	Bristol	GRADE, DRAIN AND PAVE	104774	Local Match (CNL201), State Match (CNS202)	1,264,540	1,244,547	18.2%	Transfer of surplus funds recommended by District and Local Assistance Division from completed projects to fund a completed project.
	B	Culpeper	RTE 229 - WIDEN FROM 2 LANES TO 5 LANES	16640	Culpeper	US Rte. 15/29 & Rte. 215 Intersection & Signal Improvements	111728	Bond Proceeds - Capital Projects Revenue (CNB267)	3,307,372	3,307,372	15.2%	Transfer of surplus funds recommended by District and Budget and Federal Management Division from a completed project to an underway project.
	C	Culpeper	Opal Phase II - Median Restrictions	114402	Culpeper	ROAD DEPARTURE COUNTERMEASURES - HORIZONTAL CURVE SIGNAGE	112104	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	324,088	324,088	1.3%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund a completed project.
	D	Hampton Roads	Nansemond Pkwy Intersection Improvements at Wilroy Road, Pruden Blvd Drainage Improvements, College Dr and Harbor View Blvd Intersection Improvements, Citywide Public Utility Reconstruction, Old College Drive Drainage Improvements, Realignment of Colonial Avenue	102995, 104333, 104361, 107260, 107261, 107264	Hampton Roads	Rte. 58/Manning Bridge Rd Intersection Improvements	104359	Local Match (NPL201), State Match (CNS202)	8,138,065	8,138,065	9.4%	Transfer of surplus funds recommended by District and Local Assistance Division from completed projects to fund an underway project.
	E	Hampton Roads	Norfolk ATMS Phase 4B, East Ocean View Signal Upgrades and Corridor Integration	105591, 92748	Hampton Roads	Norfolk ATMS Phase 4C	105592	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31), Hampton Roads (CNF214), Local Project Contributions - Urban (NOP723)	2,204,181	2,106,646	2.7%	Transfer of surplus funds recommended by District and MPO from completed projects to a scheduled project.
	F	Hampton Roads	Buckroe Ave. - Reconst C and G, sidewalks, crosswalks and Lighting, N. King St. - Reconst Phase III C and G, S/W, C/W and Lighting	102986, 102988	Hampton Roads	N. King Street Improvements - Phase IV	107340	Local Match (NPL201), State Match (CNS202)	3,012,203	3,012,203	16.6%	Transfer of surplus funds recommended by District and Local Assistance Division from completed projects to a scheduled project.
	G	Hampton Roads	HAMPTON DGP DEALLOCATION BALANCE ENTRY	T21763	Hampton Roads	#HB2.FY17 RTE 17 AT US RTE 258 INT CAPACITY IMPROVEMENTS	109481	DGP - State (GS0100), Local Project Contributions - Primary (NPL423)	5,322,542	5,371,584	18.8%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to a scheduled project.
	H	Hampton Roads	East Ocean View Signal Upgrades and Corridor Integration	92748	Hampton Roads	Norfolk Bus Shelters and Pedestrian Improvements	109572	Hampton Roads (CNF214), Local Project Contributions - Urban (NOP723)	1,109,356	1,109,356	1.9%	Transfer of surplus funds requested by District and MPO from a completed project to fund a scheduled project.
	I	Northern Virginia	City of Manassas Park - SRTS - Manassas Park MS - Trail, OLD LEE HIGHWAY BIKEWAY & TRAIL	102851, 107013	Northern Virginia	CONNER DRIVE - EXTENSION	101302	Local Match (NPL201), Local Project Contributions - Urban (NOP723), State Match (CNS202)	2,355,684	2,355,684	4.6%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project and a scheduled project to fund a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report

NEW	Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Total Allocation	Total Estimate	Transfer Percent	Comments
	J	Northern Virginia	BIKESHARE CONNECTIONS-ORANGE & SILVER LINE METRORAIL STATION	109954	Northern Virginia	#SGR21LB (FED ID 30099) OAK STREET BRIGE REPLACEMENT	109953	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	2,437,332	2,319,394	0.4%	Transfer of surplus funds recommended by District and MPO from a completed project to fund a scheduled project.
	K	Northern Virginia	NORTHERN VIRGINIA (NOVA) REGIONAL STP (RSTP) BALANCE ENTRY	70717	Northern Virginia	LOUDOUN COUNTY METRO STATION -B ICYCLE & PEDESTRIAN ACCESS	112296	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	43,181,958	43,181,958	3.7%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item fund a to a scheduled project.
	L	Richmond	LAKEVIEW AVE - MINOR WIDENING, RTE 106 - ADD RIGHT TURN LANE, RTE 109 - INT IMPROVEMENT - ADD LTL & SIDEWALKS, RTE 645 AND RTE 144 - INTERSECTION IMPROVEMENT	101288, 105110, 105131, 84728	Richmond	DUPUY AVE - MINOR WIDENING	101287	RSTP - Urban : Tri-Cities MPO (CNF273), RSTP : Tri-Cities (CF2MB0), RSTP Match - Urban : Tri-Cities MPO (CNS273), RSTP Match : Tri-Cities (CS2MB1)	5,775,653	5,307,604	14.1%	Transfer of surplus funds recommended by District and MPO from an underway and completed projects to fund a completed project.
	M	Richmond	PARK AND RIDE LOTS AT PRIORITY LOCATIONS - PE ONLY	106304	Richmond	Richmond Region-wide Traffic/Operations Improvements	101492	CMAQ : Richmond (CF5M20), CMAQ Match : Richmond (CS5M21)	30,306,036	34,539,742	0.4%	Transfer of surplus funds recommended by District and MPO from a cancelled project to a scheduled project.
	N	Richmond	SYSTEMIC SIGNAL TIMING OPTIMIZATION #2 - DW (PE-ONLY)	110837	Richmond	INSTALL FLASHING YELLOW ARROWS - DISTRICTWIDE (PHASE 1)	107034	Safety (statewide) (CF3100), Safety Match (statewide) (CS3101), Safety Soft Match (statewide) (CF3101)	3,075,000	3,075,000	5.7%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to a completed project.
	O	Richmond	RTE 641 - RECONSTRUCTION, RTE 647 (Hicks Rd, Mt. Gilead-Cardiff Ln) - RECONSTRUCTION, RTE 711 - MAJOR WIDENING, LAKE CHESDIN TRAIL, RTE 649 - RECONSTRUCTION	105673, 107086, 107089, 107129, 17179	Richmond	#SMART18 - ELKHARDT RD - ROADWAY, PEDESTRIAN, & BIKE IMPROVE	108639	Local Match (CNL201), Local Match (NPL201), State Match (CNS202)	5,660,814	5,740,814	13.9%	Transfer of surplus funds recommended by District and Local Assistance Division from completed projects to fund a scheduled project.
	P	Richmond	RTE 157 (SPRINGFIELD RD) FRANCISTOWN RD INTERSECTION IMP.	101023	Richmond	Gay Ave. Construct Sidewalk	108645	Residue Parcel - Richmond (CNS453)	2,539,667	3,089,032	8.0%	Transfer of surplus funds recommended by District from a cancelled project to an underway project.
	Q	Richmond	MULTI-USE TRAIL	105680	Richmond	RMA Plaza Bridge over Expressway	108712	Local Match (NPL201), State Match (CNS202)	1,244,022	1,244,022	0.4%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to fund a completed project.
	R	Richmond	#SGR Richmond - VDOT SGR Bridge - Balance Entry	T13914	Richmond	#SGR21VB -RT 715 - BR ONLY OVER NEWFOUND RIVER (Fed 9578)	109988	SGR Bridge State (SSB700)	1,705,081	1,758,250	9.9%	Transfer of surplus funds recommended by the District and Structure and Bridge Division from the District SGR Balance Entry line item to fund an underway project.
	S	Richmond	PEDESTRIAN IMPROVEMENTS - CITY WIDE	108889	Richmond	PHASE 2 - PEDESTRIAN SAFETY IMPROVEMENTS - CITYWIDE	110844	Open Container Funds - Statewide (CNF221), Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	1,845,600	1,845,600	17.6%	Transfer of surplus funds recommended by district and Traffic Engineering Division from a completed project to fund a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report

NEW	Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Total Allocation	Total Estimate	Transfer Percent	Comments
	T	Richmond	Main Street sidewalk reconstruction	108657	Richmond	Main Street Improvements - Phase 2B	113321	Local Match (NPL201), State Match (CNS202)	1,193,338	1,188,100	0.4%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to a scheduled project.
	U	Salem	Roanoke MPO Regional STP (RSTP) Balance Entry	104126	Salem	13TH STREET IMPROVEMENTS	688	Roanoke HIP >200k Federal (CFM490), Roanoke HIP >200k Soft Match (CFM491)	24,133,348	25,034,586	0.7%	Transfer of surplus funds recommended by District from the District RSTP Balance Entry line item to a scheduled project.
	V	Statewide	Revenue Sharing Balance Entry-LAD	T24702	Salem	Roanoke River Greenway Bridge the Gap Phase II Segment 2	113138	Local Match (NPL201), State Match (CNS202)	6,854,792	7,985,173	12.5%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Revenue Sharing Balance Entry line item to fund a scheduled project.
	W	Staunton	#SGR21LP ROUTE 340 PRIMARY EXTENSION PAVING	116966	Staunton	#SGR21LP ROUTE 340 PRIMARY EXTENSION PAVING	116963	SGR - State (SS0100)	60,428	60,428	16.4%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to a scheduled project.
	X	Staunton	#SGR21LP ROUTE 340 PRIMARY EXTENSION PAVING	116966	Staunton	#SGR21LP ROUTE 340 PRIMARY EXTENSION PAVING	116967	SGR - State (SS0100)	56,312	56,312	3.7%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to fund a scheduled project.
	Y	Staunton	#SGR21LP ROUTE 340 PRIMARY EXTENSION PAVING	116966	Staunton	#SGR21LP EAST MAIN STREET PRIMARY EXTENSION PAVING	116968	SGR - State (SS0100)	35,752	35,752	7.2%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to fund a scheduled project.
	Z	Salem	I-77 ACTIVE TRAFFIC AND SAFETY MANAGEMENT SYSTEM	104814	Statewide	Incident Management Emergency Evacuation and Detour Plans	107802	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	926,319	926,319	0.8%	Transfer of surplus funds recommended by District and Operations Division from a completed project to fund a completed project.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 17, 2021

MOTION

Made By:

Seconded By:

Action:

**Title: SMART SCALE Project Cancellation
Route 106/Route 105 Roundabout UPC 115406**

WHEREAS, the Commonwealth Transportation Board's (Board) Policy for Implementation of the SMART SCALE Project Prioritization Process (SMART SCALE Prioritization Process) last approved February 19, 2020 states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board; and

WHEREAS, Item 17 of the Board's SMART SCALE Prioritization Process adopted February 19, 2020, providing for cancellation of a project only by the Board, also states that in the event the 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 VDOT for all state and federal funds expended on the project; and

WHEREAS, Item 22 of the Board's SMART SCALE Prioritization Process adopted February 19, 2020 states that surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts, and further, provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE; and

WHEREAS, the Route 106/Route 105 Roundabout UPC 115406 (Project) was submitted for consideration and selected for \$4,110,000 in funding through the Construction District Grant Program in the third round of the prioritization process pursuant to section 33.2-214.1; and

Resolution of the Board

SMART SCALE Project Cancellation Route 106/Route 105 Roundabout UPC 115406

March 17, 2021

Page 2 of 2

WHEREAS, Charles City County passed a resolution August 25, 2020 withdrawing their support for the Project and requesting that the Project be cancelled; and

WHEREAS, no SMART SCALE/Construction District Grant Program funds have been expended on the project and VDOT recommends Board action to cancel the Project and transfer all Construction District Grant funds to the Richmond District Construction District Grant balance entry (UPC -21766).

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the Route 106/Route 105 Roundabout UPC 115406 Project is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all Construction District Grant funds allocated to the Project be transferred to the Richmond District Construction District Grant balance entry (UPC 21766).

###

CTB Decision Brief
SMART SCALE Project Cancellation
Route 106/Route 105 Roundabout UPC 115406

Issue: The Route 106/Route 105 Roundabout UPC 115406 project (Project) was selected for funding in the third round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Policy/Process. The Project was submitted by Charles City County and screened in for meeting a VTrans need. It was selected for funding and was allocated \$4,110,000 in Construction District Grant funds to fully fund the Project. Charles City County passed a resolution August 25, 2020 withdrawing their support for the project and requesting that the project be cancelled. Board approval is needed for cancellation of this Project pursuant to the Policy for Implementation of the SMART SCALE Project Prioritization Process (the SMART SCALE Prioritization Process) last approved by the Board February 19, 2020.

Facts: The Project is Virginia Department of Transportation (VDOT) administered, is scheduled to begin preliminary engineering in September 2023 and no SMART SCALE/Construction District Grant funds have been expended on the Project.

Item 17 of the Board's SMART SCALE Prioritization Process last approved by the Board February 19, 2020 states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board. In the event that a project is not advanced to the next phase of construction when requested by the Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse VDOT for all state and federal funds expended on the project.

Item 22 of the Board's SMART SCALE Prioritization Process adopted February 19, 2020 states that Surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts. In addition, this item provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE.

Recommendation: VDOT recommends that the Board cancel the Route 106/Route 105 Roundabout UPC 115406 project and transfer all Construction District Grant funds to the Richmond Construction District Grant balance entry UPC 21766.

Action Required by CTB: The Board will be presented with a resolution for a formal vote to cancel the Route 106/Route 105 Roundabout UPC 115406 project and transfer all Construction District Grant funds to the Richmond Construction District Grant balance entry (UPC 21766).

Result, if Approved: If approved, the project will be removed from the Six-Year Improvement Program and all Construction District Grant funds will be transferred to the Richmond Construction District Grant balance entry UPC 21766.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 17, 2021

MOTION

Made By:

Seconded By:

Action:

**Title: SMART SCALE Project Cancellation
Rte. 301 South Median Crossover UPC 111790**

WHEREAS, the Commonwealth Transportation Board's (Board) Policy for Implementation of the SMART SCALE Project Prioritization Process (the SMART SCALE Prioritization Process) last approved February 19, 2020 states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board; and

WHEREAS, Item 17 of the Board's SMART SCALE Prioritization Process adopted February 19, 2020, providing for cancellation of a project only by the Board, also states that in the event the 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 Virginia Department of Transportation (VDOT) for all state and federal funds expended on the project; and

WHEREAS, Item 22 of the Board's SMART SCALE Prioritization Process adopted February 19, 2020 states that surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts, and further, provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE; and

WHEREAS, the Rte. 301 South Median Crossover UPC 111790 (Project) was submitted for consideration and selected for \$729,480 in funding through the Construction District Grant Program in the second round of the prioritization process pursuant to section 33.2-214.1; and

Resolution of the Board
SMART SCALE Project Cancellation Rte. 301
South Median Crossover UPC 111790
March 17, 2021
Page 2 of 2

WHEREAS, the estimated cost of the Project has increased to \$927,175 and Greenville County and VDOT have exhausted all efforts to bring the project cost within the available budget; and

WHEREAS, Greenville County passed a resolution October 5, 2020 withdrawing their support for the Project and requesting that the Project be cancelled; and

WHEREAS, the Project has incurred approximately \$60,000 in expenditures utilizing SMART SCALE/Construction District Grant Program funds, for which the County has agreed to reimburse VDOT; and

WHEREAS, VDOT recommends Board action to cancel the Project and transfer all Construction District Grant funds to the Hampton Roads District Construction District Grant balance entry (UPC 21763).

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the Project, Rte. 301 South Median Crossover UPC 111790, is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all Construction District Grant funds allocated to the Project be transferred to the Hampton Roads District Construction District Grant balance entry (UPC 21763).

###

CTB Decision Brief
SMART SCALE Project Cancellation
Rte. 301 South Median Crossover UPC 111790

Issue: The Rte. 301 South Median Crossover UPC 111790 project (Project) was selected for funding in the second round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Policy/Process. The Project was submitted by Greenville County and screened in for meeting a VTrans need. It was selected for funding and was allocated \$729,480 in Construction District Grant funds to fully fund the Project. The Project's estimated cost has increased to \$927,175 and the County and the Department have exhausted all efforts to bring the Project within the available budget. Greenville County passed a resolution October 5, 2020 withdrawing their support for the project and requesting that the project be cancelled. CTB approval is needed for cancellation of this Project pursuant to the Policy for Implementation of the SMART SCALE Project Prioritization Process (the SMART SCALE Prioritization Process) last approved by the Board February 19, 2020.

Facts: The Project is Virginia Department of Transportation (VDOT) administered and is in the preliminary engineering phase. The Project has incurred approximately \$60,000 in expenditures, for which the County has agreed to reimburse VDOT.

Item 17 of the SMART SCALE Prioritization Process last approved by the Board February 19, 2020 states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board. In the event that a project is not advanced to the next phase of construction when requested by the Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse VDOT for all state and federal funds expended on the project.

Item 22 of the SMART SCALE Prioritization Process adopted February 19, 2020 states that Surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts. In addition, this item provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE.

Recommendation: VDOT recommends that the Board cancel the Rte. 301 South Median Crossover UPC 111790 project and transfer all Construction District Grant funds to the Hampton Roads Construction District Grant balance entry (UPC 21763).

Action Required by CTB: The Board will be presented with a resolution for a formal vote to cancel the Rte. 301 South Median Crossover UPC 111790 project and transfer all Construction District Grant funds to the Hampton Roads Construction District Grant balance entry (UPC 21763).

Result, if Approved: If approved, the project will be removed from the Six-Year Improvement Program and all Construction District Grant funds will be transferred to the Hampton Roads Construction District Grant balance entry (UPC 21763).

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



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Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 17, 2021

MOTION

Made By:

Seconded By:

Action:

**Title: SMART SCALE Project Cancellation
Backlick Run Multiuse Path Phase I UPC 111469**

WHEREAS, the Commonwealth Transportation Board's (Board) Policy for Implementation of the SMART SCALE Project Prioritization Process (SMART SCALE Prioritization Process) last approved February 19, 2020 states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board; and

WHEREAS, Item 13 of the Board's SMART SCALE Prioritization Process adopted February 19, 2020 states that 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 Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the Virginia Department of Transportation (VDOT) for all state and federal funds expended on the project; and

WHEREAS, Item 22 of the Board's SMART SCALE Prioritization Process adopted February 19, 2020 states that surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts, and further, provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE; and

WHEREAS, the Backlick Run Multiuse Path Phase I UPC 111469 (Project) was submitted for consideration and selected for \$5,044,545 in funding through the Construction District Grant Program in the second round of the prioritization process pursuant to section 33.2-214.1; and

Resolution of the Board
SMART SCALE Project Cancellation Backlick Run Multiuse Path
Phase I UPC 111469
March 17, 2021
Page 2 of 2

WHEREAS, the City of Alexandria passed a resolution December 12, 2020, withdrawing their support for the Project and requesting that the Project be cancelled; and

WHEREAS, no SMART SCALE/Construction District Grant Program funds have been expended on the project and VDOT recommends Board action to cancel the Project and transfer all Construction District Grant funds to the Northern Virginia District Construction District Grant balance entry (UPC 21765).

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the Backlick Run Multiuse Path Phase I UPC 111469 project is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all Construction District Grant funds allocated to the Project be transferred to the Northern Virginia District Construction District Grant balance entry (UPC 21765).

###

CTB Decision Brief
SMART SCALE Project Cancellation
Backlick Run Multiuse Path Phase I UPC 111469

Issue: The Backlick Run Multiuse Path Phase I UPC 111469 (Project) was selected for funding in the second round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Policy/Process. The Project was submitted by the City of Alexandria and screened in for meeting a VTrans need. It was selected for funding and received \$5,044,545 in Construction District Grant funds to fully fund the Project. The City of Alexandria passed a resolution December 12, 2020 withdrawing their support for the project and requesting that the project be cancelled. CTB approval is needed for cancellation of this Project pursuant to the Policy for Implementation of the SMART SCALE Project Prioritization Process (the SMART SCALE Prioritization Process) last approved by the Board February 19, 2020.

Facts: The Project is locally administered and is in the preliminary engineering phase: however, no SMART Scale/Construction District Grant funds have been expended on the Project.

Item 17 of the SMART SCALE Project Prioritization Process last approved by the Board February 19, 2020 states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board. In accordance with Item 13 of the SMART SCALE Prioritization Process, in the event that a project is not advanced to the next phase of construction when requested by the Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the Virginia Department of Transportation (VDOT) for all state and federal funds expended on the project.

Item 22 of the SMART SCALE Prioritization Process adopted February 19, 2020 states that Surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts. In addition, this item provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE.

Recommendation: VDOT recommends that the Board cancel the Backlick Run Multiuse Path Phase I UPC 111469 Project and transfer all Construction District Grant funds to the Northern Virginia Construction District Grant balance entry (UPC -21765).

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to cancel the Backlick Run Multiuse Path Phase I UPC 111469 project and transfer all Construction District Grant funds to the Northern Virginia Construction District Grant balance entry (UPC - 21765).

Result, if Approved: If approved, the Project will be removed from the Six-Year Improvement Program and all Construction District Grant funds will be transferred to the Northern Virginia Construction District Grant balance entry (UPC -21765).

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



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Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 17, 2021

MOTION

Made By: Seconded By: Action:

**Title: Limited Access Control Changes (LACCs) for the Peppers Ferry Road and
Arbor Drive and Peppers Ferry Road Intersection Improvements
Town of Christiansburg**

WHEREAS, on July 18, 1996, the Commonwealth Transportation Board (CTB), designated the Route 460 Bypass between, 0.70 mile east of Route 460 Business in Christiansburg and 1.10 miles north of the South County Line of Blacksburg, to be a Limited Access Highway in accordance with then Article 4, Chapter 1, Title 33.1, Section 33.1-34 of the 1950 *Code of Virginia*, as amended, establishing the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

WHEREAS, State Highway Project U000-154-R34, P101, R201, M501 (UPC# 113135) provides for the widening of Arbor Drive at Peppers Ferry Road to provide a dedicated through and left turn lane to include curb and gutter, median modification, intersection improvements, signal modifications, pedestrian signals, accessible ramps, crosswalks and construction of a sidewalk along the eastern side of Arbor Drive to improve operations and increase capacity of the intersection (the “Project”); and

WHEREAS, the widening of Arbor Drive at Peppers Ferry Road requires a minor easterly shift of the limited access line on the northbound side of Peppers Ferry Road and an adjustment in the limited access end point on the northbound side of Arbor Drive as shown

on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, the Town of Christiansburg posted a Willingness to hold a Public Hearing (“Willingness”) on October 25, 2020, and on November 4, 2020, in *The Roanoke Times* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on November 10, 2020, with no request to hold a Public Hearing or other input from the public; and

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

WHEREAS, Virginia Department of Transportation (VDOT) Salem District Office has reviewed and approved the traffic analysis report on February 12, 2021, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements. In accordance with VDOT’s Environmental Division’s determination dated April 26, 2019, the Project was reviewed under the State Environmental Review Process. It has been determined that a Preliminary Environmental Inventory (PEI) will not be required for this project, as the project scope is listed under the PEI Exemption List (#29 - Project involving previously disturbed R/W and #30 - Projects that do not involve substantial land acquisition); and

WHEREAS, the Project is located within an attainment area for all National Ambient Quality Standards, and the Project will not have an adverse impact on air quality; and

WHEREAS, the Project is in the Town of Christiansburg and the proposed LACCs are supported by a Christiansburg Town Council resolution dated December 8, 2020; and

WHEREAS, VDOT’s Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways; and

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
Arbor Drive and Peppers Ferry Road and Intersection Improvements
Town of Christiansburg
March 17, 2021
Page 3 of 3

WHEREAS, VDOT has reviewed the requested LACCs and determined that all are in compliance with § 33.2-401 of the *Code of Virginia* and that the requirements of 24 VAC 30-401-20 have been met; and

WHEREAS, VDOT recommends approval of the LACCs as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

NOW, THEREFORE, BE IT RESOLVED, in accordance with § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the Route 460 Bypass continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

BE IT FURTHER RESOLVED, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement such changes.

####

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Arbor Drive and Peppers Ferry Road Intersection Improvements
Project U000-154-R34, P101, R201, M501
UPC# 113135
Town of Christiansburg

Issues: The area designated as limited access previously approved for the Route 460 Bypass between, 0.70 mile east of Route 460 Business in Christiansburg and 1.10 miles north of the South County Line of Blacksburg, needs to be modified to accommodate the widening of Arbor Drive at Peppers Ferry Road. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

Facts:

- Limited Access Control for the Route 460 Bypass was previously established on July 18, 1996, by the Commonwealth Transportation Board (CTB) in accordance with then Article 4, Chapter 1, Title 33.1, Section 33.1-34 of the 1950 *Code of Virginia*, as amended, establishing the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”
- State Highway Project U000-154-R34, P101, R201, M501 (UPC# 113135) provides for the widening of Arbor Drive at Peppers Ferry Road to provide a dedicated through and left turn lane to include curb and gutter, median modification, intersection improvements, signal modifications, pedestrian signals, accessible ramps, crosswalks and construction of a sidewalk along the eastern side of Arbor Drive to improve operations and increase capacity of the intersection (the “Project”). These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- The Town of Christiansburg posted a Willingness to hold a Public Hearing (“Willingness”) on October 25, 2020, and on November 4, 2020, in *The Roanoke Times* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on November 10, 2020, with no request to hold a Public Hearing or other input from the public.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration, and this evidence, along with all other relevant evidence has been carefully reviewed.
- The Virginia Department of Transportation (VDOT) Salem District Office has reviewed and approved the traffic analysis report on February 12, 2021, and found that it adequately addresses the impacts from the Project and the proposed LACCs.

- The Project is in compliance with National Environmental Policy Act requirements. In accordance with VDOT's Environmental Division's determination dated April 26, 2019, the project was reviewed under the State Environmental Review Process. It has been determined that a Preliminary Environmental Inventory (PEI) will not be required for this project, as the project scope is listed under the PEI Exemption List (#29 - Project involving previously disturbed R/W and #30 - Projects that do not involve substantial land acquisition).
- The Project is located within an attainment area for all National Ambient Quality Standards, and the Project will not have an adverse impact on air quality.
- The Project is in the Town of Christiansburg and the proposed LACCs are supported by a Christiansburg Town Council resolution dated December 8, 2020.
- VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with § 33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

Recommendations: It is recommended, pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*, that the Route 460 Bypass continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access line and right of way previously approved by the CTB on July 18, 1996.

Action Required by CTB: The *Code of Virginia* § 33.2-401 and 24 VAC 30-401-10 *et seq.* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the Arbor Drive and Peppers Ferry Road Intersection Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: There were no request to hold a Public Hearing or other input received from the public as a result of posting the Willingness for the Project.



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

March 1, 2021

The Honorable Shannon Valentine
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer Mitchell
The Honorable Jerry L. Stinson
The Honorable Mary Hughes Hynes
The Honorable Allison DeTuncq
The Honorable Bert Dodson, Jr.
The Honorable W. Sheppard Miller III
The Honorable Carlos M. Brown
The Honorable Cedric Bernard Rucker
The Honorable Stephen A. Johnsen
The Honorable Mark H. Merrill
The Honorable E. Scott Kasprovicz
The Honorable Raymond D. Smoot, Jr.
The Honorable Marty Williams
The Honorable John Malbon
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for the Arbor Drive and Peppers Ferry Road intersection in the Town of Christiansburg.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project U000-154-R34, P101, R201, M501 have been determined as a necessary design feature and recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that approving these LACC's will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

Barton A. Thrasher, P.E.
Chief Engineer

TOWN OF CHRISTIANSBURG

Established November 10, 1792

Incorporated January 7, 1833



A RESOLUTION FOR THE TOWN COUNCIL OF THE TOWN OF CHRISTIANSBURG, VIRGINIA TO SUPPORT LIMITED ACCESS CONTROL CHANGES FOR THE ARBOR DRIVE – PEPPERS FERRY ROAD INTERSECTION PROJECT

WHEREAS, in accordance with 24 VAC 30-401-20 limited access control change procedures, it is necessary that a request by resolution be received from the sponsoring local jurisdiction or agency requesting the Commonwealth Transportation Board (CTB) to modify the limited access control line,

WHEREAS, the limited access control line in the northeast corner of the intersection of Arbor Drive and Peppers Ferry Road will be modified as depicted in the attached exhibit to allow for the acquisition of public right-of-way along Arbor Drive,

WHEREAS, a public comment notice was placed in *The Roanoke Times* on October 25, 2020, and the period for comments passed on November 10, 2020; and

WHEREAS, VDOT has requested that the Council of the Town of Christiansburg express its support for this modification;

NOW, THEREFORE, BE IT RESOLVED THAT: The Council of the Town of Christiansburg supports and endorses the necessary revision to the limited access control line in the northeast corner of the intersection of Arbor Drive and Peppers Ferry Road, which must be made to construct the Arbor Drive – Peppers Ferry Road Intersection project; and

BE IT FURTHER RESOLVED THAT: The Council of the Town of Christiansburg hereby grants authority for the Town Manager to execute on behalf of the Town of Christiansburg all necessary limited access control change documents and letters of support.

BE IT FINALLY RESOLVED, that a copy of this Resolution be forwarded to VDOT.

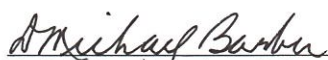
Upon a call for an aye and nay vote on the foregoing resolution on a motion by Councilman Stipes seconded by Councilwoman Sachs at a regular meeting of the Council of the Town of Christiansburg, Virginia held December 8, 2020, members of the Council stood as indicated opposite their names as follows:

	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>	<u>ABSENT</u>
Samuel M. Bishop	X			
Johana Hicks	X			
Steve Huppert	X			
Merissa Sachs	X			
Henry D. Showalter	X			
Bradford J. Stipes	X			

D. Michael Barber, Mayor*

* Votes only in the event of a tie.


Michele M. Stipes, Clerk of Council


D. Michael Barber, Mayor

Re: LACC UPC 113135 ARBOR DRIVE - PEPPERS FERRY ROAD INTERSECTION

Inbox

Snider, Lori

Feb 5, 2021 @ 9:51 AM (1 hour ago)

to Neil, me

I approve of this limited access control change from a Right of Way & Utilities perspective.

On Fri, Feb 5, 2021, 9:34 AM Hord, Neil <neil.hord@vdot.virginia.gov> wrote:
Lori,

Please see that attached LACC item from L&D. I have reviewed and recommend your approval from a right of way and utilities perspective. If you concur, please respond to George Rogerson, who is included here. Thank you

Neil

----- Forwarded message -----

From: **Rogerson, George** <george.rogerson@vdot.virginia.gov>

Date: Fri, Feb 5, 2021 at 7:15 AM

Subject: Fwd: LACC UPC 113135 ARBOR DRIVE - PEPPERS FERRY ROAD INTERSECTION

To: Hord, Neil <neil.hord@vdot.virginia.gov>

Neil,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **March 16, 2021 CTB Meeting**. If you have no comments, please send an email to Lori recommending your approval of the LACCs.

If you have any questions or concerns, please contact me.

Thank you,

George T. Rogerson, Jr.
Policies & Procedures Section Manager
Location and Design Division / Central Office
Virginia Department of Transportation
804-350-1571 (cell)
george.rogerson@vdot.virginia.gov

7-18-96

Moved by Mrs. Lionberger, seconded by Mr. White, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Design Public Hearing was held in the Blacksburg Holiday Inn, Town of Blacksburg, Va. on November 8, 1995 between 4:00 and 8:00 pm for the purpose of considering the features of Route 460 Bypass from 1.2 km (0.70 mile) east of Route 460 Business in Christiansburg, to 1.8 km (1.1 miles) north of the SCL of Blacksburg in Montgomery County, Town of Blacksburg and Christiansburg, State Project 6460-060-F19, PE-101, RW-201, C-501, B-601, B-602, B-603, B-604, B-605, B-606, B-607, B-608, B-609, B-610, B-611, B-612, B-613, B-614, B-615, B-616, B-617, B-618, B-619, B-620, B-621, B-622; Federal Project S/NH/STP-202-1() and the Route 460 Bypass Extension in Montgomery County and the Town of Christiansburg, from 0.516 km (0.3 mile) north of the intersection of Route 460/11 Business, to 0.331 km (0.2 mile) south of the NBL of I-81, State Project 6460-154-F04, PE-101, RW-201, C-501, B-604, B-605, B-606, B-607, B-608, B-609, B-610, B-611, B-612, B-613, B-614, B615, and 0081-060-119, RW-201, C-501 Federal Project NH/STP-460-2 (); and

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

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

NOW, THEREFORE, BE IT RESOLVED that the major design features of this project be approved in accordance with the plan as proposed and presented at the said Design Public Hearing by the Department's Engineers with the following modifications in the final design phase:

- * Provide improved access for the New River Media Groups, Inc. property from Cambria Street;
- * Abatement measures have been considered feasible for four sites based on the current VDOT policy;

7-18-96

* Provide a bike path and bridge over the Bypass to connect Pear Street and the County park property;

* Bike lanes will be provided along Service Road C/D connecting the park property with Route 642 (Jennelle Road);

* Bike lanes will be provided along Route 643 and Route 808 through limits of project construction;

* Bike path connecting South Main Street in the area of Southpark Drive to Ramble Road will be provided in the sidewalk area and along a separate path;

* Bike lanes will be provided on Service Road "F" between South Main Street and Prosperity Drive if the Service road is approved to serve the existing office complex;

* Bicycle access will be provided on the paved shoulder of South Main Street through the Blacksburg interchange;

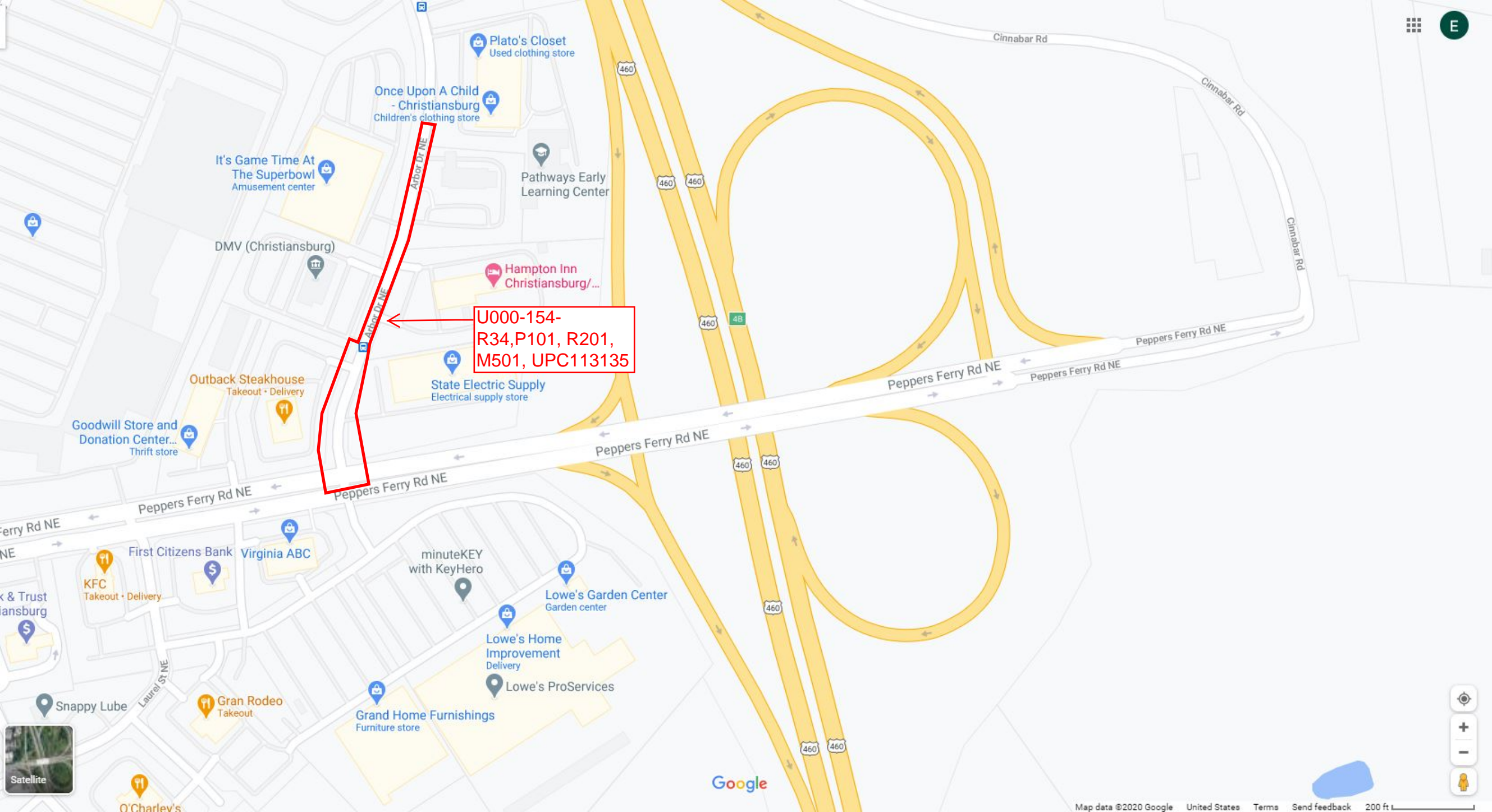
* Modifications of the proposed service road access to the Townside property based on comments received, regarding the three proposed alternatives. The Department will provide the access that is the most cost effective; and

* Shift Ramp N to the north to eliminate encroachment onto the Booth American Company property.

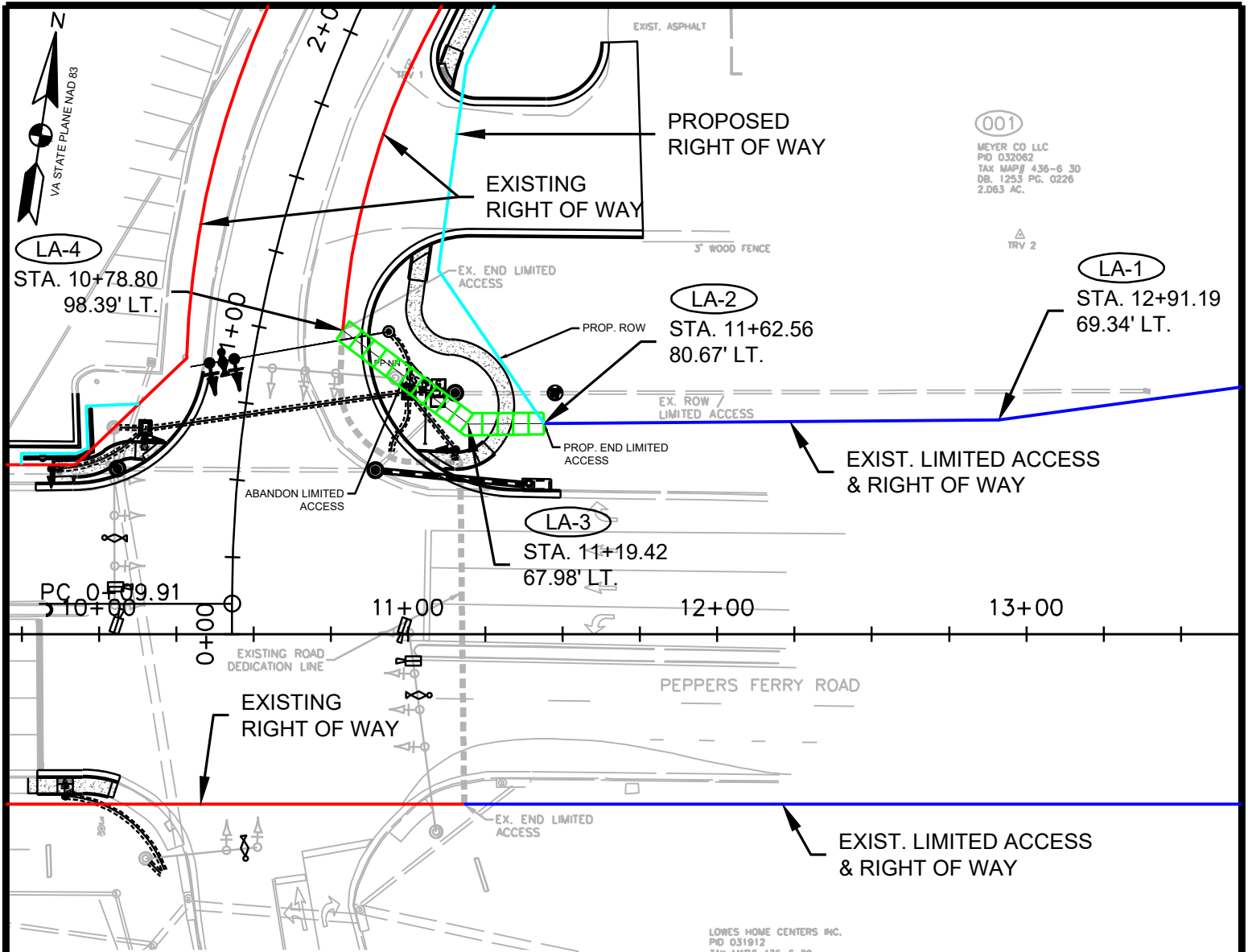
BE IT FURTHER RESOLVED that in accordance with Article 4, Chapter 1, Title 33.1, Section 33.1-34 of the 1950 code of Virginia and State Highway and Transportation Board Policy, the herein approved 7.12 km (4.42 miles) segment of Route 460 Bypass, and the herein approved 1.695 km (1.05 mile) segment of the Route 460 Bypass Extension be added to the Primary System of Highways.

BE IT FURTHER RESOLVED that in the interest of public safety, pedestrian, persons riding bicycles or mopeds, horsedrawn vehicles, self-propelled machinery or equipment, and animals led, ridden or driven on the hoof be prohibited from using this highway.

BE IT FURTHER RESOLVED that Route 460 Bypass be designated as a Limited Access Highway between 1.2 km (0.70 mile) east of Route 460 Business in Christiansburg and 1.8 km (1.1 miles) north of the SCL of Blacksburg in accordance with the statutes of Virginia and in accordance with the Commonwealth Transportation Board Policies.

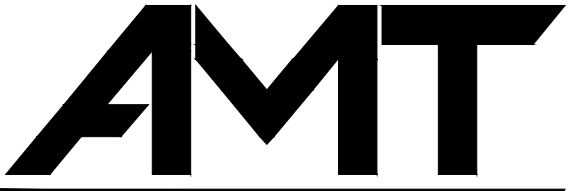


U000-154-
R34,P101, R201,
M501, UPC113135



LIMITED ACCESS			
POINT	STATION	OFFSET	DIRECTION
LA-1	12+91.19	69.34'	LT.
LA-2	11+43.89	68.17'	LT.
LA-3	11+19.42	67.98'	LT.
LA-4	10+78.80	98.39'	LT.

- EXIST. LIMITED ACCESS & RIGHT OF WAY
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS BEING REMOVED
- PROPOSED RIGHT OF WAY



A. MORTON THOMAS AND ASSOCIATES, INC.
 CONSULTING ENGINEERS
 105 ARBOR DRIVE, SUITE 200
 CHRISTIANSBURG, VA 24073
 PHONE (540) 251-5134
 EMAIL: AMT1@AMTENGINEERING.COM



PEPPERS FERRY RD. /
 ARBOR DR.
 INTERSECTION
 IMPROVEMENTS
 UPC 113135

LIMITED ACCESS CONTROL CHANGE PLAN
 PROJECT U000-154-R34, P101, R201, M501

DESIGNED BY: CER	DRAWN BY: MPH	CHECKED BY: DEC
SCALE: 1" = 25'	DATE: 11-24-2020	

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Arbor Drive and Peppers Ferry Road Intersection Improvements
Project U000-154-R34, P101, R201, M501
UPC# 113135
Town of Christiansburg

Issues: The area designated as limited access previously approved for the Route 460 Bypass between, 0.70 mile east of Route 460 Business in Christiansburg and 1.10 miles north of the South County Line of Blacksburg, needs to be modified to accommodate the widening of Arbor Drive at Peppers Ferry Road. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

Facts:

- Limited Access Control for the Route 460 Bypass was previously established on July 18, 1996, by the Commonwealth Transportation Board (CTB) in accordance with then Article 4, Chapter 1, Title 33.1, Section 33.1-34 of the 1950 *Code of Virginia*, as amended, establishing the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”
- State Highway Project U000-154-R34, P101, R201, M501 (UPC# 113135) provides for the widening of Arbor Drive at Peppers Ferry Road to provide a dedicated through and left turn lane to include curb and gutter, median modification, intersection improvements, signal modifications, pedestrian signals, accessible ramps, crosswalks and construction of a sidewalk along the eastern side of Arbor Drive to improve operations and increase capacity of the intersection (the “Project”). These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- The Town of Christiansburg posted a Willingness to hold a Public Hearing (“Willingness”) on October 25, 2020, and on November 4, 2020, in *The Roanoke Times* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on November 10, 2020, with no request to hold a Public Hearing or other input from the public.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration, and this evidence, along with all other relevant evidence has been carefully reviewed.
- The Virginia Department of Transportation (VDOT) Salem District Office has reviewed and approved the traffic analysis report on February 12, 2021, and found that it adequately addresses the impacts from the Project and the proposed LACCs.

- The Project is in compliance with National Environmental Policy Act requirements. In accordance with VDOT's Environmental Division's determination dated April 26, 2019, the project was reviewed under the State Environmental Review Process. It has been determined that a Preliminary Environmental Inventory (PEI) will not be required for this project, as the project scope is listed under the PEI Exemption List (#29 - Project involving previously disturbed R/W and #30 - Projects that do not involve substantial land acquisition).
- The Project is located within an attainment area for all National Ambient Quality Standards, and the Project will not have an adverse impact on air quality.
- The Project is in the Town of Christiansburg and the proposed LACCs are supported by a Christiansburg Town Council resolution dated December 8, 2020.
- VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with § 33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

Recommendations: It is recommended, pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*, that the Route 460 Bypass continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access line and right of way previously approved by the CTB on July 18, 1996.

Action Required by CTB: The *Code of Virginia* § 33.2-401 and 24 VAC 30-401-10 *et seq.* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the Arbor Drive and Peppers Ferry Road Intersection Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: There were no request to hold a Public Hearing or other input received from the public as a result of posting the Willingness for the Project.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

Date: March 17, 2021

MOTION

Made By: Seconded By: Action:

**Title: Revenue Sharing Reallocation
County of Fairfax – Springfield CBC Commuter Parking Garage**

WHEREAS, § 33.2-357 of the *Code of Virginia* (1950), as amended (“*Va. Code*”) prescribes that from funds made available by the General Assembly, the Commonwealth Transportation Board (CTB) may make an equivalent matching allocation to any locality for the improvement, construction, reconstruction or maintenance of the highway systems within such locality; and

WHEREAS, the governing body of the County of Fairfax elected to participate in this program in fiscal years 2005 and 2015 and, with the Virginia Department of Transportation (VDOT), identified specific eligible project work to be financed from the special fund account; and

WHEREAS, the governing body of the County of Fairfax has, by appropriate resolution, requested the Springfield CBC Commuter Parking Garage (UPC 106274) project to be established as a revenue sharing project; and

WHEREAS, the Springfield CBC Commuter Parking Garage (UPC 106274) project meets the criteria for eligibility to receive such funds; and

WHEREAS, funds previously allocated to the County of Fairfax for the Rt. 1-Install Crosswalks-PE Only (UPC 67772) project and the Rt. 29 Widening (UPC 105397) project remain unexpended after completion of those projects, and may be reallocated by the CTB in accordance with the CTB’s Policy and Guidelines; and

WHEREAS, the governing body of the County of Fairfax has, by appropriate resolution, requested that the funds set forth herein be transferred from the Rt. 1-Install Crosswalk-PE Only

(UPC 67772) project and the Rt. 29 Widening (UPC 105397) project to the Springfield CBC Commuter Parking Garage (UPC 106274) project for eligible work, as indicated herein; and

WHEREAS, this project work falls within the intent of § 33.2-357 of the *Va. Code*, and complies with the CTB’s Policy and Guidelines for the use of such funds.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby establishes the Springfield CBC Commuter Parking Garage (UPC 106274) project as a revenue sharing project and approves the transfer of these funds as indicated herein.

**Reallocation of Funds Pursuant to
 § 33.2-357 of the *Code of Virginia***

Fiscal Year of Revenue Sharing Allocation	Locality Match	State Match	Original Project Number (UPC)	New Project Number (UPC)	Scope of Eligible Work for New Project
County of Fairfax					
2005	\$166,169	\$166,169	67772	106274	Commuter Parking Garage
2015	\$1,852,773	\$1,852,773	105397	106274	Commuter Parking Garage

#####

CTB Decision Brief
Revenue Sharing Reallocation – County of Fairfax
Springfield CBC Commuter Parking Garage

Issue: The County of Fairfax has requested that an existing Six-Year Improvement Program project be approved as a revenue sharing project and that revenue sharing funds be reallocated to that project.

Facts: Section 33.2-357 of the *Code of Virginia* authorizes the Commonwealth Transportation Board (CTB) to make matching allocations to any city, town or county for highway projects. The CTB approves each project and scope of work, and the program funds are distributed and administered in accordance with guidelines established by the CTB.

The revenue sharing program guidelines stipulate that surplus funds may be transferred from a completed revenue sharing project to an existing project in the Six-Year Improvement Program if approved by the CTB. In addition, such transfers require that the recipient project needs the funding in order to proceed to advertisement or award within the next twelve months. The recipient project has been advertised and the current award date is March 2021, thereby meeting the prescribed guidelines requirement. The transfer request must also include a resolution from the locality establishing the project as a revenue sharing project.

The County of Fairfax requests that the Virginia Department of Transportation (VDOT) reallocate funds from two existing revenue sharing projects that were for the Rt. 1-Install Crosswalks-PE Only (UPC 67772) project and the Rt. 29 Widening (UPC 105397) project to a project in the Six-Year Improvement Plan, Springfield CBC Commuter Parking Garage (UPC 106274), which currently is not being funded with revenue sharing funds. The Springfield CBC Commuter Parking Garage (UPC 106274) project is currently underfunded and the addition of these funds to replace local funds will assist in meeting the award date of March 2021. The County of Fairfax, by resolution, has established the Springfield CBC Commuter Parking Garage (UPC 106274) project as a revenue sharing project and has requested, by resolution, to have revenue sharing funds transferred from the Rt. 1-Install Crosswalks-PE Only (UPC 67772) project and the Rt. 29 Widening (UPC 105397) project, which have been completed by the county and have a surplus of funding. This transfer will allow the Springfield CBC Commuter Parking Garage (UPC 106274) project award to occur. The transfer will not affect the overall allocation of the revenue sharing program. The VDOT NOVA District Office has obtained concurrence for this transfer from Ms. Mary Hynes, NOVA District CTB representative.

Recommendations: VDOT recommends that the Springfield CBC Commuter Parking Garage (UPC 106274) project in the Six-Year Improvement Plan be established as a revenue sharing project and the proposed reallocation be approved.

Action Required by CTB: A resolution is presented for CTB approval to establish the Springfield CBC Commuter Parking Garage (UPC 106274) project as a revenue sharing project and document CTB approval of the reallocation.

Result, if Approved: Revenue Sharing Program funding will be reallocated in accordance with the Board of Supervisor's request to the CTB. The County of Fairfax will be able to award the Springfield CBC Commuter Parking Garage (UPC 106274) project on schedule.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: N/A

RESOLUTION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Fairfax County Government Center of Fairfax, Virginia on Tuesday, October 6, 2020, at which a quorum was present and voting, the following resolution was adopted.

PROJECT ENDORSEMENT RESOLUTION

WHEREAS, Fairfax County desires to construct the Springfield Community Business Center (CBC) Commuter Parking Garage (Lee District); and,

WHEREAS, Fairfax County supports this project as a priority; and,

WHEREAS, Fairfax County desires to designate the above project as a Revenue Sharing Project and requests that Revenue Sharing funds in the total amount of \$4,174,200 (including state and local match) be transferred from UPC 67772, Preliminary Engineering for Bus Stops and Safety Improvements on Route 1, and UPC 105397, Route 29 Widening from Legato Road to Shirley Gate Road, to the Springfield CBC Commuter Parking Garage project, UPC 106274; and,

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of Fairfax County, Virginia, designates the Springfield CBC Commuter Parking Garage (UPC 106274) as a Revenue Sharing project and that VDOT is hereby requested to transfer all remaining available funds (\$4,174,200) in previously allocated Revenue Sharing Funds and previously committed Local Match from UPC 67772 and UPC 105397 to UPC 106274; and

BE IT FURTHER RESOLVED that the Board of Supervisors of Fairfax County, Virginia, hereby commits to fund its local share of preliminary engineering, right-of-way and construction (as applicable) of all project(s) under agreement with the Virginia Department of Transportation in accordance with the project financial document(s); and

BE IT FURTHER RESOLVED that the Fairfax County Department of Transportation is authorized to execute all agreements and/or addendums for any approved projects with the Virginia Department of Transportation.

ADOPTED this 6th day of October 2020.

A Copy – Teste:



Jill G. Cooper

Clerk for the Board of Supervisors



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

Date: March 17, 2021

MOTION

Made By: Seconded By: Action:

Title: Revenue Sharing Reallocation
City of Roanoke – 13th Street Improvements

WHEREAS, § 33.2-357 of the *Code of Virginia* (1950), as amended (“*Va. Code*”) prescribes that from funds made available by the General Assembly, the Commonwealth Transportation Board (CTB) may make an equivalent matching allocation to any locality for the improvement, construction, reconstruction or maintenance of the highway systems within such locality; and

WHEREAS, the governing body of the City of Roanoke elected to participate in this program in fiscal years 2017 and 2018 and, with the Virginia Department of Transportation (VDOT), identified specific eligible project work to be financed from the special fund account; and

WHEREAS, the governing body of the City of Roanoke has, by appropriate resolution, requested the 13th Street Improvements (UPC 688) project to be established as a revenue sharing project; and

WHEREAS, the 13th Street Improvements (UPC 688) project meets the criteria for eligibility to receive such funds; and

WHEREAS, funds previously allocated to the City of Roanoke for the 10th Street Improvements (UPC 709) project remain unexpended after completion of the project, and may be reallocated by the CTB in accordance with the CTB’s Policy and Guidelines; and

WHEREAS, the governing body of the City of Roanoke has, by appropriate resolution, requested that the funds set forth herein be transferred from the 10th Street Improvements (UPC 709) project to the 13th Street Improvements (UPC 688) project for eligible work, as indicated herein; and

WHEREAS, this project work falls within the intent of § 33.2-357 of the *Va. Code*, and complies with the CTB’s Policy and Guidelines for the use of such funds.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby establishes the 13th Street Improvements (UPC 688) project as a revenue sharing project and approves the transfer of these funds as indicated herein.

**Reallocation of Funds Pursuant to
 § 33.2-357 of the *Code of Virginia***

Fiscal Year of Revenue Sharing Allocation	Locality Match	State Match	Original Project Number (UPC)	New Project Number (UPC)	Scope of Eligible Work for New Project
City of Roanoke					
2017	\$230,619	\$230,619	709	688	Reconstruct roadway, including bike lanes and sidewalks.
2018	\$220,000	\$220,000	709	688	Reconstruct roadway, including bike lanes and sidewalks.

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CTB Decision Brief

Revenue Sharing Reallocation – City of Roanoke 13th Street Improvements

Issue: The City of Roanoke has requested that an existing Six-Year Improvement Program project be approved as a revenue sharing project and that revenue sharing funds be reallocated to that project.

Facts: Section 33.2-357 of the *Code of Virginia* authorizes the Commonwealth Transportation Board (CTB) to make matching allocations to any city, town or county for highway projects. The CTB approves each project and scope of work, and the program funds are distributed and administered in accordance with guidelines established by the CTB.

The revenue sharing program guidelines stipulate that surplus funds may be transferred from a completed revenue sharing project to an existing project in the Six-Year Improvement Program if approved by the CTB. In addition, such transfers require that the recipient project needs the funding in order to proceed to advertisement or award within the next twelve months. The current advertisement date for the recipient project is April 2021, thereby meeting the prescribed guidelines requirement. The transfer request must also include a resolution from the locality establishing the project as a revenue sharing project.

The City of Roanoke requests that the Virginia Department of Transportation (VDOT) reallocate funds from an existing revenue sharing project that was for the 10th Street Improvements (UPC 709) project to a project in the Six-Year Improvement Plan, 13th Street Improvements (UPC 688), which currently is not being funded with revenue sharing funds. The 13th Street Improvements (UPC 688) project is currently underfunded but will be able to meet the advertisement date of April 2021 with these funds. The City of Roanoke, by resolution, has established the 13th Street Improvements (UPC 688) project as a revenue sharing project and has requested, by resolution, to have revenue sharing funds transferred from the 10th Street Improvements (UPC 709) project, which has been completed by VDOT and has a surplus of funding. This transfer will allow the 13th Street Improvements (UPC 688) project advertisement to occur. The transfer will not affect the overall allocation of the revenue sharing program. The VDOT Salem District Office has obtained concurrence for this transfer from Dr. Raymond D. Smoot, Jr., Salem District CTB representative.

Recommendations: VDOT recommends that the 13th Street Improvements (UPC 688) project in the Six-Year Improvement Plan be established as a revenue sharing project and the proposed reallocation be approved.

Action Required by CTB: A resolution is presented for CTB approval to establish the 13th Street Improvements (UPC 688) project as a revenue sharing project and document CTB approval of the reallocation.

Result, if Approved: Revenue Sharing Program funding will be reallocated in accordance with the Board of Supervisor's request to the CTB. VDOT will be able to advertise the 13th Street Improvements (UPC 688) project on schedule.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: N/A



IN THE COUNCIL OF THE CITY OF ROANOKE, VIRGINIA

The 19th day of January, 2021.

No. 41978-011921.

A RESOLUTION requesting the Commonwealth Transportation Board (CTB) and Virginia Department of Transportation (VDOT) to establish a Revenue Sharing Program known as the 13th Street SE Improvements Project; requesting that surplus \$901,238 in Revenue Sharing Program funds from the completed 10th Street Improvements Project be transferred to the newly established 13th Street SE Improvements Project; authorizing the City Manager to execute documents necessary to effectuate said transfer and uses.

WHEREAS, in 2018, VDOT completed the 10th Street Improvements Project and a surplus of \$901,238 remains associated with that project, which includes \$450,619 in Local Match funds, and is available for transfer and use in other projects;

WHEREAS, a current project involving work along the 13th Street SE Corridor between Norfolk Avenue and Church Avenue, in the City of Roanoke (City), is experiencing a funding shortfall;

WHEREAS, VDOT has indicating a willingness to join with the City in asking the CTB to establish a 13th Street SE Improvements Project as a Revenue Sharing Project, and to transfer the surplus 10th Street Improvement Project funds, including the City's contributions, for use in the 13th Street SE Improvement Project, as more fully set forth in the City Council Agenda Report dated January 19, 2021.

NOW, THEREFORE, BE IT RESOLVED, by the Council of the City of Roanoke as follows:

1. The City requests that the CTB and VDOT establish a 13th Street SE Improvements Project as a Revenue Sharing Project.

2. The City requests that VDOT transfer the surplus \$901,238 from the completed 10th Street Improvement Project, which includes \$450,619 local match supplied by the City, to the newly established 13th Street SE Improvements Project.

3. The City Manager is hereby authorized to execute agreements and to take such further actions and execute such further documents as may be necessary to obtain, accept, implement, administer, and use such funds with any such documents to be approved as to form by the City Attorney.

ATTEST:

Cecelia J. McCoy
City Clerk.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 17, 2021

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Economic Development Access to
Patton Logistics, LLC, inside New River Valley Commerce Park
Project ECON-077-774 – Pulaski County**

WHEREAS, § 33.2-1509 of the *Code of Virginia* provides a fund to “...be expended by the Board for constructing, reconstructing, maintaining or improving access roads within localities to economic development sites on which manufacturing, processing, research and development facilities, distribution centers, regional service centers, corporate headquarters, or other establishments that also meet basic employer criteria as determined by the Virginia Economic Development Partnership in consultation with the Virginia Department of Small Business and Supplier Diversity will be built under firm contract or are already constructed ...” and, “in the event there is no such establishment or ... firm contract, a locality may guarantee to the Board by bond or other acceptable device that such will occur and, should no establishment or airport acceptable to the Board be constructed or under firm contract within the time limits of the bond, such bond shall be forfeited”; and

WHEREAS, the Pulaski County Board of Supervisors has requested by formal resolution that Economic Development Access Program funds to serve Patton Logistics, LLC, to be located inside New River Valley Commerce Park, and said access is estimated to cost approximately \$411,000; and

WHEREAS, it appears that this request falls within the intent of § 33.2-1509 of the *Code of Virginia* and complies with the provisions of the Commonwealth Transportation Board’s Economic Development Access Fund Policy and its accompanying regulations at 24 VAC 30-271-20.

Resolution of the Board

Economic Development Access Program – Patton Logistics, LLC – Pulaski County

March 17, 2021

Page 2 of 2

NOW, THEREFORE, BE IT RESOLVED, that \$411,000 of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to the planned Patton Logistics, LLC facility on eligible property inside New River Valley Commerce Park, Project ECON-077-774, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth;
2. Execution of an appropriate contractual agreement between the County of Pulaski (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Design, administration, construction, and maintenance of this project;
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT;
 - c. Provision by the LOCALITY of either (i) documentation of a least \$2,055,000 of eligible capital outlay attributed to qualifying business on property served exclusively by this project, or (ii) should documentation of capital outlay be insufficient, an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before March 16, 2026, without written permission of VDOT. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Economic Development, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of establishments served by the project. If, by March 16, 2026, at least \$2,055,000 of eligible capital outlay on property served exclusively by this project has not been expended or committed by firm contract by a qualified establishment or establishments, then an amount equal to 20% of the eligible capital outlay of up to \$2,055,000 will be credited toward the project's Economic Development Access Program allocation utilized in the project's construction and the balance of the utilized allocation not justified by eligible capital outlay will be returned to VDOT and the Economic Development, Airport and Rail Access Fund. This surety may be released or reduced accordingly at an earlier date upon provision of documentation of eligible capital outlay by a qualified establishment, or establishments; and
3. Determination by VDOT of eligible capital outlay in accordance with current policy and procedures for administering the Economic Development Access Program.

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CTB Decision Brief

Economic Development Access – Pulaski County Patton Logistics, LLC

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* the Economic Development Access (EDA) Fund Policy of the Commonwealth Transportation Board (CTB), Pulaski County Board of Supervisors has requested funds by formal resolution from the EDA Program to assist in constructing road access to eligible property located within New River Valley Commerce Park. Allocation of the requested funds by the CTB is sought.

Facts: Section 33.2-1509 of the *Code of Virginia* authorizes the CTB to expend funds set aside for constructing access roads to economic development sites on which certain establishments as prescribed by the *Code* or other establishments that meet the basic employer criteria as determined by the Virginia Economic Development Partnership (VEDP) in consultation with the Virginia Department of Small Business and Supplier Diversity (VDSBSD) will be built under firm contract or are already constructed. In the event that there is no such establishment already constructed or construction of such establishment is not under firm contract, a locality may guarantee to the CTB by bond or other acceptable device that such will occur.

The CTB's EDA Fund Policy sets forth certain criteria which must be met for projects to be eligible for such funding and directs the Commissioner of Highways to establish administrative procedures to administer to assure adherence to such policy and legislative requirements. The Commissioner established such administrative procedures in the EDA Program Guide administered by the Local Assistance Division of the Virginia Department of Transportation (VDOT).

Patton Logistics, LLC plans to construct a 251,000 square-foot facility, for the purpose of providing warehousing and logistical services, within New River Valley Commerce Park. The Patton Logistics, LLC facility is expected to result in an investment of \$12 million and will add up to 33 new jobs. VEDP, in consultation with VDSBSD has determined that Patton Logistics, LLC is a qualifying business establishment warranting the use of the EDA Program funds. New River Valley Commerce Park, which is publicly owned and managed by surrounding localities through a Regional Industrial Facility Authority, does not currently have public access. Pulaski County will administer design and construction of the proposed access road project.

Pulaski County's plans for the proposed access road will provide for a 24-foot wide asphalt roadway with shoulders and ditches, beginning at the end of International Boulevard, extending north east approximately 900-feet in length within 130 feet of right of way to provide adequate access to the parcel on which Patton Logistics, LLC will develop. VDOT Salem District staff concurs with the plans for the project and with the estimated project cost for eligible items and quantities of approximately \$411,000. Pulaski County will be responsible for financial arrangements to provide for the required EDA Program matching funds, as appropriate, and all project costs exceeding the state EDA Program allocation to fully fund the project. Documentation of qualifying capital investment of \$2,055,000 or provision of appropriate surety from the County will be required prior to funding authorization.

Recommendation: VDOT recommends an allocation of \$411,000 from the Economic Development, Airport and Rail Access Fund be approved for construction of this project, subject to certain contingencies as set forth in the accompanying resolution.

Action Required by the CTB: The *Code of Virginia*, the Virginia Administrative Code, and the CTB's EDA Fund Policy specify that the CTB shall approve of the allocation of funds for the construction of the access road project. A resolution is provided for formal vote.

Result, if Approved: VDOT and Pulaski County will proceed with the EDA road project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Pulaski County Virginia

**Pulaski County
Board of Supervisors**



**Commonwealth of
Virginia**

Resolution of the Pulaski County Board of Supervisors Extending International Boulevard to Patton Logistics, LLC

At a regularly scheduled meeting of the County of Pulaski, Virginia Board of Supervisors held on Monday, May 18, 2020, on a motion by MR. JOHN TRAVIS seconded by MR. CHARLES BOPP, the following resolution was adopted by a vote of 5 to 0:

WHEREAS, the County of Pulaski, Virginia, desires to assist in the development of the New River Valley Commerce Park property for the purpose of economic development located off of Route 100 in the County of Pulaski, Virginia, within the New River Valley Commerce Park; and

WHEREAS, Patton Logistics, LLC has lease/purchased property located in the County of Pulaski and will soon enter into a firm contract to construct a 251,000 square foot facility on that property for the purpose of providing warehousing and logistical services; and

WHEREAS, this new facility is expected to involve new private capital investment in building and equipment of approximately \$12 million and Patton Logistics is expected to employ 33 persons at this facility; and

WHEREAS, operations are expected to begin at this new facility on or about December 2020; and this property is expected to be the site of new private capital investment in land, building, and manufacturing equipment which will provide substantial employment; and

WHEREAS, the subject property has no access to a public street or highway and will require the construction of a new roadway to connect with Route 100; and

WHEREAS, the County of Pulaski hereby guarantees that the necessary environmental analysis, mitigation, fee simple right of way and utility relocations or adjustments, if necessary, for this project will be provided at no cost to the Economic Development, Airport and Rail Access Fund; and

WHEREAS, the County of Pulaski acknowledges that no land disturbance activities may occur within the limits of the proposed access project prior to appropriate notification from the Department of Transportation as a condition of the use of the Economic Development, Airport and Rail Access Fund; and

WHEREAS, the County of Pulaski hereby acknowledges that the Virginia Department of Transportation's Economic Development Access (EDA) Program may provide up to a maximum of \$650,000 for a project and requires matching funding, up to \$150,000, from the County of Pulaski for estimated eligible project costs over \$500,000, up to \$800,000; and

WHEREAS, the County of Pulaski hereby guarantees that financing of all ineligible project costs, project costs exceeding the EDA Program project allocation, EDA Program required locality matching funds, if applicable, and all costs not justified by eligible capital outlay within the timeframe established according to the EDA Program and Policy will be provided from sources other than those administered by the Virginia Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED THAT: The Pulaski County Board of Supervisors hereby requests that the Commonwealth Transportation Board provide Economic Development Access Program funding to provide adequate road access to this property; and

BE IT FURTHER RESOLVED THAT: The Pulaski County Board of Supervisors hereby agrees to provide a surety or bond, acceptable to and payable to the Virginia Department of Transportation, in the full amount of the Commonwealth Transportation Board's allocation less eligible private capital outlay credit as determined by VDOT; this surety shall be exercised by the Department of Transportation in the event that sufficient qualifying capital investment does not occur on Lot C in the New River Valley Commerce Park within five years of the Commonwealth Transportation Board's allocation of funds pursuant to this request; and

BE IT FURTHER RESOLVED THAT: The County Administrator and/or his designee(s) be authorized to act on behalf of the Board of Supervisors to execute any and all documents necessary to secure funding in the maximum amount eligible under the Economic Development Access Program; and

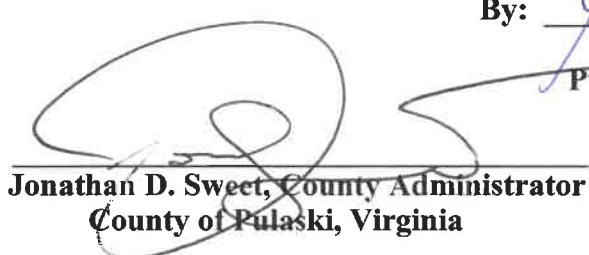
BE IT FURTHER RESOLVED THAT: The Pulaski County Board of Supervisors hereby requests that the new roadway so constructed will be added to and become a part of the secondary system of state highways of the County of Pulaski pursuant to §33.2-1509, paragraph C., of the Code of Virginia.

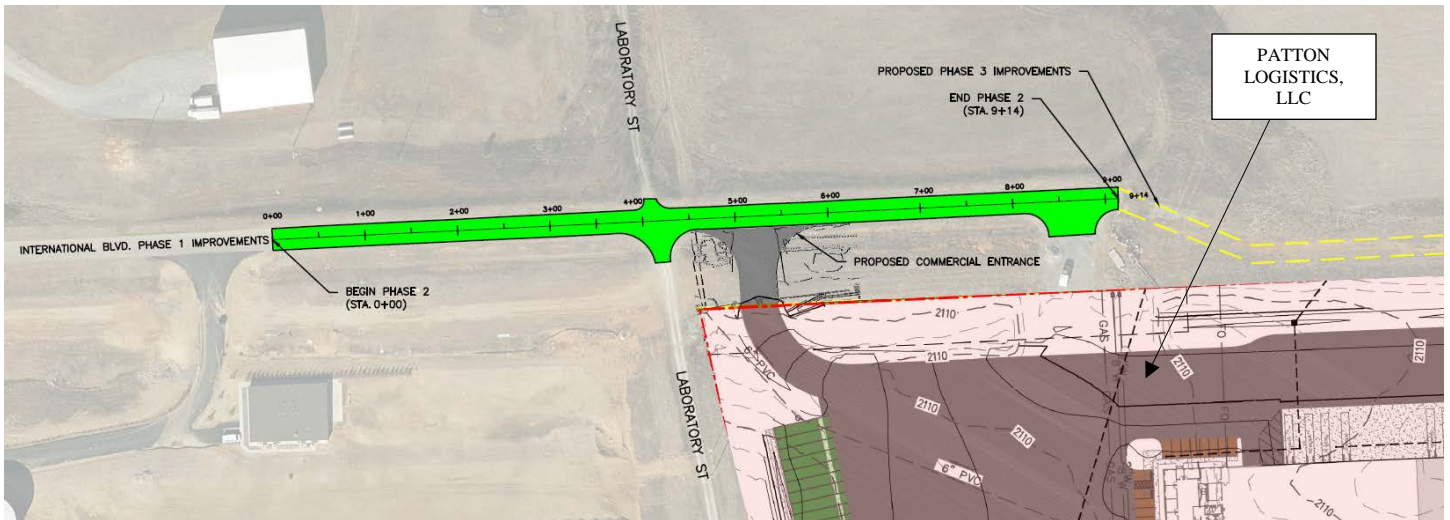
By: _____



Joseph Guthrie, Chair
Pulaski County Board of Supervisors

Attest: _____


Jonathan D. Sweet, County Administrator
County of Pulaski, Virginia



PROPOSED ECONOMIC DEVELOPMENT ACCESS PROJECT
Patton Logistics, LLC
Project ECON-077-774
County of Pulaski

Economic Development Facility / Site

Proposed 251,000 square-foot distribution facility on approximately 22 acres

Anticipated Traffic: 200 vpd (140 trucks)

Capital Investment: \$12 million

Employment: 33

Access Facility

Project Length: 0.17 mile

Pavement Width: 24 feet

R/W Width: 130 feet

Estimated Cost: \$411,000

Proposed Allocation: \$411,000 unmatched



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 17, 2021

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Economic Development Access to
Preferred Freezer Services, off West Norfolk Rd.
Project ECON-124-255 – City of Portsmouth**

WHEREAS, § 33.2-1509 of the *Code of Virginia* provides a fund to “be expended by the Board for constructing, reconstructing, maintaining or improving access roads within localities to economic development sites on which manufacturing, processing, research and development facilities, distribution centers, regional service centers, corporate headquarters, or other establishments that also meet basic employer criteria as determined by the Virginia Economic Development Partnership in consultation with the Virginia Department of Small Business and Supplier Diversity will be built under firm contract or are already constructed ...” and, “in the event there is no such establishment or ... firm contract, a locality may guarantee to the Board by bond or other acceptable device that such will occur and, should no establishment or airport acceptable to the Board be constructed or under firm contract within the time limits of the bond, such bond shall be forfeited”; and

WHEREAS, the City of Portsmouth by formal resolution has requested Economic Development Access (EDA) Program funds to serve Preferred Freezer Services, which is located off West Norfolk Road without public access, and said access is estimated to cost approximately \$1,503,000; and

WHEREAS, it appears that this request falls within the intent of § 33.2-1509 of the *Code of Virginia* and complies with the provisions of the Commonwealth Transportation Board’s EDA Fund Policy, and its accompanying regulations at 24 VAC 30-271-20.

NOW, THEREFORE, BE IT RESOLVED, that \$650,000 (\$500,000 unmatched and \$150,000 matched) of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to the planned Preferred Freezer Services facility on eligible property off West Norfolk Rd., Project ECON-124-255, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between the City of Portsmouth (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Design, administration, construction and maintenance of this project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - c. Provision of the required matching funds, up to \$150,000, by the LOCALITY for appropriately documented eligible project costs; and
 - d. Provision by the LOCALITY of either i) documentation of a least \$3,250,000 of eligible capital outlay attributed to qualifying business on property served exclusively by this project, or ii) should documentation of capital outlay be insufficient, an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before March 16, 2026, without written permission of VDOT. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Economic Development, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of establishments served by the project. If, by March 16, 2026, at least \$3,250,000 of eligible capital outlay on property served exclusively by this project has not been expended or committed by firm contract by a qualified establishment or establishments, then an amount equal to 20% of the eligible capital outlay of up to \$3,250,000 will be credited toward the project's EDA Program allocation utilized in the project's construction and the balance of the utilized allocation not justified by eligible capital outlay will be returned to VDOT and the Economic Development, Airport and Rail Access Fund. This surety may be released or reduced accordingly at an earlier date upon provision of documentation of eligible capital outlay by a qualified establishment, or establishments; and
3. Determination by VDOT of eligible capital outlay in accordance with current policy and procedures for administering the EDA Program.

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CTB Decision Brief

Economic Development Access – City of Portsmouth Preferred Freezer Services

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* and the Economic Development Access EDA Fund Policy of the Commonwealth Transportation Board (CTB), the City of Portsmouth has requested funds from the EDA Program to assist in constructing road access to eligible property located off West Norfolk Rd. Allocation of the requested funds by the CTB is sought.

Facts: Section 33.2-1509 of the *Code of Virginia* authorizes the CTB to expend funds set aside for constructing access roads to economic development sites on which certain establishments as prescribed by the *Code* or other establishments that meet the basic employer criteria as determined by the Virginia Economic Development Partnership (VEDP) in consultation with the Virginia Department of Small Business and Supplier Diversity (VDSBSD) will be built under firm contract or are already constructed. In the event that there is no such establishment already constructed or construction of such establishment is not under firm contract, a locality may guarantee to the CTB by bond or other acceptable device that such will occur.

The CTB's EDA Fund Policy sets forth certain criteria which must be met for projects to be eligible for such funding and directs the Commissioner of Highways to establish administrative procedures to administer to assure adherence to such policy and legislative requirements. The Commissioner established such administrative procedures in the Economic Development Access Program Guide administered by the Local Assistance Division of the Virginia Department of Transportation (VDOT). The Policy stipulates that the governing body of the locality shall provide a resolution in request of the EDA Program funding prior to the Board's allocation of funds.

Preferred Freezer Services plans to construct a 200,000 square-foot facility, for the purpose of importing, exporting and distributing a variety of food products, located off West Norfolk Road. The Preferred Freezer Services facility is expected to result in an investment of \$60 million and will add up to 60 new jobs. The VEDP, in consultation with the VDSBSD has determined that the Preferred Freezer Services operation is a qualifying business establishment warranting the use of the EDA Program funds. The property does not currently have public access. The City of Portsmouth will administer design and construction of the proposed access road project.

The City of Portsmouth's plans for the proposed access road include improvements to the existing West Norfolk Road; and a 32-foot wide asphalt roadway with shoulders and ditches, beginning at the intersection with West Norfolk Road, extending south east approximately 500-feet in length within 50 feet of right of way. VDOT Hampton Roads District staff concurs with the plans for the project and with the estimated project cost for eligible items and quantities of approximately \$1,503,000, exceeding the maximum EDA allocation. The City of Portsmouth will be responsible for financial arrangements to provide for the required EDA Program matching funds, as appropriate, and all project costs exceeding the state EDA Program allocation to fully fund the project. Documentation of qualifying capital investment of \$3,250,000 or provision of appropriate surety from the City will be required prior to funding authorization.

Recommendation: VDOT recommends the maximum allocation of \$650,000 (\$500,000 unmatched and \$150,000 matched) from the Economic Development, Airport and Rail Access Fund be approved for construction of this project, subject to certain contingencies as set forth in the accompanying resolution.

Action Required by the CTB: The *Code of Virginia*, the Virginia Administrative Code, and the CTB's EDA Fund Policy specify that the CTB shall approve of the allocation of funds for the construction of the access road project. A resolution is provided for formal vote.

Result, if Approved: VDOT and the City of Portsmouth will proceed with the EDA road project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

A RESOLUTION AUTHORIZING AND SUPPORTING SUBMISSION OF AN APPLICATION FOR PARTICIPATION IN THE VIRGINIA DEPARTMENT OF TRANSPORTATION ECONOMIC DEVELOPMENT ACCESS PROGRAM.

WHEREAS, the City of Portsmouth, Virginia desires to assist in the development of property for the purpose of economic development located off of West Norfolk Road in the City of Portsmouth, Virginia, within the West Norfolk industrial area; and

WHEREAS, the property is expected to be the site of new private capital investment in land, building, and manufacturing equipment which will provide substantial employment; and

WHEREAS, the property assisted includes Tax Parcels 07010260, 07000010, 07020300, 07010470 and 07190020, and may include Tax Parcel 07190010; and

WHEREAS, the subject property, or portions thereof, has no site access to a public street or highway and will require the construction of a new roadway to connect with West Norfolk Road; and

WHEREAS, the existing public road network does not provide for adequate industrial access to the property, or portions thereof, and it is deemed necessary that improvements be made to West Norfolk Road; and

WHEREAS, the City of Portsmouth hereby guarantees that the necessary environmental analysis, mitigation, fee simple right of way and utility relocations or adjustments, if necessary, for this project will be provided at no cost to the Economic Development, Airport and Rail Access Fund; and

WHEREAS, the City of Portsmouth acknowledges that no land disturbance activities may occur within the limits of the proposed access project prior to appropriate notification from the Department of Transportation as a condition of the use of the Economic Development, Airport and Rail Access Fund; and

WHEREAS, the City of Portsmouth hereby acknowledges that the Virginia Department of Transportation's Economic Development Access (EDA) Program may provide up to a maximum of \$650,000 for a project and requires matching funding, up to \$150,000, from the City of Portsmouth for estimated eligible project costs over \$500,000, up to \$800,000; and

WHEREAS, the City of Portsmouth hereby guarantees that financing of all ineligible project costs, project costs exceeding the EDA Program project allocation, EDA Program required locality matching funds, if applicable, and all costs not justified by eligible capital outlay will be provided from sources other than those administered by the Virginia Department of Transportation;

NOW THEREFORE BE IT RESOLVED by the Council of the City of Portsmouth, Virginia:

1. That the City Council hereby requests that the Commonwealth Transportation Board provide Economic Development Access Program funding to provide adequate road access to the referenced property;

2. That the City Council hereby agrees to provide a surety or bond, acceptable to and payable to the Virginia Department of Transportation, in the full amount of the Commonwealth Transportation Board's allocation less eligible private capital outlay credit as determined by VDOT; this surety shall be exercised by the Department of Transportation in the event that sufficient qualifying capital investment does not occur on qualifying parcels within five years of the Commonwealth Transportation Board's allocation of funds pursuant to this request; and

3. That the City Manager and/or her designee(s) are authorized to act on behalf of the City Council to execute any and all documents necessary to secure funding in the maximum amount eligible under the Economic Development Access Program; and

4. That it hereby acknowledges that the new roadway so constructed will be added to and become a part of the road system of the City of Portsmouth pursuant to § 33.2-1509, paragraph C, of the Code of Virginia; and

5. That the City of Portsmouth will request the new roadway[s] so constructed to be added to receive maintenance payments in accordance with the provisions of § 33.2-319 of the Code of Virginia, and such request for street additions for assistance payments will be submitted, together with a copy of this Resolution and such maps and other documents as may be necessary in the manner prescribed by the Department.

ADOPTED at a meeting of the Council of the City of Portsmouth, Virginia held on March 26, 2019.

Teste:

City Clerk



PROPOSED ECONOMIC DEVELOPMENT ACCESS PROJECT
Preferred Freezer Services
Project ECON-124-255
City of Portsmouth

Economic Development Facility / Site

Proposed 200,000 square-foot lineage cold storage facility on approximately 44 acres
 Anticipated Traffic: 5,200 vpd (30 trucks)
 Capital Investment (expansion): \$60 million
 Employment: 60

Access Facility

Project Length: 0.65 mile
 Pavement Width: 32 feet
 R/W Width: 50 feet
 Estimated Cost: \$1,503,000
 Proposed Allocation: \$650,000
 (\$500,000 unmatched, \$150,000 matched)



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 17, 2021

MOTION

Made By:

Seconded By:

Action:

Title: Authorization for the Commissioner of Highways to Enter into an Amendment of the Standard Project Agreement between the Virginia Department of Transportation and the Hampton Roads Transportation Accountability Commission for the Expanded Bowers Hill Interchange Study (UPC 111427)

WHEREAS, the Virginia General Assembly, pursuant to Chapter 26 of Title 33.2 of the Code of Virginia, has established the Hampton Roads Transportation Accountability Commission (HRTAC), a political subdivision of the Commonwealth; and

WHEREAS, the Virginia General Assembly, pursuant to §33.2-2600 of the Code of Virginia, has also established the Hampton Roads Transportation Fund (HRTF) to fund new construction projects on new or existing highways, bridges, and tunnels in the localities comprising Planning District 23; and

WHEREAS, pursuant to §33.2-2608, the HRTAC may enter into contracts or agreements necessary or convenient for the performance of its duties and the exercise of its powers under Chapter 26; and

WHEREAS, §33.2-214 C of the Code of Virginia empowers the Commonwealth Transportation Board (CTB) to enter into contracts with local districts, commissions, agencies, or other entities created for transportation purposes; and

Resolution of the Board

Authorization for the Commissioner of Highways to Enter into an Amendment of the Standard Project Agreement between the Virginia Department of Transportation and the Hampton Roads Transportation Accountability Commission for the Expanded Bowers Hill Interchange Study (UPC 111427)

March 17, 2021

Page 2 of 2

WHEREAS, at its April 19, 2017 meeting, the CTB approved and authorized the Commissioner of Highways to, among other things, execute the execute a Standard Project Agreement (SPA) with HRTAC relating to the Bowers Hill Study and the HRTF funding therefore; and

WHEREAS, in accord with said approval and delegation by the CTB, the Commissioner of Highways executed a Standard Project Agreement, dated as of August 28, 2017, between VDOT and HRTAC for Funding and Administration of the Bowers Hill Interchange Study (UPC 111427) (the “Project” or “Study”), whereby HRTAC provided \$4,000,000 in funding for the Project; and

WHEREAS, based on extensive study and coordination between the Hampton Roads Transportation Planning Organization (HRTPO) and its Bowers Hill Interchange Study Working Group, VDOT, and HRTAC, it was determined that the Bowers Hill Interchange Study scope of work needed to be modified to include the segment of I-664 between Bowers Hill Interchange and the College Drive Interchange due to the significant congestion along I-664 that extends to the Bowers Hill Interchange; and

WHEREAS, on May 21, 2020, the HRTPO approved the expansion of the Bowers Hill Interchange Study to incorporate an express lane component; and

WHEREAS, HRTAC, on December 10, 2020, amended the FY2021-FY2026 Funding Plan to redirect an additional \$3,904,630 (previously released from the Route 460/58/13 Connector Study) to extend the scope and budget of the Bowers Hill Interchange Study and authorized the Chair to finalize and execute the appropriate amendment to the funding agreement between VDOT and HRTAC; and

WHEREAS, provision of the additional funding by HRTAC for the expanded Bowers Hill Interchange Study/Project requires amendment of the SPA for the Bowers Hill Interchange Study and pursuant to §33.2-214 C, VDOT has requested that the CTB authorize the Commissioner to execute a proposed Amendment to the SPA with HRTAC for the expanded Bowers Hill Interchange Study; and

WHEREAS, the proposed Amendment to the SPA will address an issue previously noted by the CTB relating to language in the SPA regarding the opportunity for VDOT to cure alleged material breaches of the SPA.

NOW, THEREFORE, BE IT RESOLVED, the Commonwealth Transportation Board hereby authorizes the Commissioner of Highways to enter into/execute the Amendment to the Standard Project Agreement with HRTAC, attached hereto as Exhibit A, regarding the additional funding and expanded scope of the Bowers Hill Interchange Study funding, with such changes and additions as the Commissioner deems necessary.

####

CTB Decision Brief

Authorization for the Commissioner of Highways to Enter into an Amendment of the Standard Project Agreement between the Virginia Department of Transportation and the Hampton Roads Transportation Accountability Commission for the Expanded Bowers Hill Interchange Study (UPC 111427)

Issue: The Virginia Department of Transportation (VDOT) is requesting that the Commonwealth Transportation Board (CTB) authorize the Commissioner of Highways (Commissioner) to enter into the Amendment of the Standard Project Agreement (SPA) with the Hampton Roads Transportation Accountability Commission (HRTAC) for the expanded Bowers Hill Interchange Study.

Facts:

- At its April 19, 2017 meeting, the CTB approved and authorized the Commissioner of Highways to enter into a MOU with HRTAC and the Hampton Roads Transportation Planning Organization (HRTPO) concerning the study of components not included in the selected Hampton Roads Crossing Study SEIS Alternative and to execute a Standard Project Agreement with HRTAC relating to the Bowers Hill Study.
- In accord with approval and delegation by the Board, the Commissioner of Highways executed a Standard Project Agreement, dated as of August 28, 2017, between VDOT and HRTAC for Funding and Administration of the Bowers Hill Interchange Study (UPC 111427) (the “Project” or “Study”), whereby HRTAC provided \$4,000,000 in funding for the Study; and
- VDOT has made briefings to the CTB, HRTAC, and Hampton Roads Transportation Planning Organization (HRTPO), demonstrating the operational benefits of the Hampton Roads Express Lane (HREL) network providing for continuous HOT lanes travel on Interstate 64 in Hampton Roads between the interchange of Interstate 64 and Jefferson Avenue in Newport News and the interchange of Interstates 64, 264, and 664 in the Bowers Hill section of Chesapeake.
- Based on extensive study and coordination between HRTPO and its Bowers Hill Interchange Study Working Group, VDOT, and HRTAC, it was determined that the Bowers Hill Interchange Study scope of work needed to be modified to include the segment of I-664 between Bowers Hill Interchange and the College Drive Interchange due to the significant congestion along I-664 that extends to the Bowers Hill Interchange.
- On May 21, 2020, HRTPO approved the expansion of the Bowers Hill Interchange Study to incorporate an express lane component.
- On December 11, 2019, the Commonwealth Transportation Board approved and authorized the Commissioner of Highways to execute the Amendment and Termination of Standard Project Agreement in order to terminate the Standard Project Agreement with HRTAC regarding administration and funding for the Route 460/58/13 Connector Study

and to release the unexpended portion of the HRTAC-controlled funds obligated thereto, totaling \$3,904,632.42, for other uses.

- On December 10, 2020, HRTAC, amended the FY2021-FY2026 Funding Plan to redirect an additional \$3,904,630 of funding that was released from the Route 460/58/13 Connector Study to extend the scope and budget of the Bowers Hill Interchange Study and authorized the Chair to finalize and execute the appropriate amendment to the funding agreement between VDOT and HRTAC.

The purpose of the Bowers Hill Interchange Improvements Study is to reduce congestion, improve travel reliability, and provide additional travel choice on I-664 from and including the Bowers Hill Interchange to College Drive. The expanded scope of the Bowers Hill Interchange Study includes the following:

- Study location/termini:
 - I-664 - Up to College Drive interchange
 - I-64 – The first interchange southeast of Bowers Hill (Military Hwy)
 - I-264 – The first interchange east of Bowers Hill (Greenwood Dr)
 - Route 13/58/460 – The Bisco St/Airport Entrance intersection
- Ability to carry Express Lanes through the interchange and along I-664
- Maintain local access/connections, where feasible
- Provide high speed access between all major movements, where feasible
- Evaluate reliability of freight movement
- Evaluate evacuation impacts
- Evaluate resiliency/sea level rise impacts
 - Bowers Hill Interchange may be prone to flooding during major storms
- Project Phasing
 - First Phase - Bowers Hill Interchange and I-664 improvements necessary for the improved Interchange to provide acceptable operating conditions
 - Second Phase - The remaining portion of I-664 up to College Drive
- Consideration of other studies, including the Regional Connectors Study (RCS) and 2045 Long Range Transportation Plan

This Amendment will allow for the additional \$3,904,630 to continue to develop the Environmental Impact Statement (EIS) along with the expanded scope parameters of the Bowers Hill Interchange Study. In addition, the Amendment will address an issue previously noted by the CTB and provide VDOT an opportunity to cure alleged material breaches of the SPA. The proposed Amendment to the SPA is attached hereto as Exhibit A.

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

At their December 10, 2020 meeting, HRTAC approved the transfer of additional funds to this Project and authorized the Chair to finalize and execute the appropriate amendment to the funding agreement between the Virginia Department of Transportation and HRTAC.

Recommendation: VDOT recommends that the CTB delegate to the Commissioner the authority to enter into the Amendment to the SPA relating to the additional funding and expanded scope of the Bowers Hill Interchange Study, attached hereto as Exhibit A, with such changes and additions as the Commissioner of Highways deems necessary.

Action Required by the CTB: Approve by majority vote the resolution providing the authorization recommended herein.

Result, if Approved: The Commissioner will be authorized to enter into the Amendment to the SPA between VDOT and HRTAC for use of the additional HRTAC Funds to pay the costs for the expanded scope of the Bowers Hill Interchange Study.

Options: Approve, Deny or Defer

Public Comments/Reactions: N/A

**Amendment to Standard Project Agreement for Funding and Administration
between
Hampton Roads Transportation Accountability Commission
and
Virginia Department of Transportation**

HRTAC Project/Number: Bowers Hill Interchange Study (UPC 111427)

THIS AMENDMENT TO the STANDARD PROJECT AGREEMENT for the Bowers Hill Interchange Study (this "Amendment"), dated and effective as of the date of last execution below, is made by and between the VIRGINIA DEPARTMENT OF TRANSPORTATION ("VDOT") and the HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION ("HRTAC").

WITNESSETH

- A. The parties entered into a Standard Project Agreement for the Bowers Hill Interchange Study (UPC 111427) (the "Project") dated August 28, 2017(the "Agreement").
- B. Capitalized terms not defined when used herein shall have the meanings given those terms under the Agreement.
- C. The Project contemplated by the Agreement is a study under the NEPA process of the Bowers Hill Interchange at I-664 and I-264 in Chesapeake, which is based on a scope and termini approved in 2016 by the Hampton Roads Transportation Planning Organization (HRTPO) and supported by HRTAC and the Commonwealth Transportation Board (CTB).
- D. At its May 21, 2020 meeting, the Hampton Roads Transportation Planning Organization (HRTPO) took action to expand the scope and termini of the study/Project to include a managed express lanes component through the Bowers Hill Interchange and along the segment of I-664 to College Drive, and HRTAC and the CTB have supported said expansion.
- E. VDOT has notified HRTAC that the additional work necessary to perform the study/Project with the expanded scope approved by HRTPO will require more funding than the amount initially scheduled under the Agreement, and has requested that HRTAC provide additional funding in an amount of \$3,904,630.
- F. In addition, it has been observed by the Commonwealth Transportation Board that the boilerplate language in the Standard Project Agreements between VDOT and HRTAC does not necessarily provide VDOT with an opportunity to cure material breaches of the Agreements and accordingly, VDOT has proposed language to provide VDOT with an opportunity to cure a material breach of this Agreement.

G. The parties now desire to amend the Agreement on the terms set forth below.

NOW, THEREFORE, in consideration of the premises, the mutual covenants and agreements set forth in this Amendment, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree to amend the Agreement as follows:

1. In order to provide VDOT with an opportunity to cure a material breach of the Agreement, Section C.3 of the Agreement is amended and restated in its entirety as set forth below:

HRTAC may terminate this Agreement, for cause, resulting from VDOT's material breach of this Agreement. If so terminated, VDOT shall refund to HRTAC all funds HRTAC provided to VDOT for the Project and, to the extent permitted by law, with interest earned at the rate earned by HRTAC. Before initiating any proceedings to terminate under this Section, HRTAC shall give VDOT sixty (60) days' written notice of any claimed material breach of this Agreement and the reasons for termination; thereby allowing VDOT an opportunity to investigate and cure any such alleged breach. Prior to termination, if VDOT has substantially completed the Project or a portion that is severable (meaning it is subject to independent use), VDOT may request that HRTAC excuse VDOT from refunding funds paid in respect of the substantially completed Project or portion, and HRTAC may, in its sole discretion, excuse VDOT from refunding all or a portion of the funds HRTAC provided to VDOT for the substantially completed Project or portion thereof. No such request to be excused from refunding will be allowed where VDOT has either misused or misapplied HRTAC funds in contravention of this Agreement or applicable law.

2. In order to memorialize and give effect to the increase in Project scope approved by HRTPO, Appendix A of the Agreement is hereby amended and restated in its entirety as set forth in the document attached hereto as Attachment I.

3. In order to give effect to the \$3,904,630 increase in HRTAC funding for the Project described herein, Appendix B of the Agreement is hereby amended and restated in its entirety as set forth in the document attached hereto as Attachment II, such that HRTAC's total commitment with respect to the Project (a portion of which has already been funded) is \$7,904,630.

4. Except as modified by the provisions of this Amendment, all other terms of the Agreement shall remain in full force and effect.

5. This Amendment may be executed in any number of counterparts, and by each party on a separate counterpart, each of which, when so executed and delivered, shall be deemed to be an original and all of which taken together shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties have executed this Amendment by their duly authorized representatives as set forth below.

**VIRGINIA DEPARTMENT OF
TRANSPORTATION**

**HAMPTON ROADS TRANSPORTATION
ACCOUNTABILITY COMMISSION**

By: _____
Stephen C. Brich, P.E.
Commissioner of Highways

By: _____
Donnie R. Tuck
Chair

Date: _____

Date: _____

ATTACHMENT I

APPENDIX A

NARRATIVE DESCRIPTION OF STANDARD PROJECT SERVICES

HRTAC Project Title: Bowers Hill Interchange Study (UPC 111427)

Recipient Entity: Virginia Department of Transportation

VDOT Program Manager Contact Information: Scott Smizik (804) 371-4082

HRTAC Executive Director: Kevin Page (757) 720-8300

Project Scope

The Standard Project Services are intended to provide for development of National Environmental Policy Act (NEPA) documentation for the overall project and are set forth in more detail below in the Detailed Scope of Services. The overall project entails identifying long-term improvements to the Bowers Hill Interchange, extending north to the College Drive Interchange on Interstate 664 (I-664)

The expanded scope of the Bowers Hill Interchange Study includes the following:

- Study location/termini:
 - I-664 - Up to College Drive interchange
 - I-64 – The first interchange southeast of Bowers Hill (Military Hwy)
 - I-264 – The first interchange east of Bowers Hill (Greenwood Dr)
 - Route 13/58/460 – The Bisco St/Airport Entrance intersection
- Ability to carry Express Lanes through the interchange and along I-664
- Maintain local access/connections, where feasible
- Provide high speed access between all major movements, where feasible
- Evaluate reliability of freight movement
- Evaluate evacuation impacts
- Evaluate resiliency/sea level rise impacts
 - Bowers Hill Interchange may be prone to flooding during major storms
- Project Phasing
 - First Phase - Bowers Hill Interchange and I-664 improvements necessary for the improved Interchange to provide acceptable operating conditions
 - Second Phase - The remaining portion of I-664 up to College Drive
- Consideration of other studies, including the Regional Connectors Study (RCS) and 2045 Long Range Transportation Plan

Detailed Scope of Services

The detailed scope of services addressed by this Amendment (and to which the funding provided thereunder relates) consists of developing a NEPA study, including supporting technical studies, permit documents, and Interchange Access Report (IAR), for the purpose of identifying a preferred alternative or improving the Bowers Hill Interchange and the portion of I-664 south of the College Drive Interchange.

Any additional costs for said studies will be subject to and addressed in accord with the terms of this Standard Project Agreement.

ATTACHMENT II

APPENDIX B

PROJECT BUDGET, PROJECT SCHEDULE, AND CASHFLOW

APPENDIX B-PROJECT BUDGET & CASH FLOW

PROJECT IDENTIFICATION AND PROPOSED FUNDING

HRTAC Project Title:	Bowers Hill Interchange Study (UPC 111427)
Scope of Project Services:	Standard Project Services To Support Preliminary Work For Bowers Hill Interchange
Recipient Entity:	Virginia Department of Transportation
VDOT Project Contact:	Todd Halacy, P.E. (757) 956-3010
Baseline Schedule: PE	Start September 2017, End June 2023

PROJECT COSTS & FUNDING SOURCE

Project Cost Category	Total Project Costs	HRTAC PayGo Funds	HRTAC Financed Funds	Description Other Sources of Funds	Amount Other Sources of Funds	Recipient Entity Funds
Design Work			\$ -		\$ -	\$ -
Engineering						
Environmental Work						
Right-of-Way Acquisition		\$ -				
Construction						
Contract Administration						
Testing Services						
Inspection Services						
Capital Asset Acquisitions						
Other	\$ 7,904,630.00	\$ 7,904,630.00				
Total Estimated Cost	\$ 7,904,630.00	\$ 7,904,630.00	\$ -	\$ -		\$ -

FISCAL YEAR ANNUAL PROJECT CASH FLOW

Project Phase	Total Fiscal Years 2018-FY2020		Total Fiscal Year 2021		Total Fiscal Year 2022		Total Fiscal Year 2023	
	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed
Design Work								
Engineering								
Environmental Work								
Right-of-Way Acquisition								
Construction								
Contract Administration								
Testing Services								
Inspection Services								
Capital Asset Acquisitions								
Other	2,011,804.87		1,947,588.70		2,240,000.00		1,705,236.43	
Total Estimated Cost	\$ 2,011,804.87	\$ -	\$ 1,947,588.70	\$ -	\$ 2,240,000.00	\$ -	\$ 1,705,236.43	\$ -

Please Note: If additional years are needed, please submit a separate form with additional columns

FISCAL YEAR ESTIMATED PROJECT CASH FLOW

	Total Previous Years FY18-21		FY 21 Mthly Cash Flow		FY 22 Mthly Cash Flow		FY 23 Mthly Cash Flow	
	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed
July			\$37,257		\$250,000		\$150,000	
August			\$21,294		\$250,000		\$150,000	
September			\$63,621		\$180,000		\$150,000	
October			\$19,152		\$180,000		\$150,000	
November			\$291,333		\$180,000		\$150,000	
December			\$22,395		\$180,000		\$150,000	
January			\$242,537		\$180,000		\$150,000	
February			\$250,000		\$180,000		\$150,000	
March			\$250,000		\$180,000		\$150,000	
April			\$250,000		\$180,000		\$150,000	
May			\$250,000		\$150,000		\$150,000	
June			\$250,000		\$150,000		\$55,236	
Total per Fiscal Year	\$ 2,011,804.87	\$ -	\$ 1,947,588.70	\$ -	\$ 2,240,000.00	\$ -	\$ 1,705,236.43	\$ -

Please Note: If additional years are needed, please submit a separate form with additional columns

This attachment is certified and made an official attachment to the Standard Project Agreement document by the parties of this agreement.

Virginia Department of Transportation	Hampton Roads Transportation Accountability Commission
Signature	Signature
Commissioner	HRTAC Chairman
Title	Title
Date	Date
Stephen C. Brich, P.E.	Donnie R. Tuck
Print name of person signing	Print name of person signing



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 13

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 17, 2021

MOTION

Made By: Seconded By: Action:

Title: Rail Industrial Access – Tucker Timber Products, Inc.

WHEREAS, funding is provided by the General Assembly for Industrial, Airport, and Rail Access projects (RIA); and

WHEREAS, Section 33.2-1600 of the *Code of Virginia* declares it to be in the public interest that access railroad tracks and facilities be constructed to certain industrial commercial sites where rail freight service is or may be needed by new or substantially expanded industry; and

WHEREAS, Tucker Timber Products, Inc. has submitted an application for RIA grant funds in the amount of \$422,678 toward construction of 1,200 feet of track to serve a facility in the Town of Keysville; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) has evaluated the project in accordance with the Board's RIA policy and, because the project scores 53 points, has recommended approval of the project; and

WHEREAS, the Town of Keysville, Virginia has, by resolution dated July 16, 2020, shown support for the application of up to \$422,678 in RIA funds for assistance in expanding track facilities to serve the Tucker Timber Products, Inc. facility located in the Town of Keysville; and

WHEREAS, Buckingham Branch Railroad, by letter dated August 31, 2020, has indicated its support for the project and has agreed to serve the facility; and

WHEREAS, the funding request falls within the intent of Section 33.2-1600, and because the project is in accordance with the provisions of the Board’s policy on the use of Industrial Access Railroad Track funds, funding may be allocated to this project; and

WHEREAS, the Board believes that this project is for the common good of a region of the Commonwealth and serves a public purpose;

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$422,678 of the RIA Fund be provided to construct approximately 1,200 linear feet of track subject to the following requirements:

1. All necessary right of way and utility adjustments must be provided at no cost to the Commonwealth.
2. All costs above the \$422,678 RIA grant must be borne by Tucker Timber Products, Inc. or sources other than those administered by DRPT.
3. Execution of an agreement acceptable to the Director of DRPT.
4. Execution of a contractual commitment by Tucker Timber Products, Inc. to maintain the track and make repayment of any costs related to the future relocation or removal of such track and facilities, in form acceptable to the Director of DRPT.

####

CTB Decision Brief

Rail Industrial Access Applicant

Location: Town of Keysville, Virginia

Tucker Timber Products, Inc.

Summary: Tucker Timber Products, Inc. produces railroad cross ties, flooring lumber and pallets in the Town of Keysville, Virginia. They have submitted an application for Rail Industrial Access grant funds in the amount of \$422,678 to construct a new rail spur at their existing facility.

This project is part of Tucker Timber's initiative to ship rail cross ties to various locations throughout the country. The construction of the industrial sidetrack is critical to Tucker's future business and will secure employment for their existing 40 employees as well as add 2 additional employees.

DRPT has evaluated the project in accordance with the CTB's Rail Industrial Access policy. The project scores 53 points. Projects must reach a 50 point threshold to receive a recommendation by DRPT staff.

- The Applicant plans 201 rail carloads annually in its application.
- The minimum threshold for carloads is 101 carloads annually.
- The Applicant committed to 2 new jobs.
- The Applicant's new 1,200 foot rail siding will remove approximately 683 trucks from Virginia highways per year.
- Railcar versus truckload ratio for this project is approximately 14% shipping by rail of outbound products.
- Total Capital Investment in the expanded facility is estimated at \$603,825.
- Total railroad track construction cost is estimated at \$603,825.
- Applicant is responsible for minimum 30% match toward rail costs.
- There will be a claw-back provision in the grant agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

Source of State Funds: FY 2021 Industrial, Airport, and Rail Access Fund

Recommendation: In accordance with the CTB Rail Industrial Access policy, DRPT recommends the Board approve the project.

Action Required by CTB: CTB policy for Rail Industrial Access requires Board action on the resolution.

Options: Approve, Deny, or Defer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda Item # 14

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 17, 2021

MOTION

**Made By: Seconded By:
Action:**

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

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

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

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

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

Resolution of the Board Authorization

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

March 17, 2021

Page 2 of 5

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

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

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

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

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

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

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

Resolution of the Board Authorization

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

March 17, 2021

Page 3 of 5

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

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

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

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

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

Resolution of the Board Authorization

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

March 17, 2021

Page 4 of 5

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

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

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

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

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

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

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

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

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

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

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

###

CTB Decision Brief

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

Issue: Pursuant to § 33.2-353 of the Code of Virginia, the General Assembly of Virginia has directed the Commonwealth Transportation Board (Board), with assistance from the Office of Intermodal Planning and Investment (OIPI), to conduct a comprehensive review of statewide transportation needs in a Statewide Transportation Plan setting forth assessment of capacity needs for all Corridors of Statewide Significance (CoSS), Regional Networks (RN), and improvements to promote Urban Development Areas established pursuant to § 15.2-2223.1 (UDAs). Board approval of the proposed policy for the prioritization of the VTrans Mid-term Needs as outlined in the proposed *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs* and acceptance of the prioritized 2019 VTrans Mid-Term Needs is requested along with the Board's direction regarding the utilization of the prioritized VTrans Mid-term Needs and development of VTrans Strategic Actions.

Facts: Pursuant to § 33.2-353, the General Assembly has directed that the Statewide Transportation Plan shall establish goals, objectives, and priorities that cover at least a 20-year planning horizon. The Board kicked off the development of the VTrans Update on October 29, 2018.

VTrans includes two planning horizons: the mid-term horizon identifies needs for transportation capacity and safety improvements, project planning, and project development for up to 10 years into the future (hereinafter referred to as the 2019 VTrans Mid-term Needs) and the long-term horizon identifies needs for new policies and modifications to existing policies for 10 years and beyond (hereinafter referred to as VTrans Long-term Needs).

The Board unanimously passed a resolution entitled *Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs* on January 15, 2020. Pursuant to that action, the Board approved the 2019 VTrans Update Vision, Goals, Objectives, Guiding Principles, and the 2019 Mid-term Needs Identification Methodology and accepted the 2019 Mid-term Needs. The Board also directed OIPI, in coordination with Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT), to develop a VTrans action plan that prioritizes the 2019 Mid-term Needs and includes recommendations for such prioritized needs.

A policy framework to prioritize the VTrans Mid-term Needs was presented to the Board on July 14, 2020. Extensive coordination was conducted with VDOT and DRPT throughout the development of the proposed policy for the prioritization of the VTrans Mid-term Needs. Draft Policy and Technical Guides for the Identification and Prioritization of the VTrans Mid-Term Needs, and draft results for Statewide and Construction District priority locations were made available for public review and comment.

Extensive stakeholder and public outreach was conducted as part of the development of the proposed policy for the prioritization of the VTrans Mid-Term Needs. OIPI incorporated public feedback by

making three modifications to the draft *Policy Guide for the Identification and Prioritization of the VTrans Mid-term Needs* as presented to the Board on January 19, 2021 as well as several modifications to the draft *Technical Guide for the Identification and Prioritization of the VTrans Mid-term Needs*.

Recommendations: OIPI recommends the approval of the proposed policy for the prioritization of the VTrans Mid-term Needs as outlined in the proposed *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs*.

It is also recommended that VDOT and DRPT funds for corridor or facility planning and advance activities relating to concepts addressing a capacity need of the surface transportation network shall be limited to Statewide and Construction District Priority 1 Locations established per the proposed policy for the prioritization of the VTrans Mid-term Needs. This requirement may be waived by the Secretary of Transportation on a case-by-case basis, and shall not limit support for actions mandated by the General Assembly, activities required to assist localities or other entities with funding applications, or those needed to advance and accelerate projects in the Six-Year Improvement Program.

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

It is also recommended that the actions recommended above supersede the Board Resolution *Action to Approve the VTrans Multimodal Transportation Plan Needs Recommendations Methodology and Recommendations by the Commonwealth Transportation Board* adopted on January 10, 2018.

It is also recommended that the Board direct OIPI to, in coordination with VDOT and DRPT, develop VTrans Strategic Actions to advance the Board's Vision and Goals adopted on January 15, 2020.

Action Required by CTB: The Board will be presented with a resolution for a formal vote to approve the proposed policy for the prioritization of the VTrans Mid-term Needs as outlined in the proposed *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs*, accept the prioritized 2019 VTrans Mid-Term Needs, and to provide direction regarding utilization of VDOT and DRPT funds for corridor or facility planning and advance activities relating to concepts addressing a capacity need of the surface transportation network and development of VTrans Strategic Actions.

Result, if Approved: If approved, the proposed policy for the prioritization of the VTrans Mid-term Needs as outlined in the proposed *Policy Guide for the Identification and Prioritization of the VTrans Mid-Term Needs* will be followed to prioritize VTrans Mid-term Needs and the prioritized 2019 VTrans Mid-term Needs will be accepted.

CTB Decision Brief

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

March 17, 2021

Page 3 of 3

VDOT and DRPT funds for corridor or facility planning and advance activities relating to concepts addressing a capacity need of the surface transportation network will be limited to Statewide and Construction District Priority 1 Locations established per the proposed policy for the prioritization of the VTrans Mid-term Needs. This requirement may be waived by the Secretary of Transportation on a case-by-case basis, and shall not limit support for actions mandated by the General Assembly, activities required to assist localities or other entities with funding applications, or those needed to advance and accelerate projects in the Six-Year Improvement Program.

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

The Board Resolution *Action to Approve the VTrans Multimodal Transportation Plan Needs Recommendations Methodology and Recommendations by the Commonwealth Transportation Board* adopted on January 10, 2018 will be superseded in its entirety by this action.

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

OIPI will, under the direction of the Secretary of Transportation and in coordination with VDOT and DRPT, develop VTrans Strategic Actions to advance the Board's Vision and Goals adopted on January 15, 2020.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: See attached.

POLICY GUIDE FOR THE IDENTIFICATION AND PRIORITIZATION OF THE VTRANS MID-TERM NEEDS



VIRGINIA COMMONWEALTH TRANSPORTATION BOARD MEMBERS

The Hon. Shannon Valentine

Secretary of Transportation, Chair

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W. Sheppard Miller III

At-Large Urban

E. Scott Kasprowicz

At-Large Urban

Marty Williams

At-Large Urban

Stephen A. Johnsen

At-Large Rural

Greg Yates

At-Large Rural

Stephen C. Brich, P.E.

Commissioner, Virginia
Department of Transportation

Jennifer Mitchell

Director, Department of Rail
and Public Transportation

FOR MORE INFORMATION

Visit vtrans.org for additional details, updates, and documentation about the VTrans development process.

Please contact the VTrans Team at the Office of Intermodal Planning and Investment to request an alternative format.

VTrans, Office of Intermodal Planning and Investment
1221 E. Broad Street, 2nd Floor, East Wing
Richmond, VA 23219
comment@vtrans.org

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PREPARED BY THE OFFICE OF INTERMODAL
PLANNING AND INVESTMENT FOR THE
COMMONWEALTH TRANSPORTATION BOARD



CONTENTS

1. Purpose of the Policy Guide	04
Public Involvement	04
2. Introduction to VTrans – Virginia’s Transportation Plan	05
VTrans Vision, Guiding Principles, Goals, and Objectives ¹	06
VTrans Planning Horizons	08
Federal and State Requirements for VTrans	08
3. VTrans Travel Markets for Mid-term Needs ¹	09
Corridors of Statewide Significance (CoSS)	09
Regional Networks (RN)	10
Urban Development Areas (UDA)	11
Safety	12
4. Policy for the Identification of the VTrans Mid-term Needs ¹	13
5. Draft Policy for the Prioritization of the VTrans Mid-term Needs ²	15
Step 1: Define Geographical Levels of Prioritization	16
Step 2: Prioritize Within VTrans Mid-term Needs Categories	17
Step 3: Aggregate and Weight VTrans Mid-term Needs Across Needs Categories	18
Step 4: Adjust Priorities for Influencing Factors	19
Establishment of Statewide and Construction District Priority Locations	19
Interpretation of the Prioritized VTrans Mid-term Needs	20

¹ Existing CTB Policy or Code of Virginia

² Draft CTB Policy for Review



PURPOSE OF THE POLICY GUIDE

This Policy Guide outlines the Commonwealth Transportation Board's (CTB)¹ policy to identify and prioritize transportation needs to be addressed over the next 10 years. As such, the Policy Guide is a resource for policy makers at all levels of government as well as for Virginians interested in policies that directly or indirectly influence allocation of limited transportation dollars and impact their day-to-day lives.

In light of limited transportation funding, the purpose of the policy for the identification and prioritization of VTrans Mid-term Needs is to provide a transparent, data-driven, systematic, and replicable process that is informed by public feedback to:

1. Identify pressing transportation needs that may require policies or investments, and
2. Prioritize the needs to determine a subset that are more critical and where solutions may make the biggest contribution to making progress towards the achievement of CTB's transportation goals.

Additional details on the implementation of the policy, for example how a particular calculation is performed or source of data utilized, can be found in the Technical Guide for the Identification and Prioritization of the VTrans Mid-term Needs, a companion document to this policy guide. The Technical Guide is a resource for planners and engineers interested in data sources, methods, and processes.

Public Involvement

Public and agency involvement is an integral part of the CTB's policy development process. This Policy Guide synthesizes a draft VTrans policy, which is available for review and feedback, with existing relevant VTrans policies to provide a cohesive overview of the identification and prioritization of transportation needs for VTrans.

Existing CTB Policies

Any comments and feedback on VTrans-related CTB Policies will be considered for future modifications of the policy.

- VTrans Vision, Guiding Principles, Goals, and Objectives: These were approved by the CTB in January 2020.²
- VTrans Travel Markets: VTrans Travel Markets have been established by the CTB. Please refer to Section 3 for more details.
- Policy for the Identification of the VTrans Mid-term Needs: The Policy for the Identification of the VTrans Mid-term Needs was approved by the CTB in January 2020.²

Draft CTB Policy for Review

- Policy for the Prioritization of VTrans Mid-term Needs: The Policy, included in this Guide as Section 5, is for review and comment.

¹ Transportation Board established pursuant to [§ 33.2-200](#)

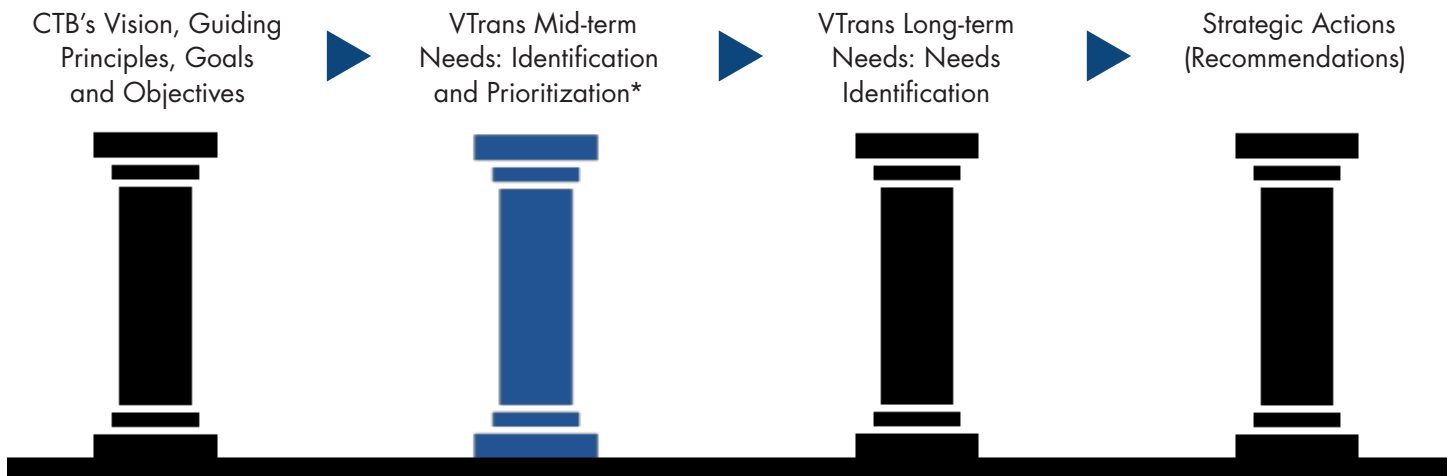
² Commonwealth Transportation Board, [Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs](#), January 15, 2020



INTRODUCTION TO VTRANS – VIRGINIA’S TRANSPORTATION PLAN

VTrans is the Commonwealth of Virginia’s multimodal transportation plan to advance the CTB’s vision for transportation in the Commonwealth. The CTB, with assistance from the Office of Intermodal Planning and Investment (OIPI),¹ develops VTrans to identify transportation needs which may be addressed by multimodal infrastructure projects, transportation strategies, creation of new policies, or modifications of existing policies. This Policy Guide addresses one of the four VTrans major components, VTrans Mid-term Needs Identification and Prioritization, as depicted in Figure 1.

Figure 1: Major Components of VTrans



*Focus of this Policy Guide

¹ Office of Intermodal Planning and Investment of the Secretary of Transportation established pursuant to [§ 2.2-229](#)

VTrans Vision, Guiding Principles, Goals, and Objectives

The first major component of VTrans, development of the Vision, Guiding Principles, Goals, and Objectives, forms the basis upon which the remaining three major components, the VTrans Mid-term Needs, VTrans Long-term Needs, and Strategic Actions, are developed to advance the CTB's vision. The CTB updated and adopted the VTrans Guiding Principles, Goals, and Objectives in 2020.¹



Vision

Virginia's multimodal transportation system will be Good for Business, Good for Communities, and Good to Go. Virginians will benefit from a sustainable, reliable transportation system that advances Virginia businesses, attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.

Guiding Principles

GP1: Optimize Return on Investments

Implement the right solution at the right price, striving to meet current needs while advancing long-term prosperity and livability.

GP2: Ensure Safety, Security, and Resiliency

Provide a transportation system that is safe for all users, responds immediately to short-term shocks such as weather events or security emergencies, and adapts effectively to long-term stressors such as sea level rise.

GP3: Efficiently Deliver Programs

Deliver high-quality projects and programs in a cost-effective and timely manner.

GP4: Consider Operational Improvements and Demand Management First

Maximize capacity of the transportation network through increased use of technology and operational improvements as well as managing demand for the system before investing in major capacity expansions.

GP5: Ensure Transparency and Accountability, and Promote Performance Management

Work openly with partners and engage stakeholders in project development and implementation. Establish performance targets that consider the needs of all communities, measure progress towards targets. Adjust programs and policies as necessary to achieve the established targets.

GP6: Improve Coordination Between Transportation and Land Use

Encourage local governments to plan and manage transportation-efficient land development by providing incentives, technical support, and collaborative initiatives.

GP7: Ensure Efficient Intermodal Connections

Provide seamless connections between modes of transportation to harness synergies.

¹ Commonwealth Transportation Board, [Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs](#), January 15, 2020

Goals	Objectives
 <p>Goal A: Economic Competitiveness and Prosperity Invest in a transportation system that supports a robust, diverse, and competitive economy</p>	<p>Objectives:</p> <ul style="list-style-type: none"> ▪ A.1. Reduce the amount of travel that takes place in severe congestion ▪ A.2. Reduce the number and severity of freight bottlenecks ▪ A.3. Improve reliability on key corridors for all modes
 <p>Goal B: Accessible and Connected Places Increase opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs</p>	<p>Objectives:</p> <ul style="list-style-type: none"> ▪ B.1. Reduce average peak-period travel times in metropolitan areas ▪ B.2. Reduce average daily trip lengths in metropolitan areas ▪ B.3. Increase the accessibility to jobs via transit, walking, and driving in metropolitan areas
 <p>Goal C: Safety for All Users Provide a safe and secure transportation system for passengers and goods on all travel modes</p>	<p>Objectives:</p> <ul style="list-style-type: none"> ▪ C.1. Reduce the number and rate of motorized fatalities and serious injuries ▪ C.2. Reduce the number of non-motorized fatalities and serious injuries
 <p>Goal D: Proactive System Management Maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure</p>	<p>Objectives:</p> <ul style="list-style-type: none"> ▪ D.1. Improve the condition of all bridges based on deck area ▪ D.2. Increase the lane miles of pavement in good or fair condition ▪ D.3. Increase percent of transit vehicles and facilities in good or fair condition
 <p>Goal E: Healthy Communities and Sustainable Transportation Communities Support a variety of community types promoting local economies and healthy lifestyles that provide travel options, while preserving agricultural, natural, historic, and cultural resources</p>	<p>Objectives:</p> <ul style="list-style-type: none"> ▪ E.1. Reduce per-capita vehicle miles traveled ▪ E.2. Reduce transportation related NOX, VOC, PM, and CO emissions ▪ E.3. Increase the number of trips traveled by active transportation (bicycling and walking)



VTrans Planning Horizons

The CTB identifies needs for the following two planning horizons. This Policy Guide focuses on the identification and prioritization of the VTrans Mid-term Needs.

- **Mid-term Planning Horizon:** VTrans' analysis for the mid-term planning horizon identifies some of the most pressing transportation issues that need to be addressed over the next 10 years. These needs are referred to as VTrans Mid-term Needs. The needs are identified so that they can inform or guide transportation policies, strategies, and infrastructure improvements developed and implemented by Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT), as well as local and regional entities.
- **Long-term Planning Horizon:** VTrans' analysis for long-term planning identifies needs for a zero- to 20-plus-year planning horizon that may require gradual and systematic shifts in policy. These needs are referred to as VTrans Long-term Needs.

Federal and State Requirements for VTrans

There are several statutory and regulatory requirements that guide and inform VTrans. Key requirements related to the identification and prioritization of the VTrans Mid-term Needs are summarized below:

Federal Transportation Planning and Performance Reporting Requirements

Federal requirements per [23 U.S.C. 135](#) call for states to develop a statewide transportation plan for "the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) that will function as an intermodal transportation system for the State and an integral part of an intermodal transportation system for the United States." In addition to that, VTrans meets the requirements associated with [23 CFR § 450.216](#), Development and content of the long-range statewide transportation plan, and [49 U.S.C. § 70202](#), State Freight Plans.

Virginia Transportation Planning and Programming Requirements

There are several direct or indirect transportation planning requirements or related items in the Code of Virginia that are addressed by VTrans. Some of the key requirements are:

- **Develop and Update Statewide Transportation Plan:** Code of Virginia [§ 33.2-353](#) requires OIPI to assist the CTB in the development and update of a statewide transportation plan that includes assessment of capacity needs of "travel markets," which are discussed in Section 3.1. Per the code, the CTB must update the plan at least once every four years.
- **Role of OIPI:** Code of Virginia [§ 2.2-229](#) establishes the OIPI within the Office of the Secretary of Transportation, and charges OIPI to assist the CTB in the development of a comprehensive, multimodal transportation policy, which may be developed as part of the Statewide Transportation Plan pursuant to [§ 33.2-353](#).
- **Statewide Prioritization Process for Project Selection:** Pursuant to Code of Virginia [§ 33.2-214.1](#), locally and regionally proposed projects funded through the CTB's SMART SCALE Program must meet one or more identified VTrans Mid-term Needs.
- **Eligibility for Revenue-sharing Funds:** Pursuant to Code of Virginia [§ 33.2-357](#), VTrans Mid-term Needs are utilized in the prioritization process for VDOT's Revenue Sharing Program.

VTRANS TRAVEL MARKETS FOR MID-TERM NEEDS

VTrans Mid-term Needs are established for the following VTrans Travel Markets per Virginia State Code [§ 33.2-353](#) as well as by CTB Policy. Please refer to Appendix A for more detailed definition of CoSS and RN Travel Markets.



Corridors of Statewide Significance (CoSS)

- **Number:** 12
- **Definition:** An integrated set of multimodal transportation facilities to support interregional travel of people and goods within and outside the state
- **Purpose:**
 - Support inter-regional and interstate travel
 - Connect major centers of activity within and through the Commonwealth
 - Promote the movement of people and goods essential to the economic prosperity of the state
- **Established:**
 - Eleven (11) corridors were established¹ as part of VTrans2035 in 2009, and one was established² in May 2011
- **Characteristics:**
 - Multimodal – must involve multiple modes of travel or must be an extended freight corridor
 - Connectivity – must connect regions, states, and/or major activity centers
 - High volume – must involve a high volume of travel
 - Function – must provide a unique statewide function and/or address statewide goals



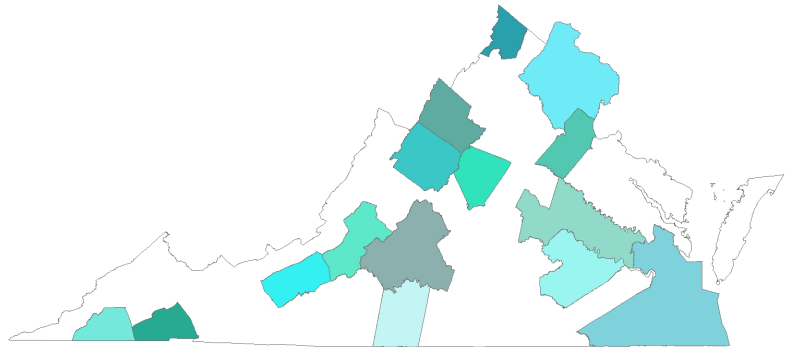
¹ Commonwealth Transportation Board, [VTrans2035 – Virginia’s Statewide Multimodal Long-Range Transportation Plan](#), December 17, 2009.

² Commonwealth Transportation Board, Northern Virginia North-South Corridor of Statewide Significance, May 28, 2011.



Regional Networks (RN)

- **Number:** 15
- **Definition:** Based on designated Metropolitan Planning Organizations (MPO) within the Commonwealth. If an MPO boundary includes only a portion of a county, the entire county will be included in the needs analysis area.
- **Purpose:**
 - Support intra-regional travel
 - Bridge the gap between existing conditions and the desired future for the state's economy
- **Established:**
 - Fifteen Regional Networks were established in December 19, 2015¹
 - Fauquier County added to Northern Virginia RN as of March 16, 2021, as per MWCOG MPO Study Area boundary change in 2014²
- **Characteristics:**
 - At least 50,000 people in an urbanized area per US Census estimates
 - Regional Networks include VTrans Activity Centers, which are “areas of regional importance that have a high density of economic and social activity” and are associated with the Regional Networks (RNs)

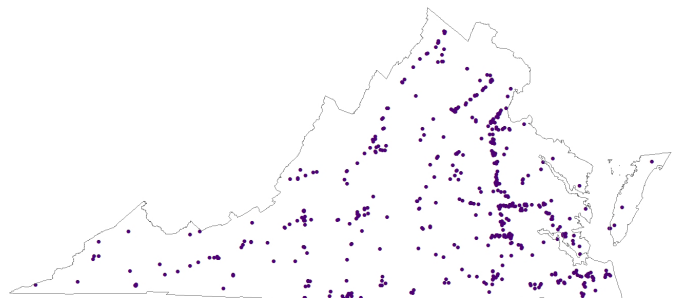
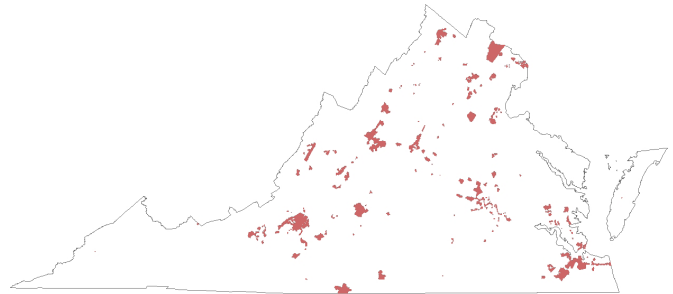


¹ Commonwealth Transportation Board, [VTrans2040 Virginia's Statewide Multimodal Long-Range Transportation Plan Vision Plan and Needs Assessments](#), December 9, 2015

² Metro Washington Council of Governments, <https://www.mwco.org/uploads/committee-documents/aV1YXFhd20140710114716.pdf>, July 16, 2014

Urban Development Areas (UDA)

- **Number of UDAs:** 230 UDAs;¹ 535 Industrial and Economic Development Areas (IEDA)²
- **Definition:** Urban Development Areas are locally-designated growth areas based on local initiatives pursuant to VA Code [§ 15.2-2223](#). Industrial and Economic Development Areas (IEDAs) are locally-identified industrial and economic development sites submitted to Virginia Economic Development Partnership (VEDP)'s Business-Ready Site Program pursuant to [§ 2.2-2238](#).
- **Purpose:**
 - The purpose of UDAs is to: (1) support local, walkable places; and, (2) to the extent possible, to direct federal, state and local transportation, housing, water and sewer facility, economic development, and other public infrastructure funding to designated UDAs. The purpose of IEDAs is to support economic development.
- **Established:**
 - UDAs are established on an ongoing basis, per local government designation in a locality's Comprehensive Plan pursuant to [§15.2-2223](#). IEDA's are also established or removed on an ongoing basis.
- **Characteristics of UDAs:**
 - Pedestrian-friendly road design
 - Interconnection of new local streets with existing local streets and roads
 - Connectivity of road and pedestrian networks
 - Preservation of natural areas
 - Mixed-use neighborhoods, including mixed housing types, with affordable housing to meet the projected family income distributions of future residential growth
 - Reduction of front and side yard building setbacks
 - Reduction of subdivision street widths and turning radii at subdivision street intersections
- **Characteristics of IEDAs:**
 - Pursuant to [§ 2.2-2238](#) and consistent with Virginia Economic Development Partnership's (VEDP) [Business Ready Sites Program \(VBRSP\)](#)
 - Minimum of 100 contiguous acres (statutory); VEDP accepts sites of 25+ acres
 - Allows for industrial and research parks
 - Applicants to program must be political subdivisions of the Commonwealth of Virginia, including counties, cities, towns, industrial/economic development authorities, and redevelopment and housing authorities or regional industrial facility authority



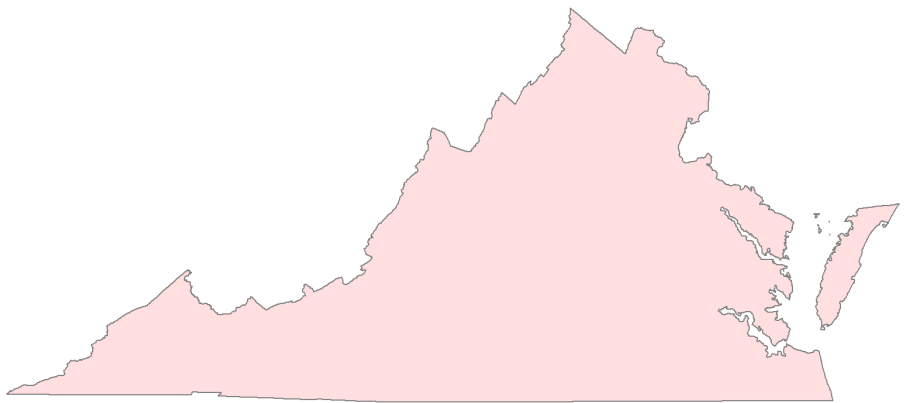
¹ As of November 30, 2019

² As of November 30, 2019



Safety

- **Definition:** A Safety analysis is conducted for all public roadways in the Commonwealth
- **Established:** The Safety Travel Market was established as part of VTrans2040¹



¹ Commonwealth Transportation Board, [VTrans2040 Virginia's Statewide Multimodal Long-Range Transportation Plan Vision Plan and Needs Assessments](#), December 9, 2015

POLICY FOR THE IDENTIFICATION OF THE VTRANS MID-TERM NEEDS

The Policy for the Identification of VTrans Mid-term Needs establishes multimodal need categories that correspond to the Board-adopted VTrans Vision, Goals, and Objectives.¹ Each need category has one or more performance measures and thresholds to identify one or more needs. The Policy for the Identification of the VTrans Mid-term Needs was approved by the Commonwealth Transportation Board in January 2020.

Table 1 below outlines need categories and corresponding measures and thresholds established per the CTB policy for the identification of VTrans Mid-term Needs. Locations where the performance measure exceeds the threshold are designated as VTrans Mid-term Needs.

Table 1: VTrans Goals and Associated VTrans Mid-term Needs Categories

Need Category	VTrans Travel Market(s)	Measure and Threshold for Establishing VTrans Mid-term Needs
Goal A: Economic Competitiveness and Prosperity		
Congestion Mitigation	CoSS, RN	At least 2% of the average travel takes place in the excessively congested condition, defined as travel speed below 75% of posted speed limit
	CoSS, RN	Travel Time Index (TTI) 1.3 or higher for at least three hours OR 1.5 or higher for at least one hour
Improved Reliability (Highway)	CoSS, RN	Level of Travel Time Reliability (LOTTR) 1.5 or higher for at least one hour
Improved Reliability (Intercity and Commuter Rail)	COSS	Intercity or commuter rail on-time performance less than 80% at applicable rail stations OR on-time performance less than 90% for applicable rail lines
Goal B: Accessible and Connected Places		
Transit Access to Equity Emphasis Areas	RN	An area with no fixed-route transit service, that has population density to support fixed-route transit service, and that has significantly higher-than-average concentrations of people who are low-income, people with disabilities, minority populations, populations with Limited English Proficiency (LEP), or populations age 75 or higher.
Transit Access to Activity Centers	RN	A VTrans Activity Center where the Deficit of workers who can access the Activity Center by bus or rail transit within 45 minutes compared to those who can access the Activity Center by automobile within 45 minutes is greater than 0
Pedestrian Access to Activity Centers	RN	1-mile distance from local-serving and knowledge-based Activity Centers, fixed-guideway transit stations, and bus rapid transit (BRT) lines
Bicycle Access to Activity Centers	RN	7-mile distance from around local-serving and knowledge-based Activity Centers, fixed-guideway transit stations, and bus rapid transit (BRT) lines
Access to Industrial and Economic Development Areas (IEDAs)	Statewide	Virginia Business Ready Sites Program site with readiness status of Tier 3 or above
Urban Development Areas (UDAs)	UDA ²	Locality-identified transportation needs for bicycle and pedestrian infrastructure, circulation and access, safety, transit enhancements and access to locally designated UDAs

¹ Commonwealth Transportation Board, [Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs](#), January 15, 2020

² Per Code of Virginia [§ 33.2-353](#) and [§ 15.2-2223.1](#)

POLICY FOR THE IDENTIFICATION OF THE VTRANS MID-TERM NEEDS (CONTINUED)

Need Category	VTrans Travel Market(s)	Measure and Threshold for Establishing VTrans Mid-term Needs
Goal C: Safety for All Users		
Roadway Safety	Statewide	For each Construction District, includes VDOT Top 100 Potential for Safety Improvement (PSI) Intersections and Segments, and PSI locations with 3+ Fatal or Injury crashes at the intersection or segment over the last five years
Pedestrian Safety	Statewide	Priority corridors identified in VDOT Pedestrian Safety Action Plan ¹
Goal D: Proactive System Management		
Capacity Preservation	CoSS, RN	Inclusion in the VDOT Arterial Preservation Network ² (the state-maintained portion of the National Highway System, as well as additional highways that facilitate connectivity)
Goal E: Healthy Communities and Sustainable Transportation Communities		
Transportation Demand Management	CoSS, RN	Transportation Demand Management (TDM) needs based on roadway facility type and VTrans Travel Market

Interpretation of the Identified VTrans Mid-term Needs

Identified Needs or underlying issues are assigned to roadway segments or node for geographical precision. They should be interpreted in the following manner:

- A solution does not have to be co-located with a need as long as the purpose and effectiveness of a solution addresses the underlying VTrans Mid-term Need.
- A VTrans Need Category does not specify a type or mode of response. For example, a solution to a Need for Improved Reliability may not be a roadway-centric and can instead be addressed by multimodal infrastructure improvements such as transit or rail services or park-and-ride infrastructure. Similarly, a Need for Improved Reliability may also be addressed by policies (e.g. variable pricing, occupancy or vehicle restrictions, etc.) or programs such as commuter assistance programs.

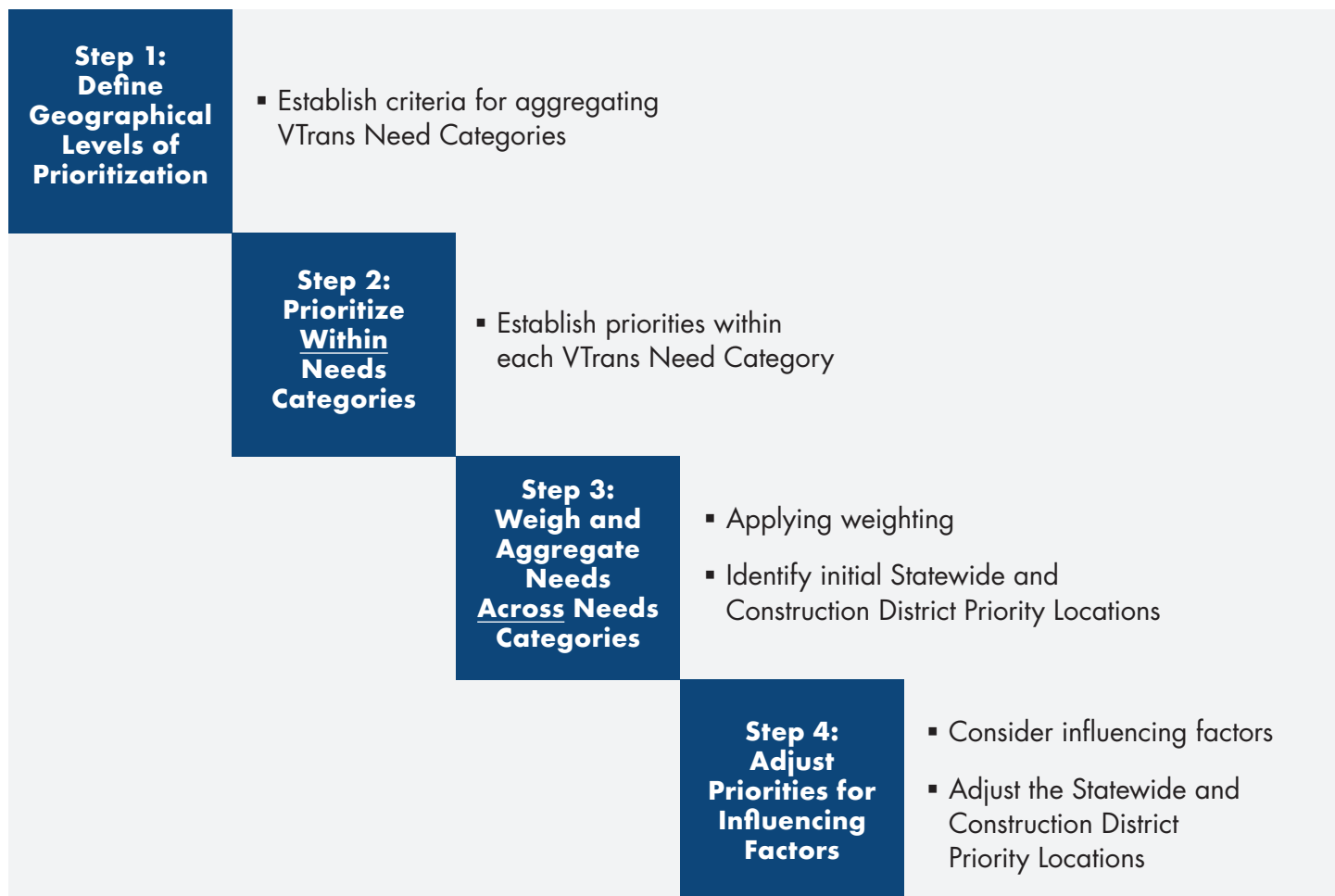
¹ http://www.virginiadot.org/business/resources/VDOT_PSAP_Report_052118_with_Appendix_A_B_C.pdf

² [VDOT Arterial Preservation Program Network](#)

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

The Draft Policy for the Prioritization of the VTrans Mid-term Needs is conducted in four steps shown in Figure 2 and described in greater detail below.

Figure 2: Steps for Prioritization of the VTrans Mid-term Needs

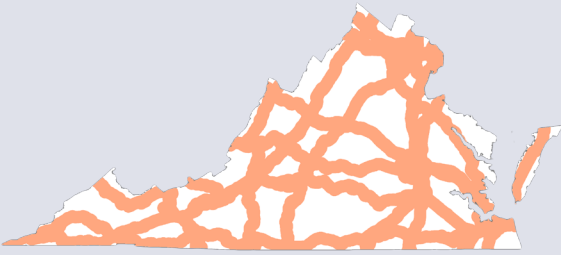
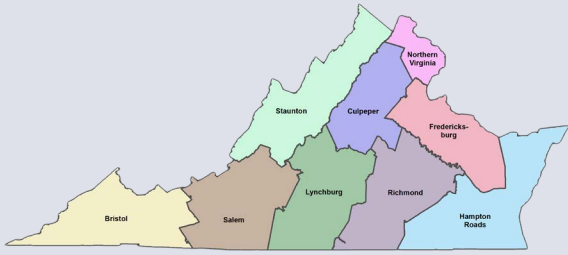


- Step 1: Two sets of priorities are established – Statewide Priority Locations and VDOT Construction District Priority Locations for each of the nine Districts. Each relies on different Need Categories and Travel Markets per Table 2.
- Step 2: This step utilizes the severity of a need and the magnitude of the impact of the need to categorize the Board-adopted 2019 VTrans Mid-term Needs as *Very High, High, Medium, and Low*.
- Step 3: This step takes the needs as categorized above and weights them to form a location- or roadway segment-specific weighted score.
- Step 4: The final step makes adjustments to the step three results in light of factors affecting the transportation network that may be important to take into account, and then categorizes the locations as *Statewide Priority 1, Priority 2, Priority 3, or Priority 4, and District Priority 1, Priority 2, Priority 3, or Priority 4*.

Step 1: Define Geographical Levels of Prioritization

Two sets of Priority Locations are established – Statewide Priority Locations and Construction District Priority Locations. Each relies on different Need Categories and Travel Markets per Table 2.

Table 2: Geographic Levels of Prioritization and Applicable Travel Markets

Levels of Prioritization	Statewide Priority Locations	Construction District Priority Locations
Aggregation Level	Statewide: Corridors of Statewide Significance 	VDOT Construction District 
Applicable Need Categories	<ul style="list-style-type: none"> ▪ Congestion Mitigation (CoSS) ▪ Improved Reliability (Highway) (CoSS) ▪ Improved Reliability (Intercity and Commuter Rail) (CoSS) ▪ Roadway Safety (along CoSS) ▪ Capacity Preservation (CoSS) ▪ Transportation Demand Management (CoSS) 	<ul style="list-style-type: none"> ▪ Congestion Mitigation (RN) ▪ Improved Reliability (Highway) (RN) ▪ Transit Access to Equity Emphasis Areas (RN) ▪ Transit Access to Activity Centers (RN) ▪ Pedestrian Access to Activity Centers (RN) ▪ Bicycle Access to Activity Centers (RN) ▪ Access to Industrial and Economic Development Areas (IEDA) ▪ Safety (Segments and Intersections) ▪ Safety (Pedestrian Safety) ▪ Capacity Preservation (CoSS, RN) ▪ Transportation Demand Management (RN)



Step 2: Prioritize Within VTrans Mid-term Needs Categories

The second step establishes priorities *Very High*, *High*, *Medium*, and *Low* within each VTrans Mid-term Need Category per the following:¹

- *Very High* Priority: Top 5% of the total mileage of the applicable needs
- *High* Priority: Top 5.001%–15% of the total mileage
- *Medium* Priority: Top 15.001%–25% of the total mileage
- *Low* Priority: Bottom 25.001%–100% of the total mileage

The above-referenced priorities within each VTrans Mid-term Need Category are categorized based on the following two criteria:

- *Severity of the Need*: This criteria takes into account the intensity or extremity of the Need.
- *Magnitude of the Need*: This criteria takes into account the number of residents, vehicles, or persons impacted by the Need.

These criteria are explained in more detail in the Technical Guide for the Identification and Prioritization of VTrans Mid-term Needs.

¹ Limitations of the existing datasets as well as the need to avoid small fractional distributions of the needs have required utilization of non-percentile based distribution or prioritization within VTrans Mid-term Needs. These are outlined in more detail in the Technical Guide for the Identification and Prioritization of the VTrans Mid-term Needs.

Step 3: Weigh and Aggregate VTrans Mid-term Needs Across Needs Categories

The third step takes the VTrans Mid-term Needs as categorized above, weighs and aggregates them to form a location- or roadway segment-specific score. Weighting for Construction District Priority Locations are based on SMART SCALE Area Types.¹

Table 3: Weighting to Establish Statewide and Construction District Priority Locations:

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

¹ Commonwealth Transportation Board. [Adoption of Updated Policy for Implementation of the SMART SCALE Project Prioritization Process.](#) February 19, 2020.



Step 4: Adjust Priorities for Influencing Factors

The final step is to adjust the scores determined in Step 3 in light of factors affecting the transportation network that may be important to take into account.

- Co-located bridge repair, rehabilitation, or replacement needs
- Co-located pavement repair, rehabilitation, or replacement needs
- Exposure to projected sea level rise, storm surge, or historical inland/riverine flooding
- Co-located Economically Distressed Communities¹

Adjustments are made for each location from Step 3 based on the level of the applicable influencing factor criteria.

Establishment of Statewide and Construction District Priority Locations

The final adjusted Statewide Priority Locations and Construction District Priority Locations are then established as follows:

Statewide Priority Locations are assigned levels 1–4 based on their relative statewide rank by roadway segment mileage in the following manner:

- Priority 1 Locations: Top 0%–1% of the total mileage
- Priority 2 Locations: 1.001%–5% of the total mileage
- Priority 3 Locations: 5.001%–15% of the total mileage
- Priority 4 Locations: Bottom 15.001%–100% of the total mileage

Construction District Priority Locations are assigned levels 1–4 based on their relative rank for each VDOT Construction District by roadway segment mileage in the following manner:

- Priority 1 Locations: Top 0%–1% of the total mileage
- Priority 2 Locations: 1.001%–5% of the total mileage
- Priority 3 Locations: 5.001%–15% of the total mileage
- Priority 4 Locations: Bottom 15.001%–100% of the total mileage

¹ Source: Economic Innovation Group's Distressed Communities Index, <https://eig.org/dci>. See map at www.vtrans.org/interactivtrans.

Interpretation of the Prioritized VTrans Mid-term Needs

Prioritized Needs are location-specific for geographical precision. They should be interpreted in the following manner:

- A solution does not have to be co-located with a prioritized need as long as the purpose and effectiveness of a solution addresses the underlying issue(s).
- A VTrans Need Category does not specify a mode-specific response. For example, a solution to a Need for Improved Reliability may not be roadway-centric and can instead be addressed by multimodal infrastructure improvements such as transit or rail services or park-and-ride infrastructure. Similarly, a Need for Improved Reliability may also be addressed by policies (e.g. variable pricing, occupancy or vehicle restrictions, etc.) or programs such as commuter assistance programs.

PREPARED BY THE OFFICE OF INTERMODAL
PLANNING AND INVESTMENT FOR THE
COMMONWEALTH TRANSPORTATION BOARD



Comments - Policy for the Prioritization of the VTrans Mid-term Needs

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

ID	Name of Submitter	Submitter's Affiliation (if applicable)	Date Received	Method Received	Comment
1	David Foster	RAIL Solution	11/6/2020	Email	The prioritization process seems well planned and executed, but it suffers from the limitation that the rankings include only those project ideas initially included. Life isn't that static, and somehow it seems to me that this process needs to allow for unforeseen projects that now are very important in light of changed needs or opportunities. How is this addressed?
2	John Madera	NSVRC/WinFred MPO	11/16/2020	Email	The Transit Access to AC methodology, as well as the results in the Win-Fred region, are not intuitive to me. Roads deemed Very High Priority extend far into the countryside west, north and east of Winchester, areas not planned or forecast for growth under any horizon. Points increase with higher functional classification/increased speed, an approach that seems to favor commuter/express service – not feasible in little Winchester. In short, the methodology does not seem to produce credible results.
3	Sarah Crawford	Arlington County	11/20/2020	Email	As Dennis outlined, and Rich detailed, we're vested in ensuring that the plan is balanced across all modes, and that weightings are distributed evenly across modes. I empathize that Virginia is a very diverse state. For regional transportation to be successful in Arlington, and across Northern Virginia, we need all modes to take up a proportional share of the mode split, and we need that to be reflected in how our priorities are rated.
4	Chloe Delhomme	City of Manassas	11/20/2020	Email	My main concern related to the priorities is that the Liberia Avenue corridor (including Liberia Avenue intersection with Prince William Parkway) is higher in priority for safety but not congestion for the RN. Our transportation master plan identified that intersection as well as a section of Liberia Avenue as a priority for congestion.
5	Anne Nygaard	City of Lynchburg	11/23/2020	Email	Wording on Step 1, specifically "Define Geographical Levels of Prioritization" is really difficult to understand and not immediately cleared up by "establish criteria for aggregating VTrans Need Categories." The text below on page 15 of the Policy Guide helps but I was hung up on the Step 1 language for a while.
6	Anne Nygaard	City of Lynchburg	11/23/2020	Email	In Step 3 (page 18 of the Policy Guide), Congestion Mitigation is weighted at 25% on CoSS and Area Type A for Construction Districts. Without knowing what the mitigating project will be, this seems high. Best practices in transportation planning are moving away from lane increases as it is becoming more and more clear that you cannot build your way out of congestion. Add another lane and there will be induced demand that leads to more congestion. I suggest revisiting this to give more weight to transit and pedestrian access to activity centers or any that more clearly support good land use as a better way to deal with congestion.
7	Anne Nygaard	City of Lynchburg	11/23/2020	Email	Overall- great work. It took me a while to wrap my head around it but the process seems logical and well done.
8	Ron Svejkovsky	Tri-Cities MPO	11/23/2020	Email	<p>On page 19, it lists the priorities by mileage as:</p> <ul style="list-style-type: none"> Priority 1 for 0-1%, Priority 2 for 1-5% Priority 3 for 5-15% Priority 4 for 15-100% <p>This breakdown appears to be very restrictive; can this be spread out differently (like 1 = 0-10%, 2 = 10-20%, 3 = 20-50%, and 4 = 50-100%)? These are Priorities that were filtered down from the Mid-Term Needs which were already filtered down from the entire transportation system.</p>
9	Ron Svejkovsky	Tri-Cities MPO	11/23/2020	Email	<p>While it is commendable (and good planning) to use a variety of needs types (not just one or two), some VDOT study programs (especially STARS) may not be used by VDOT/DRPT to study/develop corridors that primarily have serious safety and/or congestion needs but are not of a high enough overall Mid-Term Needs Priority.</p> <p>Assuming the CTB will act in the same way in this "Prioritization/Project Pipeline" exercise as they did in the previous VTrans effort (which had Tier 1, 2 and 3), the "Prioritization/Project Pipeline" study/project development Policy adopted by the CTB may likely limit VDOT/DRPT to fund or study (ex: only Priority 1 or maybe 2 Needs).</p>
10	Ron Svejkovsky	Tri-Cities MPO	11/23/2020	Email	(Referring to Ashland to Petersburg Trail Study) The ATP may not be eligible for VDOT/DRPT study/project development assistance if the CTB adopts a "Prioritization/Project Pipeline" policy (ex: only Priority 1 or 2 Needs).
11	Ron Svejkovsky	Tri-Cities MPO	11/23/2020	Email	How do you address off-road or system-wide needs?
12	Ron Svejkovsky	Tri-Cities MPO	11/23/2020	Email	We are a small MPO and cannot fund these studies/analyses ourselves. This "Prioritization/Project Pipeline" process for VDOT/DRPT planning/study assistance will likely be the only way a need is studied in small MPOs and PDCs. This will make our MPO and PDC LRTP project prioritization processes difficult (even if we plan on using the VTrans Mid-Term Needs data).
13	Ron Svejkovsky	Tri-Cities MPO	11/23/2020	Email	<p>The Mid-Term Needs Prioritization Map appears to identify Priority 1/2 Mid-Term Needs that we also identify as MPO needs for a few locations (ex: Route 1/301 at Woods Edge/Happy Hill, which we and VDOT funded and constructed). However, many needs identified in other recent studies conducted or funded by VDOT (using much of the same information) are not even Priority 2 Mid-Term Needs.</p> <p>A prime example is the I-85/95 interchange, which was a key priority need identified in VDOT's I-95 Corridor Study but is a Priority 3/4 Mid-Term Need. Also, the I-95 interchange needs identified in that Study in the TCAMPO area do not appear to have been evaluated.</p> <p>Will further study/project development of these identified needs be eligible to be conducted (and funded) by VDOT/DRPT? Other examples include the Route 58 COSS Study.</p>

Comments - Policy for the Prioritization of the VTrans Mid-term Needs

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

ID	Name of Submitter	Submitter's Affiliation (if applicable)	Date Received	Method Received	Comment
14	Ron Svejkovsky	Tri-Cities MPO	11/23/2020	Email	It also appears most of the handful of Priority 1 Mid-Term Needs locations in the Tri-Cities Area MPO are intersections. This was noted by our Crater PDC Executive Director in an earlier Workshop.
15	Ron Svejkovsky	Tri-Cities MPO	11/23/2020	Email	It also appears that there are no Priority 1 or 2 Mid-Term Needs locations in the rural portion of the Crater PDC area. This "Prioritization/Project Pipeline" exercise further increases the funding imbalance/inequity between urban and rural needs.
16	Ron Svejkovsky	Tri-Cities MPO	11/23/2020	Email	Meadowville Technology Park continues to be missed. This is a Tier 4 IEDA Business Ready Site, like White Oak and other sites. The Mid-Term Needs Priorities map shows a Priority 1 Mid-Term Need at the intersection of N. Enon Church Road and Route 10, and various UDA Mid-Term Needs are identified in the immediate vicinity on the Mid-Term Needs map but not the Mid-Term Priorities map. We believe the most cost-effective way to improve access to MTP from I-295 is to widen N. Enon Church Road to Route 10; unfortunately, the Mid-Term Needs Priorities map does not show the MTP or the nearby UDA needs or the Mid-Term Needs Priorities related to the MTP IEDA site, so it appears access between this IEDA Site and the Interstate may not be eligible for further study/project development by VDOT/DRPT.
17	Hillary Orr	City of Alexandria	11/24/2020	Email	(In reference to Area Type A weighting) The pedestrian safety and transit equity weights are quite low. The fact that roadway safety is separate and a much higher weight than pedestrian safety is concerning, particularly as many jurisdictions in the region have adopted Vision Zero policies.
18	Hillary Orr	City of Alexandria	11/24/2020	Email	(In reference to Area Type A weighting) Equity is an important value in this region and transit equity (in reference to Transit Access to Equity Emphasis Area) in particular is of great importance. Congestion and reliability criteria are weighted highly and are someone redundant of one another. It could be possible to trip the weights of those to add value to pedestrian safety and transit equity.
19	Hillary Orr	City of Alexandria	11/24/2020	Email	The City feels more comfortable with the higher weights for congestion or reliability with the understanding that a congestion or a reliability need does not necessarily mean a roadway project solution. However, we are concerned that that will be the default. Improved guidance on this point may be beneficial, as transit, pedestrian, and bicycle facilities should be solutions that are emphasized to address these needs.
20	Hillary Orr	City of Alexandria	11/24/2020	Email	We also understand that there was an attempt to align the VTrans needs prioritization with SMART SCALE, but there are differences that could be better explained. A clear alignment and explanation of how high priority VTrans needs can result in high scoring funded projects would be helpful.
21	Hillary Orr	City of Alexandria	11/24/2020	Email	It would also make sense to tie HSIP and TIP funding to the VTrans priority needs. Creating one application for all projects and having them scored related to the criteria for different grant programs would streamline the application process which is time consuming, especially for smaller jurisdictions.
22	Charles Boyles	TJPDC	11/25/2020	Email	While we support the overarching desire to take a performance-based approach to identify the areas of the highest need in order to direct limited resources, we are concerned about the potential impacts this performance-based prioritization system may have especially on the rural parts of the state should these recommendations be used to guide policies regarding access to funding for transportation planning purposes. On the FAQ section of the VTrans website, the response to "Why prioritize the 2019 Vtrans Mid-term Needs?" states that the prioritized 2019 Mid-term Needs "may form the basis for the state to make more informed decisions about locations to conduct planning studies and project development activities that will contribute the most to help address the Needs. Priorized VTrans 2019 Mid-term Needs may also be used for development of policies related to transportation programs and activities." It is the impact of these prioritized needs that we are most concerned about.
23	Charles Boyles	TJPDC	11/25/2020	Email	The VTrans Mid-term Needs is a very top-down approach to determining where investment into transportation studies and analysis would be most beneficial. The performance indicators, while highlighting the areas with the largest performance deficiencies, fail to account for the previous investment of resources. Many of the areas identified as Priority 1 needs, such as Route 29 near the Hydraulic Road intersection in Charlottesville and Albemarle County, are areas that have already received large amounts of investment for planning purposes. MPOs, PDCs, and the VDOT Planning Districts are in the best position to determine where the planning resources are most needed since they know the local systems, past planning efforts, and pending transportation system improvement projects (the benefits of which would not yet be reflected in the data that is used to generate the priorities).
24	Charles Boyles	TJPDC	11/25/2020	Email	While we understand that an identified need of any VTrans priority level is eligible for funding through Smart Scale and other competitive application processes, our larger concern is continuing to support our localities' ability to understand and identify network deficiencies, develop proposed solutions, and prepare competitive applications for funding, all of which require planning studies funded by VDOT. Should access to these funds be allocated strictly based on the prioritization of needs in the VTrans Mid-term Needs update, the least resourced areas in the rural parts of the state will lose much of the support they need to make meaningful improvements in their transportation systems.
25	Charles Boyles	TJPDC	11/25/2020	Email	As policies related to resource allocation or project prioritization are developed based on the VTrans Mid-term Needs update, our hope is that there will be significant consideration given to how to ensure continued access to planning resources for the rural portions of the state.
26	Charles Boyles	TJPDC	11/25/2020	Email	We also request that you make the process of developing and adopting these policies as transparent as possible, providing updates and outreach to the MPOs and PDCs throughout the state, and allowing ample opportunity for us to discuss the potential impacts with our Boards and Commissions and provide comments to the Commonwealth Transportation Board prior to their adoption.

Comments - Policy for the Prioritization of the VTrans Mid-term Needs
Comment Period: October 29, 2020 through November 30, 2020

ID	Name of Submitter	Submitter's Affiliation (if applicable)	Date Received	Method Received	Comment
27	Kerri Oddenino	City of Falls Church	11/25/2020	Email	The City (of Falls Church) appreciates the effort to provide additional funding for studies given the competitive nature of state funding programs. In addition to the VTRANS Multimodal Project Study pipeline, the City also appreciates the creation of the Growth and Accessibility Planning Technical Assistance Program, which will be used to support studies in Urban Development Areas.
28	Kerri Oddenino	City of Falls Church	11/25/2020	Email	The City (of Falls Church) requests that the overall understandability of VTRANS be improved, perhaps through a diagram or executive summary clarifying how different aspects of the plan are used.
29	Kerri Oddenino	City of Falls Church	11/25/2020	Email	The City (of Falls Church) requests that additional information be provided about the VTRANS Multimodal Project Study pipeline program, in terms of funding availability, application process, and timeline. The City also requests that additional information be provided about how and which other state funding programs besides Smart Scale and Revenue Sharing may end up using VTRANS as a screening tool. The City understands that the addition of VTRANS as a tool for screening other funding programs would involve the opportunity for public process including input from localities.
30	Kerri Oddenino	City of Falls Church	11/25/2020	Email	The City (of Falls Church) requests that greater emphasis on the connection between land use and transportation be reflected in the VTRANS statewide and construction district priorities. The City would like to see a statewide plan that promotes accessible and connected places, and increases the opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs, as noted in goals of current VTRANS plan.
31	Kerri Oddenino	City of Falls Church	11/25/2020	Email	The City (of Falls Church) supports the addition of activity centers on maps in the VTRANS plan and interactive map (InteractVTrans).
32	Kerri Oddenino	City of Falls Church	11/25/2020	Email	The City (of Falls Church) would like to see a greater focus on meeting environmental and equity goals, including the electrification of private and public vehicles and the creation of the infrastructure needed to support them.
33	Kerri Oddenino	City of Falls Church	11/25/2020	Email	The City (of Falls Church) would like to see a greater focus on the importance of continued prioritization of technological advances that will help improve safety, environmental performance, service levels, and equity.
34	Kerri Oddenino	City of Falls Church	11/25/2020	Email	The City (of Falls Church) understands that VTRANS is a statewide plan, and that data across the state for different types of modes is not readily available everywhere. The City also understands that in the VTRANS draft prioritization, area types are identified, and that the weighting for needs in these different area types is not the same. Area Type A, which includes the Northern Virginia region is proposed to be more heavily weighted for congestion mitigation, and improved reliability than other areas of the state. More data is also available in this area for transit, bicycle and pedestrian. Given the separate weighting for different area types, and availability of data for a variety of modes for the area type that includes Northern Virginia, the City requests that additional data for transit, bicycle and pedestrian trips in Northern Virginia be included in evaluation of needs for this area. If available data is not complete enough to be included in VTRANS, the City requests that the Commonwealth facilitate or prioritize the creation of more complete data sets including data for transit, bicycle and pedestrian trips. These data sets could be created potentially by VDOT or through some sort of university partnership, to better meet the needs of OIPI staff in statewide modeling efforts.
35	Kerri Oddenino	City of Falls Church	11/25/2020	Email	For the congestion mitigation performance measure, the City (of Falls Church) supports calculating person miles traveled in a way that includes trips taken not in an automobile. The current calculation for this measure uses vehicle miles traveled and converts to person miles traveled using average vehicle occupancy. The City would like to see a performance measure, such as person hours of delay or person trips that reflects trips taken using other modes. This would better capture first mile/last mile connections, active transportation trips which are being taken more frequently due to COVID-19 impacts. Many trips less than two miles in the Northern Virginia region are taken using modes other than the automobile.
36	Kerri Oddenino	City of Falls Church	11/25/2020	Email	For the improved reliability measure, for district priority needs in the technical guide document, only roadway reliability needs are included. Instead of using vehicle miles traveled and speed to calculate level of travel time reliability for roadway, the City (of Falls Church) instead requests that reliability of travel time for other modes also be assessed, perhaps using congestion duration as a performance measure.
37	Kerri Oddenino	City of Falls Church	11/25/2020	Email	For the Capacity Preservation measure, the City (of Falls Church) requests that the measure include facilities in addition to only highways. The measure and calculations as they are currently written relate to the VDOT Arterial Preservation Network, or the state-maintained portion of the National Highway System in Virginia and including some additional highways that facilitate connectivity. The City requests that capacity instead be considered at a person throughput level. There are a number of other facilities that have other capacity for person throughput including VDOT's network of streets in Counties and Cities. Other multimodal capacity is also available in the identified corridors.
38	Kerri Oddenino	City of Falls Church	11/25/2020	Email	The City (of Falls Church) requests that the weighting for the regional network needs for transit, pedestrian, and bicycle access to activity centers be increased. As identified in numerous adopted regional and local studies, policies, and plans; trips made by foot, bicycle, and transit are a critical part of the solution to mitigating congestion in the Northern Virginia region.
39	Kerri Oddenino	City of Falls Church	11/25/2020	Email	The relative weighting of the roadway and pedestrian safety needs categories could be reconsidered, especially given the needs and adopted policies of jurisdictions in the Northern Virginia region. Compact land use patterns that support pedestrian, bicycle, and transit modes of travel have favorable impacts on safety.
40	Kerri Oddenino	City of Falls Church	11/25/2020	Email	The City (of Falls Church) requests also increasing the weighting for Urban Development Areas, and pedestrian safety needs categories.

Comments - Policy for the Prioritization of the VTrans Mid-term Needs

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

ID	Name of Submitter	Submitter's Affiliation (if applicable)	Date Received	Method Received	Comment
41	Paolo Belita	Prince William County	11/30/2020	Email	Prince William County Department of Transportation staff concurs with the approved 2019 VTrans Mid-Term Needs. In addition to the quantitative measures, flexibility should be considered to focus on qualitative measures (local priorities/parallel projects).
42	Paolo Belita	Prince William County	11/30/2020	Email	Ensure safety measures/focus transitions to SMART SCALE scoring (20%)
43	Paolo Belita	Prince William County	11/30/2020	Email	Ensure overall congestion remains at 45% (congestion mitigation/Improvement reliability)
44	Paolo Belita	Prince William County	11/30/2020	Email	Find a way for the public to understand all the technical info (Overall, interactive process was very helpful)
45	Paolo Belita	Prince William County	11/30/2020	Email	Needs priority are based on current data, which can impact projects in the out-years, SMART SCALE funds are funded in the last 2 years of SYP.
46	Paolo Belita	Prince William County	11/30/2020	Email	VTrans Needs/Priority should not impact Revenue Sharing to a high degree which primarily focuses on local needs, especially at a 50/50 match
47	Paolo Belita	Prince William County	11/30/2020	Email	How do Priority Needs impact and translate the need for new roadway alignments (example: Extensions)?
48	Paolo Belita	Prince William County	11/30/2020	Email	How old is the data and how does changing conditions (Covid-19) impact future needs?
49	Paolo Belita	Prince William County	11/30/2020	Email	Why are not all pedestrian access to activity centers included? ex. Gainesville Activity Center, Innovation Activity Center
50	Paolo Belita	Prince William County	11/30/2020	Email	Will these Needs Prioritization impact future Highway Safety Improvement Program (HSIP) funding? Concerns with lack of funding for safety – Most programs focus on operations.
51	Paolo Belita	Prince William County	11/30/2020	Email	Will Pedestrian Safety Action Plan (PSAP) Structure Change?
52	Paolo Belita	Prince William County	11/30/2020	Email	Additional clarification may be needed on the map depicting Transit Access - Why are there major high priority gaps in Prince William County?
53	Chad Neese	Southside PDC	11/30/2020	Email	The Southside PDC's overwhelming concern is that rural areas, such as ours, will be left behind compared to more urbanized areas if the Policy Guide is adopted as is. The rationale for this is found by reading how needs are proposed to be prioritized on page 17 of the Guide. The two criteria are listed as "severity of the need" and "magnitude of the need". Magnitude of need is noted to take "into account the number of residents, vehicles, or persons impacted by the Need." For example, when needs are compared throughout the entire Richmond Construction District utilizing this criteria we're concerned that the vast differences in residents/vehicles between the Richmond area and Southside Virginia will produce highly skewed results in favor of the more populated areas. That naturally leads us to ask the following question: How much more severe would a need have to be in a rural area to score equal to or better than a less deserving need in an urban area that is simply pushed up the list because they have more residents/vehicles?
54	Chad Neese	Southside PDC	11/30/2020	Email	Issues such as this is why it's difficult for us to get rural areas interested in participating in transportation planning programs/projects. They already feel the deck is stacked in favor of the more populated areas, specifically stating so in the Guide does not help. Is there any way in which rural areas can be compared to other rural areas and have urban areas compared against other urban areas? Aren't we already going down that path to some extent anyway with transportation planning being addressed by MPO's for the more urbanized areas and PDC's for the rural areas?
55	Joe Bonanno	West Piedmont PDC	11/30/2020	Email	Comments from the Draft Policy Guide, Page 17: Magnitude of need is based on the number of persons, residents, and vehicles impacted by the priority locations. The WPPDC suggests using a different measure, such as share, percentage, or per-capita of persons, residents, and vehicles, since the number of persons, residents, or vehicles favors the largest urban areas over the smaller urban areas and the rural areas.
56	Joe Bonanno	West Piedmont PDC	11/30/2020	Email	(Comments from the Draft Policy Guide, Page 17) Also, with regard to those affected, consider including potential impact on disadvantaged populations (as a magnitude criterion).
57	Joe Bonanno	West Piedmont PDC	11/30/2020	Email	Comments from the Draft Technical Guide, page 33: within the row entitled "Applicable Need Categories," the WPPDC recommends adding Urban Development Area (UDA) to Regional Network (RN) for the following: Transit Access for Equity Emphasis Areas, Transit Access to Activity Centers, Pedestrian Access to Activity Centers, Bicycle Access to Activity Centers
58	Joe Bonanno	West Piedmont PDC	11/30/2020	Email	Comments from the Draft Technical Guide, Within Section 4.2 on Page 34, consider the following as was noted for the Draft Policy Guide, above: Magnitude of need is based on the number of persons, residents, and vehicles impacted by the priority locations. The WPPDC suggests using a different measure, such as share percentage, or per-capita of persons, residents, and vehicles, since the number of persons, residents, or vehicles favors the largest urban areas over the smaller urban areas and the rural areas.
59	Joe Bonanno	West Piedmont PDC	11/30/2020	Email	With regard to the Interact VTrans site, using the search criteria on the left side of the screen seems complex and confusing, with multiple criteria to choose from. Furthermore, the legend shows statewide priorities as well as priorities by construction district, even though only statewide priorities was selected twice (see the criteria selections at left on the screen shot below). Additionally, the screen shot below seems to indicate that map is not distinguishing between statewide and construction district priorities, even though both legends appear. Also, what does the highlighted segment on the screen shot indicate? The WPPDC recommendations is that Interact VTrans should be made more user-friendly.

Comments - Policy for the Prioritization of the VTrans Mid-term Needs
Comment Period: October 29, 2020 through November 30, 2020

ID	Name of Submitter	Submitter's Affiliation (if applicable)	Date Received	Method Received	Comment
60	Morgan Butler	Southern Environmental Law Center	11/30/2020	Email	<p>Pursuant to the proposed prioritization policy, after applying the severity/magnitude analysis and weighting across the different needs categories, this process will produce a single overall prioritization score for a given location. Although we appreciate the need to prioritize among the many locations across the Commonwealth that have transportation needs, we are concerned that having a generalized priority score for a location is of limited utility for transportation planning purposes if the specific needs for a priority location are obscured as a result. Flagging a location as an urgent priority without laying out its primary needs risks an outcome in which the solutions proposed for that location are not targeted to—or may even exacerbate—the problems that make it a priority, leading to ineffective investments of Virginia's limited transportation dollars.</p> <p>It will therefore be critical that decision-makers, transportation agency staff, and the public have easy and direct access to information that shows the specific needs for each prioritized location. This crucial information is currently distilled into an accessible and easily understandable format within the online InteractVTrans mapping tool, but the mapping will only be useful if the agencies and decision-makers know to access it and use it as a basis for developing potential solutions and deciding which projects to fund. We urge you to regularly emphasize the importance of accessing the specific locational needs information for prioritized locations, and to provide clear links to the InteractVTrans mapping where that information can be found, in all aspects of VTrans that discuss or incorporate the prioritized mid-term needs.</p>
61	Morgan Butler	Southern Environmental Law Center	11/30/2020	Email	<p>The October 29 overview webinar contained an important acknowledgment that projects that are already programmed were not included in the data used for the mid-term needs prioritization. Although we do not object to the decision to omit such data, and we appreciate that this point was noted in the webinar presentation, we urge you to also underscore it in all materials in which the VTrans mid-term needs priority locations will be presented so that anyone using those priorities to help develop projects and make programming decisions is aware of this critical aspect of the prioritization.</p> <p>It will be important for decision-makers to also refer back to currently programmed projects to make sure one or more needs for a location are not already being addressed by another project or investment.</p>
62	Morgan Butler	Southern Environmental Law Center	11/30/2020	Email	<p>We encourage OIPI to update the data for this prioritization process as often as it is feasible to do so to help capture changes to the identified needs as programmed projects are completed.</p>
63	Morgan Butler	Southern Environmental Law Center	11/30/2020	Email	<p>SELC understands the importance of—and has long called for—incorporating risks from sea level rise, storm surge, and flooding into Virginia's transportation planning and programming, and we support the effort to give the issue greater consideration in the development of VTrans.</p> <p>The Commonwealth's transportation infrastructure already faces significant threats from the effects of climate change, including more frequent and intense precipitation, stronger storms, rapid rates of sea level rise, and higher storm surges. These threats and the damage they cause are only going to increase over the coming years and decades, and Virginia needs to fully consider them when planning and investing in our transportation system.</p> <p>However, the adjustment method currently proposed in the mid-term needs prioritization policy—awarding bonus points to locations that are particularly susceptible to these impacts, and increasing the bonus relative to the level of susceptibility—has a number of shortcomings. For one thing, it may promote short-sighted transportation investments in areas that will be routinely and heavily impacted by flooding and where such investments—and current and potential development served by such investments—are therefore unsustainable.</p> <p>Virginia should be thinking twice before making significant new expenditures on infrastructure in areas that will frequently be covered by water within the foreseeable future, and additional data, analysis, policy development, and collaborative planning with localities is needed to inform such decisions. In some cases, projects to adapt existing infrastructure to a changing climate and to add new infrastructure in areas experiencing or projected to experience significant climate impacts will make sense; in others it will not. The proposed adjustment makes no such distinction; it seems instead to simply put a thumb on the scale for projects in potentially risky locations.</p> <p>Further, the adjustment proposed in the draft policy would provide the bonus points even if the existing infrastructure in the flood-susceptible location is sufficient to accommodate the projected flooding. The bonus is awarded regardless of actual need. Even in areas where existing infrastructure is insufficient, there is nothing in the policy that ensures the projects ultimately pursued in the locations that receive the bonus will actually be designed to accommodate the projected flooding. And the policy provides no assurance that improvements built in these flood-susceptible locations would not make flooding worse by, for example, paving over wetlands or blocking the migration of marshes that help absorb floodwater. We understand the overall number of locations and extent of mileage that may be bumped up or down from one of the VTrans priority categories to another due to this proposed adjustment may be a relatively small amount, but in our view that does not justify including the adjustment in the policy.</p> <p>Moreover, we are concerned that the proposed approach of providing a scoring bonus to flood-susceptible locations without factoring in other crucial considerations such as the ones we note above may serve as a precedent for efforts to incorporate climate resilience into other state, regional, and local transportation prioritization efforts. We urge you to drop this adjustment from the mid-term needs prioritization policy at this time so that this complex issue can receive the further consideration it warrants. Along those lines, we think a better approach may be to award points to individual proposals at the programming phase based on how well they address the factors outlined above. Notably, SMART SCALE currently awards points under its Economic Development factor to proposals in areas that are prone to flooding if the project includes flood mitigation features. Perhaps the most appropriate next step is to review this aspect of the SMART SCALE methodology to see if specific changes or additional emphasis may be warranted.</p>

Comments - Policy for the Prioritization of the VTrans Mid-term Needs
Comment Period: October 29, 2020 through November 30, 2020

ID	Name of Submitter	Submitter's Affiliation (if applicable)	Date Received	Method Received	Comment
64	Morgan Butler	Southern Environmental Law Center	11/30/2020	Email	<p>While we understand that the SMART SCALE factors and the weighting of these factors are not a perfect fit that can be directly carried over into the mid-term needs prioritization process, we have some concerns with how far the proposed draft deviates from SMART SCALE in some respects. In particular, using the Transportation Demand Management (TDM) measure as the sole proxy for environmental quality misses the potential negative environmental impacts of transportation proposals that are captured by SMART SCALE (such as impacts on wetlands, habitat, and historic resources).</p> <p>We realize it is difficult to incorporate a factor for potential environmental damage into a methodology focused on assessing and prioritizing needs, but we urge you to consider other ways the mid-term needs prioritization policy can highlight when important environmental, historic, and cultural resources are located within or near a priority location. For example, the Department of Conservation and Recreation's ConserveVirginia map could potentially provide an initial screen for assessing when priority locations overlap with lands that have been determined by the Commonwealth to be top priorities for conservation due to their value for flood resilience, natural habitat, water quality, and cultural and historic preservation, in addition to other conservation categories. Including the ConserveVirginia map as an overlapping layer in the InteractVTrans mapping tool might be a fairly simple step toward helping to identify potential environmental risks to be aware of for each priority location, and helping to avoid advancing projects that cannot be granted necessary environmental permits.</p>
65	Morgan Butler	Southern Environmental Law Center	11/30/2020	Email	<p>We are also concerned to see that much of the weighting given to land use factors in SMART SCALE appears to have been shifted to other categories—more specifically, from land use to safety in Category A areas, and to congestion mitigation in Category B areas. The proposed prioritization needs categories related to transit, bicycle, and pedestrian access, as well as TDM, seem to be most closely-aligned with the goals and objectives of SMART SCALE's land use factors, and thus seem like the most appropriate places for this land use weighting to be incorporated. We therefore urge OIPI to further evaluate ways to reallocate the weighting percentages so that more of the SMART SCALE land use weighting is placed in these other categories. In addition, further explanation and support should be provided for any proposed shifts of the land use factor toward safety and congestion mitigation.</p>
66	Morgan Butler	Southern Environmental Law Center	11/30/2020	Email	<p>We understand that one of the suggestions you have received during the public input process so far is to give some type of a bonus in SMART SCALE for projects that are proposed in areas identified as priorities in this VTrans mid-term needs prioritization process. We recommend against this approach and directly entangling these two processes, in part due to the number of areas identified above in which the factors evaluated for individual projects in SMART SCALE differ significantly from the broader evaluation of needs in this VTrans process—such as the latter's omission of environmental impacts and its substantially differing treatment of land use considerations. Further, we do not believe a proposal should receive a bonus in SMART SCALE simply for being located in an identified priority area. In line with one of the concerns we raise above, this risks prioritizing investing in a location, rather than investing in the right solution for that location.</p>
67	Cristina Finch	RVARC	11/30/2020	Email	<p>Observing that the characteristics of an IEDA fall under the umbrella of the UDA Travel Market, and assuming that IEDAs will not be a separate needs category in VTrans, it is possible that a locality could designate an IEDA without having designated a UDA. If, in the next round of SMART SCALE the designation of an IEDA is not a standalone need, can an application be screened in if there is no UDA.</p>
68	Cristina Finch	RVARC	11/30/2020	Email	<p>In the characteristics of the Regional Networks Travel Market, VTrans Activity Centers are included in the description. What, if any distinctions are there between these and Multimodal Centers and Districts, as defined by the DRPT Multimodal System Design Guidelines? Further if any discrepancies exist, and an MPO has adopted MM Centers and Districts, what is the prevailing construct when evaluating Regional Networks through the SMART SCALE process?</p>
69	Cristina Finch	RVARC	11/30/2020	Email	<p>When describing "high volume" as a characteristic of the CoSS travel market, it may be worth stipulating the relativity of high volume to either lesser roadway classifications, or to other CoSSs.</p>
70	Cristina Finch	RVARC	11/30/2020	Email	<p>It appears the UDA Needs Categories are not included in the prioritization – how are these needs included in the VTrans prioritization? If the localities are responsible for prioritizing needs within UDAs, should there be a similar relationship between MPOs/PDCs the RNs?</p>
71	Cristina Finch	RVARC	11/30/2020	Email	<p>Step 3 – In general, since transit is considered an essential service it seems Transit Access to Activity Centers should be given a higher weighting across all area types and an even higher weighting for the Transit Access to Equity Emphasis Areas.</p>
72	Cristina Finch	RVARC	11/30/2020	Email	<p>It doesn't seem that equity is addressed in the prioritization process aside from the specific need category "Transit Equity Emphasis Areas". Consider also including equity as a factor in step 4 – influencing factors where any need located in an equity emphasis areas is given an adjustment.</p>
73	Daniel Butch	Albemarle County	11/30/2020	Email	<p>There are 2019 Mid-Term segment needs identified for Street Grid (UDA) which are not District priorities which we feel should be which are made aware via comment on Interact VTrans map. Specifically: The US 29/Rio Rd area as well as the downtown Crozet area.</p>
74	Daniel Butch	Albemarle County	11/30/2020	Email	<p>District Draft needs to include specific areas for District priority need for Pedestrian Infrastructure/sidewalks & Access- as yes; comments made in Interact VTrans.</p>
75	Daniel Butch	Albemarle County	11/30/2020	Email	<p>Within UDA on roads in residential neighborhoods that don't have pedestrian facilities- why are these not priority District needs? Made comments on Interact Vtrans for locations.</p>
76	-	-	11/30/2020	InteractVTrans	UDA Street Grid need for Rio/29 - Hillsdale Connection from VTRANS segment Needs to Priorities.
77	-	-	11/30/2020	InteractVTrans	(Mill Creek Drive) Within UDA on roads in residential neighborhoods that don't have ped facilities- why are these not priority District needs?
78	-	-	11/30/2020	InteractVTrans	(Soloman Rd at Hydraulic Rd.) Within UDA on roads in residential neighborhoods that don't have ped facilities- why are these not priority District needs?
79	-	-	11/30/2020	InteractVTrans	(5th St. EXT at Old Lynchburg Rd.) Albemarle County identifies Pedestrian Access (RN) as a priority

Comments - Policy for the Prioritization of the VTrans Mid-term Needs
Comment Period: October 29, 2020 through November 30, 2020

ID	Name of Submitter	Submitter's Affiliation (if applicable)	Date Received	Method Received	Comment
80	-	-	11/30/2020	InteractVTrans	(Avon St. near I-64 overpass) Albemarle County identifies Pedestrian Access (RN) as a priority on Avon St Extended. Also, should be included in Urban Development Area.
81	-	-	11/30/2020	InteractVTrans	We ask to recognize Berkmar Dr from Hilton Heights to Conner Dr as Segment mid-term needs that should be prioritized for Need for Street Grid (UDA) /connectivity.
82	Ann Cundy	VAMPO	11/30/2020	Email	It is unclear how equity for transportation disadvantaged individuals will be considered for all modes; therefore, we suggest including equity as an influencing factor in Step 4.
83	Ann Cundy	VAMPO	11/30/2020	Email	Overall, the VTrans Needs Identification and Prioritization Process at the level of Regional Networks (RNs) is not meaningfully built upon, or aligned with, the comprehensive regional needs assessments and priorities of MPOs. Regional needs and their prioritization should reflect regional (i.e., MPO) processes and planning efforts in the same way that local needs for Urban Development Areas (UDAs) are prioritized by localities.
84	Ann Cundy	VAMPO	11/30/2020	Email	The delayed webinars, and the one-month review period for the MidTerm Needs Prioritization methodology and recommendations did not provide adequate time to review the materials, take recommendations to our committees and Boards for approval, and present them as formal comments.
85	Ann Cundy	VAMPO	11/30/2020	Email	There has been a lack of clarity from the State on the policy implications of the Needs Prioritization, specifically on VDOT's ability to support the preparation of technical materials that are required as part of the application for Smart Scale funding for lower ranking priorities.
86	Ann Cundy	VAMPO	11/30/2020	Email	Based on the location of Needs around the state, we are concerned that the outcome of this prioritization process will be less equity for accessing resources (i.e., to access studies, project development efforts) among different areas of the state. This inequity is of particular relevance for the Corridors of Statewide Significance (CoSS): a need in a smaller urban or rural area will almost always lose if compared to the same need in a larger urban area.
87	Richard Roisman/Dennis Leach	Arlington County	11/30/2020	Email	One broad solution to improving this alignment is to have OIPI reconsider allowing the expanded use of local data in the computation of the Construction District Prioritization Strategies, rather relying solely on statewide data sets. Northern Virginia has a complex transportation network, and local data are available to provide detailed coverage of our trail and bike lane network, roadways, bus routes, and rail transit. These data provide the granularity appropriate to the area and will improve the predictive capabilities of VTrans' analytical and decision-support framework for mid-term priorities..
88	Richard Roisman/Dennis Leach	Arlington County	11/30/2020	Email	Why is Road Safety (15%) weighted at three times the importance of Pedestrian Safety (5%)? We strongly urge you to consider making these weights equal for Northern Virginia.
89	Ada Hunsberger	Central Virginia MPO/Central Virginia PDC	11/30/2020	Email	The prioritization of needs into four categories has brought about concern regarding the limitations that being identified as priority 3 or 4 will present. It seems that many of the Priority 1 and 2 needs have been studied extensively, but there are concerns that those needs identified in Priorities 3 and 4 will not be able to easily be studied due to their ranking. In addition, there is concern that VDOT staff and resources will only be allocated to Priority 1 and 2 needs, which will further limit our capacity to study and receive funding for projects that address needs in categories 3 and 4.
90	Ada Hunsberger	Central Virginia MPO/Central Virginia PDC	11/30/2020	Email	The implications of the policy on other funding sources (i.e. Smart Scale, HSIP, etc.) have not been clearly defined. While OIPI has indicated that these decisions will be made at a later time, we urge you to allow local agencies adequate time to comment and participate in that process in the future
91	Ada Hunsberger	Central Virginia MPO/Central Virginia PDC	11/30/2020	Email	This policy limits the local ability to identify and prioritize projects based off both local qualitative and quantitative data. By incorporating qualitative data from public outreach, surveys and engagement, as well as the quantitative data found within long range plans and local transportation studies, the VTrans Needs Prioritization would be a more balanced look at statewide needs.
92	Ada Hunsberger	Central Virginia MPO/Central Virginia PDC	11/30/2020	Email	The criteria presented for prioritizing needs gives considerable leverage for urban communities to have their needs addressed over rural communities. Even with adjustments to the weighting for certain categories (such as congestion) within the construction district priorities, smaller localities will be disadvantaged by these criteria. Because of this weighting structure, and the already limited monies allocated to rural planning, it will become even harder to receive funding for rural studies, thus making it harder to receive funding. While the needs of rural communities may seem less impactful at the statewide level, bottlenecks impacting freight movement in rural localities have statewide economic impacts. Therefore, we recommend incorporating more criteria which addresses rural transportation needs within the policy.
93	Ada Hunsberger	Central Virginia MPO/Central Virginia PDC	11/30/2020	Email	Additionally, the only criteria that integrates equity is "Transit Access to Activity Centers", which relates mostly to urban communities. However, since equitable development is a top priority for urban and rural communities alike, we recommend allowing equity to be considered into Step 4: "Adjust Priorities for Influencing Factors". This would allow projects which serve transportation networks in marginalized communities to receive an extra point, but not penalize projects which do not serve those communities.
94	Ada Hunsberger	Central Virginia MPO/Central Virginia PDC	11/30/2020	Email	The short turnaround time between the presentation to our technical committee and deadline for comments has presented some challenges in educating the local representatives and garnering their feedback. The rural localities with the most limited resources/staff are the ones that will likely be most marginalized by this, and the short timeframe for them to comment further disenfranchises them.
95	Bonnie Riedesel	CSPDC	11/30/2020	Email	Several level 1 and 2 needs in the SAWMPO and HRMPO regions have been addressed by funded SMART SCALE applications, recent studies and/or, current SMART SCALE applications. There are still lower priority needs in our region that could be eligible for further study and project development. We request that OIPI clarify the relationship between the priority levels and eligibility for state study funding. Will the Priority 3 and 4 needs be eligible for studies?
96	Bonnie Riedesel	CSPDC	11/30/2020	Email	The alignment of the availability of state study funds with CoSS, RN, and Safety needs limits the ability of rural areas without RNs to conduct studies in partnership with VDOT.
97	Bonnie Riedesel	CSPDC	11/30/2020	Email	Rural areas' eligibility for studies to advance projects hinges on how well-funded the new GAP program is, and whether a need is in a UDA. How much funding will the GAP program have each year for technical assistance? Will the program be available each year?

Comments - Policy for the Prioritization of the VTrans Mid-term Needs

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

ID	Name of Submitter	Submitter's Affiliation (if applicable)	Date Received	Method Received	Comment
98	Bonnie Riedesel	CSPDC	11/30/2020	Email	PDC Rural Transportation Planning annual funding can help assist rural areas up to a point, but we only receive \$58,000 from VDOT each year. This annual grant award has not been increased in over 20 years, so the PDCs have limited resources to help rural localities with larger studies.
99	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	We propose that Office of Intermodal Planning and Investment (OIPI) and the Northern Virginia Transportation Authority (NVTA) work towards one uniform process for prioritizing projects in for the NOV A Construction District. Having separate processes is not beneficial to NOV A and can result in different outcomes for the same needs or project.
100	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	The prioritization of mid-term needs is a data driven process and the data that drives the process needs to be current, relevant, and updated regularly. What we have seen so far is that the data being used in Loudoun County is not current, and we understand that there is no schedule or assurance that the data will be updated before its use in the next round of Smart Scale.
101	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	The relevancy of the data is concerning as it is based on existing conditions (2018 or 2019 data) and does not account for rapidly changing conditions such as what is occurring in Loudoun County. By 2027 the population will have grown by 14% and employment by 25%, over existing conditions. In 2021 Metrorail will begin operating in Loudoun County and there does not seem to be any accountability for its impact on our transportation systems
102	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	The initial outcome of the Statewide prioritization process shows that mostly Interstates rank in the High categories. Interstates have their own funding sources now with the "I-81 funds" provided in the last General Assembly and should be excluded from the prioritization process.
103	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Before the prioritization process can be finalized, there needs to be clarification of how the process will be used to select projects for funding by VDOT and or DRPT, such as in future Rounds of Smart Scale and the next Round of Revenue Sharing.
104	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Congestion Mitigation - Please provide an example of the Travel Time Index (TTI) calculation for congestion mitigation and clarify whether Step 4 is supposed to be the weighted average of weekday and weekend hours.
105	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	As illustrated if Figure 1, queue spill-back/spillover likely triggers false-positives, ranking upstream segments as having higher priority than the downstream 'causal' locations. This becomes more of an issue as segments get smaller (length of segments vary widely in the VTrans files). It is recommended that the PECC of neighboring roadway segments be considered in the calculation: high values of upstream PECC should increase priority of a downstream segment. This becomes more complicated when queue spills back beyond more than one segment. Please also consider implementing a similar adjustment for scores calculated using TTI values.
106	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Congestion Mitigation - How do severity measures compare between PECC and TTI methods? Is this fair? It is recommended to adjust PECC and TTI scores at this stage to ensure similar levels of travel time delay are comparable. It is not expected that normalization of PECC and TTI scores will accurately portray comparable travel time delays. Please illustrate that the methodology correctly equates similar levels of travel time delay in the prioritization methodology documentation using example calculations.
107	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	The 'Magnitude' for Congestion Mitigation scores is dependent upon segment length; however, segment length is sometimes established arbitrarily, with longer segments generally found on limited access facilities between interchanges. This prioritizes limited access facilities. For example, if a segment is a mile long and VMT is not reported, it will receive a magnitude score of 7,100 VMT. If the facility was divided in half, each half would receive a magnitude score of 3,550. It is recommended to utilize the average VMT-per-XX distance instead. In our example, if we were using a 'per 1 mile' measure, the mile-long segment would have a VMT of 7,100 VMT-per-mile and, if the segment were divided in half, each half would also receive a magnitude measure of 7,100 VMT-per-mile.
108	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Congestion Mitigation - The selection of 7,100 vehicle miles travelled for all null and VMT=0 segments should, ideally, be scaled according to the facility type and number of travel lanes of the segment.
109	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Congestion Mitigation - Consideration of Severity and Magnitude Criteria calculations should reflect the adjusted PECC and TTI scores as well as the VMT-per-XX distance. Since the 'Low (Score 1)' is the bottom 50%, it is suggested that minimum scores be replaced with the 10th percentile scores prior to normalization to reduce the influence of minimum-value outliers.
110	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Congestion Mitigation - Please provide a table showing the mileage of segments in each of the categories (Score 1 through 7) that have been assigned using the TTI verses the PECC methodologies. Is one methodology favored over another? Does the bias make sense?
111	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Transit Access to Activity Centers - The methodology converts median transit commute time in each bin to a distance value by multiplying it by the average travel speed of a bus (12 mph); however, given that the question stated "mark (X) the box of the one used for most of the distance", the "Public Transportation" commute time includes: a) Time to walk to/from the bus-stop, b) Wait time at the initial stop, c) Wait time at a transfer. The corresponding distance should be much smaller. Literature assumes that people are willing to walk 5 minutes to get to a bus stop and 10 minutes to get to a Metrorail station. Literature assumes that people will need to wait half a headway; however, bus arrival time applications may significantly reduce initial wait times.
112	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Pedestrian Access to Activity Centers - The methodology uses 'Walk Score' to develop its severity measure. Walk Score measures the walkability to amenities in a neighborhood using existing walking routes ... so if you already have lots of sidewalks in a neighborhood, the segments within that area will receive higher priority. The methodology limits the degree to which a well-built-out neighborhood can influence the scores by only considering segments with an average score below 70. Our review identified that some links along Leesburg Pike and Chain Bridge Rd in Tysons Comer have weighted average walk scores above 70 but are listed by VTrans as "Very High". Please provide an explanation.
113	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	Pedestrian Access to Activity Centers - The methodology still favors building links near neighborhoods with already good pedestrian infrastructure and other 'resource rich' neighborhoods; therefore, equity of infrastructure investments is concerning.

Comments - Policy for the Prioritization of the VTrans Mid-term Needs
Comment Period: October 29, 2020 through November 30, 2020

ID	Name of Submitter	Submitter's Affiliation (if applicable)	Date Received	Method Received	Comment
114	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Pedestrian Access to Activity Centers - The methodology uses a weighted average based on census block area of the "Access Walk Score" to census block centroids. This means that 'barrier' roadways get prioritized as there is very little opportunity to cross and so there can be a large dichotomy between walk scores on either side of the roadway.</p> <p>For example, the draft VTrans prioritization methodology assigns Eastbound Route 7 segment between City Center Blvd and Cascades Parkway a "Very High" to "High" need priority for pedestrian access but the Westbound segment is assigned a 'low' priority. This is because the development north of Route 7 has a very high walk score and south of Route 7 has a moderate walk score. The average walk score based on their proposed methodology must cut the westbound segment because it is over 70; The average walk score for the eastbound segment is likely just under the '70' walk score cut-off. The actual need for pedestrian facilities at this location is questionable. A preferred methodology would be to look at the maximum absolute gradient of walk scores along a segment, as a steep gradient would indicate a strong need for pedestrian facilities along that segment (i.e. Potomac View Road, north of Route 7).</p>
115	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Pedestrian Access to Activity Centers - The methodology calculates density based on the sum of employment and population density in the block that the segments' centroid intersects. This means that densities for longer segments are more likely to be incorrect, particularly if they pass by towns or villages (i.e. the northbound segment of Fairfax County Parkway has a centroid closest to Reston but is actually quite long). Furthermore, blocks are usually defined by roadways, particularly principal arterials on their edges. Preferred method: use a weighted average of densities within 200 feet of the corridor.</p>
116	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Pedestrian Access to Activity Centers - The methodology assigns the following values for roadway functional classification: 7 points for Principal Arterial, 3 points for Minor Arterial, 1 point for all other functional classes, and then multiplies it to the severity and population/employment densities to determine the final "Pedestrian Access to Activity Centers" score. Given that most pedestrian trips are local in nature, why are we outright prioritizing pedestrian infrastructure for principal arterials? No justification was provided in the technical report. No justification was provided for the chosen point values: why is Principal Arterial 7 times more important than collector roadways, particularly for pedestrian access? It means that given the same walk score, a principal arterial with less than half the density will rank higher than a minor arterial. Likewise, given the same walk score a minor arterial with a density less than half that of a collector road would have priority. This does not make sense for measures of pedestrian activity.</p>
117	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Bicycle Access to Activity Centers - The methodology awards a greater number of Severity points when a segment is proximate to a transit stop. Given that average bicycle commute speeds are comparable to average bus speeds, is it equitable to prioritize a corridor with multiple mode options over a corridor that only has one mode option? Please consider awarding higher priority to locations that are within 3 miles and not within a 5-minute walk of an activity center or transit stop.</p>
118	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Bicycle Access to Activity Centers - Repeat of concerns outlined in 11 d above (The methodology calculates density based on the sum of employment and population density in the block that the segments' centroid intersects. This means that densities for longer segments are more likely to be incorrect, particularly if they pass by towns or villages (i.e. the northbound segment of Fairfax County Parkway has a centroid closest to Reston but is actually quite long). Furthermore, blocks are usually defined by roadways, particularly principal arterials on their edges. Preferred method: use a weighted average of densities within 200 feet of the corridor.)</p>
119	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Bicycle Access to Activity Centers - Please provide justification as to why roadway functional classification is a measure of "magnitude" as opposed to 'severity' and for the values chosen. Assuming the same population and employment densities, are bicycle facilities along "Other Principal Arterials" between 5 and 7 miles from an activity center more than twice as valuable as bicycle facilities along a collector within 3 miles of an activity center? Why is roadway functional classification more influential than presence of a transit stop or difference between activity centers?</p>
120	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Bicycle Access to Activity Centers - The methodology indicates that roadway segments with no documented bicycle infrastructure should receive a score that is the product of the severity and magnitude measures while other roadway segments should receive a priority score of 1 (Low). The draft results listed segments along Dranesville Road just south of Route 7 (need segment ID) as 'Medium Priority' and Fairfax County Parkway segments north of the Greenway (need segment ID 125701) received a "Very High"; however, the Virginia Bicycle Facility Inventory indicates that these roadways are equipped with Shared Use Paths. Similarly, Segment ID 109404 (King Street) is listed as having "High" need; however, the Virginia Bicycle Facility Inventory indicates these roadways have "Shared Lane" and "Designated Bike Lane" facilities. Please clarify what is meant by "no documented bicycle infrastructure" and clarify how scores are awarded to roadway segments with documented bicycle infrastructure.</p>
121	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Bicycle Access to Activity Centers - While the Virginia Bicycle Facility Inventory does specify whether a facility is present, it does not indicate whether that facility is sufficient. For example, segment ID 218800 has a 5-foot asphalt trail. It is listed as a Shared Use Path in the Virginia Bicycle Facility Inventory; however, it will need to be upgraded to reflect the 10 foot Shared Use Path standard width as called for in Loudoun County's 2019 Comprehensive Transportation Plan.</p>
122	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Roadway Safety - Severity and Magnitude scores are averaged instead of using the product of Severity and Magnitude scores (as was done for the previous need categories). If not adopting the recommendation noted in 13a, please provide justification as to the deviation or consider using a methodology consistent with other need categories.</p>
123	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Transportation Demand Management - The methodology considers inter-RN trips. Does this include all trips that cross a construction district border (i.e. Maryland into NOV A Construction District) or just between Virginia construction districts?</p>
124	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Transportation Demand Management - Concerns like those outlined for the "Prioritization within Congestion Mitigation Need" Category: Please indicate how responses to those concerns correspond to the Capacity Preservation prioritization methodology.</p>

Comments - Policy for the Prioritization of the VTrans Mid-term Needs

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

ID	Name of Submitter	Submitter's Affiliation (if applicable)	Date Received	Method Received	Comment
125	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Transportation Demand Management - The proposed methodology is basically the same methodology as the 'Congestion Management' need category but applies to more links throughout the construction district. This means that the Congestion Management need category is essentially weighted at 30% and Capacity Preservation is essentially weighted at 12.5%.</p> <p>It is unlikely that "congested corridors" are an adequate indicator of funding allocation for transportation alternatives that would manage demand. Instead, there needs to be looking significantly 'upstream' for opportunities to provide additional and viable transportation mode options. Furthermore, Transportation Demand Management is the need category intended to fulfill Goal E: Healthy Communities and Sustainable Transportation Communities. Please address how the proposed methodology, which prioritizes congested corridors, would support a variety of community types promoting local economies and healthy lifestyles that provide travel options, while preserving agricultural, natural, historic and cultural resources or address the objectives of: (E.1) reduce per-capita vehicle miles traveled and (E.3) increase the number of trips traveled by active transportation.</p>
126	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Transit Access to Activity Centers - The methodology utilizes the same definition of transit deficit as used to identify needs. We understand that we cannot change the 'Needs' calculation at this point; however, we encourage an alternate methodology to determine 'transit deficit' used in the prioritization of those needs.</p>
127	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Bicycle Access to Activity Centers - For Metrorail stations the journey from a platform to bicycle parking is typically greater than 200 feet. It is recommended to increase the buffer for BRT lines and fixed-guideway transit stops or to use a polygon to represent BRT and fixed guideway transit stations and apply the buffer from the station's perimeter.</p>
128	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Roadway Safety - The methodology uses the Potential for Safety Improvement (PSI) ranking within each district as the severity score. According to VMTP 2025 Needs Assessment documentation, the ranking within each district used the number of years PSI was greater than zero (weighted by 3), the number fatal and injury crashes during those years (weighted by 5), and the total crashes during those years (weighted by 1). The weighted scores for intersection and segment locations within each district was sorted and ranked by percentile. Given that the PSI ranking has already been adjusted to reflect the number of fatal and injury crashes, it is recommended that the PSI ranking be directly converted to the VDOT Construction District-specific categorizations for Roadway Safety needs within the (Regional Network) RN.</p>
129	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Bicycle Access to Activity Centers - The methodology adopts a buffer of within 200 feet of a transit stop. How is this buffer meaningful for bicyclists?</p>
130	Bob Brown/Joseph Kroboth	Loudoun County	11/30/2020	Email	<p>Loudoun County is currently doing a Corridor Study for Route 9 from Route 7 all the way to the West Virginia Line. We are trying to see how the work to date can help us in our study. We have noticed that across Corridor the Transportation Demand Management need varies from N/A to Low to High on some links of Route 9. Some segments have big Safety needs and others do not. There is also variability in the Congestion need.</p>
131	Curtis Smith	Middle Peninsula PDC	11/30/2020	Email	<p>The draft prioritization methodology fails to address the stress being placed on our rural transportation infrastructure from tidal flooding and sea-level rise and stormwater flooding from increases in precipitation extremes and inadequately designed or maintained drainage ditches. Being that sea level rise is considered only as an influencing factor in Step 4 of the methodology, the vast majority, if not all roads vulnerable to flooding and inundation are deprioritized by default in the methodology due to lesser traffic volumes. Again, the secondary roads provide critical access to our natural resource based economies and the value of the traffic on these roads is not captured effectively in the methodology. These worsening conditions are creating compounding issues for the transportation needs of our rural coastal communities and industries.</p>
132	Judy Swystun	Hampton Roads Transportation, INC	12/1/2020	Email	<p>This does not address going beyond the ADA guidelines for the disability community. I know we service a lot of people when Transit is not available. Also, we do on-demand wheelchair accessibility.</p>
133	Judy Swystun	Hampton Roads Transportation, INC	12/1/2020	Email	<p>I think there should be some sort of mention of Private/Public partnerships. We approached HRTransit with a multimodal sample a few years ago after attending the Transportation Research Board meeting in Colorado. Subsequently, we had a Microtransit Software firm show some great results to HRTransit on how Microtransit is being utilized in Texas.</p>
134	Chessa Faulkner	Chesterfield County	12/14/2020	Email	<p>Kudos on the policy and technical guides. I really thought the technical guide was easy to follow and coupled with the presentation did a good job explaining the prioritizing process.</p>
135	Chessa Faulkner	Chesterfield County	12/14/2020	Email	<p>(Regarding Draft Statewide Priority Locations) Congestion Mitigation, I-95 prioritized needs do not extend through the Route 10 interchange.</p>
136	Chessa Faulkner	Chesterfield County	12/14/2020	Email	<p>(Regarding Draft Statewide Priority Locations) Reliability - Roadway: Only 1 segment (Route 288 between Route 1 and I-95) prioritized based on reliability, expected I-95 near Route 10 interchange; No prioritized needs on I-95 through Chesterfield?; This impacts the "Access to IEDA" score.</p>
137	Chessa Faulkner	Chesterfield County	12/14/2020	Email	<p>(Regarding Draft Statewide Priority Locations) Reliability - Rail: This is a medium/high priority need for I-95 & Route 288 in Chesterfield; This category seems weighted high when compared to congestion and safety for I-95 & Route 288.</p>
138	Chessa Faulkner	Chesterfield County	12/14/2020	Email	<p>(Regarding Draft Statewide Priority Locations) Roadway Safety: There are no roadway safety prioritized needs on I-95 in Chesterfield; Please verify I-95, particularly the high crash segment between Route 10 and Route 288.</p>
139	Chessa Faulkner	Chesterfield County	12/14/2020	Email	<p>(Regarding Draft Statewide Priority Locations) TDM: This is a high priority need for I-95 & Route 288 in Chesterfield; This category seems weighted high when compared to congestion and safety for I-95 & Route 288</p>
140	Chessa Faulkner	Chesterfield County	12/14/2020	Email	<p>(Regarding Draft Construction District Priority Locations) Congestion Mitigation: I-95 prioritized needs do not extend through the Route 10 interchange; No prioritized needs on Route 150 (Chippenham Parkway)?</p>
141	Chessa Faulkner	Chesterfield County	12/14/2020	Email	<p>(Regarding Draft Construction District Priority Locations) Reliability - Roadway: No prioritized needs on I-95/Route 150/Route 60 corridors? This impacts the "Access to IEDA" score</p>
142	Chessa Faulkner	Chesterfield County	12/14/2020	Email	<p>(Regarding Draft Construction District Priority Locations) Access to IEDA: Concern over lack of prioritized needs related to the following IEDA sites, Meadowville Technology Park, James River Industrial Center and Watkins Centre</p>
143	Chessa Faulkner	Chesterfield County	12/14/2020	Email	<p>(Regarding Draft Construction District Priority Locations) Roadway Safety: There are no roadway safety prioritized needs on I-95 through Chesterfield; please verify I-95, particularly the high crash segment between Route 10 and Route 288.</p>

Comments - Policy for the Prioritization of the VTrans Mid-term Needs

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

ID	Name of Submitter	Submitter's Affiliation (if applicable)	Date Received	Method Received	Comment
144	Chessa Faulkner	Chesterfield County	12/14/2020	Email	(Regarding Draft Construction District Priority Locations) TDM: This category seems weighted high when compared to congestion and safety.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 225-2940

Agenda item 15

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 17, 2021

MOTION

**Made By: Seconded By:
Action:**

Title: Action Relating to the Initial Tolling Policies of the Hampton Roads Transportation Accountability Commission for the I-64 HREL Network Pursuant to the *Master Agreement for Development and Tolling of Hampton Roads Express Lanes Network*

WHEREAS, § 33.2-2612 of the *Code of Virginia* permits the Hampton Roads Transportation Accountability Commission (HRTAC) to impose and collect tolls along the Hampton Roads Express Lanes Network only after entering into an agreement with the Commonwealth Transportation Board (CTB) and the Virginia Department of Transportation (VDOT); and

WHEREAS, HRTAC and VDOT developed the *Master Agreement for Development and Tolling of Hampton Roads Express Lanes Network* (the Agreement), to be entered into among the CTB, VDOT, and HRTAC, under which the Hampton Roads Express Lanes Network would be tolled pursuant to tolling policies established principally by HRTAC, and the CTB, on August 14, 2020, approved the Agreement, authorizing the Secretary of Transportation and the Commissioner of Highways to execute the Agreement on behalf of the CTB and VDOT, respectively; and

WHEREAS, the Agreement, now executed, governs, among other things, (i) the procurement, financing, and delivery of the Hampton Roads Express Lanes Network, (ii) the tolling policies applicable to the Hampton Roads Express Lanes Network (iii) the imposition, collection, and enforcement of tolls on the Hampton Roads Express Lanes Network, (iv) the operation and maintenance of the tolling infrastructure and system, the HOT lanes, and applicable Interstate 64 facilities, and (v) the uses of toll revenues and the proceeds of toll-backed debt; and

Resolution of the Board

Action Relating to the Initial Tolling Policies of the Hampton Roads Transportation Accountability Commission for the I-64 HREL Network Pursuant to the *Master Agreement for Development and Tolling of Hampton Roads Express Lanes Network*

March 17, 2021

Page 2 of 3

WHEREAS, the Agreement, in section 5.02(a)(iii)(3), provides that the Commissioner of Highways shall review the Initial Tolling Policies (as that term is defined in the Agreement) submitted by HRTAC (Initial Tolling Policies Submission), for purposes of assessing whether the proposed policies, without modification, are reasonably likely to result in a Tolling Policy Material Adverse Effect and present the Commissioner's analysis and findings to the CTB, and

WHEREAS, pursuant to the Agreement, in said presentation to the CTB, the Commissioner shall specify whether he or she intends to issue an Exception Notice or a No Exception Notice and the CTB, after receiving such presentation is required to take one of the following actions:

- (1) if the Commissioner's analysis and findings do not conclude that the proposed Initial Tolling Policies would be reasonably likely to result in a Tolling Policy Material Adverse Effect, the CTB shall direct the Commissioner to issue a No Exception Notice;
- (2) if the Commissioner's analysis and findings conclude that the proposed Initial Tolling Policies, without modification, would be reasonably likely to result in a Tolling Policy Material Adverse Effect, the CTB may either (A) direct the Commissioner to issue an Exception Notice, or (B) direct the Commissioner to issue a No Exception Notice if the CTB concludes that the proposed Initial Tolling Policies would trigger the definition of Tolling Policy Material Adverse Effect by only a marginal degree and elects, in its discretion, to waive strict enforcement;
- (3) direct the Commissioner to perform additional analysis with regard to the proposed Initial Tolling Policies and present to the CTB at a subsequent meeting or meetings, an update with respect to the additional analysis, after which the CTB shall take certain actions described in clauses (1), (2), (3), or (4) of this Section 5.02(a)(iii)_(*Setting of Initial Tolling Policies*); or
- (4) if the CTB has previously directed the Commissioner to perform additional analysis pursuant to Section 5.02(a)(iii)(3)_(*Setting of Initial Tolling Policies*), then at a subsequent meeting during which the Commissioner briefs the CTB with regard to such proposed Initial Tolling Policies, the CTB may opt not to vote on the issue in lieu of taking one of the actions described in Section 5.02(a)(iii)(1), (2), or (3) (*Setting of Initial Tolling Policies*), with the effect of such action being that upon the conclusion of such subsequent meeting, the Commissioner shall be deemed to have issued a No Exception Notice.

WHEREAS, on January 21, 2021, HRTAC, by resolution, approved, adopted and set HRTAC's Initial Tolling Policies (attached hereto as Exhibit A) and authorized its officers and representatives to present the Initial Tolling Policies to the Commissioner of Highways and to request that the Commissioner perform an analysis of the Initial Tolling Policies and to present them to the CTB with his analysis and findings; and

Resolution of the Board

Action Relating to the Initial Tolling Policies of the Hampton Roads Transportation Accountability Commission for the I-64 HREL Network Pursuant to the *Master Agreement for Development and Tolling of Hampton Roads Express Lanes Network*

March 17, 2021

Page 3 of 3

WHEREAS, in accord with the Agreement, the CTB's direction pursuant to the August 14, 2020 action relating to the Agreement, and HRTAC's request, the Commissioner of Highways has (i) reviewed and provided the CTB the Initial Tolling Policies submitted by HRTAC; (i) performed various safety, traffic and operational analyses and concluded that the Initial Tolling Policies would not result in a Material Adverse Effect; and (iii) presented the results of the analyses to the CTB and requested that the CTB approve and direct issuance of a No Exception Notice.

NOW THEREFORE, BE IT RESOLVED that the Commonwealth Transportation Board hereby agrees with the Commissioner's analysis and findings that the proposed Initial Tolling Policies submitted by HRTAC pursuant to section 5.02 of the Agreement would not be reasonably likely to result in a Tolling Policy Material Adverse Effect, and directs the Commissioner to issue a No Exception Notice in accord with the Agreement.

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HRTAC RESOLUTION 2021-02

**RESOLUTION AUTHORIZING INITIAL TOLLING POLICIES
OF THE HAMPTON ROADS EXPRESS LANES NETWORK**

WHEREAS, the Hampton Roads Transportation Accountability Commission (the “Commission”), has been empowered under the Code of Virginia of 1950, as amended (the “Virginia Code”), pursuant to Virginia Code § 33.2-2607 and as set forth in Chapter 26, Title 33.2 of the Virginia Code (the “HRTAC Act”), to impose and collect tolls in amounts established by the Commission for the use of any new or improved highway, bridge or tunnel, to increase capacity on such facility or to address congestion within Planning District 23 as long as such facilities are constructed by the Commission (i) with federal, state, or local funds, (ii) solely with revenues of the Commission, or (iii) with revenues under the control of the Commission;

WHEREAS, the Commission has been further empowered under Virginia Code § 33.2-2612 to impose and collect tolls on high-occupancy toll lanes on Interstate 64 in the “facility”, being the vicinity of the interchange of Interstate 64 and Jefferson Avenue in Newport News to the Bowers Hill interchange of Interstate 64, Interstate 264, and Interstate 664 in Chesapeake (the “Initial Interstate 64 Express Lanes Network” or “Initial Network” as further described and defined in the Master Tolling Agreement, as later defined herein), provided that such tolls shall be collected by an electronic toll system that, to the extent possible, shall not impede the traffic flow of the Initial Network and may only be imposed on a portion of the Initial Network that has been designated as high-occupancy toll lanes by the Commonwealth Transportation Board (the “CTB”) pursuant to Virginia Code § 33.2-502, with the amount of the tolls to be varied by congestion level;

WHEREAS, the CTB has designated certain segments of the Initial Network as high-occupancy toll lanes pursuant to resolutions duly adopted on October 19, 2016, September 20, 2017, and on January 10, 2018;

WHEREAS, the Hampton Roads Transportation Planning Organization (the “HRTPO”), in its Resolution No. 2020-04, identified and adopted the Initial Network as a component of the Regional Priority Projects (added to its current version dated January 2020) identified by the HRTPO in its 2040 Long-Range Transportation Plan to collectively provide the greatest impact on reducing congestion for the greatest number of citizens residing in Hampton Roads and requested that the Commission pursue development of a funding, development, and implementation plan for the Initial Network to be advanced by the Commission based on project readiness;

WHEREAS, prior to the imposition of tolls under Virginia Code § 33.2-2612, the Commission is required to enter into an agreement with the CTB and the Virginia Department of Transportation (“VDOT” or the “Department”), an agency of the Commonwealth of Virginia, that addresses certain matters described in such Code section;

WHEREAS, the Commission, the CTB and the Department have entered into a Master Agreement for Development and Tolling of Hampton Roads Express Lanes Network Tolling Agreement dated August 18, 2020 (the “Master Tolling Agreement” or “MTA”), which serves as the agreement required under Virginia Code § 33.2-2612;

WHEREAS, under the Master Tolling Agreement, prior to imposing tolls, the Commission is required to set the initial tolling policies for the Initial Network (referred to hereinafter and in the MTA as the “Initial Tolling Policies”) in accordance with the terms and procedures of the MTA;

WHEREAS, CDM Smith has been engaged to produce an investment grade traffic and revenue (“T&R”) study relating to the Initial Network (the “T&R Study”), which will provide traffic and revenue information that will be essential for developing and implementing a financing plan for the construction and implementation of the Initial Network;

WHEREAS, in furtherance of the finalization of the initial T&R Study and the Commission’s financing efforts, the Commission now desires to approve, adopt and set the Initial Tolling Policies;

WHEREAS, in connection with the foregoing, the Commission has reviewed the parameters and procedures that the Commission is required to observe under the Master Tolling Agreement and, at its December 10, 2020 meeting, the Commission was briefed by CDM Smith on the tolling and operations assumptions that CDM Smith is using in connection with the T&R Study;

NOW, THEREFORE, BE IT RESOLVED BY THE MEMBERS OF THE HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION:

1. Approval, Adoption and Setting of Initial Tolling Policies. The Commission hereby approves, adopts and sets the policies set forth on Exhibit A attached hereto as the Commission’s Initial Tolling Policies, which, subject to the issuance or deemed issuance of a No Exception Notice (described below), will be effective and implemented in accordance with Section 5.2(a)(vii) of the Master Tolling Agreement, which reads as follows: “The Initial Tolling Policies will be effective and implemented on the first day that the first new segment (*i.e.*, a segment other than the Reversible HOT Lanes Segment) is opened (the “Initial Tolling Policies Effective Date”)”.

2. Additional Actions and Findings. The Commission hereby authorizes each officer and authorized representative of the Commission, including the Executive Director, to (i) present the Initial Tolling Policies to the Commissioner of Highways and request, in accordance with Section 5.02(a)(iii) of the Master Tolling Agreement, that the Commissioner review such policies as required under the MTA and present them to the CTB with the Commissioner’s analysis and findings as to whether he or she intends to issue an Exception Notice or a No Exception Notice (as each is defined in the MTA), (ii) execute and deliver on the Commission’s behalf such other instruments, documents or certificates, and to do and perform such things and acts, as he or she shall deem necessary or appropriate to cause the issuance or deemed issuance of a No Exception Notice with respect to the Initial Tolling Policies, and (iii) report to the Commission at such time as a No Exception Notice has been issued or has been deemed to have been issued with respect to the Initial Tolling Policies in accordance with the terms of the MTA.

3. Effective Date. This Resolution shall take effect immediately.

*

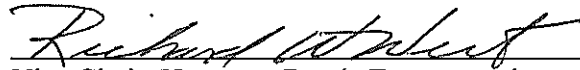
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The undersigned hereby certify that this is a true and correct copy of a resolution duly adopted at a meeting of the Hampton Roads Transportation Accountability Commission held on January 21, 2021.



Chair, Hampton Roads Transportation
Accountability Commission



Vice Chair, Hampton Roads Transportation
Accountability Commission

EXHIBIT A to HRTAC RESOLUTION 2021-02

Initial Tolling Policies

1. Covered Lanes: HOT lanes in the Initial Network created under MTA.
2. Hours of Operation: HOT lane tolling will be in effect 24 hours daily (24/7/365) (excluding traffic reversal periods in Segment 1).
3. Tolling Points: Tolling points within the Initial Network, generally expected to be not more than one per segment (as delineated in the MTA), will be established in accordance with the concept of operations plan developed collaboratively between HRTAC and VDOT team.
4. Toll Collection Methods: Toll collection will employ open road (nonstop) tolling technology (no toll booths); electronic only; enforcement consistent with Virginia Code Section 33.2-503; E-ZPass or E-ZPass Flex transponder required (does not preclude the use of pre-arranged payment accounts approved by the Commission, such as mobile apps).
5. Reporting/Billing: User tolls will be assessed by combining contiguous gantry records into a single trip transaction (trip-building), with rounding up to the nearest penny.
6. Rates/Pricing: HOT lane usage (tolls) will be priced using Congestion Pricing, applying dynamic toll setting in relation to traffic density with amounts charged not less than the applicable minimums. The applicable minimums will be \$0.06 per mile or \$0.25 per gantry, whichever is greater, which amounts will be increased annually, effective July 1 of every year, beginning July 1, 2021, based on the greater of (i) the year-over-year change in the United States Average Consumer Price Index (All Cities, All Urban Consumers, All Items, 1982-1984=100) (CPI-U) or its successor Consumer Price Index, as published by the Bureau of Labor Statistics for the U.S. Department of Labor for the most recently available preceding twelve month period, or (ii) 2.5%. Such dynamic toll setting shall be administered in a manner that ensures compliance with 23 U.S.C. Section 166.
7. Permitted Vehicles/Toll Exemptions: All eligible vehicles may use the HOT lanes, and each vehicle using the HOT lanes will be tolled unless an exemption below applies:
 - Vehicles meeting the applicable high occupancy requirement set by the Commission; initially HOV2+ (self-declared via E-ZPass “Flex” transponder; HOV drivers will need E-ZPass Flex switched to HOV mode to use the lanes for free).
 - Motorcycles
 - Buses
 - Emergency vehicles - firefighting vehicles and emergency medical services vehicles (on duty)
 - Law enforcement vehicles (on duty)

- Contractors providing services directly for the facility
8. Vehicles Prohibited from Using HOT Lanes: Trucks, as defined in accordance with the MTA

March 2021 CTB Meeting

D48

(NFO) 095-076-276, C501

Prince William County

The purpose of this operational project is to provide an auxiliary lane on SB I-95 between Route 123 on-ramp and off-ramp Prince William Parkway to alleviate pinch points / mitigate congestion and to provide safer weaving movements between the on-ramp and off-ramp. Traffic and congestion in the Occoquan District is one of the top issues that concern citizens. The auxiliary lane is accommodated by converting existing shoulder to thru travel lane from the end of the existing on ramp from Rte. 123 and tying into the beginning of the existing off ramp to the Prince William Parkway.

The project will also provide new paved shoulder, relocate noise walls as necessary, replace impacted roadway lighting, install or upgrade guardrails within the project limit and provide retaining walls to avoid impacts on the adjacent facilities and keep the construction work within the existing Right of Way.

Fixed Completion Date: November 29, 2022

D54

0095-020-831,B659, C501

Chesterfield County

The I-95 Bridge over Rte. 608 (Reymet Road) is located between the I-288 and Willis Road Interchanges. The existing bridge is on the Structurally Deficient List due to the conditions of its steel-reinforced concrete decks. The purpose of this project is to replace the bridge's superstructure as well as to increase the vertical clearance from 14'-4" to at least 14'-6". The bridge will be jointless in accordance with current VDOT practices.

Construction of the superstructure will be using Accelerated Bridge Construction (ABC) techniques with pre-constructed composite unit (PCU) set by cranes. During weekdays, single or double lane closures in each direction of I-95 are only allowed at night if needed. In six (6) weekends, at least one lane will be closed in each direction of I-95 throughout the whole weekend with an additional lane closure allowed at night time if needed by the contractors.

Fixed Completion Date: July 22, 2022

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
D48	115999	FROM: ROUTE 294 GORDON BLVD. EXIT RAMP	CORMAN KOKOSING CONSTRUCTION COMPANY	4	\$14,604,006.00	\$22,267,401.50	Within
	0095-076-276,C501	TO: ROUTE 123 PRINCE WILLIAM PARKWAY ENTRANCE RAMP	ANNAPOLIS JUNCTION				
	STP-0952(547)	PRINCE WILLIAM	MD				
	Construction Funds	NORTHERN VIRGINIA DISTRICT					
		INTERSTATE AUXILLIARY LANE ADDITION					
D54	111302	FROM: 0.2807 MI. S. INT. RTE. 608	ARCHER WESTERN CONSTRUCTION, LLC	4	\$5,509,693.55	\$7,538,163.36	Within
	0095-020-831, B659, C501	TO: 0.2805 MI. N. INT. RTE. 608	HERNDON				
	NHPP-BR04(321)	CHESTERFIELD	VA				
	Construction/Maintenance Funds	RICHMOND DISTRICT					
		SGR - SUPERSTRUCTURE REPLACEMENT					

2 Recommended for AWARD \$20,113,699.55

Letting Date: 2/24/2021

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
467	117920, 117921, 117922	LOCATION: VARIOUS	ALLAN MYERS VA, INC.	4	\$5,082,555.00	\$5,659,288.76	Within
	PM4A-964-F21, P401	CHARLES CITY, HANOVER, HENRICO	GLEN ALLEN				
	PM04(498)	GOOCHLAND	VA				
	Maintenance Funds	RICHMOND DISTRICT					
		2021 PLANT MIX					

1 Recommended for AWARD \$5,082,555.00

AWARD

VARIOUS(SCHEDULES)

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
350	117003, 117187, 117486	LOCATION: VARIOUS	APAC-ATLANTIC, INC.	2	\$6,140,681.24	\$6,191,120.82	Exceeds
	PM3F-071-F21, N501		GREENSBORO				
	PM03(371)	PITTSYLVANIA	NC				
	Maintenance Funds	LYNCHBURG DISTRICT					
		SGR* - 2021 PLANT MIX					

1 Recommended for AWARD \$6,140,681.24

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

Poorly
1 2 3 4 5
Clearly

COMMENT _____

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

Less
1 2 3 4 5
More

COMMENT _____

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

With the other members present:

Very Different
1 2 3 4 5
No Difference

With members participating from other locations:

Very Different
1 2 3 4 5
No Difference

With the public:

Very Different
1 2 3 4 5
No Difference

COMMENT _____

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

Hindered
1 2 3 4 5
Helped

COMMENT _____

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

Poor
1 2 3 4 5
Excellent

COMMENT _____

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

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