



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

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*Agenda item # 9*

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD**

**May 19, 2021**

#### **MOTION**

**Made By:** Ms. DeTuncq, **Seconded By:** Mr. Johnsen

**Action: Motion Carried, Unanimously**

#### **Title: Adoption of SMART SCALE Recommendations for Preparation of the Final FY 2022-2027 Six-Year Improvement Program.**

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

**WHEREAS**, effective July 1, 2015, Chapter 684 of the 2015 Acts of Assembly (HB 1887) modified section 33.2-358 and set forth the requirements relating to the allocation of funds to, and the establishment of, a High Priority Projects Program (“HPP”) and a District Grant Program (“DGP”) with candidate projects under these programs to be screened, evaluated and selected according to the prioritization process established pursuant to section 33.2-214.1; and

**WHEREAS**, the Board adopted a policy and process on June 17, 2015, and a revised policy and process on July 28, 2016, October 24, 2017 (corrected policy and process on February 21, 2018), and February 19, 2020, to govern screening, scoring and selecting projects for funding pursuant to section 33.2-214.1 (“Project Prioritization Process”); and

**WHEREAS**, the Board adopted a revised policy on December 7, 2016, *Six-Year Improvement Program Development Policy*, which among other things, required that the Board be presented with funding scenarios relating to the Project Prioritization Process and development of the Six Year Improvement Program for the Board’s consideration, with each scenario providing full funding for each project funded; and

**WHEREAS**, 406 applications were submitted and screened pursuant to the fourth round of the Project Prioritization Process with 397 validated applications being found to propose projects that are consistent with or meet one or more VTrans needs, thus satisfying the requirement in section 33.2-214.1 (B)(2) that candidate projects “be screened by the Commonwealth Transportation Board to determine whether they are consistent with the assessment of capacity needs for all for corridors of statewide significance, regional networks, and improvements to promote urban development areas established pursuant to § 15.2-2223.1, undertaken in the Statewide Transportation Plan in accordance with § 33.2-353”; and

**WHEREAS**, at its January 19, 2021 Workshop and its February 17, 2021 Workshop the Board was presented with information relating to the outcome of the prioritization process along with a Staff Recommended Funding Scenario for the fourth round of the Project Prioritization Process, based on a three step scenario (“Staff Recommended Funding Scenario”) consisting of the following steps (collectively, “Funding Steps”):

- Step 1: Fund top scoring projects within each district eligible for DGP funds using DGP funds until remaining funds are insufficient to fund the next highest scoring project.
- Step 2: Fund top scoring projects within each district that would have otherwise been funded with available DGP funds, but were not because they are only eligible for HPP funds, using HPP funds, as long as their SMART SCALE cost does not exceed the total amount of DGP funds available to be programmed based on their rank.
- Step 3: Fund remaining top scoring projects statewide eligible for HPP funds using HPP funds until remaining funds are insufficient to fund the next highest scoring project.

**WHEREAS**, nine public meetings were held virtually on April 22, 2021 for Culpeper, April 27, 2021 for Bristol and Fredericksburg, April 29, 2021 for Staunton and Lynchburg, May 3, 2021 for Richmond and Northern Virginia, and May 5, 2021 for Salem and Hampton Roads to receive public comments prior to the Board’s adoption of a Final Six-Year Improvement Program; and

**WHEREAS**, at its April 20, 2021 Workshop, the Board was presented the Draft FY 2020-2025 Six-Year Improvement Program based on the Staff Recommended Funding Scenario; and

**WHEREAS**, at its May 18, 2021 Workshop, the Board received recommendations as outlined in Attachment A to revise the Staff Recommended Funding Scenario based on public and stakeholder feedback in the form of a Consensus Scenario; and

**WHEREAS**, in accord with the requirement set forth in the *Six-Year Improvement Program Development Policy (2016)*, adopted by the Board December 7, 2016, full funding has been identified for all projects in the Consensus Scenario; and

**WHEREAS**, the Board has given due consideration to the Consensus Scenario presented at the May 18, 2021 Workshop.

**NOW THEREFORE BE IT RESOLVED**, that the Board finds that the Consensus Scenario as presented in the May 18, 2021 Workshop and reflected in Attachment A is the approach to be used in funding projects scored pursuant to the fourth round of the Project Prioritization Process for purposes of preparing the Final FY 2022-2027 Six-Year Improvement Program.

**BE IT FURTHER RESOLVED** that the Board hereby adopts the Consensus Scenario as presented in the May 18, 2021 Workshop as the approach to be used in funding projects scored pursuant to the fourth round of the Project Prioritization Process for the Final FY 2022-2027 Six-Year Improvement Program.

###

## **Attachment A**

### **Bristol**

- Fund with DGP and Deallocated Funds from a cancelled Round 3 project
  - Widen US Route 11 Western Section in the City of Bristol (\$13.6M)

### **Culpeper**

- Fund to a Reduced Amount with DGP and Telefee Funding
  - South Boston Road (600) at Lake Monticello Road (618) in Fluvanna County (\$0.8M); reduced amount due to continued development of legacy project since application completion
- Fund with DGP
  - Route 29/Broad Run Church Road Intersection Improvements in Fauquier County (\$3.2M)

### **Fredericksburg**

- Unfund
  - Route 1 and Layhill Road Improvements in Stafford County (\$4.1M); Stafford County is funding from another source
  - US Rte 1 STARS-Rte 3 off-ramp/Spotsylvania Ave improvements in the City of Fredericksburg (\$9.5M)
- Fund with DGP and Deallocated Funds from previous projects
  - SMART SCALE: Route 360/624 in Richmond County (\$3.1M)
  - Shelton Shop Road Improvements in Stafford County to a reduced amount (\$14.3M)

### **Hampton Roads**

- Fund with DGP
  - Oyster Point Rd Improvements: Jefferson Ave to Operations Dr in Newport News City (\$15.98M)
  - Godwin Boulevard Improvements in the City of Suffolk (\$8.6M)
  - Airport Rd., Mooretown Rd. and Richmond Rd. Improvements in James City County (\$12.6M)
  - Southampton High School US 58 Crossover in Southampton County (\$3.6M)
  - Route 179-Market Street Road Diet in Accomack County (\$1.7M)

### **Lynchburg**

- Fund to a Reduced Amount
  - Candler's Mountain Road Interchange Improvements (\$29.1M) in the City of Lynchburg in order to accelerate start date to be in sync with SGR bridge replacement
- Fund with DGP and Deallocated Funds from cancelled Round 3 project (proposed)
  - Continuous Green-T Layout - Griffin Boulevard in the Town of Farmville (\$7.8M)
  - Route 29 & Oak Ridge Road in Nelson County (\$5.6M)

## **Northern Virginia**

- Unfund
  - Upper King Street Multimodal Reconstruction (\$36.8M) due to cancellation by the City of Alexandria
- Fund with DGP and Deallocated Funds from cancelled Round 2 projects
  - Braddock Road Multimodal Improvements Phase 1 in Fairfax County to a reduced amount (\$54.3M) - Fairfax County provided letter of commitment to fund \$6M shortfall

## **Richmond**

- Unfund
  - A Gillies Creek Greenway in the City of Richmond (\$3.8M)
  - F Clay Street Streetscape Improvements in the City of Richmond (\$8.3M)
  - Alverser at Old Buckingham Roundabout in Chesterfield County (\$7.9M)
  - B James River Branch - Rail to Trail Greenway in the City of Richmond (\$14.3M)
- Fund with DGP and Deallocated Funds from cancelled Rounds 1 & 2 projects
  - Powhite SB at Chippenham Capacity and Safety Improvements submitted by the Richmond TPO (\$9.4M); requires letter of support from the City of Richmond and Chesterfield County
  - Ashland to Petersburg Trail US 1 Walmsley to Bellemeade submitted by the Richmond TPO (\$16.2M); requires letter of support from the City of Richmond
  - Ashland to Petersburg Trail - Chickahominy River Crossing submitted by the Richmond TPO (\$5.0M); requires letter of support from Hanover County and Henrico County
  - Ashland to Petersburg Trail: Rt. 1 (Falling Creek Ave. - Food Lion) in Chesterfield County (\$12.5M)

## **Salem – No Changes Proposed**

## **Staunton**

- Unfund
  - Broad Street Streetscape in the City of Waynesboro (\$7.2M)
- Fund with DGP
  - Route 42 - Ox Road Intersection Improvement in the Town of Woodstock (\$4.4M)
  - Route 7 STARS Access Management Projects in Frederick County (\$1.0M); letter of support from Frederick County received 5/14/2021
- Fund via I-81 Improvement Program
  - Exit 317 NB Ramp Realignment to Redbud Rd Location in Frederick County (\$6.9M)
  - VDOT will begin a study using I-81 pre-scoping funding to determine how and when to address the issues at Exit 317 as part of the I-81 widening from Exit 313 to 317 project funded

## CTB Decision Brief

### Adoption of SMART SCALE Recommendations for Preparation of the Final FY 2022-2027 Six-Year Improvement Program SMART SCALE Round 4 (FY 2022) Consensus Scenario

**Issue:** The adopted SMART SCALE policy, establishes that each Board member can make modifications to the Staff Recommended Scenario of the SMART SCALE Project Prioritization Process.

**Facts:** The Consensus Scenario includes Board modifications to the Staff Recommended Scenario, which was presented at the January 19, 2021 and February 17, 2021 Workshop (corrections made as a result of the E.2 Measure update). The Consensus Scenario was presented at the May 18, 2021 Workshop, as the final recommendation for modifications. Modifications to the fourth round of the SMART SCALE Project Prioritization Process will be implemented into the FY 2022-2027 Six-Year Improvement Program. Modifications were made in collaboration with the Board, OIPI Staff, VDOT Staff, DRPT staff, and the applicant community.

A summary of the Consensus Scenario is provided below (for specific project modifications, refer to the May 18, 2021 Workshop presentation):

District	Staff Recommended		Consensus Scenario			
	Projects	Allocated (millions)	Projects	Change	Allocated (millions)	Change (millions)
Bristol	16	\$76.59	17	+1	\$90.21	\$13.62
Culpeper	19	\$160.14	21	+2	\$164.21	\$4.07
Fredericksburg	12	\$109.49	12	-	\$113.31	\$3.82
Hampton Roads	19	\$125.90	24	+5	\$168.39	\$42.49
Lynchburg	9	\$142.07	11	+2	\$154.46	\$12.39
Northern Virginia	11	\$220.87	11	-	\$238.38	\$17.51
Richmond	19	\$177.76	19	-	\$186.66	\$8.90
Salem	29	\$142.76	29	-	\$142.76	\$ -
Staunton	21	\$80.81	22	+1	\$79.07	-\$1.74
Multi-District	1	\$50.00	1	-	\$50.00	\$ -
<b>Total</b>	<b>156</b>	<b>\$1,286.40</b>	<b>167</b>		<b>\$1,387.46</b>	<b>\$101.07</b>

**Recommendations:** OIPI recommends the approval of the adoption of the SMART SCALE Recommendations for Preparation of the Final FY 2022-2027 Six-Year Improvement Program.

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to adopt modifications to the Staff Recommended Funding Scenario on May 19, 2021, which will finalize the SMART SCALE Round 4 (FY 2022) Consensus Scenario.

**Result, if Approved:** If approved, that the Consensus Scenario will be presented in the Final FY2022-2027 SYIP that will be adopted in June.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** Nine public meetings were held virtually on April 22, 2021 for Culpeper, April 27, 2021 for Bristol and Fredericksburg, April 29, 2021 for Staunton and Lynchburg, May 3, 2021 for Richmond and Northern Virginia, and May 5, 2021 for Salem and Hampton Roads to receive public comments prior to the Board's adoption of a Final Six-Year Improvement Program. The comment period for the Final FY 2022-2027 Six-Year Improvement Program was open until May 17, 2021. A summary of public comments will be provided at the June CTB meeting.