



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

DRAFT MINUTES MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

ACTION MEETING
VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219
June 17, 2024

The workshop[meeting of the Commonwealth Transportation Board was held in the Central Office Auditorium of the Virginia Department of Transportation in Richmond, Virginia, on June 17, 2024. The Chairman, Sheppard Miller, presided and called the meeting to order at 10:33 a.m.

Present: Messrs. Byers, Coleman, Davis, Fowlkes, Kasprowicz, Lawson, Laird, Merrill, Smoot, Stant, Yates, Ms. Green, Ms. Hynes, Ms. Sellers, Mr. Brich, ex officio, Commissioner of Highways and Mr. Zach Trogdon, ex officio, Director of the Department of Rail and Public Transportation.

Absent:

- Agenda Item 1.** I-264/I-64 Interchange Phase 3A Project
Chris Hall, Virginia Department of Transportation
Referenced by attachment of presentation.
- Agenda Item 2.** Economic Development Access Program
New Kent County, New Kent City Center
Bedford County, New London Business & Technology Center
Russ Dudley, Virginia Department of Transportation
Referenced by attachment of presentation.
- Agenda Item 3.** 2024 General Assembly Update
Jo Anne Maxwell, Virginia Department of Transportation
Andrew Wright, Virginia Department of Rail and Public Transportation
Referenced by attachment of presentation.
- Agenda Item 4.** Periodic Regulatory Review and Regulatory Reduction Program
Jo Anne Maxwell, Virginia Department of Transportation
Referenced by attachment of presentation.
- Agenda Item 5.** Federal Transportation Grant Anticipation Notes, Series 2024
Laura Farmer, Virginia Department of Transportation
Referenced by attachment of presentation.

- Agenda Item 6.** FY 2025 – 2030 Commonwealth Transportation Fund Six-Year Financial Plan FY 2025 CTF and VDOT Budgets
Laura Farmer, Virginia Department of Transportation
Referenced by attachment of presentation.

The Chair suspended the meeting on June 17, 2024, at 12:16 p.m. for lunch, indicating the meeting would reconvene at 1:00 on June 17, 2024.

The Chair called the suspended meeting to order at 1:03 p.m. on June 17, 2024.

- Agenda Item 7.** FY2025 Budget and Six Year Improvement Program
Deanna Oware, Virginia Department of Rail and Public Transportation
Referenced by attachment of presentation.
- Agenda Item 8.** VPRA Capital Budget Update
D.J. Stadtler, Executive Director
Referenced by attachment of presentation.
- Agenda Item 9.** FY2025-2030 Six-Year Improvement Program
Kimberly Pryor, Virginia Department of Transportation
Referenced by attachment of presentation.
- Agenda Item 10.** State of Good Repair Policy
Kimberly Pryor, Virginia Department of Transportation
Greg Henion, Virginia Department of Transportation
Referenced by attachment of presentation.
- Agenda Item 11.** Transportation Safety Performance, 2025 Safety Measure
Margie Ray, Office Intermodal Planning, and Investment
Referenced by attachment of presentation.
- Agenda Item 12.** Director's Items
Zach Trogdon, Virginia Department of Rail and Public Transportation
- Agenda Item 13.** Commissioner's Items
Stephen Brich, Virginia Department of Transportation
- Agenda Item 14.** Secretary's Items
Shep Miller, Secretary of Transportation

ADJOURNMENT:

The meeting adjourned at 2:54 p.m. on June 17, 2024.

Respectfully Submitted:

Carol Mathis,

Assistant Secretary to the Board



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Commonwealth Transportation Board

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COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
June 17, 2024
10:30 a.m.

1. I-264/I-64 Interchange Phase 3A Project
Chris Hall, Virginia Department of Transportation
2. Economic Development Access Program
New Kent County, New Kent City Center
Bedford County, New London Business & Technology Center
Russ Dudley, Virginia Department of Transportation
3. 2024 General Assembly Update
Jo Anne Maxwell, Virginia Department of Transportation
Andrew Wright, Virginia Department of Rail and Public Transportation
4. Periodic Regulatory Review and Regulatory Reduction Program
Jo Anne Maxwell, Virginia Department of Transportation
5. Federal Transportation Grant Anticipation Notes, Series 2024
Laura Farmer, Virginia Department of Transportation
6. FY 2025 – 2030 Commonwealth Transportation Fund Six-Year Financial Plan FY 2025 CTF and VDOT Budgets
Laura Farmer, Virginia Department of Transportation
7. FY2025 Budget and Six Year Improvement Program
Deanna Oware, Virginia Department of Rail and Public Transportation
8. VPRA Capital Budget Update
D.J. Stadtler, Executive Director
9. FY2025-2030 Six-Year Improvement Program
Kimberly Pryor, Virginia Department of Transportation

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10. State of Good Repair Policy

Kimberly Pryor, Virginia Department of Transportation

Greg Henion, Virginia Department of Transportation

11. Transportation Safety Performance, 2025 Safety Measure

Margie Ray, Office Intermodal Planning, and Investment

12. Director's Items

Zach Trogdon, Virginia Department of Rail and Public Transportation

13. Commissioner's Items

Stephen Brich, Virginia Department of Transportation

14. Secretary's Items

Shep Miller, Secretary of Transportation

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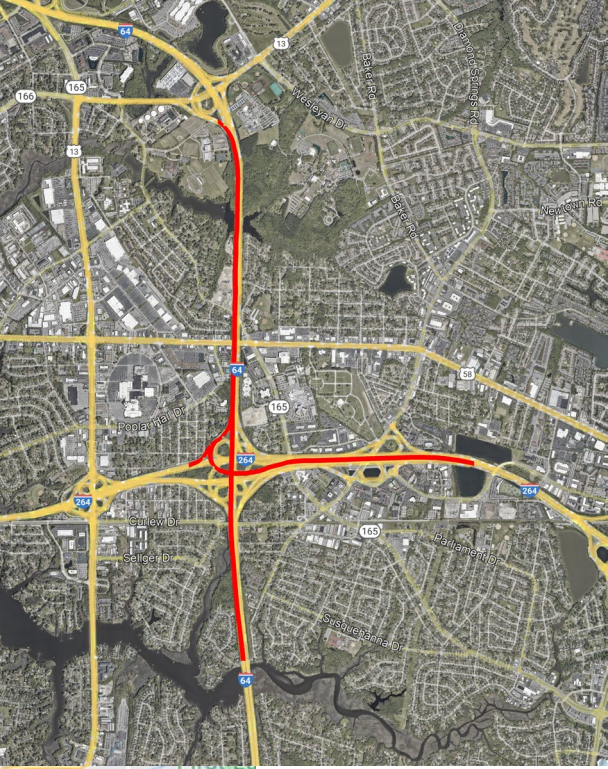
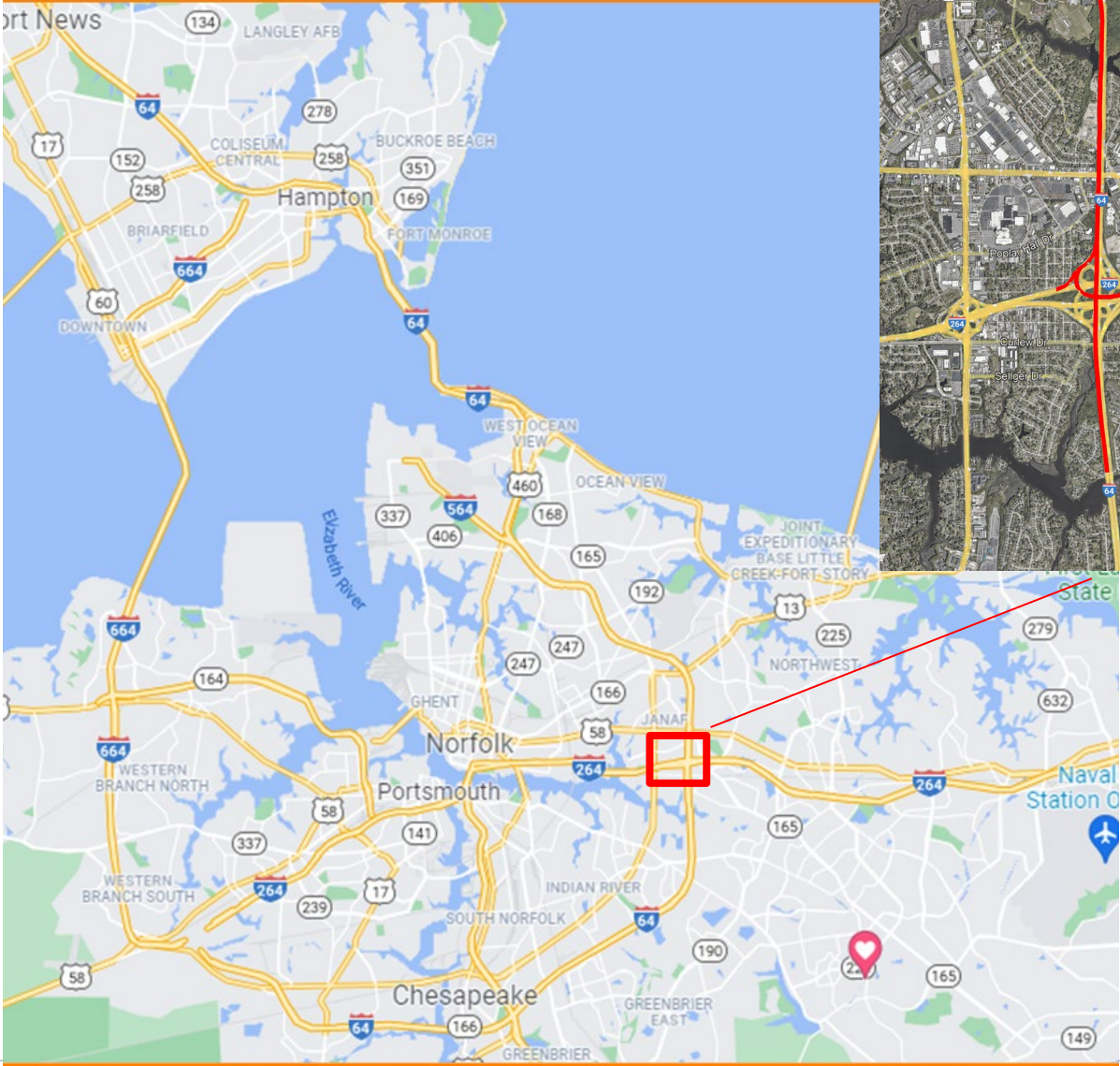


I-264/I-64 Interchange Phase IIIA Project

Authorization for the Commissioner of Highways to Enter into Standard Project Agreement Between VDOT and the Hampton Roads Transportation Accountability Commission Relating to the Interstate 264/Interstate 64 Interchange Phase IIIA Project.

June 17, 2024

I-264/I-64 Interchange



Background (I-264/I-64 Interchange Phase IIIA Project)

- **Improvements to the I-264/I-64 Interchange consist of eight (8) subprojects**
 - **I-264/I-64 Phase I (Project Completed in October 2019)**
 - **I-264/I-64 Phase II (Project Completed in November 2022)**
 - **I-264/I-64 Phase III**
 - **In 2020, FHWA approved the I-264/I-64 Phase III Interchange Modification Report (IMR) that determined improvements to the I-264/I-64 Interchange and adjacent segments that affect operations at the interchange are warranted to address the increasing safety and congestion concerns.**
 - **Phase III was divided into six (6) subprojects and Subproject IIIA was determined to be the next most urgent segment**

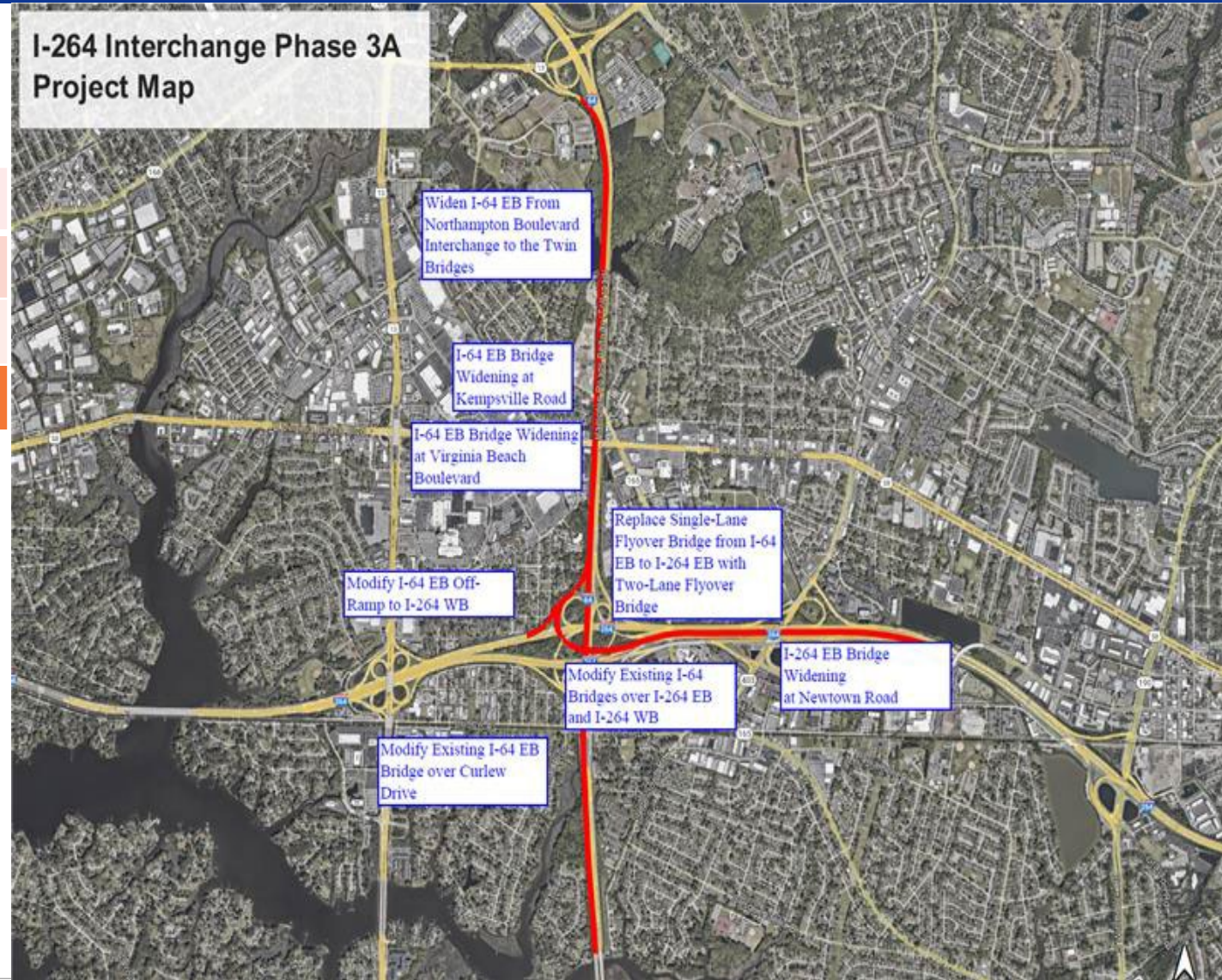
Estimate/Schedule (I-264/I-64 Interchange Phase IIIA)

Current Estimate (Design-Build):

Preliminary Engineering	\$1,880,000
Right of Way	\$8,037,000
Construction	\$464,919,463
Total	\$474,836,463

Allocations and Schedule:

- HRTAC Funding = \$474,836,463
- RFQ Release = December 2024
- RFP Release = May 2025
- Fixed Completion Date = Spring 2030



Anticipated CTB Action

- **HRTAC has approved funding in the following amount and will be authorizing the HRTAC Chair to enter into a Standard Project Agreement (SPA) with VDOT for this work**
 - **In the amount of \$474 million for the design, right of way acquisition and construction of the Phase IIIA improvements at the I-264/I-64 Interchange in the City of Norfolk.**
- **VDOT will be requesting that the Board authorize the Commissioner to:**
 - **enter into a SPA with HRTAC for the I-264/I-64 Interchange Phase IIIA project; and**
 - **enter into any future SPAs with HRTAC necessary for funding and administration of this interchange improvements and any associated activities.**





ECONOMIC DEVELOPMENT ACCESS (EDA) PROGRAM

New Kent County – New Kent City Center

Bedford County – New London Business & Technology Center

| Russ Dudley, Local Assistance Division

June 17, 2024

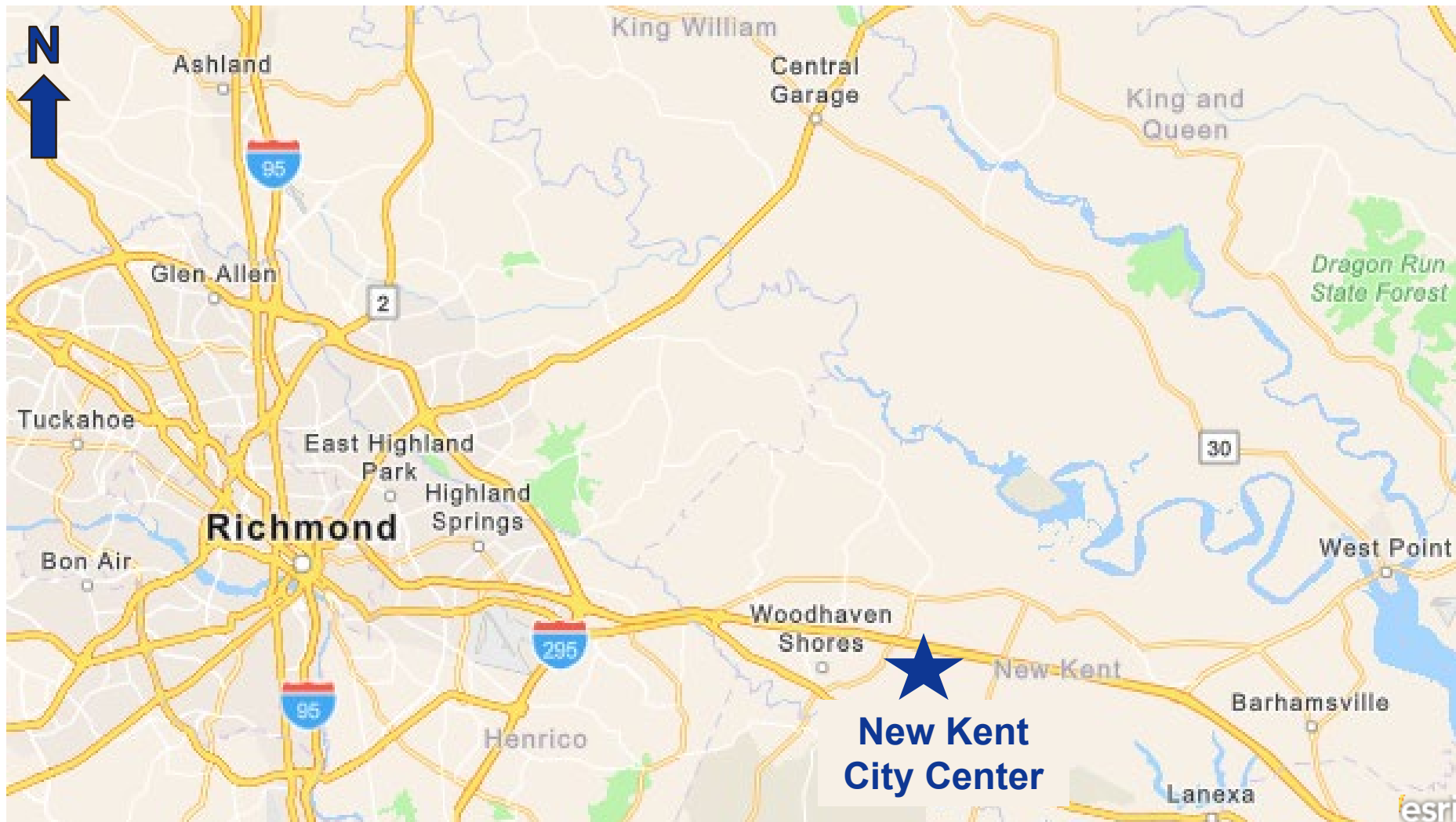
Economic Development Access (EDA) Program

- **Provides funding to design and construct roads that serve new or expanding economic development sites**
- **Localities submit applications for EDA funding to VDOT and the Commonwealth Transportation Board (CTB) approves project allocations**
- **Economic development sites which have received a Major Employment and Investment (MEI) designation by the Virginia Economic Development Partnership (VEDP) are eligible for a higher amount of EDA funding**

Major Employment and Investment (MEI) Design Only Program Summary

- A Major Employment and Investment (MEI) project is defined in the Code of Virginia as being a high-impact regional economic development project in which a private entity is expected to make a capital investment in real and tangible personal property exceeding \$250 million and create more than 400 new full-time jobs, and is expected to have a substantial direct and indirect economic impact on surrounding communities
- The EDA Program provides a design-only allocation for MEI site projects
 - Maximum allocation of \$650,000
 - (\$500,000 unmatched, \$150,000 matched)
 - Must be guaranteed by an acceptable surety
 - Surety will be released after VDOT's approval of the final plans

MEI Design Only Project – New Kent County

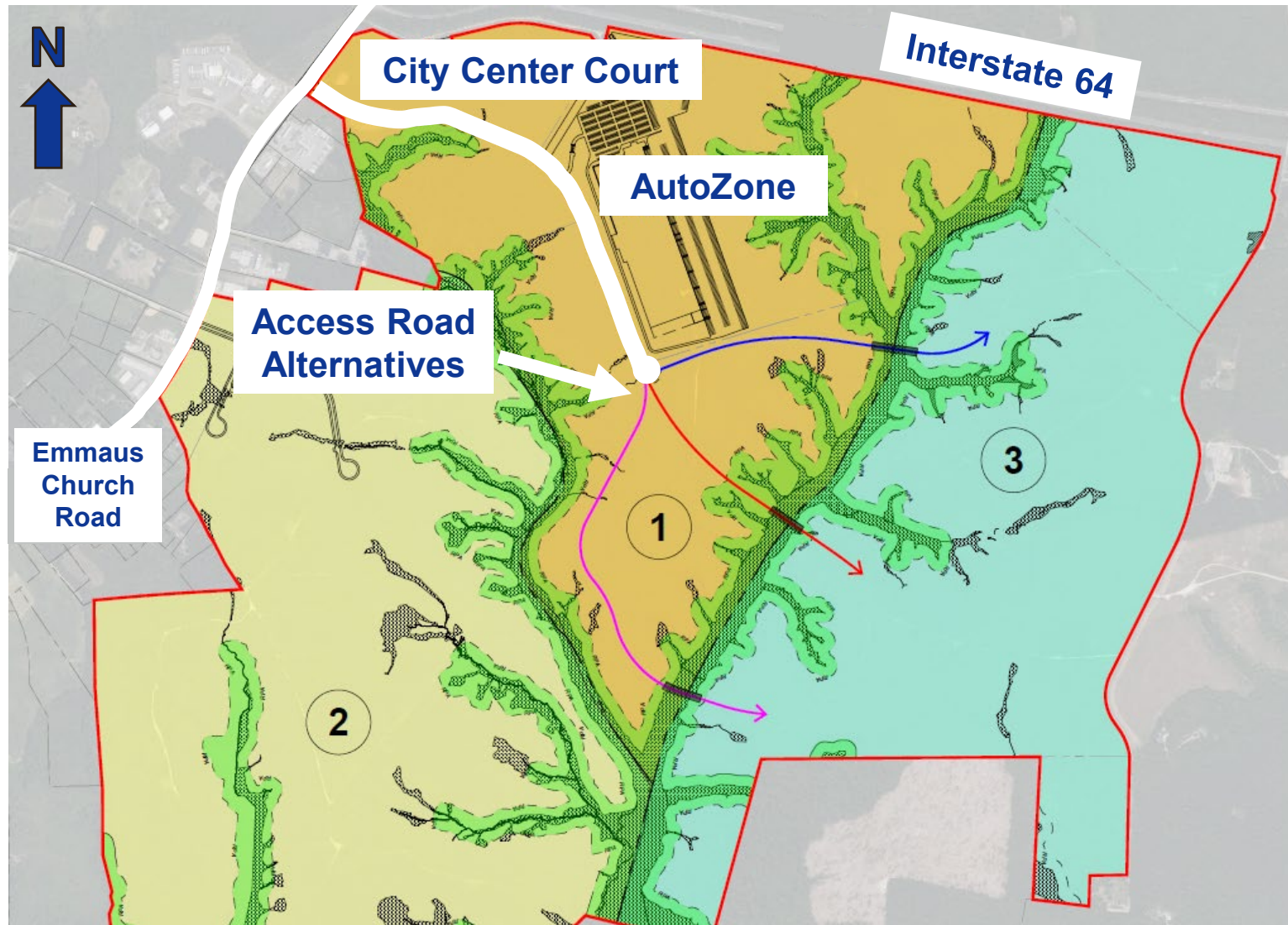


VGIN, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS

MEI Design Only Project – New Kent County

- **The proposed project will design an extension of City Center Court, to provide access to 600 acres of undeveloped property**
- **On February 6th, 2024, the Virginia Economic Development Partnership (VEDP) designated New Kent City Center in New Kent County as an MEI Site**
- **Project design details:**
 - **Conduct an alternatives analysis to determine the preferred alignment**
 - **Design a 1-2 mile long, 30-foot-wide extension of City Center Court**
 - **Proposed Project Allocation: \$650,000 (\$800,000 total design cost)**
 - **(\$500,000 unmatched, \$150,000 matched)**

MEI Design Only Project – New Kent County



Non-MEI Design Only Program Summary

- **On February 15th, 2022, the CTB updated the Economic Development Access Policy to include a new allocation for Design-Only Grants to sites which do not meet the MEI criteria**
- **Maximum allocation of \$200,000**
 - (\$150,000 unmatched, \$50,000 matched)
- **Must be guaranteed by an acceptable surety**
- **Surety will be released after VDOT's approval of the final plans**

Non-MEI Design Only Project – Bedford County

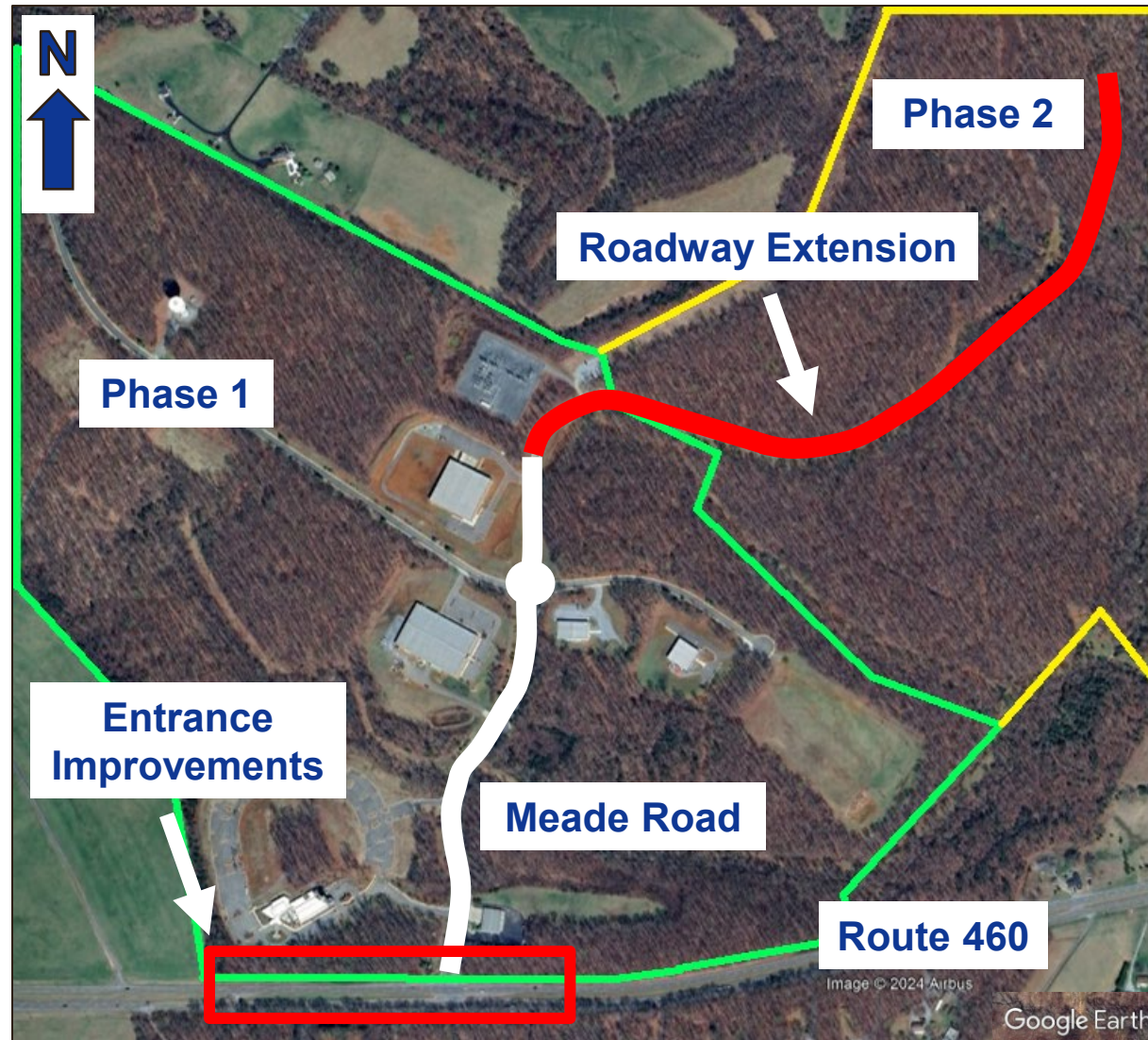


VGIN, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS

Non-MEI Design Only Project – Bedford County

- **This proposed access project will design business park entrance improvements and an extension of Meade Road to Phase 2 of New London Business and Technology Center**
- **Phase 2 has been designated as Tier 3 by the VEDP's Virginia Business Ready Sites Program**
- **Project design details:**
 - **Business park entrance improvements at Meade Road & Route 460**
 - **0.75 mile long, 24-foot-wide extension of Meade Road**
 - **Proposed Project Allocation: \$200,000 (\$250,000 total design cost)**
 - (\$150,000 unmatched, \$50,000 matched)

Non-MEI Design Only Project – Bedford County



Next Steps

- **July 2024 meeting, the CTB will be presented with Resolutions proposing to provide the allocations and establish two new EDA projects**
- **Following CTB approval, VDOT will enter into Standard State-Aid Agreements with New Kent County and Bedford County.**
- **Both EDA projects will be locally administered**

2024 General Assembly Session – Bills of Interest—Status as of 6/11/24
VDOT-Related

Bill Number / Patron	Description	Status
HB 74 Reid SB 644 Perry	<p>Unpaved secondary highway funds. Clarifies that the improvement of nonsurface treated secondary highways includes improvements other than paving, as described in the bill. The bill also clarifies that the local governing body of the county receiving funds for such improvements will select the highways or highway segments to be improved, after consulting with VDOT. Improvements are to be designed and implemented utilizing project standards that conform to then-existing federal and state requirements and standards and, if no such standards exist, that conform to standards as mutually agreed upon by the Department and the locality.</p>	Signed by Governor Chapters 134/160 Effective 7/1/ 2024
HB 92 Wachsmann SB 323 Jordan	<p>Percy Lee House, III Memorial Bridge. Designates the bridge on Otterdam Road over Interstate 95 in Greenville County the "Percy Lee House, III Memorial Bridge."</p>	Signed by Governor Chapters 373/374 Effective 7/1/2024
HB 143 Reid	<p>Utility work database. Requires VDOT to establish and maintain a publicly accessible database and map of all utility work that has been approved by the Department and will occur within a highway right-of-way in a residential neighborhood, as specified by the utility. Information regarding the work must be available at least 7 days prior to commencement of the work. Any necessary regulations are exempt from the APA. The legislation has a delayed effective date of January 1, 2025.</p>	Signed by Governor Chapter 271 Effective 1/1/2025
HB 144 Reid	<p>Change in speed limits; notification. Requires VDOT, if the Commissioner of Highways increases or decreases a speed limit, to notify the primary liaison with the Department in each locality within which such speed limit change will occur. The bill also requires the locality to notify the board of any property owners' association or condominium association if any such speed limit change will occur in a community subject to such association. Notices regarding the speed limit change must include the location where the speed limit change will occur, the effective speed limit change date, the new speed limit, and the reason for the speed limit change. Failure to comply with the notice requirement will not affect the change in speed limit</p>	Signed by Governor Chapter 272 Effective 7/1/2024

2024 General Assembly Session – Bills of Interest—Status as of 6/11/24
VDOT-Related

Bill Number / Patron	Description	Status
HB 282 Seibold	Moving violations; highway work zones. Creates a traffic infraction for any moving violation in a highway work zone punishable by a fine of not less than \$300 for the first offense and not less than \$500 for any subsequent offense. The bill provides that for any subsequent offense that occurs within the same 12-month period as another such offense such fine shall be not less than \$750.	Signed by Governor Chapter 138 Effective 7/1/2024
HB 1071 Carr	Reduction of speed limits; local authority. Would expand the current authority of any locality to reduce the speed limit to less than 25 miles per hour, but not less than 15 miles per hour, on highways within its boundaries that are located in a business district or residence district, such that the authority would include highways within the state highway system, provided that such reduced speed limit is indicated by lawfully placed signs. The bill would authorize a locality to restore a speed limit that has been reduced pursuant to this authority and would require the locality to notify the Commissioner of Highways of a change in a speed limit at least 30 days prior to the change.	Signed by Governor Chapter 842 Effective 7/1/2024
HB 1254 Runion	Bridges; state of good repair; allocation of funds. Designates bridges with a general condition rating of no more than five for at least one major bridge component (structurally deficient/poor and fair/cusp) as eligible for state of good repair (SGR) funds. Currently, only structurally deficient/poor bridges are eligible. The bill authorizes the use of SGR funds for improvements anticipated to extend the useful life of a bridge by at least 10 years. The bill applies to new project allocations made by the Commonwealth Transportation Board after June 1, 2025.	Signed by Governor Chapter 415 Effective/applicable date: new project allocations after June 1, 2025
HB 1526 Sewell	Motor vehicles; overweight permits for certain trucks operated by electric utilities. Requires DMV to issue overweight permits for an electric utility's operation of vehicles used for the construction, operation, or maintenance of electrical facilities and infrastructure.	Signed by Governor Chapter 227 Effective 7/1/24

2024 General Assembly Session – Bills of Interest—Status as of 6/11/24
VDOT-Related

Bill Number / Patron	Description	Status
SB 336 Roem	<p>Photo speed monitoring devices; high-risk intersection segments. Permits a state or local law-enforcement agency to place and operate a photo speed monitoring device at a high-risk intersection segment located within the locality for the purpose of recording violations resulting from the operation of a vehicle in excess of the speed limit. "High-risk intersection segment" means any highway or portion thereof located not more than 1,000 feet from the limits of the property of a school that is part of or adjacent to an intersection that contains a marked crosswalk and has been identified as one in which a traffic fatality has occurred since January 1, 2014. The bill provides the same requirements for such devices, information collected from such devices, and any enforcement actions resulting from information collected from such devices as current law applies to the use of such devices in school crossing zones and highway work zones. The bill provides that all civil penalties collected for violations in high-risk intersection segments shall be paid to the CTB to be used for the Virginia Highway Safety Improvement Program established pursuant to § 33.2-373.</p>	<p>Signed by Governor Chapter 670 Effective 7/1/2024</p>
HB 532 Seibold	<p>Transportation projects; highway safety. Prohibited the initiation of any transportation project in an established school crossing zone unless a pedestrian safety-focused road safety audit was conducted and its recommendations incorporated into the project plan. The bill would have required the Commonwealth Transportation Board, in administering the Virginia Highway Safety Improvement Program, to prioritize infrastructure projects that addressed a hazardous road location or feature or addressed an identified highway safety problem located in a school crossing zone.</p>	<p>Failed; Left in House Transportation VDOT received a letter from the House Transportation Chair to study the issues and provide a report by September 1, 2025.</p>
HB 775 Herring	<p>License Plate Reader Systems—would have authorized placement and use of LPR Systems on VDOT Right of Way by State and local Law Enforcement Agencies for specified purposes.</p>	<p>Various LPR Bills failed: HB775 continued in Senate Courts of Justice (referred to Crime Commission)</p>

2024 General Assembly Session – Bills of Interest—Status as of 6/11/24
VDOT-Related

Bill Number / Patron	Description	Status
HB 1543 Tran	<p>VDOT Study. Would have required VDOT to convene a work group with relevant stakeholders to develop a process for localities in Planning District 8 to plan, prioritize, and implement quick-build traffic calming projects to address safety issues in school crossing zones on highways with a speed limit of 35 MPH or greater. Such projects would have included those that use low-cost materials such as paint, signs, pavement markings, plastic bollards, and movable planters to tighten intersections, narrow travel lanes, calm traffic, and create more space and visibility for people walking/biking.</p>	<p>Failed; Left in House Transportation</p> <p>VDOT received a letter from the House Transportation Chair to study the issues and provide a report by September 1, 2025</p>
SB 322 Jordan	<p>Statewide prioritization process; primary evacuation routes. Would have added [maintenance of] primary evacuation routes to the list of factors that must be considered by the Commonwealth Transportation Board as part of the statewide prioritization process for project selection. The Board, in incorporating this new factor into the prioritization process, would not have assigned a weight to such factor and, instead, would have been required to set a bonus point value that could be added for projects that include [maintenance of] primary evacuation routes and to apply such bonus point values to such projects when applicable.</p>	<p>Continued to 2025 in Senate Transportation</p> <p>Motion made in committee to have VDOT work with the patron to resolve issues</p>

2024 General Assembly Session – Status as of 5/3/24
FOIA Legislation

Bill Number / Patron	Description	Status
HB 818 Cherry SB 36 Locke	<p>Virginia Freedom of Information Act; definition of meetings. Exempts certain public meetings from the definition of "meeting" under the Virginia Freedom of Information Act to clarify that three or more members of a public body may appear and participate in such public meeting without violating the Act, provided that no public business is transacted or discussed. The bill also provides that the appointment of more than two members of a public body to another public body does not constitute a meeting of the first public body. The bill further states that for purposes of this definition of "meeting" only, the "public business" means any activity a public body has undertaken or proposes to undertake on behalf of the people it represents.</p>	Signed by Governor Chapters 733/756 Effective 7/1/2024
HB 894 Bennett-Parker SB 734 Marsden	<p>Virginia Freedom of Information Act; electronic meetings. Amends the number of all-virtual public meetings that public bodies, with certain exceptions, may convene in a calendar year to no more than two times per calendar year or 50 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater. Current law limits the number of all-virtual public meetings to no more than two times per calendar year or 25 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater. The bill also provides that with respect to all-virtual public meetings, when audio-visual technology is available, a member of a public body shall, for purposes of a quorum, be considered absent from any portion of the meeting during which visual communication with the member is voluntarily disconnected or otherwise fails or during which audio communication involuntarily fails. The bill provides that before a public body uses all-virtual public meetings, the public body shall at least once annually adopt a policy.</p>	Signed by Governor Chapters 56/129 Effective 7/1/2024

2024 General Assembly Session – Status as of 5/3/24
FOIA Legislation

Bill Number / Patron	Description	Status
HB 1040 Bennett-Parker SB 85 Favola	<p>Virginia Freedom of Information Act; definition of "caregiver"; remote participation in meetings by persons with disabilities and caregivers; remote voting.</p> <p>Provides that for purposes of determining whether a quorum is physically assembled, an individual member of a public body who is a person with a disability or a caregiver, defined in the bill, and uses remote participation counts toward the quorum as if the individual was physically present. The bill also provides that the participation policy adopted by a public body, as required by the Virginia Freedom of Information Act, shall not prohibit or restrict any individual member of a public body who is participating in an all-virtual meeting or who is using remote participation from voting on matters before the public body. As introduced, the bill was a recommendation of the Virginia Freedom of Information Advisory Council.</p>	Signed by Governor Chapters 610/617 Effective 7/1/2024

**2024 General Assembly Session – Status as of 6/11/24
Budget Amendments**

Bill Number / Patron	Description	Status
Appropriation Act, Item 420, B., 10.	<p>Use of GARVEE Bonds Provides that GARVEE Bonds issued are available for project that are eligible for funding through the Interstate Operations and Enhancement Program or the High Priority Projects Program or the Construction District Grant Program (Eligible for SMART SCALE Prioritization Process). Previous language directed all GARVEE Bonds be provided proportionally to the SMART SCALE programs.</p> <p><i>10. The secretary shall ensure that any bonds issued pursuant to Article 4, Chapter 15 of Title 33.2 shall be programmed to projects eligible for funding through the Interstate Operations and Enhancement Program or to the High Priority Projects Program pursuant to § 33.2-370 or the Construction District Grant Program pursuant to §33.2-371.</i></p>	Budget signed by Governor Chapter 2 Effective 7/1/2024
Appropriation Act Item 438 K.2. Torian	<p>Transportation Partnership Opportunity Fund; MEI Approval. Notwithstanding any other provision of law, any proposed direction of funds by the Governor for transportation projects under the Transportation Partnership Opportunity Fund pursuant to § 33.2-1529.1 (C)(2) of the Code of Virginia in excess of \$20 million for any one project, and any cumulative direction of funds pursuant to that subdivision in excess of \$50 million during a biennium, shall be subject to approval by the MEI Project Approval Commission established pursuant to § 30-309, Code of Virginia, and the Commission shall complete such review within 21 days of submission. Absent a recommendation within such 21-day period that the funds should not be directed, or in the event that the Commission does not provide a recommendation within such 21-day period, the funds shall be directed.</p>	Budget signed by Governor Chapter 2 Effective 7/1/2024

2024 General Assembly Session – Status as of 6/11/24
Budget Amendments

Bill Number / Patron	Description	Status
Appropriation Act Item 438 L. and M. Torian	<p>General Fund for I-81 Program and CTB Authorization to Advance I-81 Projects. Provides \$70 million in General Fund dollars for the advancement of the Interstate 81 Corridor Improvement Program.</p> <p>Notwithstanding the provisions of § 33.2-214, E. of the Code of Virginia, the Commonwealth Transportation Board may advance preliminary engineering and right-of-way activities prior to full funding for construction for projects in the Interstate 81 Corridor Improvement Program as adopted by the Board. The anticipated funding for the construction of the project must be planned for within the subsequent three years after the Six-Year Improvement Program. Directs VDOT to report to the Chairs of the House Appropriations, House Transportation, Senate Finance and Appropriations, and Senate Transportation Committees on any projects advanced in this manner.</p>	<p>Budget signed by Governor</p> <p>Chapter 2</p> <p>Effective 7/1/2024</p>

**2024 General Assembly Session – Status as of 6/11/24
Budget Amendments**

Bill Number / Patron	Description	Status
<p>Appropriation Act Item 441 C.1- 6 Torian</p>	<p>Toll Relief. Provides \$77M the first year and \$24M the second year from the general fund to VDOT to provide additional toll relief to eligible drivers (a) who earn less than \$50,000 per year, (b) whose primary residence is in a planning district with at least three tolled bridges or tunnels and within a locality with a score of 104 or higher on the fiscal stress index, as published by the Department of Housing and Community Development in July 2023, and (c) who drive a two-axle passenger vehicle to utilize the tunnels in a locality described in (b).</p> <p>The funds appropriated in this item shall be used to i) establish a program to provide such eligible drivers with an E-ZPass transponder and the required prefunded account balance, for those that have not previously enrolled in the exiting Toll Relief program and have not opened a Virginia E-ZPass account, ii) provide an additional 50% toll relief rebate, that when combined with the existing Toll Relief program, provides a 100% toll rebate on up to 14 trips per week on the Elizabeth River Tunnels, and iii) redeem outstanding customer balances and fees as of December 31, 2023 due to ERC for eligible drivers subject to negotiation between the Commissioner and ERC. VDOT shall implement the toll relief program by January 1, 2025 and administer the program in the same manner as the existing program. The toll relief program will end fiscal year 2036.</p> <p>Any remaining funds at the end of the program in 2036 shall revert to the general fund. The Commissioner shall report to the Governor, the Secretary of Transportation, Chairs of the House Appropriations, Finance, and Transportation and Senate Finance and Appropriations and Transportation Committees annually by the first day of the regular session of the General Assembly on the additional toll relief provided from the Fund.</p> <p>VDOT is to enter into an agreement with the Department of Treasury related to the management and investment of the funding provided. The item also allows the Department of Taxation to enter into an agreement with VDOT to provide the adjusted gross income and any additional information supporting validation of the of the income of drivers eligible to participate in a toll relief program.</p>	<p>Budget signed by Governor</p> <p>Chapter 2</p> <p>Effective 7/1/2024</p>

2024 General Assembly Session – Status as of 6/11/24
Budget Amendments

Bill Number / Patron	Description	Status
Appropriation Act Item 441 C.7 Torian	Toll Relief. Directs the Commissioner to evaluate the cost and feasibility of permitting HOV access at all times and free-of-charge on the Downtown-Midtown Tunnel facility and provide the estimated cost and recommendations for implementation. The Commissioner shall submit a report to the Governor, the Secretary of Transportation, Chairs of House Appropriations, Finance, and Transportation and Senate Finance and Appropriations and on Transportation Committees no later than October 1, 2024.	Budget signed by Governor Chapter 2 Effective 7/1/2024
Appropriation Act Item 444 O. Torian	Amherst County Connector Road. Directs VDOT, in coordination with the Central Virginia Planning District Commission, to conduct a study to evaluate the costs to build a connector road from the former Central Virginia Training Center property to the Old Town Connector, Route 210, in Amherst County. VDOT shall submit the results of the study to the Central Virginia Planning District Commission, the Governor, and the General Assembly on or before December 1, 2025.	Budget signed by Governor Chapter 2 Effective 7/1/2024
Appropriation Act Item 470, K. and L. Torian	General Fund revenue in excess of estimate for 2024 for I-81. After the required deposit to the Revenue Stabilization Fund, and prior to calculating the Revenue Reserve Fund and the Water Quality Improvement Fund Part A deposits, \$175 million shall be reserved for transfer to VDOT’s Construction Program to support the I-81 Corridor Improvement Program. If this full amount is not transferred from 2024 results, the requirement to get to up to \$175 million total for I-81 applies to 2025 and 2026 general fund revenues in excess of estimate.	Budget signed by Governor Chapter 2 Effective 7/1/2024



2024 General Assembly Update

Rail and Transit Bills & Budget Amendments of Interest

Andrew Wright, Chief of External Affairs & Strategic Initiatives

June 17, 2024



House Bills of Interest

Bill Number/Patron	Description	Final Vote
<p>HB201 Del. Krizek</p>	<p>NVTC, PRTC, and NVTA Membership Requirements: Requires, rather than permits, the four members of the Northern Virginia Transportation Commission, the two members of the Potomac and Rappahannock Transportation Commission, and the two members of the Northern Virginia Transportation Authority who are appointed by the Speaker of the House of Delegates to be members of the House of Delegates.</p>	<p>House 100-0; Senate 40-0 Signed by Governor</p>
<p>HB285 Del. McQuinn</p>	<p>Changes to the approval process of transit bus shelter construction on state-owned property: Delegates enforcement of the Uniform Statewide Building Code to the local building official for bus shelters that do not exceed 256 square feet that are to be constructed for transit agencies receiving state money. The bill exempts the state from liability for any such bus shelter constructed on state-owned property. The amended bill has an expiration date of July 1, 2027.</p>	<p>House 99-0; Senate 40-0 Signed by Governor</p>
<p>HB1425 Del. Austin</p>	<p>Aligns VPRA-owned railway tunnels and bridges with VDOT's highway bridge and tunnel exemptions: Exempts railway tunnels and bridges owned by the Virginia Passenger Rail Authority from the Uniform Statewide Building Code and the Statewide Fire Prevention Code Act. The bill requires the Virginia Passenger Rail Authority to report annually to the State Fire Marshal on the maintenance and operability of installed fire protection and detection systems in its railway tunnels and bridges.</p>	<p>House 100-0; Senate 40-0 Signed by Governor</p>

Senate Resolution of Interest

Bill Number/Patron	Description	Final Vote
SJ28 Sen. Ebbin	Joint Subcommittee to Study Growing Needs of Northern Virginia Public Transit: Establishes a joint subcommittee to study long-term, sustainable, dedicated funding and cost-containment controls and strategies to ensure the Washington Metropolitan Area Transit Authority, the Virginia Railway Express, and the public transit systems that serve the Northern Virginia Transportation Commission and Potomac and Rappahannock Transportation Commission transportation districts meet the growing needs of public transit in the region.	House 97-0; Senate 40-0 *No Action Needed by Governor

Budget Items of Interest

Chapter 1 Item	Description
433 G (Language Only)	<p>PRTC Partnership with surrounding localities: Clarifies that the Potomac and Rappahannock Transportation District Commission has the authority to enter into contracts and agreements with adjacent localities and planning districts to promote commuter transit services within the region.</p>
433 F. 1-2	<p>General Funds to WMATA, Study Requirements, and Suspension of Compliance Requirement: Provides \$60.2 million from the general fund in fiscal year 2025 and \$84.5 million from the general fund in fiscal year 2026 to support the Washington Metropolitan Area Transit Authority. This covers the WMATA funding shortage for the biennium, and provides time for the Joint Subcommittee on Northern Virginia Public Transportation to complete its work.</p> <p>Directs WMATA to complete a comparison of its total costs and overhead costs, including general administration and non-vehicle maintenance costs, against similar agencies across the nation.</p> <p>Suspends language in the Code of Virginia for Fiscal Years 2025 and 2026 that caps the annual growth in Virginia’s operating assistance to WMATA at three percent.</p>

Questions?



PERIODIC REGULATORY REVIEW & REGULATORY REDUCTION PROGRAM

Commonwealth Transportation Board

**Jo Anne Maxwell, Director,
Governance and Legislative Affairs**

June 17, 2024

Periodic Regulatory Review – APA Requirement

The Administrative Process Act requires any agency that adopts regulations to periodically review those regulations, including consideration of:

- **the extent to which regulations remain supported by statutory authority/do not duplicate/overlap/conflict with state or federal law;**
- **the nature of complaints/comments received from the public;**
- **whether the regulations are necessary for the protection of public health, safety and welfare;**
- **whether the regulations are clearly written and easily understandable;**
- **whether the regulations' economic impacts on small businesses and families are minimized as much as possible; and**
- **the length of time since the regulation has been evaluated.**

See § 2.2-407.1 and § 2.2-4017 of the Code of Virginia

Periodic Regulatory Review – Process Authorities

Executive Order 19 – Issued June 30, 2022

- Created the Office of Regulatory Management (ORM) to, among other things, work with each regulatory agency to review all existing regulations, required once every four years, to reduce the overall regulatory burden on the public.

ORM Procedures

- Outline the periodic review requirements, including a new economic analysis comprised of a benefit-cost analysis, consideration of local government impact and economic impacts on families and small businesses, and the count of regulatory requirements embedded in the regulation.

Chapter 444 of the 2018 Acts of Assembly

- Requires the Department of Planning and Budget (DPB) to track and report to the General Assembly annually which agencies are complying with the periodic review requirements.

Regulatory Reduction Program

ORM's guidance on EO 19 requires each agency to reduce the agency's discretionary regulatory burden on the public by 25%

- **Reductions can be made by cutting discretionary regulatory requirements identified in the agency's regulatory baseline catalog or by streamlining regulatory requirements (i.e., reducing costs, time, paperwork, etc.)**
- **Reductions are counted only when the regulatory process making the reductions has been completed**
 - **Regulatory process typically includes:**
 - 1) **a Notice of Intended Regulatory Action (NOIRA), followed by executive branch review and 30 days public comment;**
 - 2) **a Proposed stage where actual amendments to regulatory language are drafted, followed by executive branch review and 60 days public comment; and**
 - 3) **a Final stage, where the agency considers the previous public comment(s) and adopts final amendments to the regulatory language, followed by executive branch review and 30 days public comment.**

2024 CTB Periodic Review

- **Regulatory reduction efforts will be included as part of this year's CTB periodic review process.**
- **Regulations to be reviewed for this round of periodic reviews:**
 - 24VAC30-21 General Rules and Regulations of the Commonwealth Transportation Board
 - 24VAC30-50 Rules and Regulations for the Administration of Waysides and Rest Areas
 - 24VAC30-61 Rules and Regulations Governing the Transportation of Hazardous Materials Through Bridge-Tunnel Facilities
 - 24VAC30-100 Rules and Regulations for the Administration of Parking Lots and Environs
- **VDOT staff have engaged in preliminary reviews and will be reviewing each section of the regulations above in more detail to identify requirements that can be streamlined.**

2024 CTB Periodic Review

- **Periodic Reviews are initiated by posting Notice on Townhall**
 - **Can be a Notice of Periodic Review Action, or**
 - **Can be a Notice of Intended Regulatory Action (NOIRA) if it appears that an amendment of a regulation will be warranted—expedites the process**
- **After its initial review, VDOT has identified amendments that are needed for all four regulations and is recommending that the CTB authorize NOIRAs be filed now for these regulations.**
 - **Nature of potential amendments include:**
 - **substantive amendments,**
 - **amendments to address regulatory reductions, and**
 - **possible combination of two regulations into one.**

2024 CTB Periodic Review

If authorized by CTB, VDOT staff will file NOIRAs for:

- 24VAC30-21 General Rules and Regulations of the Commonwealth Transportation Board
- 24VAC30-50 Rules and Regulations for the Administration of Waysides and Rest Areas
- 24VAC30-61 Rules and Regulations Governing the Transportation of Hazardous Materials Through Bridge-Tunnel Facilities
- 24VAC30-100 Rules and Regulations for the Administration of Parking Lots and Environs

VDOT staff will review the regulations and present and seek CTB approval of periodic review results and proposed amendments in Fall 2024.

- **Proposed stages could then be filed in late 2024 or early 2025 (after CTB approval)**
- **Final stages could be filed in mid or late 2025**



FEDERAL TRANSPORTATION GRANT ANTICIPATION NOTES

Series 2024

| Laura Farmer, Chief Financial Officer

June 17, 2024

Federal Transportation Grant Anticipation Notes (“GARVEEs”), Series 2024

Summary of the Terms of Offering*	
Issuer	Commonwealth Transportation Board
Projects	Project with GARVEE allocations in a Six-Year Improvement Program (“SYIP”) previously approved by the CTB on advancing projects
Anticipated Ratings	Double-A Category
Pricing Date	October 2024
Security	The Series 2024 bonds are payable from and secured by revenues (i) first, from Project specific reimbursements, (ii) legally available revenues from the TTF, and (iii) from other such funds designated by the General Assembly for such purposes.
Par (Project Fund Deposit sought)	\$123.1 million (\$137 million)*
Structure	Serial Bonds, Level semi-annual debt service
Final Maturity (in years)	15

* Preliminary and subject to change.

GARVEE Program Overview

Chapter 830 and 868 of the Acts of Assembly of 2011 authorized issuance of \$1.2 billion of GARVEEs

- Successor program to Federal Highway Reimbursement Anticipation Notes (FRANs) authorized in 2000**
- Limits outstanding GARVEEs to \$1.2 billion**
- Limits maturity to 20 years**
- Secured first by project specific federal reimbursements and then by:**
 - Legally available revenues from Transportation Trust Fund (TTF)
 - Other such funds designated by the General Assembly for such purposes

Memorandum of Agreement (MOA) with Federal Highway Administration (FHWA) for GARVEE program was executed in December 2011 and updated in August 2017

Exhibit A of MOA identifies approved GARVEE supported projects and is updated as the projects in the SYIP are reflected or modified

GARVEE Issuances to Date

The CTB has issued seven series of GARVEEs from 2012 to 2020

Issuances have totaled just more than \$1.3 billion over that period

GARVEEs have supported Downtown and Midtown Tunnels, Martin Luther King Expressway, I-95 Express Lanes, Route 460 Corridor Development Project, I-495 Express Lanes Shoulder Use

Beginning in 2017 through 2020 sale, GARVEEs were used to support projects selected through SMART SCALE

Proceeds from the 2024 issue will provide continued support to projects that received prior GARVEE allocations

Debt Service for GARVEE Bonds

Virginia's GARVEE bonds are secured by

- (i) project specific federal reimbursements
- (ii) legally available revenues from the Transportation Trust Fund (TTF)
- (iii) other such funds designated by the General Assembly for such purposes

Bond issuances are limited:

Maximum outstanding amount cannot exceed \$1.2 billion

Debt service must have 4x coverage

After this sale:

Outstanding GARVEEs - \$746.9 million

Minimum debt service coverage – 8.5x

Sale anticipated for October 2024 and the project fund deposit is estimated to be \$137 million

Recent GARVEE Transactions

	CTB	Kentucky Asset/Liability Commission	State of Louisiana	State of Ohio	Maine Municipal Bond Bank (Maine DOT)	Alabama Federal Aid Highway Finance Auth.	State of North Carolina	Florida Department of Transportation
Ratings	Aa1/AA+/AA+	2024: -/AA/ 2023: -/AA/-	-/AA/-	Aa2/AA/-	A2/AA/-	Aa2/AAA/-	A2/AA/A+	A1/AA/A+
Pricing Date	9/1/2020	2024: 5/8/2024 2023: 6/6/2023	8/15/2023	11/9/2022	10/25/2022	10/6/2021	08/25/2021	02/10/2021
Method of Sale	Negotiated	2024: Negotiated 2023: Competitive	Negotiated	Negotiated	Negotiated	Negotiated	Negotiated	Competitive
Par (\$MM)	\$100.76	2024: \$107.0 2023: \$54.84	\$225.89	\$114.36	\$47.175	\$1,516.610	\$252.595	\$118.885
Additional Security	Discretionary Pledge of TTF Revenues and Other Funds (subject to appropriation)	Stand Alone	Stand Alone	Other Lawfully Available Funds, Including State Highway Fund Monies	Stand Alone	State's share of Gasoline Tax Revenues	Stand Alone	Stand Alone
Use of Proceeds	New Money	2024: Refunding 2023: Refunding	New Money	New Money	New Money	2021A: New Money 2021B: Refunding	New Money	New Money
Final Maturity (Years)	15 years	2024: 3 years 2023: 2 years	12 years	12 years	12 years	16 years	15 years	11 years

Next Steps

CTB Approval (July)

Rating Agency Updates (August)

Treasury Board Approval (August)

Receive Ratings (September)

Governor's Approval (September)

Price and Close (October)

ONGOING ISSUANCE AND SALE OF REVENUE REFUNDING BONDS

July 1, 2024 through June 30, 2026

| Laura Farmer, Chief Financial Officer

June 17, 2024

Revenue Refunding Bonds

Section 33.2-1727 of the Code of Virginia of 1950, as amended authorizes the Commonwealth Transportation Board to issue revenue refunding bonds to refund any bonds issued pursuant to the State Revenue Bond Act (Sections 33.2-1700 et seq. of the Code of Virginia)

Historically, CTB debt is structured with an optional 10-year call date (optional redemption) so approximately 10 years after debt is issued, it is eligible for refunding if is in the best interest of the Commonwealth

Department staff along with our Financial Advisor, monitor all outstanding maturities to identify refunding opportunities and notify the Board Chair

The existing resolution was approved on June 21, 2022 and will terminate on June 30, 2024

Resolution Authorizing Revenue Refunding Bonds

Allows for the refunding of some or all of the outstanding bonds from time to time (between July 1, 2024 to June 30, 2026) as long as the following conditions are met:

- (i) Minimum debt service savings threshold for any series of bonds shall be**
 - (a) no less than three percent (3%) savings on a present value basis compared to the existing debt service on the refunded bonds or
 - (b) such other threshold as may be approved by the Treasury Board of the Commonwealth
- (ii) The final maturity date of the refunding bonds must not be later than the final maturity date of the refunded bonds**

Revenue Refunding Bonds

Once a refunding opportunity is identified, the Chairperson will submit a memo to the Board identifying the refunded bonds and disclosing the proposed terms and structure of the bonds including all details needed to demonstrate the bonds are expected to satisfy the necessary criteria

Within 60 days following each date of issuance, the Chairperson will submit a report to the Board that:

- (i) Identifies the bonds actually refunded
- (ii) Describes the final terms and conditions
- (iii) Demonstrates that the required criteria set forth in the resolution were satisfied

Effective July 1, 2024 and will terminate on June 30, 2026

Resolution for consideration is provided with this month's Action Meeting Agenda



FY 2025 – 2030 Commonwealth Transportation Fund (CTF) Six-Year Financial Plan

FY 2025 CTF and VDOT Budgets

Laura Farmer, Chief Financial Officer

June 17, 2024

Commonwealth Transportation Fund (CTF)

Fiscal Years 2025 – 2030 Six-Year Financial Plan

Overview

- ❑ The Six-Year Financial Plan (SYFP) identifies the planned funding for allocation to Highways, Rail, Transit, Ports, Aviation, DMV, and Space Flight
- ❑ The Preliminary Fiscal Years 2025 – 2030 SYFP allocates **\$54.9 billion**
- ❑ Includes the use of **\$795 million** of Route 58 Corridor Bonds and I-81 Financing
- ❑ Transfers **\$5.8 billion** to the three regions for transportation improvements and **\$838 million** in dedicated revenue for WMATA Capital Fund
- ❑ Includes **\$577 million** of dedicated fuel tax revenue for the I-81 Corridor Improvements
- ❑ Dedicates **\$16.5 billion** for Maintenance and Operations
- ❑ Provides **\$16.98 billion** for Construction

Approximately **\$3.3 billion** of Construction Funding represents Local and Regional Funding for Projects

Commonwealth Transportation Fund (CTF) Revenue Estimate

(in millions)

Sources of Funds	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total FY 2025-2030
Retail Sales and Use Tax	\$ 1,372.1	\$ 1,392.2	\$ 1,467.4	\$ 1,524.6	\$ 1,581.0	\$ 1,636.4	\$ 1,688.7	\$ 9,290.3
Motor Vehicle Sales and Use Tax	1,178.9	1,193.5	1,220.6	1,215.2	1,209.9	1,202.4	1,199.4	7,241.0
Motor Fuels Tax	1,450.8	1,504.3	1,554.6	1,599.8	1,644.6	1,689.4	1,733.0	9,725.7
Aviation Fuels Tax	2.0	2.0	2.0	2.0	2.0	2.0	2.0	12.0
Road Tax	85.4	85.1	82.9	84.0	83.8	83.5	83.2	502.5
International Registration Plan	114.1	119.6	120.0	120.3	120.7	121.0	121.4	723.0
Registration Fees	225.6	219.5	221.9	220.3	222.3	222.7	226.4	1,333.1
State Insurance Premium Tax	217.8	221.3	220.2	224.2	227.2	230.6	234.2	1,357.7
Recordation Tax	52.5	55.9	56.0	56.0	58.5	61.5	63.9	351.8
Vehicle Rental Tax	41.9	41.5	42.1	42.2	42.2	42.2	42.2	252.4
Highway Use Fee	61.8	65.4	67.9	68.5	69.2	69.9	70.6	411.5
Total Commonwealth Transportation Fund	\$ 4,802.9	\$ 4,900.3	\$ 5,055.6	\$ 5,157.1	\$ 5,261.4	\$ 5,361.6	\$ 5,465.0	\$ 31,201.0

December 2023 Forecast; Rental Tax excludes share dedicated to WMATA Capital



Revenue Updates Differences

- **General Fund - \$315.7 million total provided in FYs 2025 - 2026**
 - \$60.2 million in FY 2025 and \$84.5 million in FY 2026 for Washington Metropolitan Area Transit Authority (WMATA)
 - \$70 million for advancement of I-81 Corridor Improvement Program
 - \$77 million in FY 2025 and \$24 million in FY 2026 for Toll Relief for eligible drivers on Elizabeth River Crossings
- **Other Fund Revenue**
 - Updates for E-ZPass Operations and Violation Enforcement for toll facilities (self-funded, \$94 million over period)
 - Updated interest estimates and removal of the anticipated Build America Bonds Federal Subsidy after recent refunding, reduction of \$25 million
 - Other revenue for I-81 Program – Interest earnings to date and towing recovery revenue, totaling \$10.4 million
- **Federal Revenue**
 - Addition of federal earmarks totaling \$83.7 million

Commonwealth Transportation Fund Fiscal Years 2025 – 2030

Six-Year Financial Plan Estimated Revenues (in millions)

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030 Total	Previous FY 2024-2029	Difference
State Transportation Revenues									
Commonwealth Transportation Fund	\$ 4,957.0	\$ 5,055.6	\$ 5,157.1	\$ 5,261.4	\$ 5,361.6	\$ 5,465.0	\$ 31,257.7	\$ 30,944.2	\$ 313.5
General Fund	207.2	108.5	-	-	-	-	315.7	110.0	205.7
Local & Regional Project Participation/Revenue	1,545.4	525.2	813.3	204.3	183.5	179.9	3,451.6	4,214.5	(762.9)
Other Fund Revenue	458.9	447.7	454.4	444.4	453.9	462.3	2,721.5	2,721.7	(0.3)
Total	7,168.6	6,136.9	6,424.8	5,910.1	5,999.0	6,107.2	37,746.5	37,990.5	(244.0)
Federal Revenues	1,744.1	1,647.0	1,537.6	1,567.1	1,597.1	1,627.7	9,720.6	9,584.5	136.0
Total Revenues	8,912.6	7,783.9	7,962.4	7,477.1	7,596.0	7,734.9	47,467.1	47,575.0	(107.9)
Other Financing Sources									
Interstate 81 Financing	-	272.2	296.1	-	-	-	568.4	762.2	(193.8)
GARVEE Bonds	-	-	-	-	-	-	-	-	-
Route 58	152.2	74.2	-	-	-	-	226.4	226.4	-
Total	152.2	346.4	296.1	-	-	-	794.8	988.6	(193.8)
Total Operating Revenues and Other Financing Sources	\$ 9,064.8	\$ 8,130.4	\$ 8,258.5	\$ 7,477.1	\$ 7,596.0	\$ 7,734.9	\$ 48,261.8	\$ 48,563.6	\$ (301.8)
Revenue Supporting Transfer Payments									
Regional Transportation Funds	848.1	923.0	956.4	992.0	1,024.4	1,052.8	5,796.7	5,958.2	(161.5)
WMATA Capital Fund Revenue	132.1	135.8	137.8	141.8	144.4	145.5	837.5	913.3	(75.8)
Grand Total	\$ 10,045.1	\$ 9,189.2	\$ 9,352.7	\$ 8,611.0	\$ 8,764.9	\$ 8,933.3	\$ 54,896.1	\$ 55,435.1	\$ (539.1)



Allocation Updates

Commonwealth Transportation Fund (CTF)

- Off the top transfer to the Transportation Partnership Opportunity Fund - \$15 million per year, FY 2025 – 2029 (Chapter 2, Item 438, K. 1.) – Draft assumptions provided for \$50 million per year, FY 2026 - 2029
- Special Structures Allocation off the top of CTF – Corrected program growth

Debt Service

- GARVEE Debt Service Updates; minor debt service updates for I-81 Program

Other Agencies & Transfers – minor updates based on budget bill assumptions

Maintenance & Operations

- Paving needed to achieve performance targets requires additional funding in FY 2025
 - Includes one-time additional allocation for VDOT Maintenance Program of \$202.5 million
 - Corresponding share for localities is \$61.5 million
- Impact of pay raises in FYs 2025 and 2026 for Maintenance Management

Allocation Updates

Administration and Other Programs

- Impact of pay raises in FYs 2025 and 2026

Toll Programs

- General Fund dollars for Toll Relief for eligible drivers on the Downtown Tunnel/Midtown Tunnel; \$77 million in FY 2025 and \$24 million in FY 2026.
- Updates for E-ZPass Operations and Violation Enforcement for toll facilities

Public Transportation

- General Fund \$60.2 million in FY 2025 and \$84.5 million in FY 2026 for Washington Metropolitan Area Transit Authority (WMATA)
- Distribution update based on available TTF from CTF

Virginia Passenger Rail Authority, Port Fund, Airport Fund, Space Flight Fund, DMV

- Distribution update based on available TTF from CTF
- Federal funding reflected with VPRA for efforts in the SYIP

Allocation Update Differences

Construction

- Allocation of Federal Earmarks totaling \$83.7 million (inclusive of \$42 million for I-81)
- Additional funding provided for Interstate 81 from the General Fund (\$70 million) and reflection of interest earnings to the I-81 Fund
- Reduced allocation for Transportation Partnership Opportunity Fund from CTF (\$200 million total down to \$75 million)

Construction Formula Programs - Difference from Draft SYFP

(in millions)	2025	2026	2027	2028	2029	2030	Total
State of Good Repair	(\$51.3)	(\$0.8)	\$6.6	\$12.2	\$15.8	\$2.1	(\$15.5)
High Priority Projects Program	(34.2)	(0.5)	4.4	8.1	10.5	1.4	(10.3)
District Grant Program	(34.2)	(0.5)	4.4	8.1	10.5	1.4	(10.3)
Interstate Operations and Enhancement Program	(31.2)	(0.5)	4.0	7.4	9.6	1.3	(9.4)
NVTA Share of IOEP	(3.0)	(0.0)	0.4	0.7	0.9	0.1	(0.9)
Va. Highway Safety Improvement Program	(17.1)	(0.3)	2.2	4.1	5.3	0.7	(5.2)
Total	(\$171.1)	(\$2.7)	\$22.1	\$40.7	\$52.6	\$6.9	(\$51.6)

Allocation Updates – Detail on Toll Relief Funding

- **Used to provide additional toll relief to eligible drivers who:**
 - Earn less than \$50,000/year
 - Primary residence in the planning district that meets certain criteria (5 localities)
- **VDOT shall use the funds to:**
 - Establish a program to provide E-ZPass transponders with required fund balance, where applicants have not previously enrolled in existing program and do not have E-ZPass account
 - Provide an additional 50% toll relief that when combined with the existing relief of 50% from funding from the existing Elizabeth River Crossings (ERC) program will provide up to 14 free trips a week
 - Redeem outstanding tolls and fees for eligible customers as of 12/31/2023 due to ERC, subject to negotiations with ERC.
- **Program will end in 2036 in conjunction with existing program**
- **VDOT shall implement by January 1, 2025**

Commonwealth Transportation Fund Fiscal Years 2025 – 2030

Six-Year Financial Plan Estimated Allocations (in millions)

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025-2030 Total	2024-2029 SYFP	Difference
Debt Service	\$ 384.4	\$ 413.5	\$ 417.4	\$ 414.3	\$ 393.9	\$ 403.9	\$ 2,427.4	\$ 2,557.3	\$ (129.9)
Other Agencies & Transfers	54.1	54.2	55.5	55.8	57.1	57.4	334.1	307.5	26.6
Maintenance & Operations	2,863.8	2,637.9	2,692.6	2,748.5	2,748.1	2,805.0	16,495.9	16,190.2	305.7
Administration & Other Programs	624.6	618.7	611.9	623.8	636.4	646.0	3,761.6	3,586.0	175.6
Toll Programs	193.7	141.7	118.8	107.9	108.8	109.9	780.8	622.9	157.9
Special Structures	87.7	89.4	91.3	93.2	95.2	97.2	554.0	540.6	13.4
Public Transportation	701.9	736.9	661.3	681.4	692.7	716.2	4,190.5	4,015.3	175.2
Virginia Passenger Rail Authority	228.3	242.2	245.0	226.4	226.9	214.6	1,383.3	1,185.6	197.7
DRPT Rail Assistance	15.6	15.9	16.1	16.4	16.6	16.9	97.5	95.9	1.6
DRPT Administration	19.8	20.4	20.8	21.3	21.7	22.4	126.4	126.8	(0.4)
Port Trust Fund	59.4	60.6	61.8	63.0	64.2	65.7	374.7	369.5	5.2
Airport Trust Fund	35.7	36.4	37.2	37.9	38.6	39.5	225.4	222.3	3.1
Commonwealth Space Flight Fund	23.4	23.8	24.3	24.8	25.3	25.9	147.5	145.4	2.1
Department of Motor Vehicles	23.4	23.8	24.3	24.8	25.3	25.9	147.5	145.5	2.0
Construction	3,712.1	2,974.8	3,140.1	2,297.6	2,405.0	2,448.5	16,978.2	18,211.5	(1,233.3)
Total Operating Programs	\$ 9,027.8	\$ 8,090.4	\$ 8,218.5	\$ 7,437.1	\$ 7,556.0	\$ 7,694.9	\$ 48,024.8	\$ 48,322.3	\$ (297.5)
Pass Through Programs									
WMATA Capital Fund	152.1	155.8	157.8	161.8	164.4	165.5	957.5	1,033.3	(75.8)
Central Virginia Transportation Fund	197.3	219.4	227.3	235.1	242.6	248.7	1,370.4	1,486.4	(116.0)
Northern Virginia Transportation Authority Fund	384.9	417.2	432.7	450.2	465.5	478.5	2,629.0	2,642.7	(13.7)
Hampton Roads Regional Transit Fund	38.7	38.8	39.2	39.8	40.0	40.3	236.8	234.8	2.0
Hampton Roads Transportation Fund	244.2	267.6	277.2	286.9	296.3	305.3	1,677.5	1,715.6	(38.1)
Subtotal	1,017.2	1,098.8	1,134.2	1,173.8	1,208.8	1,238.3	6,871.2	7,112.8	(241.6)
Total	\$ 10,045.1	\$ 9,189.2	\$ 9,352.7	\$ 8,611.0	\$ 8,764.9	\$ 8,933.3	\$ 54,896.1	\$ 55,435.1	\$ (539.1)

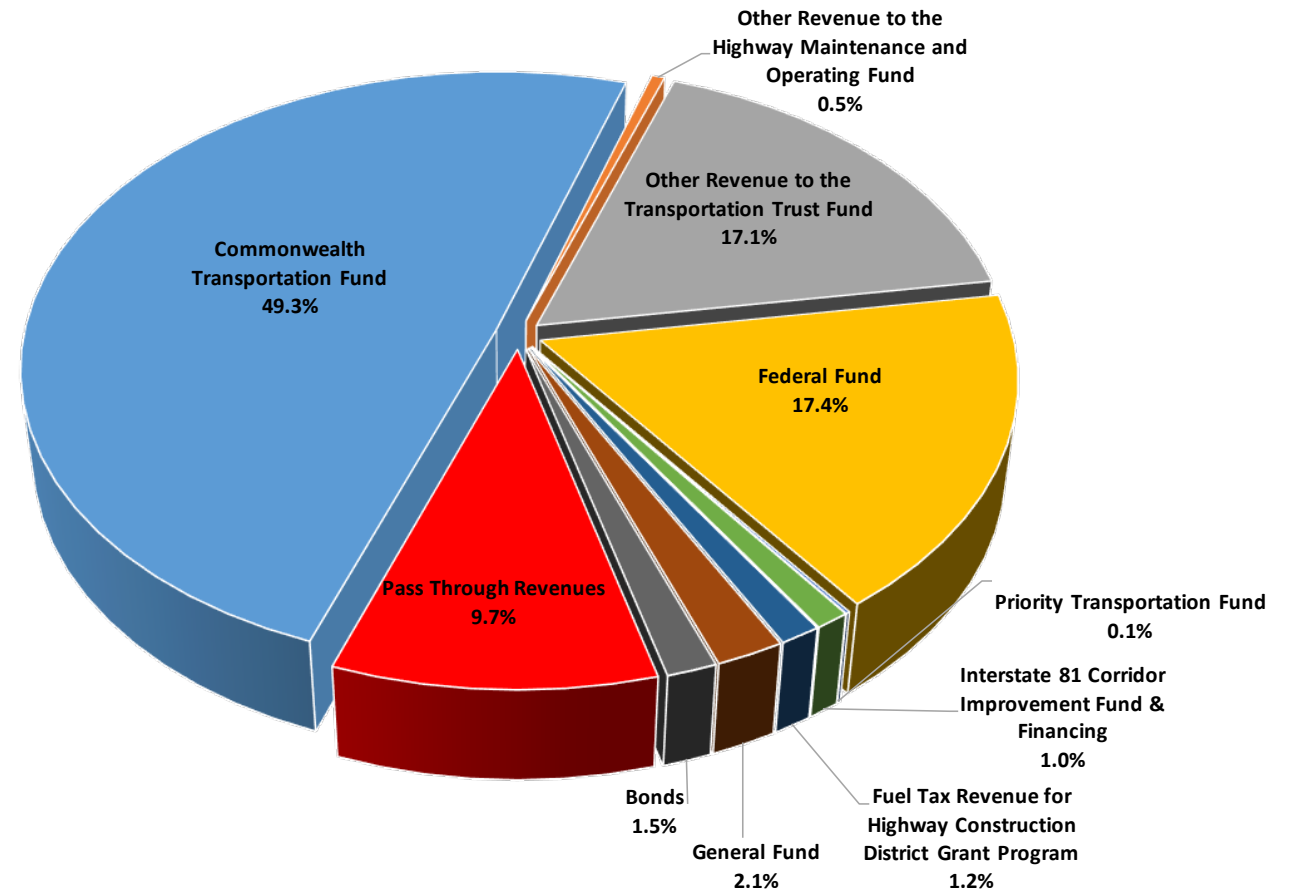


Green indicates change from April

Commonwealth Transportation Fund FY 2025 Recommended Budget

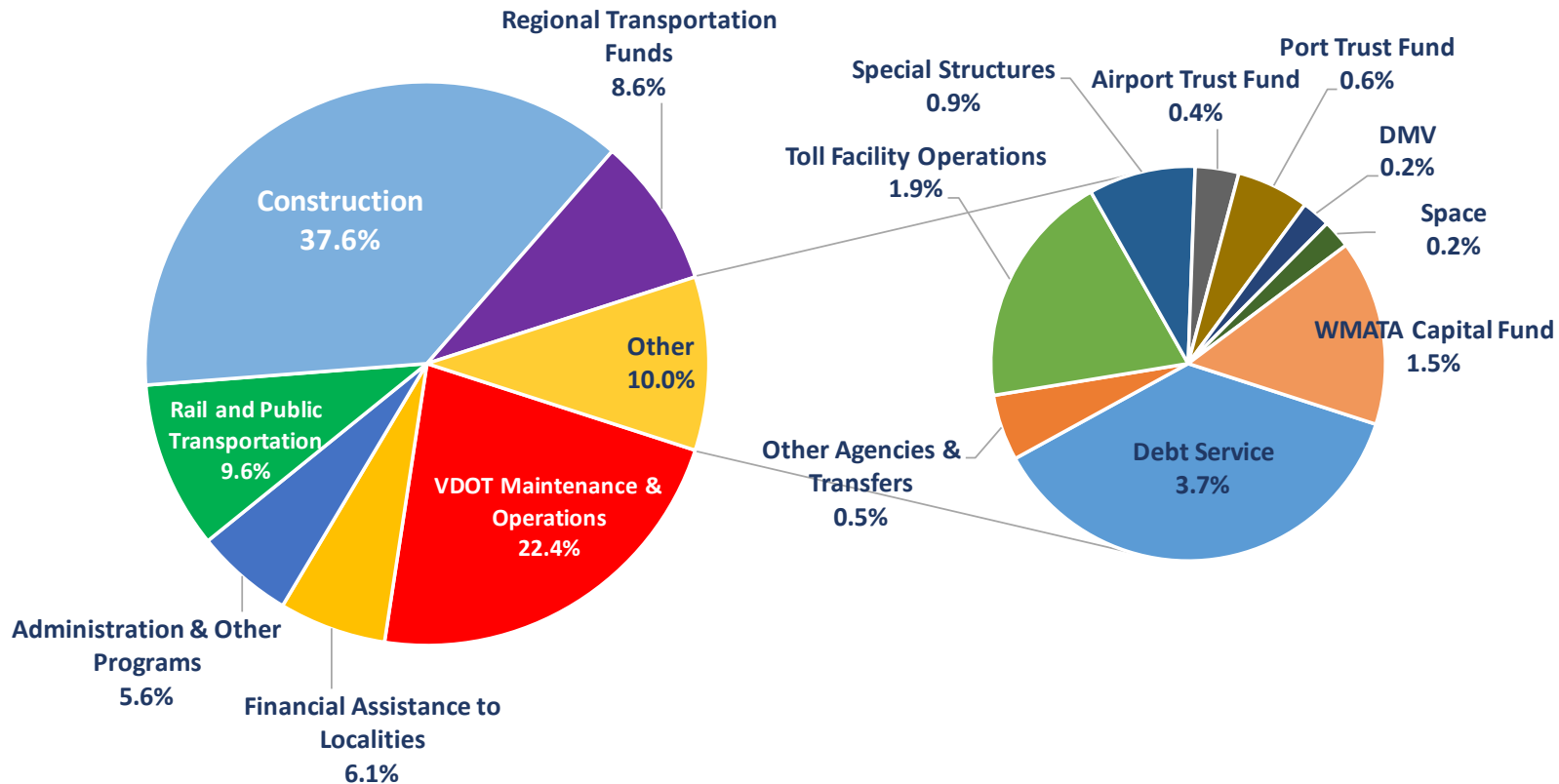
Revenue (in millions)	Total Estimate
Commonwealth Transportation Fund	\$ 4,957.0
Other Revenue to the Highway Maintenance and Operating Fund	49.7
Other Revenue to the Transportation Trust Fund	1,718.1
Federal Fund	1,744.1
Priority Transportation Fund	12.0
Interstate 81 Corridor Improvement Fund & Financing	103.6
Fuel Tax Revenue for Highway Construction District Grant Program	124.0
General Fund	207.2
Bonds	152.2
Total Operating Revenues	\$ 9,067.8
Pass Through Revenues	
WMATA Capital Fund	132.1
Central Virginia Transportation Fund	197.3
Northern Virginia Transportation Authority Fund	364.9
Hampton Roads Transportation Fund	244.2
Hampton Roads Regional Transit Fund	38.7
Subtotal	\$ 977.2
Total	\$ 10,045.1

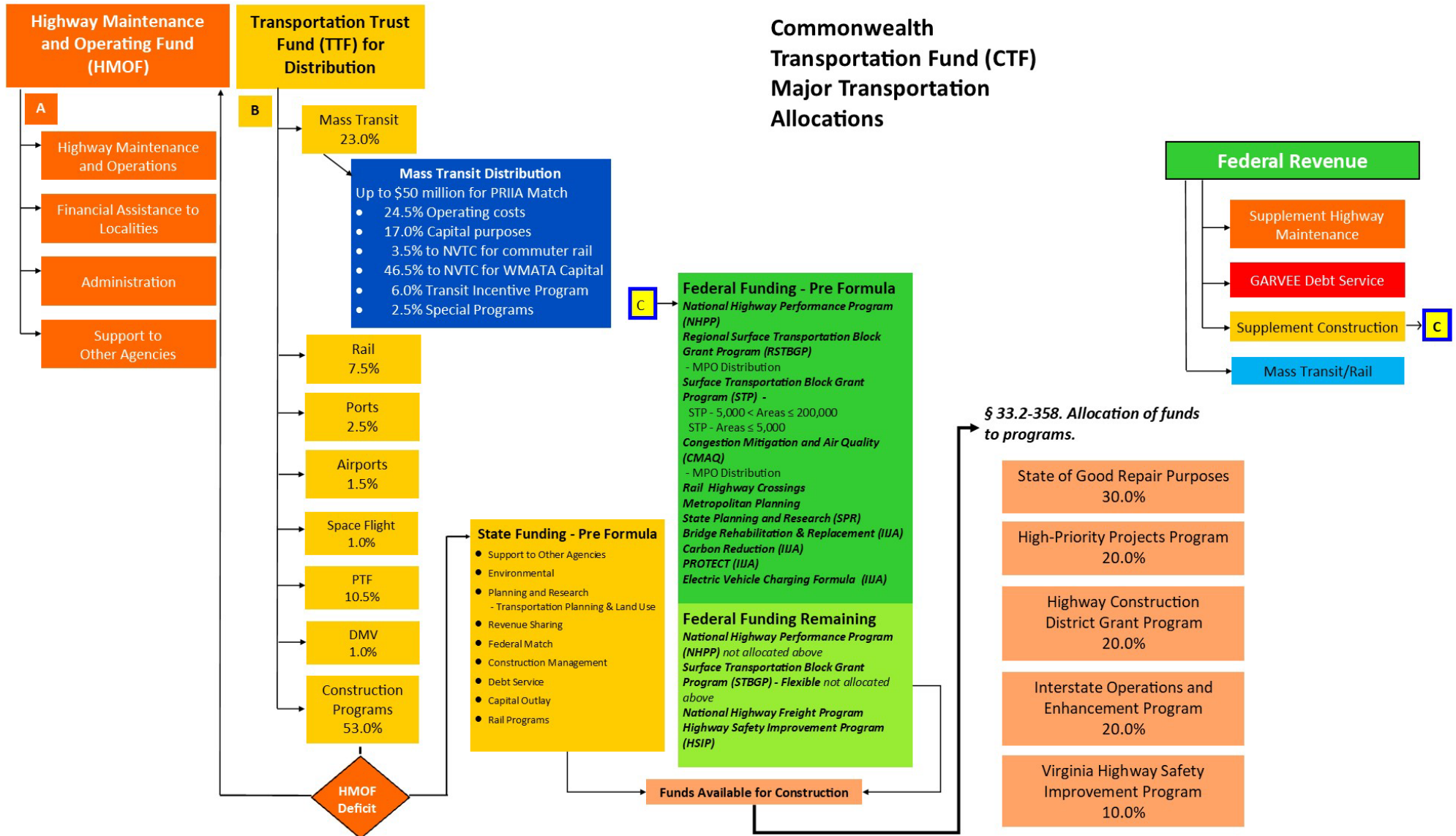
CTF Revenues total \$10.0 billion, an increase of 2.5 percent from the FY 2024 CTF Budget



FY 2025 Recommended Allocations

- Highway Maintenance, including VDOT maintained and Locality Maintained, represents 28.5 percent of budget
- Highway Construction represents 37.6 percent of the total with support of regional / local funding
- Funding for Rail and Public Transportation is 9.6 percent of budget





FY 2025 VDOT Budget Highlights

Recommended budget totals \$8.0 billion net of regional programs; grand total of \$8.9 billion

The Highway Maintenance and Operating Fund (HMOF) has an expected deficit of \$829 million which will be filled with \$319 million of federal funds and the crossover of \$510 million of state funds from the Construction Fund.

Highway Maintenance & Operating Fund (HMOF) Deficit (Crossover)

	FY 2022	FY 2023	FY 2024	FY 2025 Proposed
Federal Funding Provided to VDOT Maintenance & Operations Program	\$362.4	\$528.4	\$282.1	\$318.8
State Crossover (Transfer from Construction Share of TTF to HMOF)	108.7	70.0	363.0	509.9
TOTAL	\$471.1	\$598.4	\$645.1	\$828.7

FY 2023 Federal Funding adjusted for IIJA Implementation.

FY 2025 VDOT Recommended Allocations

	(in millions)		
	FY 2024	Recommended FY 2025	Increase (Decrease)
VDOT Programs			
Environmental Monitoring and Evaluation (514)	\$ 20.0	\$ 21.3	\$ 1.4
Ground Transportation Planning and Research (602)	144.4	153.3	8.9
Highway Construction Programs (603)	3,649.0	3,719.8	70.8
Highway System Maintenance (604)	2,129.3	2,253.2	124.0
Commonwealth Toll Facilities (606)	94.0	193.7	99.7
Financial Assistance to Localities (607)			
VDOT Programs	616.6	636.7	20.1
Regional Programs	1,044.2	881.8	(162.3)
Non-Toll Supported Transportation Debt Service (612)	398.7	370.2	(28.5)
Special Structures (614)	85.0	87.7	2.6
Administrative and Support Services (699)	344.4	373.7	29.3
VDOT Capital Outlay (998)	60.0	40.0	(20.0)
Total VDOT Programs	\$ 8,585.5	\$ 8,731.4	\$ 145.9
Support to Other State Agencies	49.3	54.1	4.8
Support to DRPT Programs & Virginia Passenger Rail Authority	34.7	85.3	50.5
TOTAL	\$ 8,669.6	\$ 8,870.8	\$ 201.2
TOTAL OPERATING BUDGET (Net Regional Programs)	\$ 7,625.4	\$ 7,988.9	\$ 363.5

Next Steps



CTB to consider FY 2025 CTF, VDOT and DRPT Budgets

FY 25 Budget & Six Year Improvement Program

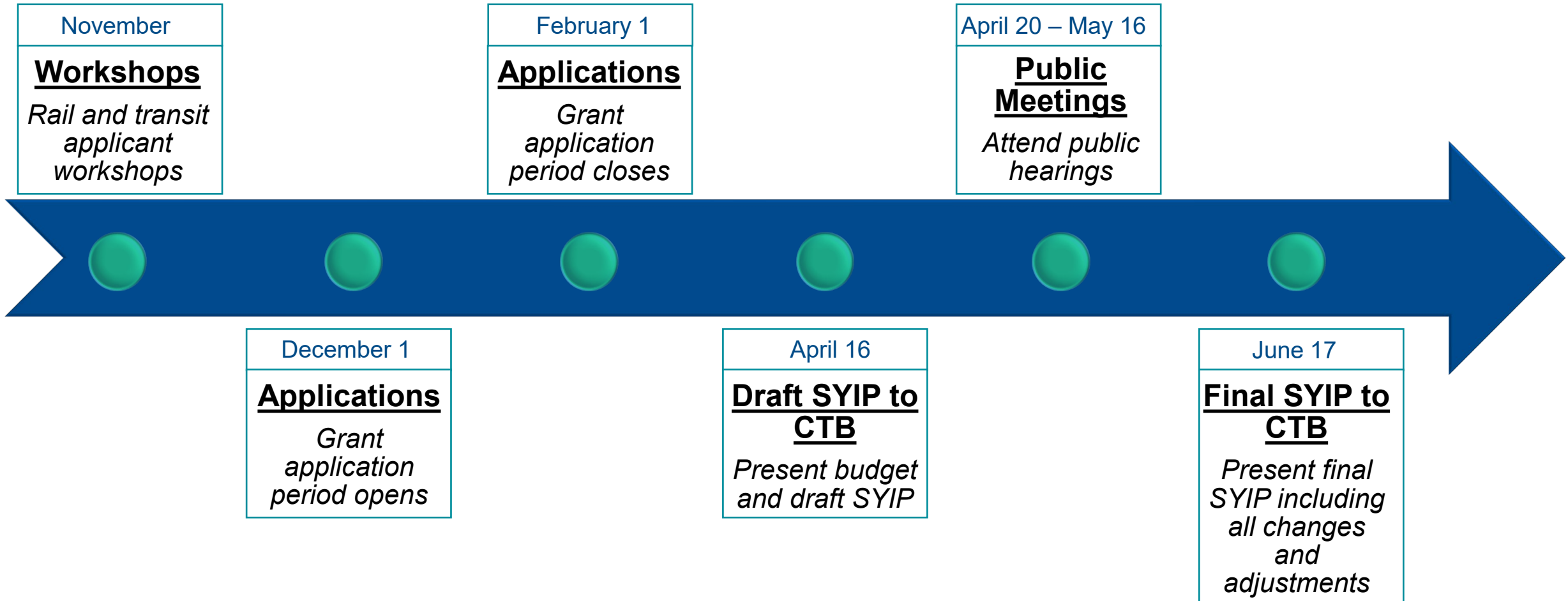
Commonwealth Transportation Board

June 17, 2024

Deanna Oware, Chief Financial Officer



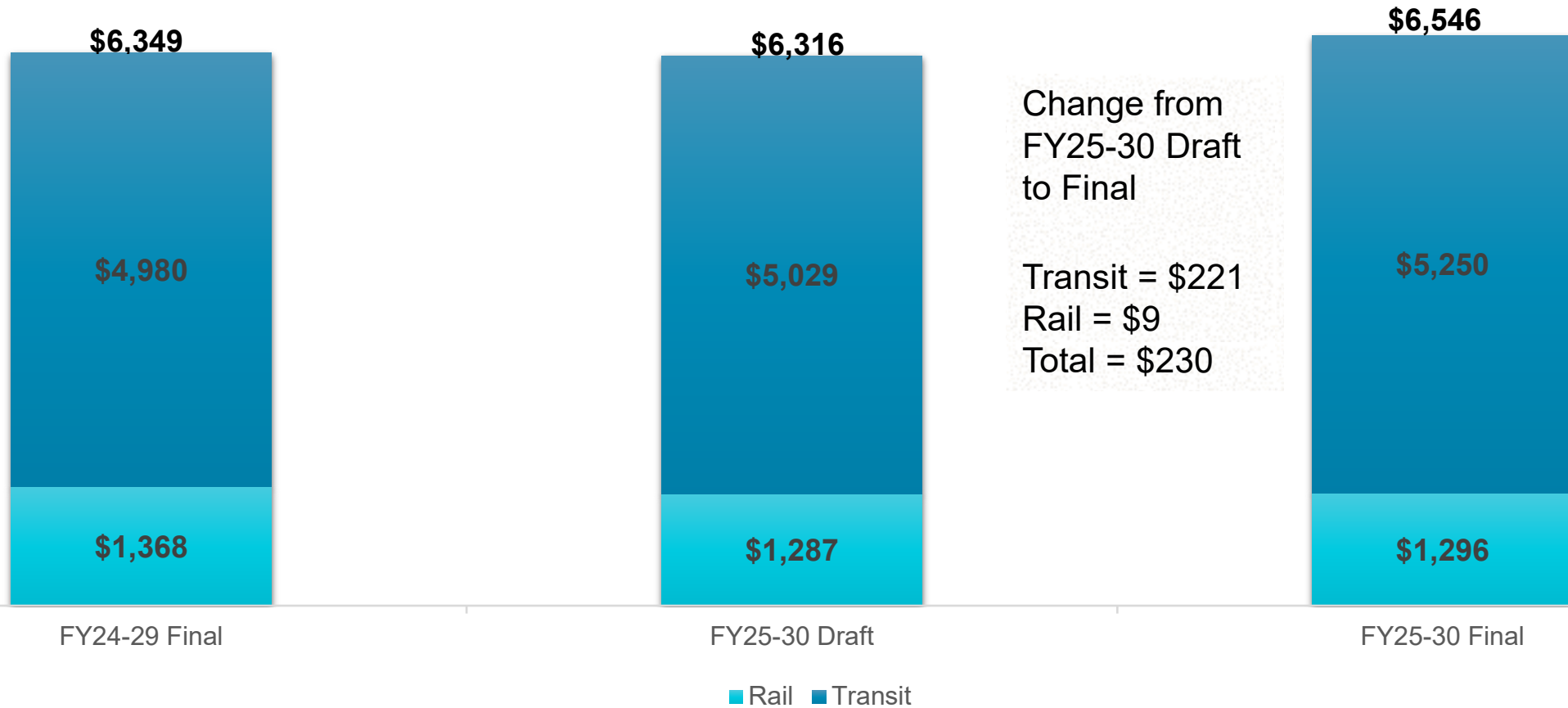
FY2025-FY2030 Six Year Improvement Program Timeline



Reasons for Updating the Draft SYIP

- The Final SYIP takes into account the impact of the FY25-26 Appropriations Act and smaller project-level developments.
- The budget bill for the FY2025-2026 biennium provided WMATA with a General Fund appropriation of \$60.2M in FY25 and \$84.5M in FY26. These funds will be administered by DRPT and have been added to the SYIP.
- The budget also directed off-the-top CTF funding to the Transportation Partnership Opportunity Fund, modestly reducing funding for the Commonwealth Mass Transit and Rail Funds. DRPT applied certain program balances (from under-budget projects, or unobligated balances, etc.) to keep most programs whole relative to the draft SYIP.
 - However, CMTF funding for WMATA and VRE is provided in its entirety annually in accordance with the statutory formula. Therefore, there are no unobligated balances for WMATA and VRE, requiring a reduction in the final SYIP for these entities.

Total SYIP Prior Year, FY25-30 Draft vs. Final (in millions)



Transit FY2025 SYIP by Program

Program	FINAL FY24	DRAFT FY25	FINAL FY25	CHANGE	NOTES
Operating Assistance	133,266,168	128,674,211	128,674,211	-	
Operating Assistance – I-95 HOT Lanes	1,502,763	1,278,614	1,278,614	-	
Capital Assistance (single and multi-year)	100,827,881	90,794,941	90,794,941	-	
WMATA Allocation	210,520,711	220,969,886	220,003,329	(966,557)	TPOF adjustment reduced allocation
WMATA General Fund	-	-	60,200,000	60,200,000	GF approp. for operating
WMATA Dedicated Funds	154,500,000	154,500,000	154,500,000	-	Capital only
PRIIA Match - WMATA	50,000,000	50,000,000	50,000,000	-	Match of federal capital funds
VRE Allocation	-	16,336,930	16,264,178	(72,752)	TPOF adjustment reduced allocation. FY25 is first year of standalone VRE allocation required by code.
Special Projects, Commuter Asst. Program (CAP)	10,715,534	14,643,208	14,690,457	47,249	CAP project budget increased since draft SYIP developed
Paratransit Assistance	1,140,128	1,376,884	1,376,884	-	

Transit FY2025 SYIP by Program (con't.)

Program	FINAL FY24	DRAFT FY25	FINAL FY25	CHANGE	NOTES
State Safety Oversight	2,000,000	1,200,000	1,200,000	-	
FTA State Administered Program Funds	75,197,814	76,519,424	76,633,117	113,693	Human Services vehicle price increase
Local Funds	503,600	945,833	974,256	28,423	Local match for Human Services vehicle price increase
TRIP (single and multi-year)	26,910,734	28,010,185	27,955,185	(55,000)	Project budget change – duplicate project removed
Congestion Mitigation Air Quality (federal)	11,175,502	7,808,143	16,154,614	8,346,471	Finalized CMAQ projects since draft
Regional Surface Transport. (federal)	6,276,566	4,905,850	6,686,086	1,780,236	Finalized RSTP projects since draft
State Match TTF	4,363,017	3,178,498	5,710,175	2,531,677	Transprt. Trust Fund match for CMAQ & RSTP
I-395 Toll Funds	16,557,193	16,971,123	16,971,123	-	
I-66 OTB Toll Funds	5,000,000	15,998,442	15,998,442	-	
Total Public Transportation	810,457,611	834,112,173	906,065,612	71,953,439	

Rail FY2025 SYIP by Program

Program	FINAL FY24	DRAFT FY25	FINAL FY25	CHANGE	NOTES
Planning & Freight Rail	13,237,600	9,801,192	9,801,192	-	
Rail Preservation	8,675,088	8,425,062	8,425,062	-	
Total DRPT Rail Allocation	21,912,688	18,226,254	18,226,254	-	
VPRA Transforming Rail in Virginia	93,168,734	181,945,192	190,695,192	8,750,000	Pass-through to VPRA from Commonwealth Rail Fund. Change represents I-66 Inside the Beltway PAYGO estimate.

DRPT Budget, FY2025: Draft vs. Final

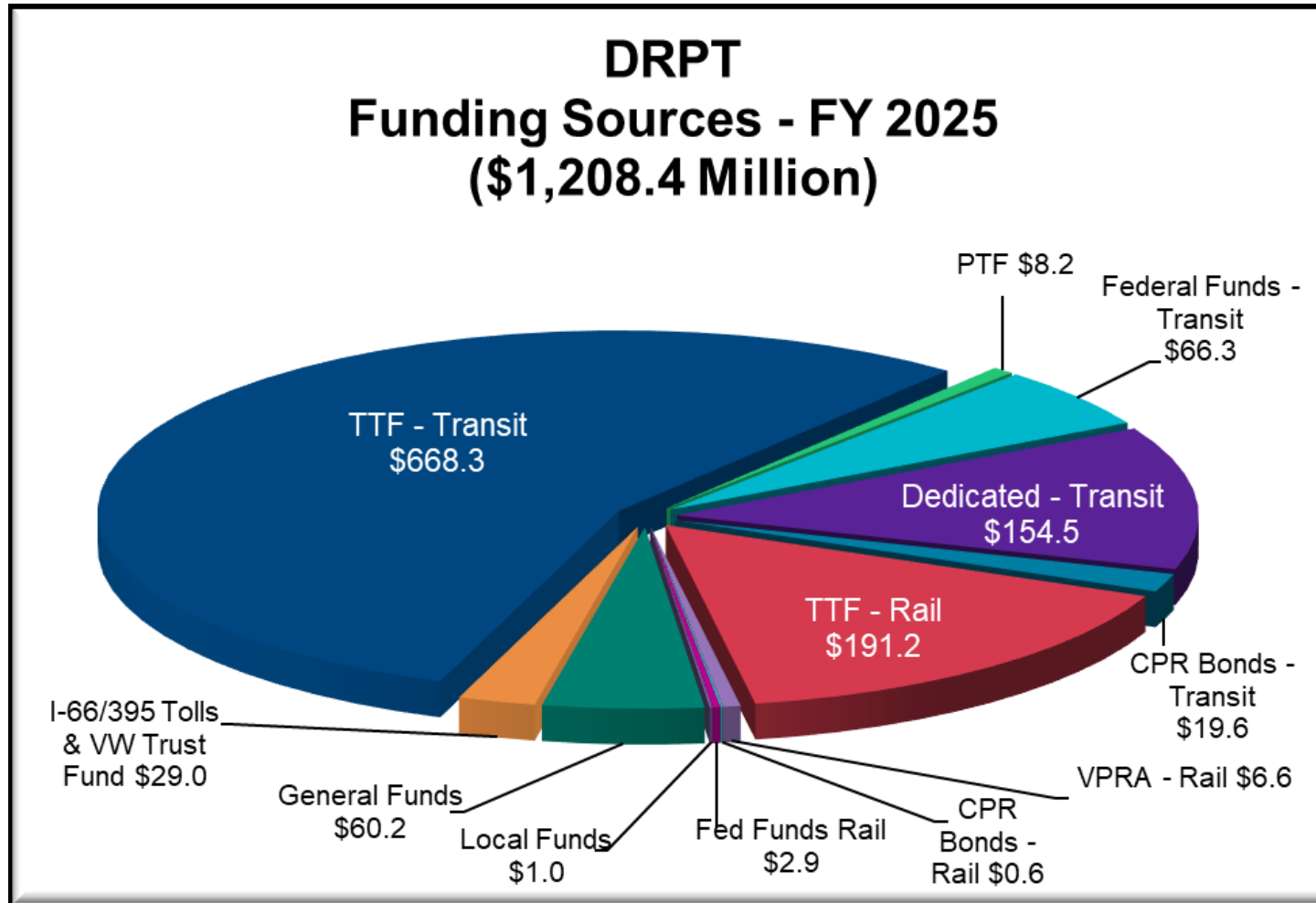
(In millions)

	FY 24 Final	FY 25 Draft	FY 25 Final	FY25 Change
Transit	\$836.4	\$924.1	\$983.2	\$59.1
Rail	\$25.5	\$42.5	\$42.5	----
Admin	\$19.6	\$19.8	\$19.8	----
VPRA	\$159.1	\$163.5	\$162.9	(\$0.6)
Total	\$1,040.6	\$1,149.9	\$1,208.4	\$58.5

FY25 Agency Budget Overview

- In FY25, DRPT plans on investing \$1,208.4 million in state, federal, and local resources towards improving public transportation and rail capacity across the Commonwealth of Virginia. This represents \$167.8 million more in expenditures than FY24.
- Transit budget for FY25 is \$983.2 million, which is \$146.8 million more than FY24 budget. Increase driven by the General Fund appropriation for additional WMATA operating assistance and an increase in capital project costs.
- FY25 budget for Rail is \$42.5 million – this consists of funding for freight and rail planning projects, shortline preservation, and rail industrial access programs.
- DRPT using 3.9% of budget for program management, administration, and program compliance – Appropriations Act allows up to 5% from RPF, CRF, and CMTF.
- VPRA receives 93% of revenue from the Commonwealth Rail Fund, estimated to be \$162.9 million in FY25.

FY25 Funding Sources



Next Steps

- Once CTB takes action on the FY25-30 SYIP, the SYIP will be accessible on DRPT's Website: <https://drpt.virginia.gov/data/fy25-syip/>

QUESTIONS?

FY 25 Budget & Six Year Improvement Program

Commonwealth Transportation Board

June 17, 2024

Deanna Oware, Chief Financial Officer



VPRA Capital Budget Update
Commonwealth Transportation Board
June 17, 2024



Overview

- VPRA currently sponsors passenger service on NS-owned tracks from Alexandria to Manassas (serving Amtrak and VRE commuter rail) and on to Roanoke (Amtrak only).
- VPRA is extending passenger service from Roanoke to the New River Valley (Christiansburg) via NS's Virginian Line (V-Line), which VPRA purchased in 2022.
 - Station and layover improvements are currently estimated to cost at least \$366M and would allow service to begin in 2028.
 - These improvements do not include costly upgrades to the Merrimac Tunnel near Christiansburg that would be necessary before service could extend farther southwest.
 - NS continues to run freight along a more heavily used, parallel track south of the V-Line known as the NS Main Line (N-Line).
- NS and VPRA have developed a conceptual agreement that would allow VPRA to purchase ownership of the Manassas Line and rights to run passenger service on NS's N-Line to a more desirable Christiansburg location (historic Cambria station) sooner than 2028 as currently planned.
- Additionally, the deal provides for NS to build a platform and siding track at the Cambria station site, reducing costs, time-to-delivery, and risk for VPRA. The transaction conveys the platform and station property to VPRA upon completion.
- **The deal is a win for Virginia:** it would allow VPRA to reach Christiansburg more quickly, at a more desirable location, while also giving Virginia control over the Manassas Line.

Purpose of Today's Update

- 1) Provide potential update to VPRA's FY 2025 Capital Budget, detailing changes if the proposed deal is approved
- 2) Inform CTB of potential request for approval of disposition of VPRA property, selling the Virginian Line back to Norfolk Southern

BACKGROUND

- May 5, 2021: The Commonwealth & Norfolk Southern (NS) announce an agreement to extend passenger rail service to the New River Valley (NRV).
- June 2022: VPRA acquires from NS ~28 miles of the Virginian Line (V-Line) and 2nd Amtrak roundtrip from the Northeast Corridor to Roanoke began the following month.



NECESSARY INFRASTRUCTURE TO BRING SERVICE TO NRV / V-LINE

VPRA-led Improvements:

- Additions to existing rail infrastructure to include a passenger rail platform, trackwork, layover facility, and station infrastructure;
- Safety improvements to tunnel(s);
- Additional safety improvements to 28 miles of V-Line infrastructure, including minor bridge repairs, rockslide fences, and at-grade crossings.

Salem Crossovers
MP V-250.93

Roanoke Yard



NS-led Improvements:

- Facilitate 40 MPH passenger train speeds through Roanoke Yard to the Salem Crossovers;
- Track upgrades for increased synergy between freight and passenger rail traffic in Roanoke Yard;
- Design and install Positive Train Control (PTC) from Roanoke Yard to NRV.

MP 279.00

Merrimac Tunnel

Slate Hill Tunnel

V-Line

VPRA-Owned Track
NS-Owned Track
Tunnels



Alternatives On V-line – Presented to VPRA Board in January

ALTERNATIVE A

Cinnabar Rd Site

- Slate Hill Tunnel
- Platform and parking at Cinnabar Rd
- Layover facility at Cinnabar Rd

\$366 Million
Q2 2028

ALTERNATIVE B

Mall Site with Cinnabar layover facility

- Slate Hill Tunnel
- Merrimac Tunnel
- Connector track
- Platform at NRV Mall
- Layover facility at Cinnabar Rd

\$785 Million
Q2 2030

ALTERNATIVE C

Mall Site with Cinnabar layover facility and Cinnabar platform

- Slate Hill Tunnel
- Merrimac Tunnel
- Connector track
- Platform at NRV Mall
- Layover facility at Cinnabar Rd
- Platform and parking at Cinnabar Rd

\$951 Million
Q2 2028
(Cinnabar)

Q2 2030
(NRV Mall)

Conceptual Agreement

VPRA is nearing agreement with NS to do the following:

New River Valley Passenger Rail

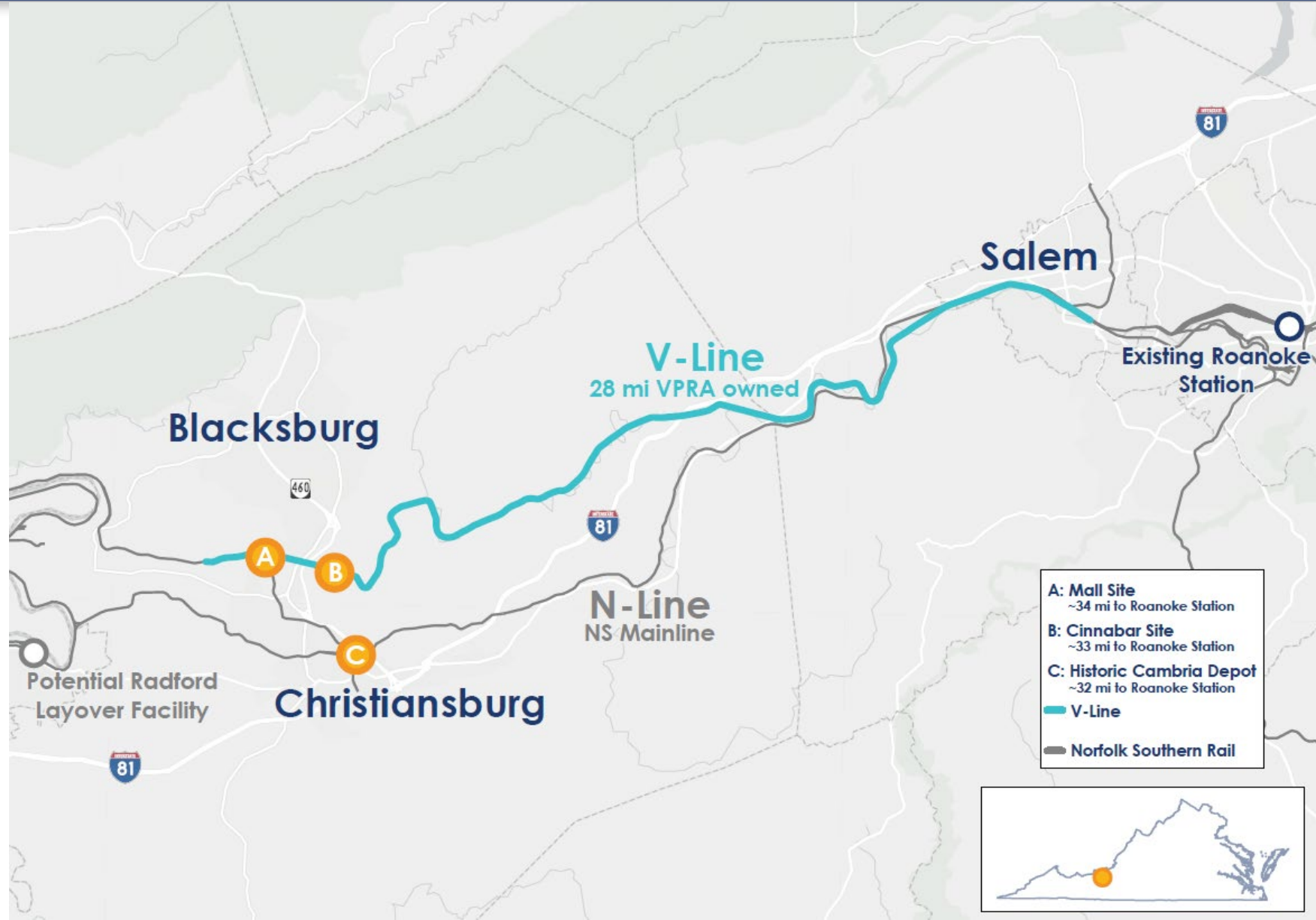
- Secure passenger rail operating rights on the N-Line to Christiansburg
- Sale of the V-Line back to NS
- Construction of a platform and siding track at Cambria Yard by NS, with property transfer upon completion to VPRA including the Cambria Depot building, the historic rail station that served passengers from 1906-1979 when passenger service to NRV ended
- Results in a better transportation solution at a lower overall cost and risk to the Commonwealth, with earlier extension of service to NRV

Manassas Line

- Acquisition of the Manassas Line (M-Line) from Seminary Yard to Broad Run (27 miles)
- Provides certainty for and potential reduction in VRE's trackage costs (84% of which are paid by VPRA) by requiring NS to maintain VRE's access fees at current levels until VPRA assumes M-Line ownership (NS is currently seeking to raise VRE's fees significantly in negotiations for a new access agreement)
- Provides long-term operational flexibility

NS is eager to reach an agreement to realize tax benefits of a like-kind exchange and reduce future maintenance liabilities on the Manassas Line

New River Valley Potential Station Locations



Potential Budget Change

Project Description (\$ in millions)	FY25 Approved Budget	FY25 Amended Budget	Proposed Change
New River Valley Passenger Rail Project	\$ 366	\$ 43	\$ (323)
Capital Improvements - Bridges	31	-	(31)
Capital Improvements - Other	36	-	(36)
Roanoke Christiansburg Capacity Grant	-	25	25
Manassas Line Purchase	-	365	365
Total	\$ 433	\$ 433	\$ -

Potential Return of V-Line Back to NS

Item	\$ Millions
VPRA Purchase Price for V-Line	\$ 38.2
VPRA Funded Improvements	13.8
Inflation	<u>2.3</u>
Total Price for NS to Reacquire V-Line	\$ 54.3

What's happening now?



Agreed to Non-Binding Term Sheet to explore the options

- Sale of Manassas Line to VPRA
- Return V-Line to NS
- Gain access to NS Main Line in Christiansburg area
- Explore passenger station at Cambria



Potential Manassas Line Sale filed with the Surface Transportation Board on June 6th



NS to develop design concepts, with VPRA oversight, aggressively to determine whether site on NS Main Line is feasible.

Where Do We Go Next?



Work with NS

- Work with NS on proposed designs for platform and track at Cambria site to determine feasibility, budget, and schedule
- Draft Final Comprehensive Rail Agreement

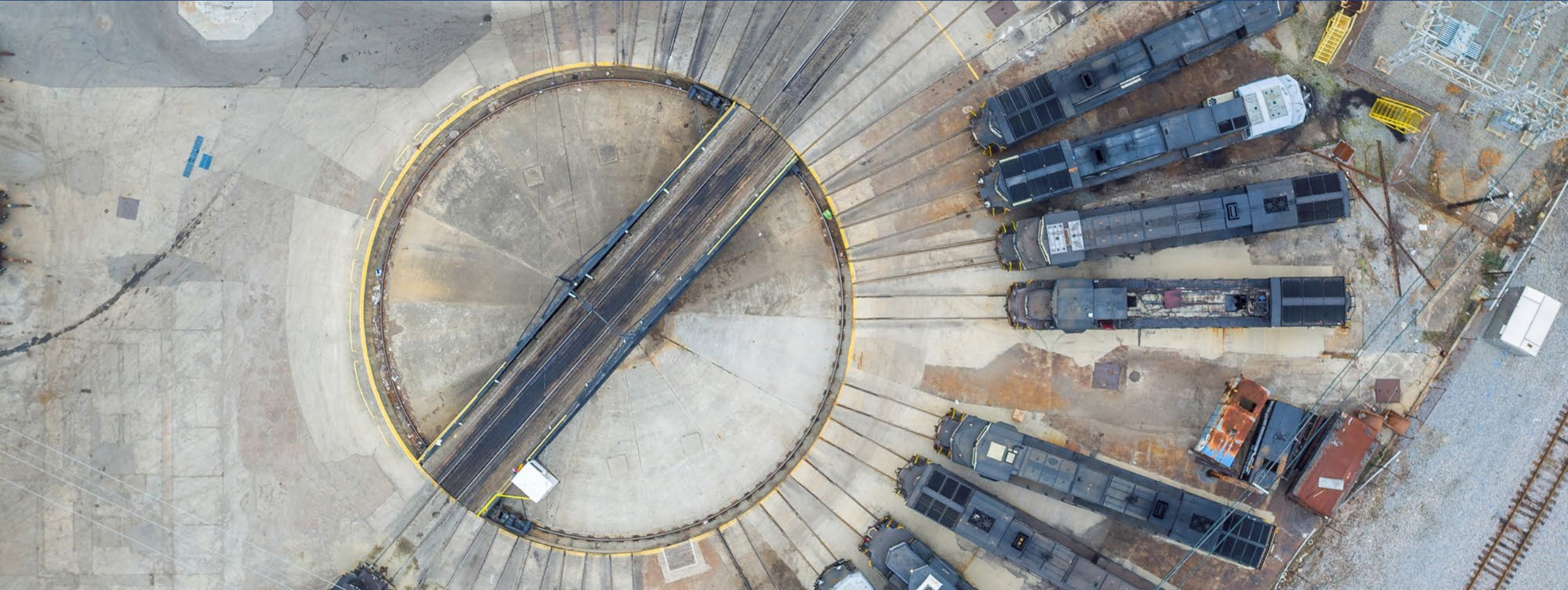


Request approval from CTB on Capital Budget change and land disposition at July action meeting



Recommend Path Forward to VPRA Board at August Board meeting – either move to N-Line or continue working forward with Virginian Line options

QUESTIONS?



Virginia Code

§ 33.2-298. Annual budget

The Authority shall prepare and submit a detailed annual operating plan and budget to the Transportation Board by February 1 of each fiscal year. The Authority shall also prepare and submit for approval any proposed capital expenditures and projects for the following fiscal year to the Transportation Board by February 1. The Transportation Board shall have until May 30 to approve or deny any capital expenditures, and, in the event the Transportation Board has not approved or denied the Authority's proposed capital expenditures by such deadline, such expenditures shall be deemed approved. The operating plan and budget shall be in a form prescribed by the Transportation Board and shall include information on expenditures, indebtedness, and other information as prescribed by the Transportation Board.

Virginia Code

§ 33.2-293. Acquisition, possession, and disposition of rail facilities; eminent domain

A. The Authority shall have the right to acquire by purchase, lease, or grant rail facilities and other lands, structures, property, both real and personal, tangible and intangible, rights, rights-of-way, franchises, easements, and other interests therein, whether located within or not within the geographic boundaries of the Commonwealth, for the construction, operation, maintenance, and use of rail facilities.

B. The Authority shall have the right to hold and dispose of rail facilities and other lands, structures, property, both real and personal, tangible and intangible, rights, rights-of-way, franchises, easements, and other interests therein in the exercise of its powers and the performance of its duties under this article, including but not limited to the sale, exchange, lease, mortgage, or pledge of such property or interest therein, **provided that any such disposition that involves property or interests with a fair market value in excess of \$5 million shall require the consent of the Transportation Board.**



FINAL FY 2025 – 2030 SIX-YEAR IMPROVEMENT PROGRAM

Kimberly Pryor
Infrastructure Investment Director

June 17, 2024

Final FY 2025-2030 Six-Year Improvement Program (SYIP)

	Draft FY 2025-2030	Proposed Final FY 2025-2030	Change
Highways*	\$19.1 billion	\$19.3 billion	\$0.2 billion
Rail & Public Transp.	\$6.3 billion	\$6.5 billion	\$0.2 billion
Total SYIP	\$25.4 billion	\$25.8 billion	\$0.4 billion

*Excludes debt service.

- **Highway Construction Program (FY 2025 – 2030)**
 - Additionally includes \$750.4 million in debt service
 - Provides funding to more than 4,700 projects
 - Current program includes \$3.2 billion to be provided by others

Highlights

- **Incorporates revenue assumptions in the Final 2025-2030 Six-Year Financial Plan**
 - Department of Taxation assumed economic outlook
 - Proposed transfer from Commonwealth Transportation Fund to Transportation Partnership Opportunity Fund (TPOF)
 - Additional funds to the VDOT Maintenance Program for FY2025 paving
- **Revenue Sharing returns to \$100M annually following the re-allocation of funds through FY2024 as granted by the flexibility provided during the COVID period**
- **Innovation and Technology Transportation Funds (ITTF) funding from the High Priority Projects Program is \$25M annually**
- **Unpaved Roads funding from the Construction District Grant Program is \$25M annually**

Key Changes Draft to Final

- **Conducted Spring Public Meetings**
- **Added Transportation Alternatives Projects**
- **Interstate I-81 Program**
 - **Added \$42M Congressionally Directed Spending earmark to an underway project**
 - **Added \$70M from the General Fund approved in the budget to an underway project**
 - **Added \$10M in I-81 Other funds from interest earnings and towing recovery revenue to an underway project**
 - **Added funding for PE and RW activities for the two remaining I-81 candidate projects due to flexibility provided in the approved Budget**
 - **UPC 116281 NB & SB MM 313 TO 317, 3-Lane Widening (ID #63)**
 - **UPC 116196 MM 116 TO 128 Adding NB Lane (ID #31)**

Key Changes Draft to Final (continued)

- **Added 26 projects with \$83.7M in Congressionally Directed Spending identified in the Federal Appropriations Bill**

District	Jurisdiction	Project	Funding Amount
Bristol	Buchanan	Coalfields Expressway Poplar Creek Phase A & B Paving Project	\$7.0
Bristol, Salem, Staunton	NA	I-81 Corridor Improvements	\$42.0
Fredericksburg	Spotsylvania	I-95 Exit 126 Northbound Onramps	\$4.1
Fredericksburg	Stafford	Onville Road Widening	\$1.0
Fredericksburg	Stafford	Courthouse Area Route 1 Improvements	\$0.5
Fredericksburg	Stafford	Stefaniga/Mountain View Road Intersection Improvements	\$0.9
Fredericksburg	Lancaster	TriWay Trail	\$1.0
Hampton Roads	Suffolk	King's Highway Bridge Replacement Design	\$3.0
Hampton Roads	Virginia Beach	Laskin Road Phase I-B	\$3.0
Hampton Roads	Norfolk	Freemason St. Bridge Construction	\$1.7

Key Changes Draft to Final (continued)

District	Jurisdiction	Project	Funding Amount
NOVA	Arlington	Arlington Boulevard Trail South Side Improvements, implement protected trail adjacent to two federal facilities between South George Mason Drive to South Glebe Boad (Arlington County, Virginia)	\$0.7
NOVA	Fairfax	Bush Hill Elementary Safe Routes to School (SRTS) Fairfax County, VA	\$0.9
NOVA	Fairfax	Mason Neck Trail Project--Northen Segment Fairfax County, VA	\$0.5
NOVA	Arlington	Mount Vernon Trail North Improvements, design and construct trail improvements, Arlington, Virginia	\$1.3
NOVA	Fairfax	Town of Herndon, Virginia--Widen East Spring Street	\$1.0
NOVA	Fairfax	Fox Mill Road and Pinecrest Road Intersection Improvements	\$0.9
NOVA	Fairfax	Silverbrook Road and Lorton Road Intersection	\$0.9
NOVA	Fairfax	Route 28, Route 29, and Stone Road Trail	\$0.5
NOVA	Prince William	Minnieville Road/Prince William Parkway Interchange	\$2.5
NOVA	Loudoun	Route 50 Interchange	\$1.0
NOVA	Fairfax	Compton Road Shared-Use Path	\$0.5
NOVA	Leesburg	Washington & Old Dominion Trail Lighting	\$0.5
NOVA	Manassas Park	Mathis Corridor Revitalization Project	\$1.1
Richmond	Richmond	Route 1 High Injury Street Network Improvements (City of Richmond)	\$1.7
Salem	Henry	Patriot Centre Phase 3, Beaver Creek Drive Extension	\$2.2
Salem	Salem	Replacement of the Apperson Drive Bridge over the Roanoke River	\$3.5

Highlights – Impacts to Major Programs

Program	Update Cycle	Final FY2024-2029 Total	Draft FY2025-2030 Total	Proposed Final FY2025-2030 Total
State of Good Repair Program (SGR)	Annual	\$2.4B	\$2.5B	\$2.4B
Virginia Highway Safety Improvement Program (VHSIP)	Annual	\$801.3M	\$819.6M	\$811.9M
Special Structures	Annual	\$540.6M	\$537.3M	\$554.0M
Unpaved Roads	Annual	\$150.0M	\$150.0M	\$150.0M
Innovation and Technology Transportation (ITTF)	Annual	\$150.0M	\$150.0M	\$150.0M
Regional Surface Transportation Program (RSTP)	Annual	\$860.0M	\$877.5M	\$877.5M
Congestion Mitigation Air Quality (CMAQ)	Annual	\$481.1M	\$501.3M	\$501.3M

Highlights – Impacts to Major Programs

Program	Update Cycle	Final FY2024-2029 Total	Draft FY2025-2030 Total	Proposed Final FY2025-2030 Total
Construction District Grant (DGP) – including Supplemental Fuel Tax Revenue	Even FY's	\$2.2B	\$2.3B	\$2.2B
High Priority Projects (HPP)	Even FY's	\$1.4B	\$1.5B	\$1.5B
Interstate Operations and Enhancement Program (IOEP) – including I-81 Regional Fuels Tax	Every 4 years	\$1.9B	\$1.9B	\$2.0B
Revenue Sharing (state match only)	Odd FY's	\$708.1M	\$600.0M	\$600.0M
Transportation Alternatives (TAP)	Odd FY's	\$219.9M	\$237.7M	\$237.7M

Next Steps

- **Approve FY2025-2030 SYIP at the June action meeting**



Public Comments on the FY2025-2030 Draft Six-Year Improvement Program

DATE	DISTRICT	CONSTITUENT/BUSINESS/LOCALITY NAME	ORGANIZATION/AFFILIATION/ADDRESS	SUBJECT	SUMMARY OF CITIZEN COMMENTS	TYPE	TRAILS	SMART SCALE POLICY PROCESS	SMART SCALE ROUND 6 PROJECTS	OTHER SYIP COMMENT
4/15/2024	Bristol	Terry, Lynn Cox	895 Kane gap rd.	Rte. 58 Powell Mountain truck climbing lane	Please fund passing lanes powell mountain u.s. 58 lee county va. extended to bottom of mountain east bound lane heavy traffic and a big safty issue as it is now need passing lanes extended stickleyville va. Area. . Need passenger rail to bristol va. As soon as possivle. None.	Online Survey				X
5/6/2024	Bristol	Terry, Lynn Cox	895 Kane gap rd.	Rte. 58 Powell Mountain truck climbing lane	Please built 2nd. Phase powell mountain passing lane u.s. 58 lee county va. Safty issue dangerous passing heavy traffic need eastbound lane extended down powell mt. Passing lane u.s. 58 lee co. Va. Eastbound lane. Please Put it on 6 year plan smart scale. Thank u. T. Not available	Online Survey				X
4/24/2024	Bristol	Blankenship, Brett	316 orchard street north tazewell va	New connector road between Tazewell Virginia to Marion Virginia	Not sure how to suggest a new road but there really needs to be a safer/faster road to connect Tazewell Virginia to Marion Virginia. The road that exists now is great for motorists that want to have fun but is dangerous to drive on and takes an hour to get across, with that if one of the warehouses in Marion need to send a truck to Tazewell or anywhere around they have to go 1 hour out of their way to get to them with a semi because of the roads. With that in mind it is also difficult for the people that live in-between to get to a hospital fast in an emergency due to having to driver over the top of winding mount roads. It would open up the area of tazewell, Bluefield, and even to Grundy all to I -81 in Marion and help the people in this region.	Online Survey				X
5/8/2024	Bristol	Conklin, Kip	718 MITCHELL VALLEY DR	Rte. 77 truck climbing lanes	Climbing lanes are needed in several locations on I-77 between Wytheville and West Virginia in both directions. Truck traffic continues to increase and there are several long grades that are seeing back ups.	Online Survey				X
5/8/2024	Bristol	Cope, Lisa	1924 Main Ave SW	Passenger rail service	SWVA desperately needs passenger rail service. With both the Cardinal and Crescent lines going through Charlottesville, an active station in Bristol opens up rail travel to all Virginians. These lines could also bring more tourists into the area. Passenger rail is beginning to regain popularity.	Online Survey				X
4/3/2024	Bristol	Cox, Jerry	895 kane gap road	Rte. 58 Powell Mountain truck climbing lane	The road that needs completed is the Stickleyville truck climbing lane powell mtn. heavy truck travel to interstae 81 and Bristol. we need to finish this to stickleyville. if any other road is submitted it needs to be rejected and money used elsewhere this is the main road for medical and jobs duffield industrial park and to rest of state. we need to go the mile required to get his climbing lane at bottom to stickleyville lee county does not need any road funding if not on the powell mtn truck climbing lane use the money elsewhere in state	Online Survey				X
4/3/2024	Bristol	Cox, Terry	891 kane gap rd	Rte. 58 Powell Mountain truck climbing lane	Need to get passenger rail amtrak to bristol va. As soon as possible. Please finishing passing lane east bound u.s. 58 into stickleyville va lee co. Va. We have giant industrial park 3000 employees at East side of powell mt. At the foot of mountain on west end at foot of powell mountain is giant federal prison. Both sides at the foot of powell mt. Multi laned. Going across Powell mountain is 2 laned. Need to extend passing lane to bottom of powell mountain into stickleyville va. Lee co. Va. We have big safety problems here going over powell mt. With just 2 lane highway u.s. 58 need passing lane east bound taken to foot of powell mountain into stickleyville va. Thank you terry cox	Online Survey				X
4/29/2024	Bristol	Cox, Terry	895 Kane gap rd.	Rte. 58 Powell Mountain truck climbing lane	Please extend the passing lane farther down on powell mt. U.s. 58 still very very unsafe need the east bound passing lane extended to bottom of powell mt. U.s. 58 in stickleyville va.lee co. Va . Pit it on 6 year plan.Get passenger rail to bristol va. From roanoke va.. must needed. None	Online Survey				X
5/11/2024	Bristol	Cox, Terry	895 Kane gap rd.	Rte. 58 Powell Mountain truck climbing lane	Do not fund any projects for lee co. Va. For 2025 to 2030. Waste of money losing population big time. Only project worth funding is u.s. 58 passing lanes extend to stickleyville va. Eastbound lane. None	Online Survey				X

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4/3/2024	Bristol	Cox, Terry	895 Kane gap rd.	Rte. 58 Powell Mountain truck climbing lane, Passenger rail	Passenger rail to bristol va as soon as possible need it in s.w. virginia. Need passing lane extended across Powell mt. U.s. 58 in lee county east bound to foot of powell mountain into stickleyville va. Heavy truck traffic over powell mountain heading toward I 81 and I 26 most traveled road in lee county u.s 58 over powell mt. to jobs healthcare and social activities. Please finish the passing lane east bound u.s. 58 into stickleyville va. It is a big safety hazard right now without truck passing lanes into stickleyville va.put it on 6 year planThank u terry cox None	Online Survey				X
4/19/2024	Bristol	Newman, Billie	Jonesville Va	Rte. 58 Powell Mountain truck climbing lane	Us 58 east bound lane Stickleyville Va. Needs to be extended. Heavy traffic to and from highway 23.	Online Survey				X
5/6/2024	Bristol	Sluys, Nancy	4104 Cripple Creek Road, Cripple Creek, VA	Trail	I don't see equestrians mentioned and wanted to make sure it was known that Virginia has a large horse industry and so horses need to be considered in any plans for multi use trails. With places to ride disappearing at a rapid rate it is important that people have a place they can safely ride. Horseback riding is part of the American heritage and should not be discounted	Online Survey	X			
5/8/2024	Bristol	Unknown	Roanoke Hill	New Roanoke Hill bridge	New Roanoke Hill Bridge. There was a new road build and paved last fall before they demolished and started on rebuilding the bridge. The problem was this winter, we had only one snow storm, and that new road just crumbled. They did come and put gravel down, and infoned us they would not be repaving. The road they built is very steep and hard for two wheel drive vehicles to make it up. The resolution I believe is needed is to pave the road, and this time the entire road instead of half of it on one side, especially if this project is going to take several months/years to complete. Thank you.	Online Survey				X
5/7/2024	Bristol	Unknown	IVANHOE.VA	Trail	Please include equestrian trails in plans. Also handicap accessible trails, ie: golf carts permitted like New River trail.	Online Survey	X			
5/9/2024	Bristol	Heath, Kevin	30131 Blue Spring Road, Meadowview, VA	Lack of construction projects in District	I saw the listing for the 6-year plan being considered and looked to see what was planned for the Bristol District. There were ZERO projects listed for Washington and Russell Counties and only ONE project for Smyth County (guardrail on I-81). It is unconscionable to believe that VDOT is saying that there are ZERO road improvement needs that warrant being addressed of primary or secondary routes in these three Counties within the next 6 years. This is pathetic representation for our region.	Online Survey				X
4/23/2024	Bristol	Nurre, Ken	15365 Greenway td	Rte. 694 / Greenway Rd. reconstruction	Sirs. Please consider rebuilding Hyw 694, (Greenway Rd), Meadowview VA . This road has had many repair patches over the past 20 years of my residenceany. The recent installation of the WCSA water distribution pipe line "IN and ALONG side" the road way has resulted in more distress on the road. Also, the trees on both sides of the road are hanging over the road and falling branches, limbs and trees are a very real hazard. Some are literally prevented from falling completely by electrical/communication wiring. Your consideration for rebuilding Hyw 694 would be greatly appreciated. Thank you Kenneth Nurre 15365 Greenway Rd Meadowview VA 24361 fordskyliner57@gmail.com. 276 608 7681	Online Survey				X
5/6/2024	Bristol	Nurre, Kenneth	15365 Greenway Rd., Meadowview, VA	Hwy. 694 Greenway Road	Hwy. 694 Greenway Road - Washington County Service Authority put in new pipelines a couple of years ago and now they need the road fixed. The road has been repaired by the contractor, but the shoulders need to be reworked and trees need to be removed as they are falling down on the road. Would appreciate if we could get back on the schedule.	Verbal				X

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5/6/2024	Bristol	Vaughan, Thomas P.	Overmountain Victory Trail Association; tpvaughan@aol.com	Exit 17 sidewalk underpass - Cummings St.	Exit 17 sidewalk underpass along Cummings Street. Hopefully, something like this can be put together with the project from Cummings Street to Stone Mill to connect a subdivision on the far side of the interstate and give them a walking/biking path under the interstate that would tie into the Overmountain Victory National Historic Trail through Abingdon Muster Grounds, which picks up the urban pathway that connects to the Virginia Creeper Trail all the way to Damascus. He would like to talk to someone about getting this done.	Verbal				X
5/6/2024	Bristol	Wright, Will	Mountain Empire Older Citizens (MEOC)	MetGo Transit Program - DRPT	Thanks to DRPT for what they have done for the MetGo Transit Program. They serve Wise, Lee and Scott Counties and the City of Norton. They are a demand and response service. They have four vehicles that have transported over 222,000 people since June 28th. They launched another service in April in Big Stone and Appalachia area. This is all due to the funds they have received and without the DRPT our region would be hurting. They are always supportive and helping us with different grants to make sure we succeed. Since the MetGo Transit they have seen access to healthcare and jobs increase tremendously. Thank you for what you are doing and thank you for your safety and for what you have done for MEOC.	Verbal				X
5/6/2024	Bristol	Bowen, Bradley	403 Dry Creek Rd., Duffield VA	Rte. 58 Powell Mountain	Include extension of Rte. 58 truck climbing lane on Powell Mountain near Scott-Lee county lines.	Written				X
5/6/2024	Bristol	Bowen, Juanita	403 Dry Creek Rd., Duffield VA	Rte. 58 Powell Mountain	Include extension of Rte. 58 truck climbing lane on Powell Mountain near Scott-Lee county lines.	Written				X
5/6/2024	Bristol	Cox, Terry	895 Kane Gap Rd., Duffield, VA	Rte. 58 Powell Mountain	Additional passing lanes on Rte. 58 Powell Mountain due to heavy truck traffic. Don't fund any other state routes in Lee County.	Written				X
4/26/2024	Culpeper	Kathleen	1909 Twymans Mill Rd	Twymans Mill Rd. widening	Need Twymans Mill Rd, Madison, VA 22727 widened and improved.	Online Survey				X
5/7/2024	Culpeper	Leonora	540 crimson street	Transit	It's disconcerting to me how little attention is being given to non car options. Car transit isn't sustainable from an environmental or infrastructure perspective. vdot should be doing more to coordinate with county planning to build transit oriented hubs, and they should commit to not widening roads. Specifically in Crozet you all should be building protected bike net works for inter area travel and commuting to a commuter rail service and build bus networks to shopping. The round about in old trail/250 is especially disconcerting. It's like the project was concluded with only thought for car throughput and zero consideration of the high school and the mass amounts of students that cross 250 to get to old trail. I'm just curious how many people have to be hit by a car before it's considered a problem. 43000 Americans die each year in car accidents and you all just seem to shrug at that statistic Stop building car infrastructure and actually commit to well planned alternative means of transit. Build protect bike lanes and not these half assed paint strips. Old trail needs a protected bike lane. Crozet avenue needs one as well. You all arent going to solve traffic with cars. There's no where in the county one can live without a car. Thats ridiculius. Why do i have to invest in an incredibly expensive machine just to live? Why do you all despise anyone who does not want to own a vehicle?	Online Survey				X

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5/6/2024	Culpeper	Roberts, Bethany	9526 Cobbler Ridge Rd, Marshall, VA	Trail	<p>Virginia has a deep equestrian heritage that should be recognized and encouraged by protecting equestrian access to Virginia's multi-use trails.</p> <p>Our continued access to trails benefits local economies all throughout the state of Virginia. Equestrians are a significant user group that perpetuates land use and preservation, and supports agriculture, hay production, livestock feed production, pelleted and straw bedding sales, local businesses related to saddlery/tack/apparel, truck and trailer sales, as well as fuel sales.</p> <p>We also provide a strong workforce for trail maintenance through the coordination efforts of groups like USTR and local State and County Park staff.</p> <p>Please ensure that the Virginia protects its equestrian history during the planning for multi-use trails, by including equestrian access. Thank you.</p>	Online Survey	X			
5/3/2024	Culpeper	Stelter, Ed	10327 Little Skyline Dr.	Rte. 639 / Chicken Mountain Road Rural Rustic Program	<p>I would like to see the unpaved portion of Rte. 639 (Chicken Mountain Road) be considered for the Rural Rustic Road Program. The road is prone to severe washboarding, deep ditches, and washouts after significant rain events. This is also the ONLY state road that links Rt. 15 with Rt. 20 between Orange and Gordonsville and/or Barboursville.</p> <p>Improvements would address areas that routinely experience severe issues that compromise both the safety of motorists and place demands on valuable resources needed to maintain the roadway infrastructure.</p> <p>The safety and well-being of our community and travelers of RTE 639 should be the top priority. Addressing these issues will undoubtedly contribute to a safer and more reliable transportation network. After all, it's about keeping Virginia moving!</p>	Online Survey				X
4/29/2024	Culpeper	Unknown	Charlottesville	Bike facilities	<p>A top priority should be adding paved shoulders to all roads to make cycling (commuting and recreational) safe for both cyclist and driver. The current road situation is very dangerous for cyclists. More dedicated off road bike paths should also be a high priority in central Virginia.</p>	Online Survey				X
5/7/2024	Culpeper	Unknown	Unknown	Route 654 reconstruction	<p>The job you are doing in Louisa County on route 654 is like you are trying to end the career of the governor</p> <p>It is a mess and YOU should be fired!!!</p> <p>what a horrible mess</p> <p>any one got BALLS to talk to ME???</p> <p>B Hayes. 540 894 6463</p> <p>5/7/2024</p>	Online Survey				X
5/4/2024	Culpeper	Unknown	3551 Southampton Drive	South Wales subdivision road paving	<p>South Wales subdivision in northern Culpeper County needs roads paved on Southampton and Berkshire. We lived here 30 years and no paving done. Another road - Somerset was paved. Not sure why this had priority over the other 2 as it is not as old as the other 2 mentioned above. Roads in our neighborhood have multiple wide cracks now growing weeds and breaking up.</p>	Online Survey				X

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5/5/2024	Culpeper	Unknown	Culpeper	SYIP Public Hearings during the week	So far, the things I've seen for my area seem to look like good ideas. But I have follow up questions that go unanswered. Even though I can submit my questions here, they still might not be answered in a way I actually get the answer, much as they might in a public forum. Now, I know what you're going to say: we do hold public hearings. Please see my next response. What is the utility of holding "public" hearings mid-week, during work hours, an hour away from my area of concern. In this case, Culpeper district has to go to Charlottesville, a good four counties away. Those who are actually able to make it during those times are often the older folks, who usually have the least means of getting around without help (not including children). If the area is meaningful enough to be called Culpeper, have it in Culpeper. In my opinion, and I work in the public sector, if you actually cared about what the people think, you would go to the people, not check boxes that you offered something at an inconvenient time and place, and surprise no one showed up so we all must be cool with it. That's not right at all.	Online Survey				X
5/2/2024	Culpeper	Watkevich, Brenda	12443 Robin Road	Rte. 229 speed limit	Please reduce the speed limit on rt.229 in Culpeper county. This would stop slot of the traffic..perhaps 45 mph. Then install a Bike trail from Yowell Meadow park up to Spillman Park on Colvin Rd. Would be nice if the meeting regarding Culpeper was actually held on Culpeper Co. Thank you	Online Survey				X
5/8/2024	Culpeper	Deily, Jeff	Virginia High Speed Rail; grdeily@aol.com	Light Rail Study	A light rail study was done about 20 years ago, with two recommended routes: Stanardsville (Greene County) to the City of Charlottesville, and Crozet (Albemarle County) to Charlottesville. It may be useful to find that study and consider reviving light rail plans.	Verbal				X
5/8/2024	Culpeper	Giannangeli, Don	Earlysville, Albemarle County	Cyclist safety	Safety for cyclists is critical. Look outside the urban areas and address facilities like U.S. Bike Route 76 and similar rural/long-distance routes, which are often on roads with very little shoulder.	Verbal				X
5/8/2024	Culpeper	Swartzendruber, Tonya	Albemarle County; tswartzendruber@albemarle.org	Revenue Sharing Program	Thank you for revenue sharing funding to support three projects: Commonwealth Drive sidewalks; Berkmar Drive bike/ped extension; Berkmar Drive Connector to Airport Road/Lewis & Clark. The county hopes for continued support in Smart Scale Round 6. Thank you for the two Project Pipeline studies under way, as well as the micro-transit demo grant funding.	Verbal				X
5/9/2024	Fredericksburg	Provo, Rodger	Fredericksburg; wrodgerprovo@gmail.com	I-95 Corridor; Regional discussion about growth and transportation	Traffic problem with the movement of north south and east west traffic in this market via Rt. 1, Rt. 3 and Rt. 17. These routes in the city are often clogged with bumper to bumper traffic. A new bridge over the river to connect the Celebrate Virginia projects in the city and Stafford County will not solve our problems; PDC 16 governments and regional economic development and planning programs - federal and state planning and transportation officials - Congressional and General Assembly members - Urban Land Institute The chamber of commerce, medical center and university would be excellent parties to organize this conference. ULI should be asked to help them and to act as a facilitator for such a conference. The current road system is failing businesses, residents and visitors here. We lack a good cross market road system. The region is failing to facilitate growth that can work within the means of our transportation system. We need a new vision for transportation for PDC 16. We also need a new vision for regional economic development to provide better jobs here to raise the standard of living and reduce the commuting population.	Email				X

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4/28/2024	Fredericksburg	Blakley, Cindy	176 Denison Street	Rte. 95; VRE	Must be expansion, as well as EZ pass lanes, on I-95 from Fredericksburg to Richmond. Would love to see expanded VRE hours into later in the evening to and from Fredericksburg and DC. Must be another major route (other than Hwy 17) to get from Warrenton to 95, south of Spotsylvania. Current route adds too much traffic on 17.	Online Survey				X
5/13/2024	Fredericksburg	Carroll, Courtney	17 Wild Plum Ct	Eustice Rd.	I think this is a wonderful plan for the sidewalk on eustace rd. My only other comment is why not extend it to Pin Oak Ct on that side of the road so we don't have to cross the road twice to get to the playground.	Online Survey				X
5/3/2024	Fredericksburg	Cournia, Jason	2310 oak street	Oak St. repairs	It would be great if ALL of Oak Street could get some kind of TLC. A new street would be a nice improvement to the city. As there is alot of traffic coming from lafayette to Pender st. In each direction from the middle school. The area is being built up and that means more vehicles on the residential areas. 17 new trailer homes and 1 home on the Spotsylvania side. 2 homes on the Fredericksburg side,In this area. A traffic plan or a traffic counter in this area would most likely be an idea to start. Back to Oak Street It is a pot hole nightmare, the mail lady that drives thew and the Amazon drivers,are not happy about this part of the street. Thanks for reading... Jason Cournia short-term (24-72 hour) count stations.	Online Survey				X
5/9/2024	Fredericksburg	Fuoss, John	6 red cedar cir	Rte. 733 / Embrey Mill Rd.	More important is the Embrey Mill Road (733) that connects Autumn Ridge from River Oak Dr along the south edge of Ebenezer Church. This road section is severely degraded with upheavals and cracks in the pavement and no sidewalk along an exceptionally tight road that has increasingly heavy traffic that tends to speed. This section of sidewalk is more important that one that connects the park with the basketball/tennis court.	Online Survey				X
5/6/2024	Fredericksburg	Gross, Larry	P.O. Box 37	Rte. 1 Falmouth bridge	VDOT has indicated they are planning to rehab the Route 1 (Falmouth Bridge) over the Rappahannock between Fredericksburg and Stafford. They have also indicated that they will be unable to add/improve the pedestrian/bike facility due to cost and design issues. I would ask the CTB to inquire further into the issue as it will be a long time before an opportunity will exist again to add those facilities. Both sides of the bridge already have substantial bike and ped facilities and the bridge itself is an impediment and safety issue. VDOT recently rehabbed the downstream Chatham bridge and found a way to enhance those bike/ped facilities. It would a a significant lost opportunity to not find a way to do this with the Route 1 rehab. Thanks for providing the opportunity to comment.	Online Survey				X
5/7/2024	Fredericksburg	Gross, Larry	P.O. Box 37	Rte. 1 Rappahannock River bridge	The Route 1 bridge over the Rappahannock between Stafford and Fredericksburg is being planned for rehab but with minimal bike/ped facilities because of design and costs. In their narrative, they state that it will cost 82 million to rehab it (without bike/ped) and that was chosen over a complete rebuild which they estimated at \$233 million. The new northbound lanes of I-95 over the Rappahannock have been stated to cost 132 million. Costs probably have gone up and replacing the Falmouth bridge in existing footprint, probably more costly. But the opportunity to improve the bike-ped will not come again in decades if they are not done now. Can an estimate for the costs of adding bike-ped be generated even if it is a separate span with it's own footers? Well, again. It will likely be decades before another opportunity is presented to improve the bike-ped crossing of the Rappahannock at Falmouth between Stafford and Fredericksburg. I hope the CTB and VDOT will give serious thought to the issue.	Online Survey				X

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5/5/2024	Fredericksburg	Humphries, John T.	209 Ferdinand St	Trail	I see only one, small bike/pedestrian trail item for Fredericksburg, and one study for a bridge over Rt 1. I would like to see more. Specifically I wish the Virginia Central Rail Trail extended, and the widening of more roads to include bike lanes and/or parallel trails along the corridor of the East Coast Greenway (https://www.greenway.org/states/virginia). I base my comments above on the FY 2024-2027 STIP Supporting Planning Finding (https://www.vdot.virginia.gov/media/vdotvirginiagov/projects/how-projects-are-funded/stip/STIP-2024-2027SupportingPlanningFinding_10.17.23_final_acc10272023.pdf). I don't see a link for the FY 2025-2030 document you reference. Where is it, or was the above a typo?	Online Survey	X			X
5/2/2024	Fredericksburg	Martin, Denise	456 Telegraph Road, Stafford, VA	Telegraph Rd. hazards	<p>I am deeply concerned about the safety of our children and community members due to the hazardous conditions on Telegraph Road. This road is home to two schools and its narrow lanes barely accommodate school buses. The risk this poses to our students and other road users is unacceptable.</p> <p>Moreover, Telegraph Road serves as a major alternative route when traffic on Route 1 becomes congested. This often results in backups stretching nearly two miles on our local road. The additional traffic not only exacerbates the danger but also contributes to the deterioration of the road surface.</p> <p>The potholes and poorly executed patch jobs have led many drivers to cross into oncoming lanes in an attempt to avoid potential vehicle damage. Often times the buses are crossing the center line because the bus barely fits in the lane. This dangerous maneuvering further escalates the risk of accidents.</p> <p>Telegraph Road needs to be a priority for VDOT and the Board of Supervisors. Widening Telegraph Road's lanes some, improving its surface condition, and implementing effective traffic management strategies during peak hours need to be moved up on the list of priorities. Just repaving the road will do nothing for the safety issues we face every day.</p>	Online Survey				X
5/9/2024	Fredericksburg	Neason, Olivia	23 Silverthorn Ct.	Eustice Rd.	I fully support the creation of a walkway along Eustace Road from Autumn Ridge to Autumn Ridge Park, including the Basketball and Tennis court area. It is definitely a safety issue for those who wish to walk to the park for use. This is particularly the case if parents are pushing a stroller, or has young children on foot. The graveled pathway is unsteady and hazardous. I've lived in Autumn Ridge for 15 years and to have to wait another 15 years to get this need addressed, is unacceptable. Autumn Ridge is a neighborhood with many kids who should not be limited in their use of their own community facility. The added walkway would allow the community access that currently is non-existent or at best very limited. Thank you.	Online Survey				X
5/8/2024	Fredericksburg	Reese, Shaleene	5520 Carousel street	Transit service	Fredericksburg and Spotsylvania need bus service other than the Fred bus it doesn't run enough, it's one every hour or so, then you have to take more than one bus to go from the Fred station to the Mall which takes all day to do, there has to be a better solution. It would be nice to have bus shelters to stand underneath. Also at night the lighting is very poor when driving, the lines on the roads are very hard to see there should be better lighting on the roads	Online Survey				X
5/8/2024	Fredericksburg	Renee	8 SEPTEMBER LN	Sidewalks	Why are we just receiving this email. It would have been nice to have further notice. I think it's a great idea to have a sidewalk there. It would be a safe way for everyone to access that area.	Online Survey				X

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5/8/2024	Fredericksburg	Scheiman, Melissa	43 Live Oak Lane	Eustice Rd.	When a pedestrian walks along Eustace they are immediately in danger. At least twice when a pedestrian has been wearing dark clothes and not evident I have had to swerve to avoid impact. Cars routinely drive 45-50 mph in this area and are placing pedestrians, bicycles, and strollers in immediate danger. A sidewalk on Eustace and Winding Creek is needed desperately. For the sake of our children riding bikes to HH Poole (there is no bus service) this is a critical matter. Please give this project your utmost attention. Thank you.	Online Survey				X
4/15/2024	Fredericksburg	Unknown	20 Thaxton Court, Stafford, Virginia	Roadway deliniators	Reflectors in the road for lines. Stafford County does such a nice job with our roads but no matter how nice it looks the lines disappear at night in the rain. It's nearly impossible to see the lines with the headlights they make now and is such a safety hazard to all ages, young and old. Especially the old. Reflectors just keep people in their lanes when the lines are glazed. Please consider reflectors. (When they were paving they had reflectors and they worked wonderfully)	Online Survey				X
4/16/2024	Fredericksburg	Unknown	28 Barley Corn Dr	Roadway deliniators	Stafford County needs Delineator Posts on staffordboro Blvd to force the turn lane after Elementary Ln. People constantly go straight almost causing accidents. Delineator Posts can be also used in front of DMV and north Stafford HS for the old turn lane so people stop using it and almost causing collisions during High school getting in. Doc stone Rd and juggins Rd roundabout needs new signs and repainting. Telegraph Rd needs to be wider, a designated turn lane going north, and a sidewalk, also better signage for the Carl Lewis building turn. Rock Hill Church Rd needs a better bridge that isn't slippery when wet, my car loses traction even going 20-25mph on it. Please have a crew sweep 610 for nails and debris and make medians weedeated and mowed regularly. A light needs to be installed at the Rowser building on route 1, it's impossible to see oncoming traffic when leaving because of the log cabin.	Online Survey				X
5/9/2024	Fredericksburg	Unknown	21 Blue Spruce Cir	Sidewalks	Side walks are necessary so dangerous right now and lights.. it's pitch black and can't see anything.	Online Survey				X
4/11/2024	Fredericksburg	Unknown	2 Ryan Way Stafford va	Too much traffic	The roads and infrastructure is in severe need of help. There is so much traffic and not enough roads to handle all of it. The hot lanes are not doing anything to help with the traffic problem. Fix the roads.	Online Survey				X
5/9/2024	Fredericksburg	Unknown	Stafford	Urban sprawl	I believe all our roads need to be improved we also need to stop building so many houses apartment complexes townhomes etc, I came to the area to get away from traffic and congestion and now it looks like the county wants to be just like Fairfax except for the taxpayers that live here. This is just government greed looking for the almighty tax dollar if we build less we need less common sense. Stop the urban sprawl!	Online Survey				X
5/9/2024	Fredericksburg	Bohmke, Meg	Chairman, Stafford County BOS	SMART Scale, MPO to have a different tier; I-95, Rte. 1 regional bottlemeck; Rte. 3	Advocate for our MPO to have a different tier. I know in that separate tier, we may be the only ones in there, so that may not seem right. But as you know, we are not Hampton Road, and we are not northern Virginia. Unable to leverage the amount of money that Hampton Road in northern Virginia do. Route 3, it starts out at the (inaudible) bridge, to be included in the state-wide corridor or statewide significance.	Verbal		X		X
5/9/2024	Fredericksburg	Gary, Monica	Supervisor, Stafford County; 40 Dons Way, Stafford, VA; mgary@staffordcountyva.gov	SMART Scale, Rte.1 Pedestrian Safety, Traffic light synchronization	Improve the flow of traffic on the U.S. 1 Corridor within the FAMPO region as an alternative for I-95 emergencies; FAMPO's requesting the use of SMART technology to be further investigated for use in synchronizing traffic lights, as well as the rationalization of access points and traffic lights on the Route 1 Corridor; Improving the pedestrian safety along Route 1.	Verbal		X	X	X

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5/9/2024	Fredericksburg	Keller, Tracey	Girl Scouts of Colonial Coast; 912 Cedar Rd., Chesapeake, VA; tracyk@gsgccc.org	Camp Burke's Mill Pond Dam refurbishment	Burke's Dam is out of compliance; Virginia Transportation Board and Fredericksburg District Office to collaborate with the Virginia Department of Conservation and Recreation, along with our Council, to find the best resolution.	Verbal				X
5/9/2024	Fredericksburg	Kerr, Kay	Stafford County	Express Lanes cost; Extend Metro, Traffic speeding and congestion	Express Lanes and the cost, I got that sticker shock, too, myself. And as a result, I've had to kind of tailor some of my trips, as well. Has there been any consideration in having like say extending metro from the Springfield Station to Fredericksburg?	Verbal				X
5/9/2024	Fredericksburg	Leonard, James	4 Lotus Ln.; Stafford VA	Pedestrian Sidewalk/Trail	Looking for safety, a walking trail at the end of Autumn Ridge to keep the kids safe in our school.	Verbal	X			X
5/9/2024	Fredericksburg	Ollis, Ian	FAMPO Administrator; ianollis@gwregion.org	SMART Scale, Train Station Impr., I-95 SB lane widening	Fredericksburg and Stafford train station improvements; Technical Guide came out really late in the cycle for Six-Year SMART SCALE; I-95 SB lane widening from Exit 130 to Exit 126.	Verbal		X		X
5/9/2024	Fredericksburg	Rice, Barbara	Autumn Ridge HOA; 5 Silverton Ct., Stafford County; briceclan05@gmail.com	Pedestrian Sidewalk/Trail; Blind Spot	Walking trail at the end of Autumn Ridge; A bend right there in front of the corner of where Embrey and Eustace, there is a blind spot. You don't even see the traffic that's going to come around that corner.	Verbal	X			X
5/9/2024	Fredericksburg	Stegemullen, Russell	358 Embacy Mill Rd., Stafford VA; wnksg4p@yahoo.com	I-95 Corridor, Rte. 1 Corridor, EZ-Pass Cost Prohibitive, Trail/Sidewalk, Traffic light, Bueces Convenience	I-95, I drive back and forth to Falls Church a couple of times a week. Coming home on that corridor down I-95 southbound, it's just as bad coming south in the afternoons as it is going north. The other day I came home at 3:30 in the afternoon and I didn't get home until 5:30. And that was using the E-ZPass Lane and \$22, which the E-Z Pass Lane is great, but if you use it personally on a daily basis, it's cost-prohibitive There are people that use that for walking, riding bicycles, I'm included in that. There needs to be something done with that road, it does need to be widened, a sidewalk or something, it needs to be repaved as well. at the bottom of Embrey Mill, where Mine Road and my road come together, there's no stoplight, it's a stop sign. However, I have asked three times by HOA to present to whomever a traffic study for Mine Road to put a traffic light.	Verbal	X			X
5/9/2024	Fredericksburg	Kaurup, Jody	Girl Scouts of the Colonial Coast; jodyk@gsgccc.org	Burke's Mill Pond- Dam	VDOT collaborate with GSoCC and Department of Conservation and Recreation toward a resolution to bring dam up to standards.	Written				X
5/9/2024	Fredericksburg	Phillippy, Claude	1114 Amherst Ave., Fredericksburg, VA	Sidewalks/Bike Lanes	Lack of sidewalk and bike lanes make it hard for everyone to move between neighborhoods. Leelan Rd. between Decon and ? Have been funded and construction is slated to start in 2027.	Written				X
5/9/2024	Hampton Roads	Brown, Greg	Smithfield, VA	Passenger rail service	I would love to see more trains added to the Amtrak route to Newport News (UPC 124309). I would also like to see the Revenue Sharing project in Isle of Wight County (-28918) move forward.	Online Survey				X
5/21/2024	Hampton Roads	Bryan, Charles	804 Andrews Xing, Smithfield, VA	Rte. 17 congestion, Third lane	The 3rd lane proposed from the James River Bridge to Smithneck Road in 2033 is considered in the fourth phase of the SYIP. The third lane widening Carrollton Blvd should be the first priority and started as soon as possible. The congestion on Rte. 17 is dire, currently. Rapid development is adding traffic quickly; and the congestion will become unmanageable in 2 to 3 years. This stretch of road should not wait ten more years to mitigate the congestion. Secondly, the 3rd lane widening should continue to the Brewers Neck intersection (Hwy 258/32 connection). A large number of drivers diverge at that intersection to go to Route 10/Benns Church. Remaining traffic continues along 17 to Suffolk. Any accident on Rte. 17, or I-664, brings all traffic in these areas to a complete and long-lasting stop. Rationally, and respectfully, expedite the widening of Rte. 17.	Online Survey				X
5/9/2024	Hampton Roads	Christie	Suffolk	Rte. 17 traffic light sequence, MMBT	Sync up the stoplights in carrollton on route 17 to help with the JRB congestion. STOP letting wide loads go through the MMBT at certain hours of the day. Make better decisions for the commute from the peninsula to the Southside. A 13 min drive shouldn't take 2 hours daily!!	Online Survey				X

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4/19/2024	Hampton Roads	DeBerry, Marshall	30040 Smiths Ferry Rd Franklin	Passenger rail service	Is there a plan for an Amtrak station either in Suffolk or Windsor to meet the needs of Western Tidewater residents?	Online Survey				X
5/12/2024	Hampton Roads	Jones, J.	Carrollton	Light rail	In Hampton Roads: We need to increase Light Rail and connect the tracks to each city. If we had access to a better Mass transit system it would lighten automobile traffic. Progressive city's have high functioning public transportation options. We should be able to take light rail from our City/County to travel to work, to Military bases, Shipyards, Colleges/Universities, leisure to the Oceanfront beaches to Colonial Williamsburg, to the Airports, Concert and sports venues. Light rail will bring more businesses and tax revenue. Light rail can decrease DUI deaths accidents and deaths and allow people to travel more safely to and from events and venues. Need more crosswalks, sidewalks, and bike paths to decrease vehicle & pedestrian, bike accidents. We also need more Bike paths and Sidewalks to connect communities, cities, and counties. Bike paths should be separate from the street and not along the side of fast moving traffic where possible. Norfolk has a great Light rail start. Let's connect the HR Cities and other Counties and make it a more livable community for the future.	Online Survey				X
4/25/2024	Hampton Roads	Ohlrogge, Christina	Norfolk	Tidewater Bridge Dr. sidewalk	Tidewater Dr infrastructure for bikes and pedestrians is missing Bikelanes and footpaths are missing several stretches of Tidewater Dr.. between Thole St, Willowood Dr, Little Creek Rd etc. There are several school districts that could encourage foot and bike transportation rather than buses if only the infrastructure would be available. Therefore I suggest a good bike-footpath from Thole St to Willowood Dr. make it safe for the future generation to go about by foot, scooter and bike. This is in the vecinity and/ or connects several Middle and High Schools with residential areas and outdoor recreation facilities. Lakewood Park, Northside Park	Online Survey				X
5/10/2024	Hampton Roads	Peterson, Eric	17454 Days Point Road	Urban sprawl	Isle of Wight was once a community that was slow paced and peaceful community. This is the reason our family moved here. To get away from the noise, congestion, and frantic city life. Over the last few years Isle of Wight has been growing beyond its capacity to provide ALL the essential services require. Our schools are getting full. Traffic is now a nightmare. We still don't have 100% emergency medical services, relying on volunteers for fire and EMS. "STOP" the growth. Slow it down. Provide the necessary fire and EMS services first. We don't need more homes in Isle of Wight. We need big business and industry development first to offset taxes. More road development means more traffic. Keep it quiet in Isle of Wight. Listen to the people, not the money hungry politicians and business leaders.	Online Survey				X
4/25/2024	Hampton Roads	Schleeper, Liz	608 Summers Drive	Tidewater Bridge Dr. sidewalk	For absolute sure, the Tidewater Drive bridge sidewalk needs significant improvements. It is a well travelled path (leading up to it on either side is horrible) and once people are on it, it really is a terrifying path. It needs widening and more protections. The lead ups are inferior, especially the sidewalks on the southside. I see that another improvement is "Tidewater and Lakewood" though there is no roadway called Lakewood that intersects with Tidewater. So I assume it refers to the area near Norview Ave where there is a pedestrian light next to the Lakewood high-rise. I frequently ride my bike from my home in Roland Park through that area toward Willow Wood. One must be willing to risk life and limb. The sidewalks are so close to the narrow roadways, cars are chronically speeding, and it's a throughfare for tracker trailers. Despite it being a high pedestrian area, attention has not been given to making it pedestrian friendly. Many of the users in that area have no cars as well.	Online Survey				X

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4/25/2024	Hampton Roads	Tenen, Levi	607 E Second Ave Flint MI	Bike facilities	I recently interviewed for a job in Virginia Beach and one of my main reservations was that the bike infrastructure is terrible. I currently live in Flint, MI and it beats VB/Norfolk by light years. Obviously that's saying a lot. Granted, I ended up taking the job in VB for other reasons, but I do not plan to stay in Virginia if I find the bike infrastructure and safety to be as bad as I think it might be. While infrastructure projects take time and money and cannot happen overnight, you have the chance to make your community more appealing. Moreover, building bike infrastructure will promote healthier lifestyles (it's no coincidence that cities such as Denver and Tucson have significantly lower rates of obesity than cities in the South), as well as reduce air and noise pollution. My suggestion is to go for a bike ride yourself, and not just a short roll around the neighborhood. Try to get from downtown Norfolk over to VB by bike, for instance, or try making a 30-mile loop anywhere in Hampton Roads (a relatively short distance for recreational riders). I suspect that you will recognize the sense in which vehicles can be used as weapons and can instill enough fear in riders that they will resort to less healthy, more expensive, and more polluting forms of transportation. You have a chance to reverse the century-long obsession with the personal automobile.	Online Survey				X
5/13/2024	Hampton Roads	Unknown	Suffolk, VA	Passenger rail service; Transit	Please make passenger rail service a priority! There should be a stop added to downtown Suffolk, VA. There should be more emphasis on connecting bicycle and pedestrian trails. It was disappointing that the multi-year widen of I64 ended up being the same number of lanes but with an added toll lane. I don't want to pay extra to travel on a road my tax dollars already paid for and those living in Deep Creek don't even get that option. The whole thing is a mess and was poorly done.	Online Survey			X	
5/17/2024	Hampton Roads	Wooldridge, Jason	Desert Rd	Passenger rail service	I would really like to see an Amtrak stop/station in downtown Suffolk. AMTRAK already passes through Suffolk and there is an existing siding area on the line it currently uses. The biggest concern would be parking but, the city needs to improve this so, it could be a cooperative effort and improve the connectivity of Suffolk using the rail system on Virginia.	Online Survey			X	
5/2/2024	Hampton Roads	Crum, Bob	HRTPO/HRPDC	I-64 GAP, Tolls, Port 460, Rte. 17, Regional Connector, Extend Transit, Trail	Finishing the 29-mile I-64 GAP between Hampton Roads and Richmond. Concerned about the tolls of the downtown and midtown tunnels. Particularly on our lower-income residents. And we're just super excited about the toll-relief program that has been implemented that helps lower-income residents to go through that tunnel and be able to reimburse them for some of those toll costs. Connecting and supporting economic development sites with transportation improvement. City of Suffolk and our regional partners, Port 460, a huge opportunity for our region. We look forward to working with you on those necessary improvements that were Route 460 and Route 58 to support that development. The Williams Farm in Chesapeake and working with you on those necessary improvements along. Route 17 is another item that we're going to need to work on closely and as we move forward. Our regional connector study has identified that the next area that we need to work on is moving from Bowers Hill northward on 664 to the College -to the exit we all got off tonight to come to this meeting. Improvements to 664 and then eventually, someday, longer term, improvements of the Monitor Merrimac Memorial Bridge Tunnel. We're really excited to look at our long-range plan and see how we can be extending transit to more of our development activity centers in our regions. Virginia Capital Trail. It starts in downtown Richmond, it goes 52 miles to the doorstep of Williamsburg. Our dream and vision is to extend that trail through the Hampton Roads region.	Verbal	X		X	

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5/2/2024	Hampton Roads	Hengler, Kelly	C&H Heritage Civic League; Bridge Rd., Suffolk, VA; kellyinthecommonwealth@gmail.com	Trail, Nansemond River watershed	America Heritage Trail 8 that is going to connect with the 9 Richmond Capital Trail? The Nansemond River watershed is a heritage river, you have the Blackwater as well which is named a heritage river. It has no federally approved, EPA-approved Section 319 Watershed and Limitation Plan. We are putting in a letter of intent, the communities together.	Verbal	X			X
5/2/2024	Hampton Roads	Moor, Albert	City of Suffolk	Rte. 460, Rte. 58, Rte. 10, Pughsville project	We talked about 460 tonight already. We have 58 continued on as we grow. According to some of the studies and Craig said this earlier to us, the combined truck traffic on 460 and 58 is greater than what's on 64 leaving the port. Thank you for expediting funding on the Galvin Boulevard Route 10 on Interchange. That's going to help us tremendously right now. But as we look forward, and I'm going to go back to Mr. and Mrs. White here real quick, the Pughsville project which has been referred to, the drainage project.	Verbal				X
5/2/2024	Hampton Roads	Page, Kevin	HRTAC	SMART Scale, Appreciation of VDOT and DRPT assistance and leadership;	I do encourage you to find some way to bring Smart Scale into a more current arena of funding. As you know, it's on the out year of the six-year program. We can get that so that projects can also come in at an earlier time period.	Verbal		X		
5/2/2024	Hampton Roads	Wass, John	jrwass@me.com	Nansemond Bridge and the Chuckatuck Bridge	Concern is the traffic, the Nansemond Bridge and the Chuckatuck Bridge because during backups on 664 out here, the alternate way is the James River Bridge going north. Going the other way really. Get the second span, make it four-lane, going to the Nansemond Bridge.	Verbal				X
5/2/2024	Hampton Roads	White, Carolyn O.	Pughsville Civic League; 4216 Coltrane Ave., Suffolk VA	Trail	I heard you say something about giving back. Can I get my stuff back? Because we ain't got nothing done yet in the neighborhood, Wayne, and you've been there, you seen it, and you know it. Pughsville is part Chesapeake and part Suffolk. Now, we have the trail all the way from Suffolk down to the Chesapeake line. Chesapeake line is doing their - whatever it is, their new project things for this year. They invited us and we went and listened to it and they said that the railroad is blocking them from completing their trail through Pughsville. Devendas Creek and shoulders here on the road thing they are getting ready to do? And you know when the traffic gets backed up already. Because look at Wayne, Wayne was late because of all that traffic. They're getting ready to do something now that's going to send all of the traffic through Pughsville. They come off, go through Pughsville, and in Pughsville they come off I-664, Pughsville Road.	Verbal	X			X
4/26/2024	Lynchburg	Abby	Lynchburg	Wards Rd. reconstruction	The part of 29 with Joe beans on it should not be taken away. Joe beans at this location is easy in and out location and people love it. If you take Joe beans away, you will be hurting a lot of people just to make the lanes bigger. There is no reason to uproot a well income business in Lynchburg. They are a thriving business and there is not a good enough reason to take that away from the owner and hard workers in that location. The part of 29 with Joe beans on it should not be taken away. Joe beans at this location is easy in and out location and people love it. If you take Joe beans away, you will be hurting a lot of people just to make the lanes bigger. There is no reason to uproot a well income business in Lynchburg. They are a thriving business and there is not a good enough reason to take that away from the owner and hard workers in that location.	Online Survey				X
4/26/2024	Lynchburg	Adam	784 Pigeon Run Road, Gladys, Virginia	Wards Rd. reconstruction	I'm writing to urge VDOT to reconsider their plans to install a 4-lane right turn at the Wards Road/Rt. 29 intersection with Lawyers Road. This proposed plan would take out one of the most beloved local businesses in the entire community, Joe Beans. For over two decades they have served the community with excellent coffee and other treats, and it would be appalling to see them forced to change locations for a turn lane which really wouldn't yield much public benefit. Please reconsider	Online Survey				X

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4/26/2024	Lynchburg	Alexis	Rustburg	Wards Rd. reconstruction	Joe Beans on Wards Rd/29 should not be forced to move or close down their business. Joe Beans is a local own business that has been at this location for over 20 years. The plans for a new turning lane should have been thought of before allowing 2 new franchised businesses (Mod Wash and Wawa) to take over the intersection. If this new turning lane was so imperative, where the current Mod Wash is located, could have been repurposed into the "necessary" turning lanes. It's unfair to remove a staple from our neighborhood for the lack of planning by the county. Joe Beans on Wards Rd/29 should not be forced to move or close down their business. Joe Beans is a local own business that has been at this location for over 20 years. The plans for a new turning lane should have been thought of before allowing 2 new franchised businesses (Mod Wash and Wawa) to take over the intersection. If this new turning lane was so imperative, where the current Mod Wash is located, could have been repurposed into the "necessary" turning lanes. It's unfair to remove a staple from our neighborhood for the lack of planning by the county.	Online Survey				X
4/27/2024	Lynchburg	Alvarado, Jose Cruz	630 Nickland Dr, Evington	Wards Rd. reconstruction	Please don't move Joe Bean from its present location. A lot of people depend on this place to serve them some delicious hot coffee or whatever they want. I have been going to this location since I move here from California and love there coffee and there service with a smile, also my dog loves it cause they treat him with a cup of whip cream and a coffee and that make him very HAPPY 😊.	Online Survey				X
4/27/2024	Lynchburg	Baker, Don	PO Box 1598 Rustburg	Wards Rd. reconstruction	Joe Beans has spent year building a business where they are. You cannot appreciate that, because you can come in and take whatever you want. The damage VDOT has done to small business is horrible and it is done in the Peoples' name which is a joke, because we don't ever have any say at all. With all the space running up and down the highway, you could pick a piece of property where you don't have to destroy peoples' lives.	Online Survey				X
4/26/2024	Lynchburg	Bev	Old Tavern Cir, Lynchburg, VA	Wards Rd. reconstruction	Please don't move Joe Beans on Wards Road.	Online Survey				X
4/25/2024	Lynchburg	Boley, Jason	101 main st	Wards Rd. reconstruction	Keep Joe Beans on Wards Rd! We don't need a four lane turn way	Online Survey				X
4/26/2024	Lynchburg	Bomar, Denna D.	9029 Clarkton Rd	Wards Rd. reconstruction	Please reconsider moving Joe Beans on Wards Rd. That is the only Joe Beans that I go to. The others are out of my way. I've been going there as long as I can remember. Sheetz is where you need to look at for wrecks.	Online Survey				X
4/27/2024	Lynchburg	Boyer, Luke	N/A	Wards Rd. reconstruction	Please do not take the land from the Wards Road Joe Beans. Joe beans is a staple in the community, and VDOT persecutes private citizens enough as is.	Online Survey				X
4/27/2024	Lynchburg	Carla	Rivermont Area	Wards Rd. reconstruction	If you are going to move Joe Beans on Wards Road (Rt 29) it should be on an equally easy on and off safe location. I travel to Charlotte, NC quite often. Joe Bean is for travelers and before and after work stop. I'm not sure I'm understanding the need to make a right turn lane for safety since there is a traffic light and the right turn goes into a more residential area. People need to slow down before they make that turn. Let them wait.	Online Survey				X
5/4/2024	Lynchburg	Coates, Al	771 Dixie Airport Rd	Wards Rd. reconstruction	I was informed that Joe Beans coffee on Wards Rd May have to move because of a turning lane being built that would take away one of there entrances. This makes no sense to me. Timberland Rd. And Grandview has a turning lane but yet it still has an entrance for the shopping strip there. I'm all about grow but not at the expense of the Ma and Pa shops. This is the best coffee shop in Lynchburg forcing them to move will hurt there business. I'm not to sure why you even need a turning lane there. I in traffic constantly on that section of Wards Rd and you might see 2 out of 20 vehicles turn right. Ma and Pa shops built this country and provide a great service for the community and it's employees. I'm wondering does anybody think of that or is it all about tax dollars.	Online Survey				X

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4/26/2024	Lynchburg	Cooper	Lynchburg	Car infrastructure	Horrible. Cease car-based infrastructure. This will only cause more accidents, loss of lives, loss of businesses, and the rapid decline of our lovely city and its inhabitants. Refrain from proceeding with destruction, something that will only nullify a positive and healthy world.	Online Survey				X
4/26/2024	Lynchburg	Dalton, Michelle	3180 Depot Rd	Wards Rd. reconstruction	“Joe Beans on Wards Rd/29 should not be forced to move or close down their business. Joe Beans is a local own business that has been at this location for over 20 years. The plans for a new turning lane should have been thought of before allowing 2 new franchised businesses (Mod Wash and Wawa) to take over the intersection. If this new turning lane was so imperative, where the current Mod Wash is located, could have been repurposed into the “necessary” turning lanes. It’s unfair to remove a staple from our neighborhood for the lack of planning by the county. “	Online Survey				X
4/26/2024	Lynchburg	Davis, James	2 Sourwood Lane	Wards Rd. reconstruction	Please reconsider the installation of a 4-car right-turn lane on Ward’s Road in Campbell County. This location is home to a beloved and highly popular local coffee store, Joe Bean’s Express Espresso, and the removal of this business would be a very unfortunate consequence of VDOT’s actions should it go forward with its current plan. Adding additional right turn lanes would not contribute to any assistance in managing traffic, as this intersection is already fine at managing the current load of traffic. Having grown up driving to Lynchburg daily from Campbell County, passing through this intersection, I can safely say that there is no need for an expansion when considering both safety and traffic management. It would be a waste of state resources to expand this intersection and consequently harm local businesses, like Joe Bean’s in this area.	Online Survey				X
4/25/2024	Lynchburg	Elizabeth	298 Gough Rd	Wards Rd. reconstruction	This is not essential to that area. Joe Beans has been in business there for years and this would definitely be a disappointing situation for our community if you chose to make them close!	Online Survey				X
4/26/2024	Lynchburg	Gee, Bryan	3595 SANDY CREEK RD	Wards Rd. reconstruction	Joe Beans needs to be left alone!	Online Survey				X
4/19/2024	Lynchburg	H, Wayne	1106 Tolleys Ln Lynchburg Va	Bike facilities	Please stop putting in bike lanes that very very very few actually use. We would rather you add another lane to the road. Or change lane directions based on time of day. We now need wider roads and better traffic light management. We shouldn’t be catching every red light on the way home. The light cycles need refinement for the time of day during the weekdays.	Online Survey				X
5/8/2024	Lynchburg	Hawkins, Richard	160 Lawyers Rd	Wards Rd. reconstruction	Dear Project Manager, The proposed changes in and around the intersection of Lawyers Rd. and Route 29 are not adequate to improve safety in the area. There are two paving companies, two recycling plants, a rock quarry, and a fire department that use that intersection. The vehicles used by those groups require different considerations and have a greater impact on the traffic pattern. Traffic light timing and other controlling factors will have a greater impact on safety in that particular area. I think that everyone can agree that something needs to be done to improve the safety of drivers using the route 29 corridor. There is other commercial development in and around that intersection that will have a negative impact on traffic patterns moving forward. They are planning to build a Wawa on the north bound side of 29 adjacent to the intersection. This should also be considered in the proposed plan. I am not confident that the proposed plan will deliver the expected outcome.	Online Survey				X

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4/26/2024	Lynchburg	Holbert, Madison	4529 Golf Park Drive	Wards Rd. reconstruction	I live in Lynchburg but work in Altavista. I drive down the length of Wards Road every day to go to work (and have been for 6 years). The Joe Beans on Wards road is a staple for me! Losing this location due to the proposed 4-car right turn lane would be devastating. Joe Beans is a local business that I love supporting, and in turn gives me great coffee to fuel me at my job. In my opinion, the proposed 4-car turn lane is not a necessity at that light. The traffic there moves along just fine how it is with the light cycle. I believe it is more important to keep this local business flourishing and provide a central & easy-to-access coffee truck for the city of Lynchburg to fuel them on their morning commutes.	Online Survey				X
4/26/2024	Lynchburg	Ivey, Bill	32 Elm Street, Shelburne Falls, MA	Wards Rd. reconstruction	I am writing in opposition to the proposal to acquire land on Wards Road in Lynchburg, Virginia for a four-car right-turn lane. For very little advantage to drivers, this would wipe out the Joe Bean's coffee shop at this location. Though I am from out of town, I visit southside Virginia several times a year, and always look forward to stopping there. I know for locals, too, it is highly popular and does a great business. Please reconsider this project - the huge loss to the community is simply not worth the small gain.	Online Survey				X
4/26/2024	Lynchburg	Jason	Rustburg	Wards Rd. reconstruction	There is no need for a 12ft turning lane for that area. It would not fix anything. How about finishing fixing Lynbrook road since you run out if money on that project. Start something finish something!!!! Look at putting a round about at the intersection if Lawyers and Lynbrook where would ACTUALLY be a good spot for one!!!! Concerned Tax payer!!	Online Survey				X
4/26/2024	Lynchburg	Jenna	1971 University Blvd	Wards Rd. reconstruction	Joe Beans should not leave for new construction, it is close to where i live	Online Survey				X
4/26/2024	Lynchburg	Jennifer	103 saddlerock rd	Wards Rd. reconstruction	Please do not make a 4 car turn lane on wards to lawyers. This is such a ridiculous waste of money and could be used in a much better area. Also. Why would you destroy a local staple in our community? This is a terribly useless and wasteful idea. This project is unnecessary. Please do not go through with this for the sake of our community and being responsible with this money.	Online Survey				X
4/26/2024	Lynchburg	Katlynn	1001 Jefferson st	Wards Rd. reconstruction	We do not need a 4 lane turning section on wards road. You are wasting funds on an unneeded development for a non congested space. We lynchburgers like our coffee shop being right there as well. You should focus your energy on fixing our roads that are covered in pot holes and horrible drainage systems that have caused numerous wrecks. Such as 501 where water collectively pools and causes wrecks constantly. Or maybe at the top of wards road where you put a street light in the most pathetic way at the mall. Claiming public domain and taking a buisness that contributes to our economy away for a unneeded 4 lane turn is ridiculous and you're taking more money that could be contributed to the city via a buisness by turning it into a road way. If you have the funds to do all that then focus on the roads that already exist and fix them. I'm tired of having to get an alignment because you leave massive holes in a road all so you can build unnecessary crap to meet your quotas. Do better.	Online Survey				X
4/28/2024	Lynchburg	Keatts, Debbie	4520 Wards Road	Wards Rd. reconstruction	Do not move Joe Beans on Wards Rd in Campbell County, Va They have been there for 17 years. Now other businesses are being allowed to open in this intersection which is going to generate more traffic.	Online Survey				X
4/26/2024	Lynchburg	Leah	3043 Smoky Hollow Rd Lynchburg Va	Wards Rd. reconstruction	The turning lane that would be put in place on Wards Rd where Joe Beans is should not be constructed. That Joe Beans location is highly utilized, valued, and convenient. Many people value that Joe Beans higher than a larger intersection. The turn lane would not bring as much convenience to the locals or as much money to the town as the Joe Beans does.	Online Survey				X
4/26/2024	Lynchburg	M., Amber	234 Howards Manor Drive	Wards Rd. reconstruction	Please do not turn the Wards Rd. Joe Beans location into a 4-car right-turn lane, as planned for Spring 2028. This place is loved by the community and has been a beloved coffee shop since 2000. I beg you to reconsider.	Online Survey				X
5/7/2024	Lynchburg	Meridith	332	Trail	Please include equestrian trails	Online Survey	X			

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4/26/2024	Lynchburg	Michelle	Rustburg	Wards Rd. reconstruction	I have been going to this Joe Beans location since it opened in 2006. It is a staple in our community. The turning lanes are not going to change anything in that location. What you need is to stop wasting money on turning lanes and use the money in our schools by paying teachers better. They need it more than we need turning lanes. I have been going to this Joe Beans location since it opened in 2006. It is a staple in our community. The turning lanes are not going to change anything in that location. What you need is to stop wasting money on turning lanes and use the money in our schools by paying teachers better. They need it more than we need turning lanes.	Online Survey				X
4/26/2024	Lynchburg	Morris, Katie	5379 Gladys Road	Wards Rd. reconstruction	I do not support the turn lane addition at Wards Rd and Lawyers Rd as that would negatively impact businesses at that corner	Online Survey				X
4/26/2024	Lynchburg	Myers, Lauren	85 GAIL LANE	Wards Rd. reconstruction	The project of Wards Road taking away the property from the locally owned business of Joe Beans to create an additional lane of traffic would be taking away from the community. As a resident of Altavista Virginia, I travel to and from work and school in Lynchburg. I can consistently count on Joe Beans being open in the early hours while being in a convenient location that does not take me off my main path. This would put all the other community members of Altavista, Rustburg, Hurt, and Gretna at a huge disadvantage since there are not another location on 29 in which a large amount of civilians use for work and school. The intersection would also only cause more traffic and increase the chances of car accidents with drivers having additional lanes to watch for unsafe drivers in with a greater amount of lane changes. This suggested plan of adding in an intersection while taking out Joe Beans really needs to be reconsidered and hopefully put an end to. This not only hurts the community but this locally owned business that deserves to keep this location to receive the support that it earns. Personally, I would much rather spend money at a humbly owned place such as Joe Beans rather than large corporation businesses that do not have close connections and ties to the community. Joe beans activity participates in doing good for the community and trailers their business to the area. One example is how they have special drinks for each of the local colleges to feel included and appreciated. The intersection would take all of this community support away while putting them at greater danger for more motor vehicle accidents.	Online Survey				X
4/27/2024	Lynchburg	Nichols, Patricia	6275 Hamilton Rd Saxe VA	Rte. 92 bridge	I would like to know when are you going to rebuild the bridge over 92. In Halifax and Charlotte Counties I live in Saxe but my daughter and grandkids live about a mile from bridge. Come over to babysit each day. And have to go all the way to Billy's store to come over to her house If there is a bug fire and they are trapped how can they get out. If the bridge is closed. Please rebuild it soon. Thank you. Ps would love to hear about this Patricia Nichols	Online Survey				X
4/25/2024	Lynchburg	Parks, Norah	none your business	Wards Rd. reconstruction	I would like to leave a comment concerning Joe Beans on wards road. Joe beans has been a go to in our community and should not be destroyed just for a four lane turn. Especially since it's local on and a small business that we all have come to love. The best there's no reason to destroy a local business for something that dumb. Please take this into consideration.	Online Survey				X

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4/11/2024	Lynchburg	Pearcy, William	608 fortunes cove lane	Rte. 29/Callohill Rd. intersection	Please consider reconstruction of the intersection of Highway 29 and Callohill Rd in Lovingston, Va to eliminate the traffic signal by building an unrestricted overpass for through traffic with offramps to a roundabout circle to distribute the traffic to Callohill Rd to the west or to Front Street to the east. Here is a link to a video simulation of this concept:	Online Survey				X
4/21/2024	Lynchburg	Pearcy, William	608 fortunes cove lane	Rte. 29/Callohill Rd. intersection	Would it be possible to play the attached '.mp4' video of the simulated intersection 'overpass' at Hwy 29 and Callohill Rd in Lovingston, Nelson County? Thank you very much, William Percy file:///C:/Users/trust/Documents/LovingstonHwy29OverpassCompressed2.mp4	Online Survey				X
4/26/2024	Lynchburg	Rebekah	1971 University Blvd	Wards Rd. reconstruction	The Joe Beans on Wards Rd is one of Lynchburg's most beloved and frequented businesses. Acquiring and repurposing the property that Joe Beans operates on for this project would be a devastating loss to the community. While many people in our community may not yet realize that the Joe Beans on Wards would be eliminated, its loss would be felt by all. I'm not against this project; however, I am opposed to this project's approval at the cost of losing this Joe Beans location. This successful, reputable local business should be protected. I am so disappointed that this even has to be a discussion - this should be common sense. The Joe Beans on Wards Rd is one of Lynchburg's most beloved and frequented businesses. Acquiring and repurposing the property that Joe Beans operates on for this project would be a devastating loss to the community. While many people in our community may not yet realize that the Joe Beans on Wards would be eliminated, its loss would be felt by all. I'm not against this project; however, I am opposed to this project's approval at the cost of losing this Joe Beans location. This successful, reputable local business should be protected. I am so disappointed that this even has to be a discussion - this should be common sense.	Online Survey				X
4/27/2024	Lynchburg	Rock, Bre	1500 Fort Manor Dr.	Wards Rd. reconstruction	The Route 29 turn lane project is beyond disappointing. To force a business to move after nearly 20 years just isn't right. Let's be real, eminent domain is illegal seizure. We are regulars of Joe Beans and I've no doubt a move would hurt their business.	Online Survey				X
4/26/2024	Lynchburg	Sara	Optional	Wards Rd. reconstruction	A right turn lane from Wards Road onto Lawyers road is completely unnecessary. From my observation, traffic that happens in that lane is mostly from people turning in to get coffee at Joe Beans. If you put in the right turn lane, the very reason for it will be gone. Don't waste taxpayer dollars on such ludicrousness.	Online Survey				X
4/25/2024	Lynchburg	Sarah	Liberty University	Wards Rd. reconstruction	Please don't get rid of joe beans. Joe beans is a special part of lynchburg and I can't imagine my life without the one on wards road. It would be pointless turning it into a 4 lane road. Don't do this.	Online Survey				X
4/26/2024	Lynchburg	Smith, Summer	402 Capstone Drive Unit 72	Wards Rd. reconstruction	Joe Bean's on Wards Road is a community staple. The plans to take over that space for just a 4 car turning lane are unacceptable. This turning lane would be seemingly pointless and could be rendered ineffective just by one tractor trailer. Save Joe Beans on Wards Rd!	Online Survey				X
4/26/2024	Lynchburg	Summers, Patty	495 Crescent Hill Drive, Evington, Va	Wards Rd. reconstruction	I oppose the addition of the 4 car turn lane planned for the intersection of Lawyers and Wards Road. To sacrifice a local business which brings in revenue for our county, that is thriving for such a small turn lane seems unreasonable.	Online Survey				X

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4/26/2024	Lynchburg	Tracy	Unknown	Wards Rd. reconstruction	We love Joe Beans and stop by this location a lot. It wouldn't be right to take this away from our neighborhood it's a convenient location for so many people and it's been here for a long time. Please re-consider for taking this area just because of traffic. This is area that no traffic was an issue when they opened they shouldn't be forced out because of growth. The growth in all of Lynchburg Forest area has to stop taking land away just to make more money for taxes and to build more homes this has got to be a concern everything is becoming over grown. You can't afford to buy houses because of so much growth and greed for making money and protecting the life everyone here liked it's being taken away. There is another way it always is just not the easiest and you can't take small business away from these area.	Online Survey				X
4/24/2024	Lynchburg	Unknown	Old Trent's Ferry Road	Rte. 501/221 intersection	The improvements to 501/221 intersection are much needed and very overdo. Safety is a major issue at this location and the years and years of delays have tripled the cost of this project. The City of Lynchburg has failed local citizens repeatedly and may be unable to manage a project of this scope even as a "First Cities" participant.	Online Survey				X
4/22/2024	Lynchburg	Unknown	1226 Grove Rd	Traffic light	Not sure about all this but you NEED to put a TRAFFIC Light on CVCC AND Wards Ferry road before someone gets killed. Have to sit forever to pull out one way becomes clear the other ways isn't. I've seen wrecks there, not good Not sure about all this but you NEED to put a TRAFFIC Light on CVCC AND Wards Ferry road before someone gets killed. Have to sit forever to pull out one way becomes clear the other ways isn't. I've seen wrecks there, not good	Online Survey				X
4/28/2024	Lynchburg	Unknown	Unknown	Wards Rd. reconstruction	Rentable bikes Don't move Joe beans on 29	Online Survey				X
4/27/2024	Lynchburg	Unknown	Optional*	Wards Rd. reconstruction	Public domain is absolute crap! There shouldn't even be a question that threatening a local business (Joe Beans) with that nonsense is disgusting. HANDS OFF, GOVERNMENT! If you can't do anything right, don't do anything at all!	Online Survey				X
4/28/2024	Lynchburg	Unknown	Red	Wards Rd. reconstruction	Boo Joe beans should stay. No need to take a business location away from someone to add more road for these stupid drivers.	Online Survey				X
4/25/2024	Lynchburg	Unknown	Rustburg	Wards Rd. reconstruction	I feel like making the changes to wards road at that location will be worse for the community than any good it will do. Businesses will be losing customers and those small business are a part of the community that give back to others and supply amazing jobs for the locals . Making these changes will not only upset the locals and community but create further problems with traffic	Online Survey				X
4/25/2024	Lynchburg	Unknown	2075 Langhorne Rd	Wards Rd. reconstruction	I am not in favor of the proposed 4 car right turn lane on Wards Road. The business on that corner means much to me and my community, it is peoples livelihoods and part of people's day to day routines. It is too big a sacrifice for one turn lane. That road has two lanes, turning cars can be passed on the left. Please protect our beloved coffee business.	Online Survey				X
4/25/2024	Lynchburg	Unknown	23 Ballard Court	Wards Rd. reconstruction	Hello! We have lived in the Wards Rd area for over 7 years now. We have greatly enjoyed the Joe Beans location as a place for great coffee and to support a local business. Please reconsider a proposal that would eliminate that location and it's well-loved in the community.	Online Survey				X
4/25/2024	Lynchburg	Unknown	122 Main Street	Wards Rd. reconstruction	I'm writing to let you know how I feel about removing Joe Beans on Wards Road. Joe Beans is a necessity every time I pass. Not only will you be taking my favorite coffee spot but also a city revenue spot that has been there for years. This is so unfair. You folks need to take the little people into consideration. We need jobs and we need coffee! If you go ahead with it my prayer is that it fails in every way possible.	Online Survey				X
4/25/2024	Lynchburg	Unknown	226 Hickok Road	Wards Rd. reconstruction	To move this location is absolutely stupid. For a four car turn lane that will get used maybe twice a day? Absolutely ridiculous, destroying a small business for financial gain? I thought Lynchburg was better than that. Guess not, bunch of idiots.	Online Survey				X

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4/26/2024	Lynchburg	Unknown	228 Barringer Drive Rustburg Va	Wards Rd. reconstruction	Please do not create a 4 lane turning lane on Wards Road in Lynchburg. This would force a small business, Joe Beans, to close their business. They are a huge part of our community and line is always long because we love this business and their coffee so much!	Online Survey				X
4/26/2024	Lynchburg	Unknown	56 Savage Ln Apt D	Wards Rd. reconstruction	N/A We need a right turn lane on 29 SB onto lawyers road. Traffic is often clogged and drivers are forced to slam on brakes and wait in the right lane when someone turns onto lawyers. This creates a domino effect and causes traffic jams. Joe beans has to go!	Online Survey				X
4/26/2024	Lynchburg	Unknown	Evington	Wards Rd. reconstruction	Do not close Joe Bean's on Wards Road. It is a staple in the community. Do not close Joe Bean's on Wards Road. It is a staple in the community.	Online Survey				X
4/26/2024	Lynchburg	Unknown	Pawnee drive	Wards Rd. reconstruction	Please do not reclaim the Joe Beans property on Wards Road/US29S. This is a well managed, customer service oriented, small business. Please protect our small businesses!	Online Survey				X
4/26/2024	Lynchburg	Unknown	1971 University Blvd	Wards Rd. reconstruction	Leave Joe Beans alone and leave a staple of the community there. Joe Beans has been serving the community there for too long and should not be disturbed. Leave Joe Beans alone, it's a staple to the community and a small business in a place where corporations are taking over. It's the closest to campus and a great place that helps students feel like Lynchburg is their home and they are not just outsiders. Leave this staple in the community that also receives a lot of support from the students on campus there.	Online Survey				X
4/26/2024	Lynchburg	Unknown	1031 lakeview dr Lynchburg Va	Wards Rd. reconstruction	Please do not make the Joe beans on wards road move for this project! Joe Beans is a cornerstone company in this community and my husband and I regularly visit this location.	Online Survey				X
4/26/2024	Lynchburg	Unknown	96 English Commons Drive	Wards Rd. reconstruction	I do not support this construction as Joe Beans not only provides great coffee, but this business provides jobs in Lynchburg at a time when inflation continues to be high and jobs are needed most. Please consider canceling this construction for the sake of this small business continuing to be a blessing to our community.	Online Survey				X
4/26/2024	Lynchburg	Unknown	317 5th Street, Lynchburg	Wards Rd. reconstruction	Please do not install a 4-car right lane on Wards Rd/Rt 29. This would cause our community to lose the Wards Rd. Joe Bean's Coffee stand location. This business is very loved and important to the people of Lynchburg and I strongly protest the completion of this project.	Online Survey				X
4/26/2024	Lynchburg	Unknown	213 Holcomb path rd	Wards Rd. reconstruction	I hate to see this plan causing businesses that have been in place for over 20 years (Joe beans) to close/be forced to move.	Online Survey				X
4/26/2024	Lynchburg	Unknown	3043 SMOKY HOLLOW RD	Wards Rd. reconstruction	Do not get rid of the Joe beans on wards road. It is a Lynchburg staple! Keep Joe beans Wards road!!!	Online Survey				X
4/26/2024	Lynchburg	Unknown	1722 Rainbow Forest Dr	Wards Rd. reconstruction	Putting in a turning lane on 29 south at Lawyer's Rd would put Joe Bean's out of business. This is wrong. No lane is needed there anyway. Please change those plans. A turning Lane not even needed!!	Online Survey				X
4/26/2024	Lynchburg	Unknown	Evington VA	Wards Rd. reconstruction	Please don't take Joe beans!	Online Survey				X
4/26/2024	Lynchburg	Unknown	Sandusky Drive	Wards Rd. reconstruction	Seizing the property Joe Beans is on is wrong, this business has been there for decades. This is a locally owned business that is well loved. Perhaps Lynchburg should've considered the traffic before bringing in the car wash or proposing Wawa.	Online Survey				X
4/26/2024	Lynchburg	Unknown	808 Old Forest Rd.	Wards Rd. reconstruction	The 4 car right turn lane that is planned to begin construction in Spring of 2028 at Rt 29 on Wards Rd. is not essential. Local businesses are more important than a turning lane that would be rendered useless with a tractor trailer turning. Losing a local business that has been part of the community since 2000 for something that is not essential is not prudent. Let's find a better solution that is sensible and does not shut down local businesses that are loved by the community.	Online Survey				X
4/26/2024	Lynchburg	Unknown	Lynchburg Virginia	Wards Rd. reconstruction	Please keep Joe Bean's on Wards Road! This is their best location and a daily stop for me. Save Joe Bean's on Wards Road please!!!	Online Survey				X

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4/27/2024	Lynchburg	Unknown	Wilderness Rd, Rustburg, VA	Wards Rd. reconstruction	RE: Lawyers Rd and Rt. 29 intersection upgrades. I live about 2 miles south of this intersection and travel this stretch of road regularly. I think relocating Joe Beans and constructing a right turn lane onto Lawyers road would be a fantastic approach to a safer and more efficient traffic pattern. Traffic flow on 29 South moves at a snail's pace now and with the new WAWA store to open soon at the same intersection, the traffic flow and safety issues are sure to get worse. Thank you for your consideration.	Online Survey				X
4/27/2024	Lynchburg	Unknown	6860 Village Hwy, Lynchburg, VA	Wards Rd. reconstruction	I have just heard of a study that suggests a 4 car length right turn lane at the intersection of Leesville Rd and Route 29 (Wards Rd) in Rustburg. I am writing to express my concern and disapproval of this plan. Located there is a local business loved by the patrons it has built relationships with over 17 years that would be negatively impacted at a severe level if this plan comes to fruition. This business has been a staple of the community and brings revenue to the area. As a long time resident in the area, the safety issue in this area of the 29 corridor is not due to this intersection nor would be fixed by a suggested right turn lane. The issue is that the current speed limit is not enforced, is too high for this stretch of road lined with many businesses and growing, the number of semi trucks speeding down the road, and traffic lights that are not timed well. If corrections were made to these issues, I believe that the area would be much safer without displacing this business.	Online Survey				X
4/27/2024	Lynchburg	Unknown	Lynchburg va 24501	Wards Rd. reconstruction	Fix the intersection! Life is way more important than coffee!	Online Survey				X
4/27/2024	Lynchburg	Unknown	590 Lake Court Ave	Wards Rd. reconstruction	Joe Beans in that location has been vital in that location for so long. Please don't move it. If possible, perhaps across the street but no further	Online Survey				X
4/28/2024	Lynchburg	Unknown	Winebarger Circle, Lynchburg, VA	Wards Rd. reconstruction	Response to the potential turning lane on Rt 29 South that might displace the Joe Beans Coffee shop. This business adds to and creates risks for drivers. Their customers stop in the road (often in Winebarger Circle, sometimes in Lawyers Road, occasionally in Rt 29). The business needs to create a traffic pattern to line up WITHIN their lot to get traffic out of the public roadway. A better place for them might be in a bigger parking lot (like Food Lion?) where their traffic does not impede the folks who live and work here. Also, they are not a good neighbor as they do not pick up trash in their lot and entryway. I know all of it does not come from their customers, but they need to take care of the lot to improve the neighborhood. Also, I have not reviewed the whole VDOT plan yet, but I sincerely hope this does not narrow Lawyers Road at the intersection. And it certainly should NOT create 2 lanes coming out of Lawyers into the highway. There are too many large trucks coming & going. Down Lawyers Road, there is the rock quarry and a recycling business. Also, on Winebarger Circle there is a recycling business (the county let this come in a few years ago against the wishes of the public and the planning committee). All the trucks that come and go at this Rt 29/Lawyers Road intersection - means that very wide turn lanes are a necessity - to get in and out and in both directions. I have called and reported to the State Police the problem of "parking the the public roadway" (coffee customers lined up to get in). Nothing happed with that of course. Many of their customers assume that THEY have the right of way, and not traffic on the public road. Because we see the risk on a regular basis, we give an abundance of caution in the area. Many drivers are not aware, and therefore this business creates unnecessary risks to anyone driving the area.	Online Survey				X

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4/28/2024	Lynchburg	Unknown	909 16th st. Altavista Va	Wards Rd. reconstruction	In regards to Joe Bean. That corner hasn't seen a fatal accident in years. To say "fixing" it would reduce accidents and fatalities by 40% is BS. for the whole stretch of 29. Not worth shutting down a successful business for one corner. Yellow branch at 24 has way more accidents and there have been fatalities in recent years. Why not fix that instead? They will have to make changes anyway with a new business going in there. I know there was a fatal accident at the entrance/exit to 29 a couple of years ago. Maybe put a signal or a turning warning there. Or improve visibility somehow.	Online Survey				X
5/8/2024	Lynchburg	Unknown	11 N main st	Wards Rd. reconstruction	VDOT!!!! Stop taking all our mom and pop places like JOE BEANS ON 29 to turn into 'commercial' places that DO NOT benefit the community. Virginia drivers are not going to benefit taking this space to make an extra turn lane because the local drivers suck!!! Leave these places that provide the community. I'm sure you have had coffee from this place many time AS WELL AS your family!!! STOP taking our enjoyable places that IM SURE your friends and families have visited like JOE BEANS WARDS ROAD 29!!! Making an extra turn lane is ridiculous and terrible idea. Drivers suck and don't obey the traffic laws as is. Why do you need the JOE BEANS WARDS ROAD 29 area?!! Yall are bitter and need to spend time and money on FIXING THE ROADWAYS!!!	Online Survey				X
4/26/2024	Lynchburg	Wiley, Beverly	1416 Brookville Lane	Wards Rd. reconstruction	Please keep Joe Beans on Wards Road. We frequent this location because it is on our way home.	Online Survey				X
4/25/2024	Lynchburg	Wilson, Julie	1307 Grove Road	Wards Rd. reconstruction	PLEASE DO NOT get rid of the Joe Beans on Wards Road they are a vital part of the way many folks like myself start our days. If you were going to widen the road ..why didn't you do it before putting in another unnecessary car wash. Coffee is more need then washing cars.	Online Survey				X
4/29/2024	Lynchburg	Worley, A.	133 Dove Dr Rustburg l	Wards Rd. reconstruction	I have been going to the Joe Beans on Wards rd. for years. I do not want it to be forced to move. Please figured out another way to improve traffic flow abd safety. Thanks.	Online Survey				X
4/27/2024	Lynchburg	Ervin, Jennifer	102 E Otter Ridge Dr	Wards Rd. reconstruction	Please do not get rid of the Joe Beans at this wards road location. Please come up with a different solution. This business has been a Lynchburg family staple for all of these years, and people rely and depend on them. We need to stand by our small businesses in Lynchburg!	Online Survey				X
4/26/2024	Lynchburg	P., Fred	Forest, VA	Wards Rd. reconstruction	Please leave Joe Beans on Wards Rd/29S alone. The length of the turn lane is not long enough to make a real difference in the traffic flow. One semi at the light will prevent anyone from accessing the lane. Question whether there is enough turning traffic at that intersection to warrant destroying a small business that has been serving the community well for a long time.	Online Survey				X
4/26/2024	Lynchburg	Unknown	2219 smlp	Wards Rd. reconstruction	The budget plan to interrupt the intersection at lynchburgs Wards rd Joe Beans location should not be adopted. It is a good way for communication between government and citizens for voices to be heard.	Online Survey				X

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5/1/2024	Lynchburg	Bonanno, Joe	Danville MPO/PDC; Madison St.; jbonanno@wppdc.org	Support for various projects	First phase of the Route 311 connector road, which is UPC 115493, is currently under construction. we also support the next phase of the project, which is UPC 119164, the Route 311 Berry Hill Connector Road Extension, as this project will render the current alignment of Berry Hill Road suitable to accommodate freight and non-freight -- and non-freight traffic generated by the mega park. in the city of Danville, we support UPC 121003, which is revenue sharing for pedestrian and bicycle improvements on Richmond Boulevard, which is Route 360, from Moffett Street to Justin Lane. UPC T, as in tango, 28935, sidewalk construction on Broadnax and Betts Streets from David Street to Winslow Street. Here, about one out of every five residents live below the poverty line, and an elementary school is located adjacent to this road. So a new sidewalk would facilitate safer walks not only to the school but to other destinations in the area. And then, lastly, UPC 121002, which is a gap funding revenue share culvert replacement project on Riverside Drive in the vicinity of Audubon Drive which is Structure 18 -- I'm sorry -- 1816. This investment will help to complement the funded Riverside Drive improvements from last round of SMART SCALE 1 -- UPC 123196 along that vital corridor.	Verbal				X
5/1/2024	Lynchburg	Foster, Melody	Commonwealth Regional Council; 200 Heartland Rd., Keysville, VA; mfoster@virginiashartland.org	Support projects funding through various programs. Localities need fund assistance	We appreciate the many projects that have been funded through multiple sources like SMART SCALE, Transportation Alternative, Revenue Sharing, you know, many of the projects that you've mentioned before. with the Transportation Alternative Program where budgets escalate when they reach the construction stage. And because these projects require matching funds from our local governments, there -- some have been forfeited. see if there's ways we could partner with VDOT to, you know, figure a way forward here because a lot of our small towns are not able to apply for funding anymore because of this.	Verbal			X	
5/1/2024	Lynchburg	Gillet, Denise	Timberlake HOA	460 Interchange/Plantation Dr. storm runoff	The 460 interchange that connects Timberlake Road to 460 East and West continues to have significant storm runoff. There are six culverts that empty into the basin that was developed when this interchange was created. Currently, at the rate of the erosion and the embankments of that basin, we also fear that trees and things are falling into that area and obstructing the main culvert that comes under Plantation Drive entering Timberlake. the culvert is becoming obstructed and could create a significant danger to a high hazardous dam in the state of Virginia. That's the high hazardous dam that the people of Timberlake own and monitor.	Verbal			X	
5/1/2024	Lynchburg	Hawkins, Richard	160 Lawyers Rd., Lynchburg VA; r4hawkins@aol.com	Lawyers Rd. project changes are insufficient	The Lawyers Road area where some of these proposed changes are being made during this plan. There are -- on Lawyers Road, there are two paving companies, two recycling companies, a rock quarry, and a fire department. And so with the turn lanes that are in the proposal -- 12 foot -- it's really not that long. When you talk about the tractor trailer traffic and the dump truck traffic that we have there, it's just -- you know, something needs to be done, but the plan looks like it falls short in really, you know, making changes to the traffic pattern.	Verbal			X	
5/1/2024	Lynchburg	Lanier, Edward	Fox Ridge Lane HOA; Fox Ridge Ln.; etlanierjr@gmail.com	Schedule delay on Revenue Sharing project	Rural Revenue-Sharing Program. I can see it back there on the board. It's already listed in your program to have our road brought up to state specifications. The projected date for that was 2027. It's been moved out to 2028 now. That's just an estimated date. And my goal here today is to see if there's any way that we could improve that date to an earlier time, because the road is deteriorating.	Verbal			X	
5/1/2024	Lynchburg	Patrick, Greg	City of Lynchburg; 900 Church St., Lynchburg VA; greg.patrick@lynchburgva.org	Revenue Sharing project support, Rte. 501/221 Raise Grant	Thank you for continuing to support our revenue-sharing projects. Thank you to VDOT for supporting our application to the Department of Transportation for a raise grant to supplement funding for that 501/221 project.	Verbal			X	
5/1/2024	Lynchburg	Pinkard, Joseph	Boxley Materials, LRTAG; 3617 Plymouth Pl., Lynchburg, VA; josephpinkard@bahy.com	Support regional priorities	Convey LRTAG's strong support for the Lynchburg region's transportation priorities. the Route 501 Bridge and Interchange Improvements, Candler's Mountain Road interchange and Lynchburg Expressway as well as the Route 29 Corridor Access Management Phases One and Two Safety Improvements in Campbell County.	Verbal			X	

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5/1/2024	Lynchburg	Senator Peake, Mark	Senator Mark Peak	Rte. 29 South, Rte. 460, Rail	Still have problems with 29 going south and, of course, 460; and Chris is well engaged in what we need, but we appreciate what the Commonwealth is doing, and we love our train as well, and I know we're trying to get that on through to Bristol. Because we first started here, before these guys, was the TDX, the TransDominion Express, the predecessor to LRBA started, was going to go all the way to Bristol, was going to originate in Bristol. So we hope we can continue to work on train service. And, of course, we're 460 and 29. That's all we have. 501, very important as well.	Verbal				X
5/15/2024	Northern Virginia	Amanda	4628 Allens Mill Blvd Haymarket VA	Trail	Please include and allow for equestrians on multi use trails!!	Online Survey	X			
5/6/2024	Northern Virginia	Bills, Katrina	410 East Main Street Purcellville Virginia	Trail	Our Commonwealth has a rich and long a equestrian heritage that should be valued. Whether storied battlefields, or the first hiways ridden along by our founding fathers and mothers, Virginia multi-use trails should include a equestrian access. We are a significant user group that benefits agriculture, hay production, livestock feed production, pelleted and straw bedding sales, and local businesses related to saddlery, tack and trailer sales, as well as fuel and truck sales. As a community, we bring millions of dollars of revenue into our state every year. Every week I see friends leave our state to ride elsewhere because our options for trail riding are becoming less and less. Can you imagine if we had more public access to riding trails...and then all of those gas, restaurant, grocery store etc dollars.could stay IN Virginia? Our continued access to trails benefits local economies in northern Virginia, but particularly in central and southwest Virginia. Thank you.	Online Survey	X			
4/23/2024	Northern Virginia	Flader, Joseph F.	485 HARBOR SIDE STREET APT 902	Rte. 1 /Rte. 123 interchange	I urge expedited scheduling of 123 and route 1 interchange, including the bridge carrying 123 over route 1 and the railroad tracks to Belmont Bay Drive. Our HOA has badly served the majority of Belmont Bay residents who would benefit greatly from this improvement. In particular, there is only one way in/out of our large community: the bridge carrying Dawson Beach Road over the RR tracks to route 1. If anything happens to that bridge, we can't get in or out.	Online Survey				X
4/25/2024	Northern Virginia	Jason	Centreville VA	Traffic signal sequence	In Northern Virginia you should really look at the timing of red lights. So much time and fuel is wasted idling at a red light waiting for it to turn even though the side that has the green has no traffic coming. Centreville and Gainesville especially on Rte. 29.	Online Survey				X

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5/21/2024	Northern Virginia	Muchnick, Allen	9625 Park St, Manassas	Mathis Ave. reconstruction	<p>I OPPOSE UPC 28887, Manassas, MATHIS AVE RECONSTRUCTION AND IMPROVEMENTS, \$10.59 M for VDOT revenue sharing, UNLESS the project is redesigned with an appropriate bicycle facility.</p> <p>This Mathis Ave streetscape project was designed as an INTERIM aesthetic improvement to prompt the redevelopment of the adjacent, rundown, Mathis Ave Shopping Center. To minimize taking right-of-way from existing businesses and the cost of modifying the existing curbs and storm sewer infrastructure, the design has with NO bicycle facilities and minimal sidewalks.</p> <p>Currently, motorists can readily overtake people riding bicycles on Mathis Ave by passing in the center two-way left-turn lane. This Mathis Ave Reconstruction project, however, would convert most of the center two-way left-turn lane into a raised median, precluding any such overtaking.</p> <p>This project recently became obsolete because the City is now buying the shopping center. Thus, the City should REDESIGN this project as a Complete Street.</p> <p>The Manassas Economic Development Authority is in the process of buying the Mathis Avenue Shopping Center for the City, rendering the current project design obsolete. Because the City will own the empty parking lots on the west side of Mathis Avenue, there will be ample public right-of way to include ample sidewalks and an effective and safe bicycle facility, at least along the west side of Mathis Avenue.</p>	Online Survey				X
5/6/2024	Northern Virginia	Soho, Adair	Waterford Va	Trail	Please ensure you keep bridle or horse paths in mind when building plans for the nova va area . Please remember horses as part of your planning	Online Survey	X			
4/25/2024	Northern Virginia	Unknown	15223 Cedar Knoll Ct	EZ Pass	95 EZ Pass needs to be bidirectional like 495 and 66. It is RIDICULOUS to sit in 25 miles of traffic for more than an hour in BOTH directions, EVERYDAY at ALL hours of the day and night. Forecasting never accounted for the mass influx on people on a daily basis which I assume most are undocumented immigrants.	Online Survey				X
5/7/2024	Northern Virginia	Unknown	Lovettsville, VA	Trail	Virginia has a rich and long equestrian heritage that should be valued. Virginia multi-use trails should include equestrian access. We are a significant user group that benefits the local agriculture, hay production, livestock stores through purchase of feed products, farm supplies, and stall bedding sales. Local businesses related to saddlery, tack and trailer sales also benefit,, as well as fuel and truck sales. Our continued access to trails benefits local economies throughout the state of Virginia, but particularly in central and southwest virginia. And our workforce for trail maintenance is strong. Please ensure that the Virginia equestrian group is valued and multi-use trails include equestrian access. Thank you.	Online Survey	X			
5/6/2024	Northern Virginia	Vandervaart, Janet	20180	Trail	<p>Virginia has a rich and long a equestrian heritage that should be valued. Virginia multi-use trails should include a equestrian access. We are a significant user group that benefits agriculture, hay production, livestock feed production, pelleted and straw bedding sales, and local businesses related to saddlery, tack and trailer sales, as well as fuel and truck sales.</p> <p>Our continued access to trails benefits local economies in northern Virginia, but particularly in central in southwest virginia. And our workforce for trail maintenance is strong. Please ensure that the Virginia equestrian history and heritage is valued and multi l-use trails include a equestrian access. Thank you.</p>	Online Survey	X			

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5/15/2024	Northern Virginia	Wilochka, Nancy	6809 Springfield Dr Mason Neck Va	Trail	With the dwindling open space across the state for equestrian access, I wish to advocate for equestrian access to multi use trails. On Mason Neck, our multi use trail along Gunston Road specifically includes horse and rider use, and it provides safe passage for all.	Online Survey	X			
4/25/2024	Northern Virginia	Chair Randall, Phyllis	Loudoun County Board (At-Large); Chair, NVTVA	Thanks. Important discussion, and we always -- all of the regional bodies and state bodies always are looking for your input	I did want to take an opportunity just to thank the Secretary for coming. Thank my friend, Mary Hynes, who serves on NVTVA with me, for coming. And thank everybody who was here. And I'm sure they will look forward to all the comments. And we will listen to all the comments later on when we have a second.	Verbal				X
4/25/2024	Northern Virginia	Delegate Higgins, Geary	Catoctin; gearyhigg@aol.com	Safety projects	When I left the Board of Supervisors here four years ago, there were three projects that we were working on then and before that -- and I've been out of it a while, so there may be things going on that I'm not aware of, but these projects are -- nothing's happening with them, and I live near them and see them every day pretty much when I drive around. One of those is Route 15 North project. That's a serious bottleneck in Western Loudoun County and Northern Loudoun County -- excuse me -- the Route 9, 287 roundabout. Now, there is currently some trees being taken down there. I don't know if that's related to the project. It looks more like utility work. But anyway, that's another one. And a third one being the Route 7/ 287 interchange.	Verbal				X
4/25/2024	Northern Virginia	Klissas, Nick	nklissas@gmail.com	I-95 Corridor and alternative routes, American Legion Bridge, Chain Bridge Rd., I-66 Inside Beltway, Corridor H (West VA), Rte. 50	Regionally, there's a couple of things that just beg to be done. And that is 95 south of Occoquan, of course. Alternate routes like US 1, the parallel road, boy, they could -- it could use a lot of improvements, at least put in some left turn lanes, some better traffic signals, some, you know, intersection improvements. The American Legion Bridge. I know it's not something that you can really do something about, but it's awful. Chain Bridge on the road down to Chain Bridge on Virginia 120 Glebe Road. It goes down this winding road that was long ago supposed to be improved for a Georgia Avenue Bridge project that, you know, fell by the wayside. But something should be done to fix that road much better. Interstate 66, inside the Beltway, the Commonwealth, you know, legislature a long time ago had said, yes, let's make it three lanes in each direction, at least to Glebe Road, Virginia 120. Well, somebody forgot about the overpass at Sycamore Street. And at Sycamore Street you have three lanes going down to two lanes, creating bottlenecks. Corridor H in West Virginia now is supposed to be finished. And so it's going to be an expressway all the way up to the Virginia border. And as far as I can tell, Virginia's not going to do anything. US 50 in Arlington County, a very dangerous highway, the county passed up an opportunity to put a concrete median down the center of the six-lane boulevard that allows cars to make left turns at unsignalized lights.	Verbal				X
4/25/2024	Northern Virginia	Mayor Burk, Kelly	Town of Leesburg; kbunk@leesburgva.gov	SMART Scale Policy, Turn Lane, Trail, Traffic signal retrofit	We have asked for a little more than \$2 million in smart scale funding for our turn lane and trails at Catoctin Circle. This trail will fill a missing link that would connect Catoctin Circle to Market Street and improve the pedestrian crossing on Market Street. The addition of the left turn lanes from Catoctin Circle to Market Street would address afternoon peak traffic movements. Applied for funding to update our traffic signals with the flashing yellow arrows that now require all signals, and to have all our older signals retrofitted with this function. Staff has identified 32 intersections for retrofit. Applied for funding for the safety improvement project to continue adding to the reflection of backplates to signal -- to signals within the town to make them more visible to drivers. Studies have indicated that this visibility signal backplate results in a 15 percent reduction in crashes at intersections.	Verbal	X		X	X
4/20/2024	Richmond	Christian, Shirley Abrams	1302 St. John St Richmond VA 23220	Transit	I would like to know when will people have to start paying for GRTC buses, vans and other transportation issues and how much will it costs? It is nice that the computer calls and let u know where the GRTC Van's are and when they will be there to pick u up but this is not always correct.	Online Survey				X

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4/19/2024	Richmond	Christine	Richmond, VA	Bicycle facilities	Bike lanes need to stop. No one uses them and they have inconvenienced thousands of drivers daily for some pet project. I witness unsafe behavior as people use the turn lanes to speed up at the light and cut in front of other people. We wouldn't have this issue if we have two lanes. I would be very upset if I had to park my car out in the road. It's completely messed up the flow downtown. The parking is just silly down there. Again for the three people on a bicycle. Keep the bus free. It's one of the few nice things I can say about Richmond transportation. The routes are terrible if you need to go from say South to West. No one rides the bus bc they want to. It's a nice perk.	Online Survey				X
5/14/2024	Richmond	Metcalf, Jonathan	1107 N 22nd st	Trail	Please approve and create the trail!	Online Survey	X			
4/19/2024	Richmond	Miller, Travis	2000 Miller Ave	Transit	Thank you for supporting fare free buses! This is a great program and really helps our city thrive. Any way you are able to expand the service area and improve speed and efficiency of the bus and rail system is a huge boost to our population here in our beloved city. Improving rail service and accessibility in our city is the next step to drastically improving the transportation needs here. The bus system is sometimes difficult to use to get to places quickly and efficiently.	Online Survey				X
4/19/2024	Richmond	Thomas, Dorothy	8101 Timberstone Dr	Transit	I ride the GRTC Route 82x everyday to VCU/MCV campus(I am a vcuhealth system employee) The buses are dirty and they break down quite often. The 6:30 am bus is very unreliable. So while this no fare policy looks great on paper and will benefit lots of people it comes at a cost regarding customer service.	Online Survey				X
4/16/2024	Richmond	Unknown	It says optional	Rte. 147, Robious Rd. extensions	Extend Route 147 to US 360 and add Robious Road from US 60 to Route 288 to the primary system	Online Survey				X
4/23/2024	Richmond	Unknown	midlothian	Rte. 95, Powwhite Pkwy., Old Hundred Rd. widening	Can 195/Powwhite Pkwy/Old Hundred please be three lanes. The amount of unnecessary traffic every morning is ridiculous.	Online Survey				X
5/15/2024	Richmond	Unknown	7578 Jack Pine Court Quinton, Va	Trail	I support the building and maintenance of this new trail.	Online Survey	X			
5/20/2024	Richmond	Unknown	Noble ave	Trail	I support the funding and building of the trail	Online Survey	X			
4/24/2024	Richmond	Unknown	810 W Clay Street	Transit	I encourage officials to find ways to keep GRTC free. I believe that the Zero-Fare Program has been exponentially helpful for Richmond and especially for people who are of low-income and or unhoused. I have done work with homeless population and have found that many individuals who have jobs and are working to attain housing use the bus to travel to their jobs. Many such individuals also are limited to working jobs that are accessible via bus. Overall, the ability to travel to the workplace for free makes it easier for all RVA citizens to budget their money and not have to worry about cost of travel.	Online Survey				X
4/24/2024	Richmond	Unknown	3000 West Monument Ave	Transit	Please continue the GRTC suspension of fares program.	Online Survey				X
4/18/2024	Richmond	Carroll, Kevin	Chesterfield County; carrollkevin@chesterfield.gov	CVTA compliments	Central Virginia Transportation Authority. I think it's been a big help for us in the region. And we just approved our third round of transportation packages another, I think, \$239M on top of what we are approving. And of course, we put \$100M towards the 64 widening projects, which is going to be a tremendous project and it's going to help all the region connectivity.	Verbal				X

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4/18/2024	Richmond	Goyne, Austin	Goochland County; 3320 Tiller Ln., Goochland VA; agoyne@goochlandva.us	I-64/Rte.617 Intchg., Ashland Rd. Intchg.	These core needs include the interchange at I-64 and Route 617 at Oilville Road, which is currently recommended for funding through the revenue sharing program. This project has been previously recognized as a local and regional transportation priority, which would improve roadway operations and safety. Given the project's importance to Goochland and the region, we were successful in receiving \$4M from the US House of Representatives, as a part of the community project funding grant. The funding previously received and the recommendation it will be fully funded through revenue sharing continue to highlight the work that CTB has done to improve conditions on our interstate highway system. This project, combined with our highly anticipated Ashland Road interchange project -- which we're hoping to kick off here shortly now that another was wrapping up will help further Goochland's growth and will ensure the region has a safe, reliable road network. We do request that the project make the final cut for the six-year plan.	Verbal				X
4/18/2024	Richmond	Neese, Chad	Southside PDC; 200 S. Mech. Ave.; cneese@southsidepdc.org	SMART Scale, Trail, TAC projects, Town of Clarksville roundabout	Supporting the Tobacco Heritage Trail for being a priority trail, and for the allocation of funds. And also, we're very supportive of the recommended TAC funding projects. The one in Broadnax, the Depot Renovation project as well as the ramp project in Lawrenceville, are both adjacent to and connecting to the Tobacco Heritage Trail. The roundabout in Town of Clarksville. They continue to express concern with our favorite intersection of 58 Business 58, 15 and 49. And a temporary roundabout was suggested...I believe there was some funding and topography issues that came into play. The answer was to look at SMART SCALE, see if that could be a possible solution. I know that we've attempted that three times. The cost estimate continues to increase, our score to decrease. So I believe the Town of Clarksville has reached out. It's our understanding they're going to take a second look at some cost estimates and some design work. So we just want to thank you all for taking a look.	Verbal	X		X	X
4/18/2024	Richmond	Svejkovski, Ron	Tri-Cities MPO; 1964 Wakefield St. Petersburg, VA; rsvejkovsky@craterpdc.org	SMART Scale Projects/Policy	To reiterate comments I made last year late last year regarding SMART SCALE and Round 6, which is currently in progress. And we have four we have four pre-applications. with these changes adopted by the CTB for Round 6, there will be very few standalone multi-modal projects, less small highway projects and more large new -- new roads, road widenings and interchange projects in suburban areas. Also, new roads, road widening and interchange projects require high level studies which smaller localities and MPOs cannot afford. I want to thank VDOT for helping -- and DRPT for helping us with our Stars and Pipeline study, which is helping us with those four applications that we have -- and some of our partners in MPO. Also, the CTB recently approved in February 2024 the VTrans goals and objectives. And many of these changes for Round 6 are in line with the commitments in goal 'a', transportation systems safety. Goal 'c', congestion and travel time reliability and goal 'd' interconnected systems and services. Unfortunately see many of the proposed changes in Round 6, what you'll all see as you work through the process here, contradict current trends and innovations in transportation policy, planning and funding. And see the focus of SMART SCALE shift away from using its transportation funding to equitably improve the quality link in the Commonwealth and its localities to simply going back to adding more asphalt and concrete while failing to help address the transportation needs in our small and large communities. It's my hope that the CTB remains the innovative multi-modal board which improves Virginia and its localities and communities through its transportation policies and investments.	Verbal		X	X	
4/18/2024	Richmond	NA	NA	Add bike lanes	Add bike lanes	Written				X
5/7/2024	Salem	Cross, Debbie	9658 Bristersburg rd	Trail	Craig Botetourt Scenic Trail is important to the region. Please provide funding and approval to continue forward momentum	Online Survey	X			

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5/20/2024	Salem	Witt, Barry S.	109 Hunters Creek Lane	Trail	<p>Bottom line up front, I oppose the Craig Botetourt Scenic Trail (CBST) project primarily because it is not ready for prime time.</p> <p>From information that I have had access to the plan is far from complete, specifically for out year maintenance. Although the concept is pleasing on the surface and startup funding is identified I failed to find the anticipated funding for future maintenance.</p> <p>Knowing most of the route of the proposed trail there are several railroad trestles that will require millions of dollars to bring up to safety standards and to keep them operational. I believe that a portion of the proposed trail will utilize state roads and would potentially create safety concerns.</p> <p>Will there be a budget line item in the future VDOT budgets to cover the on-going costs or is it assumed that the counties of Craig and Botetourt shall provide funding?</p> <p>I believe that the majority of citizens in Craig and Botetourt counties are not in favor of shouldering the financial burden to support the trail project.</p> <p>Has anyone considered putting the project on a ballot for a vote by the Craig and Botetourt County citizens/landowners?</p> <p>The continuing pursuit of the Craig Botetourt Scenic Trail (CBST) without an absolute complete plan for funding identified in place is without a doubt a recipe for failure.</p>	Online Survey	X			
5/19/2024	Salem	Mullins, William M.	12104 KINGSWOOD BLVD FREDERICKSBURG, VA	Trail	<p>VDOT needs to pause the Craig Botetourt Scenic Trail project until such time that the department can articulate to the citizens involved directly (adjacent landowners) and indirectly (taxpayers of Virginia) what the vision is for access, use, construction and LONG TERM MAINTENANCE AND MANAGEMENT of the trail. Public safety for users of the trail needs a much more thorough evaluation as the proposed route includes areas that are currently inaccessible by vehicle. This trail is much more than a fancy brochure for Governor Youngkin's tourism board. These are serious issues that demand explanation by this body before additional taxpayer funds are expended. VDOT needs to recognize that not all of the adjacent landowners reside locally. I have received many requests for access to my land and I see plenty of evidence that people have been on my property but I have yet to receive the first correspondence from VDOT on why this project is important to anyone except a few local supervisors. It is time for VDOT to expand the information envelope to include ALL interested parties. Outreach and education may result in increased advocacy and avoiding litigation. Continuing the information vacuum only leads to the conclusion that VDOT has something to hide and increases resistance to the project.</p>	Online Survey	X			
5/18/2024	Salem	Donald	12571 Craig Creek Rd	Trail	<p>To much money to spend when we don't have all the information, on who will be doing the up keeping and maintaining this trail. Will my tax dollars be used to fund this? We have the national forest for this! The Federal Government just bought the old hunt club Grace Furnace which has over 30 miles of roads on it. Please look into different options!! A very concerned land owner on Craig Creek road. Use the National Forest for this not land owners land!</p>	Online Survey	X			
5/15/2024	Salem	Lynwood	funk	Trail	<p>I support the trail. The New River trail has been a huge boost for my old home town, Fries, Va.</p>	Online Survey	X			

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5/7/2024	Salem	Peters, R.	Hawkins ln, new castle	Trail	I am writing to beg the rail to trail project in craig/botetourt not go foward. There will be zero benefit to the county as the people that use the trail will lilley pack their own food and leave imeadiatly after completing their hike. It will increase pollution woth no clear plan on who is responsible for upkeep. And will significant increase congestion on narrow, blind turn back roads. The people adjacent to this trail do not want it. And we don't want any of the baggage that comes from tourist flocking to and ruining our county.	Online Survey	X			
5/18/2024	Salem	Unknown	This says optional	Trail	The cbst needs to be abolished. It runs through landowners property and uses a public road for the trail. The road is narrow and dangerous for a shared trail. No thought has been put into who is going to patrol and clean up the trail. This is a bad idea and with so many other trails in the area this is totally unnecessary.	Online Survey	X			
5/18/2024	Salem	Unknown	Optional	Trail	The members of Craig county do not want this trail. Many have moved from other counties to avoid these type of changes and increases of visitors. We do not want this trail. We do not want the traffic. We do not want to support it with our tax dollars.	Online Survey	X			
5/8/2024	Salem	Blair, Rashid	Danville, Virginia	Trail	I 100% support funding the Craig Botetourt Rail Trail. It would be a fantastic resource for the area, which is in desperate need of investment. Tourism is an untapped potential for this area.	Online Survey	X			
5/20/2024	Salem	Janet	NA	Trail	Please, table the Craig/Botetourt rail trail for now. This needs to have more input and planning out into it before more action is taken	Online Survey	X			
5/18/2024	Salem	Parr, Rob	10809 Colton Street, Fairfax, VA 22032	Trail	<p>The trail is not wanted or needed by the communities that it will run through. It has been rammed through by the local governments without knowledge of its citizens while bringing little to no benefits to the local communities. The massive amount it will take to survey, build, and maintain will be forced upon these communities by raising taxes. The trail will not be used as the local governments seem to think, especially when similar trails can be found in the surrounding SW VA areas. Those of which have also seen a dramatic decline in use. It's a waste of tax money.</p> <p>Personally speaking, the trail, if funded and built, will allow pedestrians, bikers, and hikers direct access to my family's property. Access that has never been allowed, other than by the original trains that rolled on these tracks a few generations ago. Our land that has been in the family for generations, will now need to be protected from trespassing, loitering, and potential litter from those passing through. Allow an actual hearing that recognizes the voices from the communities impacted by the trail - the communities that will end up funding the building and maintenance of the trail.</p> <p>Local politicians should be ashamed at the level of effort it took, behind closed doors, to see the trail advance to this stage.</p>	Online Survey	X			
5/11/2024	Salem	Anderson, Meade	9392 old spring garden lane	Trail	<p>The Craig Creek Rail Trail is an easement owned by Virginia and should be developed as soon as possible not studied for decades more. Virginia is severely lacking in rail trails and we can look to Pennsylvania to see many excellent examples. I also strongly encourage you to fully fund bicycle and pedestrian projects. I also encourage funding to enhance access to rivers from bridges. Rail trails and river access both mean economic development for the local communities and this is well documented in other communities especially for the money invested.</p> <p>I appreciate the opportunity to comment.</p>	Online Survey	X			
5/14/2024	Salem	Adams, John	1807 Mt. Vernon Rd SW	Trail	I support the funding and building of the Craig Botetourt Scenic Trail.	Online Survey	X			

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5/15/2024	Salem	Alphin, Charles	410 Mount Joy Road	Trail	I support funding for the Botetourt Craig greenway trail. This state owned former rail bed should be repaired, improved, and made accessible for the use and enjoyment by the public.	Online Survey	X			
4/26/2024	Salem	Anderson, Tim	Fincastle	Trail	I am glad to see the Craig-Botetourt Rails to Trails project move forward. I look forward to using a local recreational park rather than driving to Covington or Draper to utilize other Rail to Trail bike paths. This is a beautiful addition to the paddling opportunities via the James River.	Online Survey	X			
5/20/2024	Salem	Anselmo, Paula	9625 Lee	Trail	Absolutely No until all property owners are given financial assistance to secure their property, build security fences, help relocate buildings to include their homes, barns, sheds and driveways and compensate them for the land you are illegally taking from them. This is an abomination of legal rights. The trail should be moved to circumvent any private property at least 1000 ft.	Online Survey	X			
5/20/2024	Salem	Archer, Emily	8704 Craig Creek Road	Trail	Craig Botetourt Scenic Trail Questions: Will VDOT or the county provide a privacy fence as the "rails to trails" is planned to be about 5 feet from the back of my home? Who will maintain this trail?	Online Survey	X			
5/16/2024	Salem	Austin, Kathy	17215 Main	Trail	I am excited about the opportunity to use the trail I have enjoyed other trails	Online Survey	X			
5/19/2024	Salem	Austin, Sherman	1409 Caldwell Mountain Road	Trail	Craig Botetourt scenic rail trail... What a complete waste of hardworking tax payers money. There has been no planning , no thought into this trail that over half of it is on state roads. Why would you sink so much money 12.5 million or more into a trail that isn't going to pay for it self there are no money to be made from this? Who will fork the bill after ots been completed to maintain a 26 mile trail? The county? The state? Who? There are no answers. There are so many other things that need to be done with that money like fixing the local schools . Paving dirt roads in both county's that the state doesn't maintain very well. Spend it on a trail that goes right thru people's property and right beside houses? Yeah that's real smart.... get it together. Remember you work for the people. Craig botetourt scenic trail. What a joke and waste of money. No plans , no thoughts . Just spend money whom will maintain whom will patrol? There are lots of reasons why this is a bad idea. No cell phone service for one . Run your first responders in the ground with this one guys	Online Survey	X			
5/15/2024	Salem	Bailey, Cindy	3564 Catawba Rd.	Trail	I approve of the funding for the above.	Online Survey	X			
5/8/2024	Salem	Barlow, Zeke	Blacksburg	Trail	I'll ride my bike here all the time! This is a great idea. I'll come and visit and bring my family and use the local restaurants and other amenities.	Online Survey	X			
5/19/2024	Salem	Bert	65 cabin hallow rd	Trail	The trail from Botetourt to Craig will be a waste of money for the use and will require more maintenance I'm not for the trail	Online Survey	X			
5/7/2024	Salem	Bertino, Anna	4361 Wades Gap Rd	Trail	The Craig-Botetourt Trail will be a fabulous addition to the region's outdoor amenities. Our family treasures our annual vacation to Oriskany and we can't wait to enjoy it. We hope that more families will be encouraged to spend time in the area with this trail - an area which would greatly benefit from the economic benefits of tourism.	Online Survey	X			
5/7/2024	Salem	Best, Wesley	5516 Coleman Road	Trail	I'm writing in support of the proposed Craig Botetourt Scenic Trail. I believe this will be a great asset to Craig and BOTetourt Counties and should be fully supported by VDOT resources.	Online Survey	X			

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5/14/2024	Salem	Bibbins	Oriskany, va	Trail	The Craig Botetourt Scenic Trail should NOT be funded. There is no plan for maintaining the trail after it is built or an idea of how much it will cost to maintain it. Who will maintain it? There are already There is no plan for allowing hunting to continue safely on private property along the trail. You are essentially taking away one recreational activity that has gone on for hundreds of years to allow another that is already available in other areas of the same region. Why is this money being spent on a new trail when schools could use this funding more in the area? Other trails in the area are not even kept up appropriately how is this one going to be different? VDOT already has trouble keeping creek fords maintained in the area and stopped maintaining parts of road the proposed trail is supposed to go on. It is irresponsible to create another piece of property to maintain with the lack of maintenance done already.	Online Survey	X			
5/8/2024	Salem	Bishop, Mary	2311 Kipling Street	Trail	Please approve the Craig Creek trail! We live in Roanoke and love to visit Rt. 615 and Craigs Creek. We'd love to be able to ride or hike a trail, away from traffic.	Online Survey	X			
5/15/2024	Salem	Bowman, Mitchell & Bobbie B	25 East Main St., PO Box 48	Trail	WE SUPPORT!	Online Survey	X			
5/12/2024	Salem	Boyington, G.	Salem, Va	Trail	Craig Botetourt Scenic Trail As a senior who likes to ride a bike for exercise, I appreciate this opportunity. The location is close enough to provide access to a lot of us and also variety in our trail experience. Yes, we have some trails to ride, but trails that are not steep and rough are limited. Gentle grade and smooth surface makes rail trails perfect for seniors to enjoy. I support the Craig Botetourt Scenic trail.	Online Survey	X			
5/15/2024	Salem	Bratcher, Daniel	210 Boyd Street, Buchanan, Va	Trail	Please fund and complete the Botetourt Craig Trail, there are no bike trails in either Botetourt nor Craig Counties. Both counties would benefit greatly from such an attraction with minimal adverse environmental impact.	Online Survey	X			
5/15/2024	Salem	Breakell, James	525 Clydesdale	Trail	I support this trail system being built	Online Survey	X			
5/19/2024	Salem	Brodsky, Matthew	328 Lees Gap Rd	Trail	The Craig-Botetourt Scenic Trail is a waste of taxpayer funds and is inconsiderate of the adjacent landowners. Focus monies on maintaining resources already in existence instead of building new ones with no clear plan for future maintenance. Multi-use is a bad concept and an accident waiting to happen. Delegate Austin is a liar and is doing so when he tells you there is little to no opposition to this trail. People move to this area for the solitude and building this trail is a breach of that trust. I'm sure the railroad envisioned this right of way would have been made into a road and never would have given it to the Commonwealth for recreational purposes.	Online Survey	X			
5/7/2024	Salem	Broyles, Greg	Wycliffe Avenue SW, Roanoke, VA	Trail	As a new Roanokan, who came here in large part because of access to hike and bike trails, I would like to voice my support for construction of the Craig-Botetourt Scenic Trail. This will be a great addition to the Roanoke Valley's many charming amenities and will be a draw for both tourism and new residents.	Online Survey	X			

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5/15/2024	Salem	Bruffey, Susan	1152 Adelaide Lane, Blue Ridge VA	Trail	<p>Our family has owned property on the proposed Craig/Botetourt trail since the early 30's. Our main concern with this project is as follows: VDOT says they will not be maintaining the trail once in place and they are unsure of how trash, bathrooms, general maintenance will be handled. If there are no bath facilities our property will become the facility. There is spotty to no cellphone service. There are not enough law enforcement in either county. The answer we received was they would be added as needed. Not sure how that would work. Once the bridges are opened there will be motorized vehicles coming through. We are currently at the end of a gated road that ends at a closed trestle. There will not be enough law enforcement to keep motorcycles and ATVs from using the bridge and trail at least not at first.</p> <p>There is a school the trail will be adjacent to in Craig. There should not be strangers walking or riding through the school when it's in session.</p> <p>Botetourt county is on the fast track with development, our tax assessment for this property went up over 200% this year. I feel for Craig. They cannot fund their own schools with 53% of Craig County already federal land causing this county to have a low tax base. One county is squeezing their citizens and the other has already contributed enough towards everyone else's recreation.</p> <p>Please reconsider this trail until at the very least some of the logistics of the maintenance is planned. Landowners should not be expected to maintain the trail and the people using it should expect decent bathrooms and regular trash cleanup, emergency services etc.</p> <p>Thanks Susan Bruffey</p>	Online Survey	X			
5/7/2024	Salem	C., Jason	98 North Rome Drive	Trail	<p>Please drop the Craig Botetourt Scenic Trail from the plan. Many people that live there and have land there are opposed to this. There are major trails close to this that are completely underutilized. Trash, upkeep, and safety measures have yet to be addressed - but spending is already taking place. What happened to listening to all sides before spending more of our tax dollars? State Trails Office should not be part of the DMV - fix the roads and work on road budgets and leave the other trails to other groups, please.</p>	Online Survey	X			
5/18/2024	Salem	Cameron	967 three oaks dd	Trail	<p>This concerns the Craig Botetourt Scenic trail My main concern is the fact that the trail will be on pretty long portions of road . Dirt roads , but still a heavily traveled road. Also the portion of the old railway that people use to access national forest to hunt. When these hunter are using this land what if someone is injured along the trail?</p>	Online Survey	X			
5/8/2024	Salem	Camilleri, Rachel	206 Downey Ln eagle rock	Trail	<p>My family and I are incredibly excited to have something an option like this near our property. We think this is a phenomenal way to utilize public property in a way that serves it's community.</p>	Online Survey	X			
5/14/2024	Salem	Charles	Roanoke	Trail	<p>Please support the trail and all its many potential perks and health benefits.</p>	Online Survey	X			
5/15/2024	Salem	Clark, Julia	2891 Pico Rd	Trail	<p>I support the Craig Botetourt Scenic Trail</p>	Online Survey	X			
5/16/2024	Salem	Clay, Ronnie	365 Sommersby	Trail	<p>Fully support rails to trails and similar projects to provide greenways and green spaces</p>	Online Survey	X			

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5/20/2024	Salem	Clonch, Shane	310 Barger Drive Eagle Rock ,Va	Trail	I believe the Craig Botetourt scenic trail is a horrible idea ,the “shared” trail is going to be a HUGE issue ,plus there is no plan for who will maintain the trailgiant waste of tax payer money ,this exact trail has been brought up at least twice in the past and was deemed a bad idea for a myriad of reasons ,these reasons have not changed ,the traffic ,the dust from the old rail bed ,property owners with many many unanswered questions are but a few of these reasons .There are 3 trails within a twenty mile radius of this proposed trail and they are lightly used and poorly maintained.I would like to thing that much more forethought would be put into something like this We simply need more information and input as citizens it is asinine to think that the Craig Botetourt scenic trail will be any more than a nuisance and a drain on resources .	Online Survey	X			
5/19/2024	Salem	Cole, Bill	268 2nd St. New Castle VA	Trail	I have never heard either county or the state commit to provide any funding for maintenance and operation of the trail. Other trails in the area are spending around five thousand per mile each year. Without these funds the trail will just become a nuisance. I am an adjacent landowner. Would the state reimburse me for any damage or theft by trail users?	Online Survey	X			
5/20/2024	Salem	Cole, Dean	133 wild cat Hollow	Trail	Too much tax payer money for too little return Out of towners may come a time or two but there are already so many greenways/trails closer to them, they will not come often and they likely will not leave.much.money here. Locals mostly don't want it here. Check the addresses of those advocating for it. Most are out of town They have no problem ramming it down our throats. Thanks for listening. This is a recreational project, not transportation. VDOT should not be handling it.	Online Survey	X			
5/15/2024	Salem	Coleman, Amy	462 little timber rdg	Trail	This is a horrible idea. Saftey is such a concern here , the closest rescue squad is 30 min away. No cell service or internet DERAILED THE TRAIL	Online Survey	X			
5/15/2024	Salem	Copenhaver, Trigg	Buchanan va	Trail	I support the tr I support the trail	Online Survey	X			
5/15/2024	Salem	Corliss, John	Roanoke VA	Trail	I support the Botetourt greenway	Online Survey	X			
5/8/2024	Salem	Crawford, Carrie	5927 Paint Bank Rd	Trail	Building the Craig Botetourt Scenic Trail is the most ridiculous waste of taxpayers money that I've ever witnessed. If the state can find no better use for that money how about turning back over to the poorer counties for use with educating our children, tax relief for the elderly, or maintaining the highways? Such a petty self-serving project! I've attended some of the public meetings and the sentiment I'm hearing from the attendees certainly is not what is being reported.	Online Survey	X			
5/20/2024	Salem	Crawford, Carrie	5927 Paint Bank Rd	Trail	I strongly disagree with the building of the proposed Craig Botetourt Scenic Trail. The building of the Craig Botetourt Scenic Trail is the worst waste of tax dollars that I've seen in my 76 years. When localities are struggling to meet budget demands this project is a real slap in the face. The legislators and agency employees who are trying to push this idea forward should be held personally responsible for the blatant waste of money.	Online Survey	X			
4/27/2024	Salem	David	Catawba, Va	Trail	I think the Craig Botetourt Rail Trail is a great idea. I have ridden a couple sections of that old rail bed in the past and it is beautiful. Much of it is a trail already and with just a little work it should be great. I encourage support for this project. I appreciate the opportunity to comment on this project.	Online Survey	X			
5/14/2024	Salem	Day, Carolyn	Fincastle, Va	Trail	I support the funding and building of the Craig Botetourt scenic trail. I support the funding and building of the Craig Botetourt scenic trail.	Online Survey	X			
5/7/2024	Salem	Day, Michael	3126 Lees Gap RD Fincastle	Trail	Please build this trail! It will be a tremendous asset for the area, and is long overdue. It is state owned land that we currently cannot access much of due to adjacent landowners treating it as if it were theirs.	Online Survey	X			

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5/14/2024	Salem	Dudley, Robert	3383 narrowpassage rd	Trail	Bicyclists should be required to wear a high visibility upper clothing and have a white light on front and flashing read light on the rear, it is difficult to see them and this would make them more visible. Craig botetourt rail trail should not receive funding until a cost, time-line and who will upkeep it is decided. Dead trees along road needs to be cut instead of waiting till they fall in the road.stop use of bush hog on arm to cut along roadways, it looks horrible and leaves debris in the road.	Online Survey	X			
5/15/2024	Salem	Duerk, Kat	440 Arbutus Ave SE	Trail	I support the funding and building of the Craig Botetourt Scenic Trail. I am a bicyclist and outdoor enthusiast. I support the funding and building of the Craig Botetourt Scenic Trail.	Online Survey	X			
5/19/2024	Salem	Eakin, Kimberly Kolb	373 Old Railroad Avenue	Trail	We need DEDICATED monies to Craig County for the "Rails to Trails" project by VDOT. Craig Co has a very sparse population (5,000). Our county is 60% national forest, thus greatly reduced property tax base. The average income of Craig Co adult is \$23.500. See 2020 Census. To ask this county which is consistently struggling to pay for basic services, an additional cost of supporting this trail with emergency services, increased traffic costs, is asking too much. There has to be MONEY for this county earmarked for this Rails to Trails project. Craig Co does not have businesses to take advantage of the tourism this Trail will generate. Thus, no monies again. VDOT has built out the Rails to Trails without first getting approval from the County Board of Supervisors. Craig Co is a poor, food insecure, sparsely populated county. Very few businesses. Who will pay for the additional burden that this trail brings? How will residents of Craig benefit from such a trail	Online Survey	X			
4/25/2024	Salem	Engel, Pete	Belleville Rd SW	Rte. 81 widening	I drive all over Virginia, and the Eastern USA, for business and leisure and I can assure you, the top priority should be to improve I-81 to three lanes in each direction for the entire route in VA. It is without a doubt the most dangerous and intimidating road in the state. The percentage of interstate truck traffic is extremely high, and most drive very aggressively in both lanes, not realizing how much they slow down on all the hills they are unfamiliar with, which knots up traffic for miles. Costly improvements to I-81, which are sorely needed and long overdue, should not be funded entirely by the Commonwealth of Virginia alone. The high percentage of interstate (and Canadian/Mexican) commercial truck traffic which is clogging up the highway, warrants a larger funding obligation by the Federal Government.	Online Survey				X
5/9/2024	Salem	Eubank, Scott	Clearwater Ave	Trail	The Craig Creek Rails Trail would a a wonderful addition to our area and would also help with tourism and economic growth. I would also be an anchor for all of the other beautiful trails that are in the area. Please fund the Craig Creek rail to trails Trail.	Online Survey	X			
5/9/2024	Salem	Fajardo, Adam	471 Downing St	Trail	I am writing in support of the Craig-Botetourt rail to trail project. I believe this is a wonderful project that will support economic development in those areas and provide families with another wonderful opportunity for healthy outdoor recreation. I am excited to see this project completed!	Online Survey	X			
5/8/2024	Salem	Felts, Scott	8634 Narrow Passage Rd	Trail	Can't wait. Will be a great addition to the area Again, hates will be haters. They also don't like phones, internet and most people. Let's get this done	Online Survey	X			
5/15/2024	Salem	Firebaugh, Anita	4225 Blacksburg Road	Trail	I support the funding and building of the Craig Botetourt Scenic Trail. I think it is a good idea and will help Botetourt & Craig Counties. None	Online Survey	X			
5/7/2024	Salem	Firestone, Corey	Troutville	Trail	Absolutely ridiculous to waste money on a trail like this. It's literally dozens of trails in the same geographic area that's hardly used. People trash the areas up. A not to mention this trail will block thousands of national forests from hunters who pay to use that land. This county needs to pull their heads out there own asses in fincastle this is just another example of political people lining their pockets off the taxpayers dime	Online Survey	X			

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5/9/2024	Salem	Fletcher, Jeff	Roanoke	Trail	Please consider the Craig Botetourt Scenic Trail funding. My wife and I are long-time Realtors in the area who have moved many, many folks to the area who are enthralled by the outdoor opportunities available to them. For many, that is the reason they chose our area over some of our flashier competition! You can not go wrong in supporting more outdoor activity.	Online Survey	X			
5/2/2024	Salem	Foster, David	342 High Street, Salem	Trail	I work on a trail crew each Wednesday year-round. Recently we have been doing work on the Craig Botetourt Scenic Trail (CBST), cutting trees and brush throughout the length of the rail corridor in Craig County preparatory to VDOT doing its work. Over several months we cleared the old right of way sufficiently so that VDOT equipment could have access and do its part of the work. I came away with a personal experience and conviction that this is an amazingly beneficial project, and I highly encourage the CTB and VDOT to see it through to completion in spite of the organized opposition by NIMBYs in Botetourt County consistently protesting the project and chanting Derail the Trail. Long term recreational potential is huge, as well the beneficial tourism impact on these rural counties. Short-sighted opponents will benefit as well, as land-owners adjacent to the CBST are already seeing steep increases in their property values even though the trail has not yet opened. i On another matter altogether we in the Salem District are hugely disappointed with the work of the Virginia Passenger Rail Authority (VPRA) on extending rail service from the Roanoke Valley to the New River Valley. The consultants they have hired come up with one ridiculous proposal after another, introducing unnecessary hundreds of millions of dollars of cost and years of delay. The VPRA plan to put the NRV station EAST of the Merrimac Tunnel in rural Montgomery County (their Alternative A), will waste vast amounts of taxpayer dollars and have numerous disadvantages. It is poorly located without good access or public transportation, and never gets near Christiansburg, Blacksburg, Radford, or Virginia Tech. Furthermore, if service does not go through the tunnel, it can never go west to Bristol or beyond. NRV access has long been mentioned as an intermediate goal to future service to Southwest Virginia. IT IS TOTALLY ABSURD TO ASSIGN \$600 MILLION EXTRA COST TO GOING THRU THE TUNNEL!	Online Survey	X			
5/8/2024	Salem	Franklin, Travis	Buchanan	Trail	Please move forward with the rail trail I am confident the community at large is excited to see its completion. I think the few detractors are ignorant of the significant opportunities and benefits this project will offer our community.	Online Survey	X			
5/15/2024	Salem	Fridley, Mike	144 Graystone Drive	Trail	I support the funding and building of the Craig Botetourt Scenic Trail! Will be a great addition to the area!	Online Survey	X			
5/16/2024	Salem	Fridley, Pam	144 Graystone Dr	Trail	I support the funding of the trail. It will generate revenue and encourage further economic development	Online Survey	X			
5/7/2024	Salem	Garst, Reid	316 Sunset Road	Trail	Please support the Craig Botetourt scenic trail	Online Survey	X			
5/7/2024	Salem	Ghobrial, Joseph	N/a	Rte. 221 widening	Make 221 in Bedford 4 lanes instead of 2.	Online Survey				X
5/8/2024	Salem	Graham, Vickie	2193 Old Rail Rd, Eagle Rock	Trail	Craig Botetourt Scenic Trail is not safe. Some parts are great. Much is not. Trail users do not belong on a share the road when the road is little more than one lane in many areas, has blind curves, drop offs and is a cloud of dust most of the summer. The trail does NOT belong on a residential secondary road. Putting trail users on a secondary road even if it is low volume is irresponsible. A trail will only increase all kinds of traffic and create even more hazards. The near misses experienced now with become fatalities in the future. Why is it that the DNR rules say that trails cannot have motor vehicle traffic but because this project is under the jurisdiction of VDOT the rules are different. Either a situation is safe or it is not. Safety is supposed to be the Big concern. I do not believe it. No more money should be put into this project.	Online Survey	X			

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5/15/2024	Salem	Graham, Vickie	2193 Old Rail Road, Eagle Rock, VA	Trail	I DO NOT support the funding of the CTB. No trail should be ON a road with vehicles for miles. We are NOT talking along the road in a separate lane. You will be putting trail users and residents at risk. The picture is deceiving as it shows only a portion of the trail. Why are certain informational areas titled as "optional" and then required to submit a comment? Is this another example of governmental "competence"?	Online Survey	X			
5/14/2024	Salem	Gregg, D.	Rianoke	Trail	I support the funding and building of the Craig Botetourt Scenic Trail.	Online Survey	X			
4/29/2024	Salem	Gross, Daniel	614 Liberty Street	Passenger rail	Bedford VA desperately needs an Amtrak stop. The population down here is exploding!! Also, there needs to be more public charging facilities for electric vehicles in the Bedford area.	Online Survey				X
5/14/2024	Salem	Hamilton, John	9046 narrow passage road	Trail	Money should be re-appropriated to school repairs.	Online Survey	X			
5/15/2024	Salem	Harless, Marcie	Blue Ridge Tpke	Trail	I support the trail Support the trail - we have used similar trails in other areas, would be nice to have one close to home	Online Survey	X			
5/7/2024	Salem	Harto, Diane	Oriskany, VA	Trail	Regarding the Craig Botetourt Scenic Trail; VDOT ads say that SAFETY is your #1 concern, but your proposal screams just the opposite! Your statutes define a "TRAIL" as not including motorized vehicles, while your proposal creates a bikes & cars in the same path scenerio. You hold up your left hand to show us what you want us to believe and you do the opposite with your right hand. If safety mattered one iota, this trail would be off the table. Who will be responsible for law suits from injuries on this trail? Who will manage the maintenance? Who will explain to the mother of the child who rode his bike off the cliff because a delivery truck came around a blind curve and ran him off the road? (Asking for some friends)	Online Survey	X			
5/15/2024	Salem	Hayden, James	5221 Craig Valley Dr	Trail	Please make the Craig Botetourt Scenic Rail Trail. This is the most important project to me. I live very close and would like to be able to use the Craig Botetourt Scenic Trail with my wife and two children. We would use it multiple times a week.	Online Survey	X			
5/7/2024	Salem	Hoosier, Lannie	187 Conner Lane troutville va	Trail	I believe this will be a real asset to the area. Only a few loud mouth people are against this. Ignore them	Online Survey	X			
5/14/2024	Salem	Hoosier, Lannie	187 Conner Lane Troutville	Trail	I support building of this trail	Online Survey	X			
5/7/2024	Salem	Howard, Dick	2672 Harborwood Road	Trail	Please support the Craig Botetourt Scenic Trail.	Online Survey	X			
5/20/2024	Salem	Howell, Isak	512 King George Ave., Roanoke, VA	Trail	I strongly support the funding and construction of the Craig Botetourt Rail Trail. Let's do it! It will be great for the region, environmentally and economically!	Online Survey	X			
5/19/2024	Salem	Hunt, Mike	Old railroad	Trail	Ill planned project. It's not safe or convenient. The landowners that the trail passes through are not planning to be hospitable to few users that venture down the path. I trust that every single politician that voted for this trail gets what's coming to them. Taxes more than doubled for owners along the trail.	Online Survey	X			
5/8/2024	Salem	Imbriani, Dina	57 Hemlock Ridge Lane	Trail	Totally support! Perfect for Craig County. Can't wait to enjoy the trail. Support! Support! Support!	Online Survey	X			
5/19/2024	Salem	Ingram, Deborah	4759 Long Acre Dr. Roanoke, Va	Trail	This Craig Botetourt Scenic Trail needs to be tabled and dismissed from any and all future CTB agendas. Wasteful Tax spend. Repair defective bridge and secondary roads with my Tax dollars. Table all discussions, listen to those who pay county Taxes and your paychecks. Stop it!	Online Survey	X			

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5/7/2024	Salem	James	Adjacent landowner	Trail	I think it pathetic that tax money is being wasted on walking trails, while the roads in VA fall apart. I-81 needs updated. I think walking trails should fall under parks and recreation of each county, not in the hands of the state. By in large the residents of Craig do not want or need another trail, that will not be maintained, like the rest of the government owned properties. Turn all walking trails over to parks and recreation of each locality.	Online Survey	X			
5/7/2024	Salem	Janeczko, Donna M.	309 Pond Rd.	Trail	The Appalachian Trail runs through this region, as well as many other recreational trails. Citizens who live near the proposed new trail are opposed for very sound reasons. NO NEW TRAIL is needed. I am voicing my opposition to the Craig-Botetourt Trail. Please allow sufficient time for citizens to voice opposition and LISTEN to them thoughtfully. What you think is desirable and "progress" likely doesn't jibe with that of local citizens. Government is supposed to serve its citizens. Taxpayers and landowners are an important constituency. Please listen to them.	Online Survey	X			
5/11/2024	Salem	Jason	Troutville	Trail	Please continue to find the Craig Botetourt Scenic Trail. Please continue to find the Craig Botetourt Scenic Trail.	Online Survey	X			
5/23/2024	Salem	Jason	Botetourt County	Trail	I would like to thank the CTB and VDOT for helping move the Craig Botetourt Scenic Trail project forward and want to voice my enthusiastic support for the project going forward. I hope that the State and County continues to support this important project for our region. I would like to thank the CTB and VDOT for helping move the Craig Botetourt Scenic Trail project forward and want to voice my enthusiastic support for the project going forward. I hope that the State and County continues to support this important project for our region.	Online Survey	X			
5/15/2024	Salem	Jeff	1530 Plantation Rd	Trail	"I support the funding and building of the Craig Botetourt Scenic Trail!!	Online Survey	X			
5/15/2024	Salem	Jenkins, Martha	11464 Craig Creek rd	Trail	I do NOT support the CBST now nor will I ever support it. Terry Austin is overstepping his authority. \$1M was supposed to be used to study the feasibility of building this trail. This study hasn't even been completed and they are already working on this trail. If you vote for this trail you will be going against the public and working for special interest groups. I really don't think any of you would agree to build a trail in your front yard and we don't want it in ours. We bought property here because of what wasn't here. Most people have no idea that no matter where in Virginia they live they are going to be paying for this trail with their tax dollars. The people of this country are taxed to the breaking point to fund unnecessary projects. The Eagle Rock school doesn't even have safe drinking water for our children. Which do think needs our tax dollars more. This matter should have been put up for a vote for the people this is going to affect. Not special interest groups. This trail if built is a major accident waiting to happen. I think this board needs to be held accountable when it happens. You have been told repeatedly that parts of this trail is not going to be safe but so far those warnings have fallen on deaf ears. I thought you are about keeping people safe but I guess not! Special interests over common sense!!!	Online Survey	X			
5/14/2024	Salem	Jennings, Bill	New Castle, VA	Trail	Craig County does not want or need this trail! Plenty of National Forest here, the trail is of no benefit!	Online Survey	X			
5/15/2024	Salem	Jenny	399 James River Terr	Trail	Please put in the trail! Would be such an asset to that part of our county. Public spaces are for all of public to enjoy!	Online Survey	X			

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5/7/2024	Salem	Johns, Iverna	Roanoke - Ventnor RD SE	Rte. 460 reconstruction	Comments include for Lynchburg to Roanoke to Blacksburg area demand to reconstruct and install traffic intersections on us 460 Reclassified US 460 with increased demand of traffic and high speeds there is a need to install and or construct 4 way or traffic intersections If you do not understand what is being communicating, let us know. I can provide first hand observations and video footage of driving on this section of US 460 Roanoke Lynchburg if desired. To SUM — VDOT and Commonwealth need to reclassify this named road connecting Lynchburg to Roanoke because of an increased amount of traffic and higher speeds than what is posted. VDOT is running a ad campaign on US 460 leaving Roanoke or Roanoke County as of May 2024 which states something like Don't be a Left Lane Cruiser Left lane is for passing. This is an incorrect statement VDOT should be encouraging drivers to drive at legal SPEEDS and with proper distance in front etc. We're not perfect drivers, no one is, but we disagree that the LEFT LANE is only for passing. It is just a LANE on the public roadway sometimes there is only one, other times multiple lanes. Both lanes have the same speed legal limits of travel regardless of passing. Perhaps the Commonwealth should post separate speed limits for multiple lanes of travel which might be more dangerous, not an engineer here. Again, how about be mindful of driving and operating speed - when accelerating and reaccelerating around other traffic - and distance in front and behind other drivers regardless of if driving in left or right or middle or left middle or right middle lanes	Online Survey				X
5/15/2024	Salem	Johns, Iverna	Eagle Rock	Trail	Spend the money on schools and roads . Spend the money on schools and roads	Online Survey	X			
5/2/2024	Salem	Jolley, Marianne	586 Breckinridge Mill Road	Trail	Please add an equestrian use to the Craig Botetourt Scenic Trail. Please do not pave any trails that may be used by equestrians or allow for a non paved path next to the paved one.	Online Survey	X			
5/7/2024	Salem	Jones, Tim	520 Petty Ave	Trail	The Craig/Botetourt trail will make an excellent venue for the region. I have lived on the valley for 50 years and this proposed area is an untapped gym. I would encourage funding of this project.	Online Survey	X			
5/15/2024	Salem	Judd Cletus T.	Eagle Rock	Trail	This is a failed plan and will never support itself and will never be kept up by VDOT. we don't want this trail	Online Survey	X			
5/7/2024	Salem	Kadee	1130 Ball Park Rd	Trail	Do not build the craig botetourt trail. This is such an unsafe and ridiculous project costing so much money. We already have SO MANY trails and outdoor recreational areas in botetourt. The money could be used for school improvement and be much more beneficial to the area	Online Survey	X			
5/16/2024	Salem	Karen	Troutville	Trail	Botetourt Craig Scenic Trial should not be funded This is a very rural area with farms and creeks and most area you can not access unless you trespass on private property. This will be a nightmare for owners and law enforcement	Online Survey	X			
5/15/2024	Salem	Ketron, Mike	1712 Haymakertown Road, Troutville VA	Trail	I support the funding and building of the Craig/Botetourt rail trail.	Online Survey	X			
5/8/2024	Salem	Lambert, Steve	1488 old rail rd	Trail	Millions for a bike trail? This is madness. We are bankrupt. Please tell the truth. WHO really supports this? What are their motives? Are we spending money before we have to send it back to the bankrupt federal gov? You will regret moving forward. Think!	Online Survey	X			
5/14/2024	Salem	Lambert, Steve	1488 old rail road. Eagle rock	Trail	Millions for a bike trail on a public highway when we are bankrupt as a nation. Please apply logic. Isn't it va law to apply cost benefit analyst and roi analysis? No way this recoups in decades the investment. It is not good government	Online Survey	X			
5/16/2024	Salem	Lambert, Steve	1488 old rail road	Trail	Why do you want feedback? Check a box requirement for the grant? You will do what your sponsors tell you anyway.	Online Survey	X			

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5/8/2024	Salem	Landon, Tom	New Castle	Trail	As a Craig County resident who lives near the trail, I support the construction of the Craig Botetourt Trail between New Castle and Eagle Rock and believe it will be a huge benefit to the health and economic base of the community. It will improve traffic safety by encouraging cyclists and pedestrians to avoid route 615 and traffic signage at crossings will reduce vehicular speeding. Thank you for supporting this effort despite a vocal minority that opposes it.	Online Survey	X			
5/14/2024	Salem	LaRoche, Bud	1453 Wolf Creek Drive, Vinton, Va	Trail	I am one of the Pathfinders for Greenways that have been working on helping VDOT clear the old Craig/Botetourt Scenic Trail right of way and I overwhelmingly support funding the rehabbing and opening the trail to the public. The economic benefits to the rural areas of Craig and Botetourt counties should be significant and will improve real estate values along the trail. Please consider funding the trail work in the Six-Year Improvement Program. Thank you!	Online Survey	X			
5/17/2024	Salem	Ledford, James	Virginia Mineral Springs	Trail	The Craig Botetourt Scenic Trail needs all funding pulled. How do you waste money on something without a proper plan? Would you build a house without a blueprint? Recreation should not be paid for by the state. Recreation should be by localities. Interstate 81 should receive all the funding from the Craig Botetourt Scenic Trail. Totally fund Interstate 81. Totally fund the drug program at Catawba Hospital. If this trail gets built by VDOT, VDOT should do the maintenance of the trail forever. The state should also pay for fencing between the trail and houses. They should also be responsible for a camera system for all houses along the trail. Landowners should not be on the hook for added costs associated with this trail. The state wants it, the state should cover it.	Online Survey	X			
5/14/2024	Salem	Ledford, Toby	15011 Craig Creek Rd. 24085	Trail	rails to trails should not be funded !	Online Survey	X			
5/8/2024	Salem	Lee, Brandon	Vinton Va.	Trail	It is vital for the health and well-being of people and communities to have safe green spaces for recreational activities like biking, walking, running and non motorized travel.	Online Survey	X			
5/14/2024	Salem	Lee, Roy R.	3206 Robindale Dr	Trail	I own land in Botetourt county on the railroad bed I have maintained it's cent 1963 till 2024 ,Botetourt has never put the the first gravel in a pot hole are got the first tree out of the road the state does not own it anymore I paid taxes on it,,you all need to ready the law before you do any work on my property	Online Survey	X			
5/15/2024	Salem	Lewis, Carol S.	3180 Old Rail Rd, Eagle Rock, VA 24085	Trail	I absolutely do NOT support the building of the Craig-Botetourt Scenic Trail. As a volunteer EMT in that area, I know that the trail using the state road is unsafe. I have already witnessed close calls between hikers and vehicles. Please do NOT fund this trail as presently configured!!	Online Survey	X			
5/9/2024	Salem	Lewis, Gregg	3418 Deer Run Road, Blacksburg, VA	Trail	This resource will be a great economic development engine for the region - an important investment with far reaching benefits!!	Online Survey	X			
5/1/2024	Salem	Lewter, Marjorie	New Castle, VA	Trail	I am writing on behalf of the Back Country Horsemen of Virginia to support the construction of the Craig Botetourt Scenic Rail Trail as a multi use trail system. Multi-use includes Equestrians on most Rail Trails and they are a benefit to horsemen, promoting agricultural use of adjoining lands by attraction of the horse community and they are a benefit to the local economy by the sale of fuel and supplies to riders. Horses are a central part of Virginias heritage and continue to contribute much to Virginia's economy. At this particular location there is additional access to National Forest Trails at the center of the trail route and specifically I would suggest horse trailer parking near the Craig Creek Recreation area for the greatest benefit. Craig County, where I live, has no industry and only a few small businesses. The majority of the land is National Forest so tourism and its benefits are greatly needed. I am pleased to see its progress at long last.	Online Survey	X			

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5/18/2024	Salem	Lipps, Robin	New Castle Va	Trail	The Craig Botetourt Scenic Trail will be a great asset to our community! Looking forward to its completion!	Online Survey	X			
4/27/2024	Salem	Lipps, Woody	530 Broad Run Road, New Castle, Virginia	Trail	In reference to the Craig Botetourt Scenic Trail project, Salem District. As a member of a citizens committee in Craig County, I have studied this proposal for the past two years. While completion of this project is a significant investment, the prospectus of benefits looks really good for our community and for the region as a whole. In particular, this rail to trail conversion links opportunities for horseback riding in a way other rail trails may not. There are a number of existing trails and Forest Service roads that can be tied together with this proposal and these are already being used individually by the equestrian community. The horse industry is a significant economic driver across Virginia and opportunities for longer rides and loop trails are lacking. This presents a unique opportunity in this regard. The proximity to the Roanoke Valley also makes this a great recreation trail opportunity. There is organized opposition to this project. The project represents development in a sparsely populated rural area where people don't see visitors as an improvement. It is this rural character, and scenic beauty, that makes this location so attractive for a recreation trail. To be sure, some mitigation efforts such as screening vegetation and fencing will be needed in a few locations where homes are close to the state property. In Craig County these mitigation efforts are largely limited to about 5 or 6 residences over a 9 mile stretch of trail corridor. Working together with individual landowners is the best way to design mitigation and help alleviate fears. When this trail was first proposed in a plan dating to the early 1970's a hiking and bicycle trail here was thought to be both a good idea and feasible. Surely it is today.	Online Survey	X			
5/3/2024	Salem	Lipps, Woody	New Castle, Virginia	Trail	In Reference: Craig Botetourt Scenic Trail. As you know, there is some organized opposition to this project. While I fully understand some of these concerns, I want to point out that opponents have two clear options moving forward. The first option is they convince the Commonwealth the highest and best use of this land is private property and then they buy it. The value at acquisition was \$1.4 million so using an inflation factor the current value is about \$14 million. Each of the roughly 150 landowners adjacent need only pay the state about \$93 thousand plus survey and closing costs. This would result in a one-time refund of \$1.60 for each man, woman, and child in Virginia. Second option is these opponents can pool their resources and sue the Commonwealth over ownership of the railroad property. This effort would likely cost them a minimum of \$500,000 with the outcome far from certain. Note the case of the 13 landowners who brought suit over the Va Creeper Trail in the 1970's. This project has been in planning since 1970 - 1973. I think it's time for a final disposition of this property and I am fine with either of the above mentioned options. I would prefer a trail. Handing over a public asset worth \$14 million to 150 people who would like to have it for free is not an option.	Online Survey	X			
5/20/2024	Salem	Lis, Richard	8703 Craigs Creek Road	Trail	I oppose the trail being routed on roads. No further funding should be granted until a plan has been presented to the public for comment and who will be responsible for maintenance has been determined.	Online Survey	X			
5/19/2024	Salem	Looney, Catherine S.	24503 Craigs Creek Rd	Trail	I am not in favor of the rails to trail project. We don't need it, it is an intrusion on the area property owners. this money needs to go to other areas or just noy spend it.	Online Survey	X			
5/19/2024	Salem	Looney, John	24503 Craigs creek rd	Trail	I am against spending any money for the rails to trails project. We have far more pressing transportation needs.	Online Survey	X			
5/7/2024	Salem	Looney, Lee	519 Draft Rd New Castle	Trail	This is a big waste of money, we have roads that need fixed. It is not right to take people's land that they have had for generations. Stop this stupid junk Put the money in fixing things we already have.	Online Survey	X			

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5/20/2024	Salem	Lowe, Dylan	Christiansburg and New Castle	Trail	Many things have not been taken into consideration financially. Cost of more cell towers, cost of widening roads that will be used for both vehicles and trail users, and how to protect the privacy of the homeowners who live on the trail. Widen roads, build more cell towers and provide funds for residents to build fences for privacy.	Online Survey	X			
5/19/2024	Salem	Lowe, Jeff	58 Meadows of Craig E	Trail	We do not want this. The trail will go by houses and use main roads as the trail. This will be around blind curves and roads that only have a double line, but no side lines because the road is not wide enough. I have neighbors that are building fences right next to the trail. I want to know that they will be reimbursed for their privacy	Online Survey	X			
5/19/2024	Salem	Lowe, Kristy	58 Meadows of Craig E	Trail	We do not want this. Unlike the Roanoke Greenway this will utilize main roads. The trail will go by houses and use main roads as the trail. This will be around blind curves and roads that only have a double line, but no side lines because the road is not wide enough. Money will be needed to repair train tressles, take down trees and hopefully but doubtful place fencing or refund fencing by home owners to keep people off their land while using the trail.	Online Survey	X			
5/19/2024	Salem	Lucas	385 Dagger Springs	Trail	I am a long time botetourt county resident, I wish to address the botetourt craig county scenic trail as a big waste of money and time. Both county residents fought for this project to not go through in the early 2000s and now. If this old rail line was such a great road it would have become the primary road to New Castle 80 years ago, instead VDot decided to not maintain it very well in 80 years. My grandmother can still remember the long ride on this short line. There are so many trails in Virginia that are in pretty bad condition, but they are far cheaper to save and maintain than this idea. We have so many actual roadways that need repairs but get put aside for unnecessary projects like this one. Everyone that lives along or near opposites this project, the only ones for it are people who don't live here and people out to make a name for themselves. Please reconsider changing this project to maintain the parts of the old rail used everyday only. Just look at the Grape vine trail and camping area that is located off of the old rail. It has been maintain for the past 20 years. Was closed after crime happened there some 20 years ago. Getting resources of police, fire, rescue and first responders to some of the remote locations is a lot of the reason we didn't want this to go through 20 years ago. There has been other project attempts along this same route, such as a dam at the 92 bridge for a lake. We don't want to loose our way of life here. With this all being said please reconsider letting this project go, spend the time and money on the roads already in the area please and thankyou!	Online Survey	X			
5/19/2024	Salem	Lynch, Roy	10261 Bluegrass Trail Eagle Rock	Trail	I'm against this trail project, it's too costly and not wanted by the people it runs through use the money on schools and infrastructure improvements	Online Survey	X			

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5/9/2024	Salem	Maguire, Frank	1206 Kessler Mill RD	Trail	<p>On behalf of the Roanoke Valley Greenway Commission, I wanted to commend the CTB's continued support for the State office of Trails and the trails of statewide significance. The benefits of trails range from local economic opportunities, to improved community health outcomes, to alternative transportation options, to recreational assets, and to environmental resiliency. The benefits of trails to our community go far beyond them being just a nice place to take a walk.</p> <p>I also want to highlight the work being done by VDOT's Salem District to move the Craig-Botetourt Scenic Trail forward. Last Fall, the district hosted two very informative open house style meetings to allow the community to better understand the project and what the trail would entail. Public feedback to the district was over 80% in support of the completion of the project. Since that time, the Salem District staff have continued to engage the public and move deliberately towards developing a final plan.</p>	Online Survey	X			
5/9/2024	Salem	Maiden, Jeff	Rather not	Trail	I'd travel there as a destination for this ride and would be happy to support local business with my money. I live in Roanoke but would make this trip often to experience the beauty of the area on this trail. I'd spend plenty of money along the way, too.	Online Survey	X			
5/8/2024	Salem	Marand, Carol	2940 Carolina Ave	Trail	I am excited about having more options to ride bikes in the surrounding areas of Roanoke, VA. It is getting more and more hectic to navigate roads with cars. A trail provides more safe options.	Online Survey	X			
5/8/2024	Salem	Marand, Hervé	2940 Carolina SW	Trail	This new pedestrian/cycle trail will further the economic development of this part of Virginia and fill a need for those who seek further outdoor activities in the Greater Roanoke area	Online Survey	X			
5/15/2024	Salem	Martin, Ricky	16933 Lee hwy Buchanan VA.	Trail	I fully support this trail project.	Online Survey	X			
5/8/2024	Salem	Marty	11454 Craig Creek Rd Eagle Rock	Trail	The CBST should not be built. A good portion of this trail would be on narrow state road that cannot accommodate cyclists, hikers, horses, cars, delivery trucks. I thought this boards main objective were safe roads. I f you allow this trail to proceed you are putting people's lives in jeopardy on a daily basis. This is a major accident waiting to happen and I can't for the life of see what everyone can't see that. You are supposed to be intelligent people and it is time you start acting as such. Something stinks about this trail and I believe the money already approved needs to be reevaluated and put to better use. Anyone that believes there will be economic benefits to this area has their head in the sand. We live here because of the peace and quiet this area gives us. Develope elsewhere and leave us alone and stop trying to shove this down our throats!!!! Terry Austin lied before the GA about this matter and he should be held accountable. I believe the public hearing on this matter is a joke. We have told anyone that will listen this is a bad idea but it falls on deaf ears. Stop listening to special interest groups and listen to the people this directly affects. We should not be required to be the play ground for the over building in Roanoke and Botetourt. Would any of you want this in your front yard????	Online Survey	X			
5/15/2024	Salem	Mays, John	640 Lowe street. Buchanan Va	Trail	I support funding for the Craig Botetourt scenic rail to trail Let's get this done	Online Survey	X			
5/17/2024	Salem	McConnel	Palmer Trail	Trail	This is too much money being thrown at a project that doesn't even have a clear plan. Not just for construction, but maintenance. Not a priority when schools and roads need work!	Online Survey	X			
5/15/2024	Salem	McCoy, Ed	Buchanan, Va	Trail	I support funding for the Craig- Botetourt rails -to-trails plan.	Online Survey	X			

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5/18/2024	Salem	McCulloch, Daniel E.	806 South Pollard St	Trail	I do not support the Craig Botetourt Trail recommendation on the grounds that it is an open invitation for people to come to our area which could potentially bring Revenue but also increased potential human trafficking and drug issues which we already have a problem with. I support rail recommendations including adding to the Amtrak line. I will not be attending in person but I hope that my electronic submission is taken into consideration. At least consider all options, and take into an account that our area has remained relatively smooth, in recent years leftist ideology has infiltrated the education system at both the federal and state level, George Soros leftist funded organizations are capable of paying folks to go to different areas and disrupt their way of life to get them to follow the inner city and foreign communist ideologies.	Online Survey	X			
5/8/2024	Salem	McCullough, Mary	66 Maple Ave	Trail	I own property in another State adjacent to a former railway. Please stop making rail trails. They take away the privacy of adjacent owners. A train does not stop at private properties, a person does. Also, prior to owning I rented an apartment adjacent to a rail trail in Carpendale, WV that hosted a meth lab in the Knobley Tunnel for a time and separate to that was and is a place people sell and trade drugs due to the privacy. You will also have to maintain them. Please stop funding and creating more rail trails.	Online Survey	X			
5/15/2024	Salem	Michael	7797	Trail	The craig botetourt scenic trail is a waste of tax payers money. The schools systems are in need of attention. Vdot can't even maintain the roads. Bicyclist are a road hazard that should not be supported. Terry Austin and the boco board of supervisors couldn't plan a picnic	Online Survey	X			
5/15/2024	Salem	Mike	7795	Trail	I do not support craig botetourt trail	Online Survey	X			
5/23/2024	Salem	Minnix, Cindy	16749 Lee Highway Buchanan va	Trail	I support the trail. Let's get this built. Will be a great asset for region.	Online Survey	X			
5/18/2024	Salem	Minnix, Dillon	16749 Lee Hwy	Trail	I support the funding and building of the Botetourt Craig scenic trail.	Online Survey	X			
5/8/2024	Salem	Minter, Michele	Roanoke VA	Trail	The Craig Botetourt Scenic Trail would be a great asset!	Online Survey	X			
5/15/2024	Salem	Morris, Chris	Catawba, VA	Trail	I support the Botetourt rail to trail project. I support all of our outdoor recreation projects. Thank you	Online Survey	X			
5/19/2024	Salem	Morrison, Colleen	2295 Davis Run	Trail	The Craig Botetourt Scenic Trail is unnecessary, doesn't have a plan for development or funding, impedes the funding of other trails in existence, and needlessly burdens the community with additional taxes when we are already struggling to make ends meet. Do not fund this project, please! None	Online Survey	X			
5/15/2024	Salem	Mullins, Mary Catherine	Troutville, VA	Trail	I support the funding and building of the Craig Botetourt Scenic Trail.	Online Survey	X			
5/14/2024	Salem	Nelson, Steven	19953 Cumberland Gap Rd	Trail	The county doesn't need any improvements that I can see or have noticed on any commute. Please refrain on trying to get more people into the county. Would really like to see new rebel flags flying at each entrance into the county. Tourism and development is destroying a lot of areas. Let's keep craig the way it is beautiful.	Online Survey	X			
5/15/2024	Salem	Newcomb, Rob	16994 lee hgy	Trail	Totally against putting 35 million into a trail	Online Survey	X			

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5/20/2024	Salem	Norris, Debra Jean	15229 Craig Creek Road	Trail	<p>Regardless of when old rail beds were purchased, rural routes have long since been established for residents. People, farms were encouraged to build and flourish on these roads. They pay taxes, pay, and work to maintain.</p> <p>YET ANOTHER TRAIL is BY NO MEANS an actual NECESSITY! Unwanted and wasteful. No internet, cell service, EMS, Police or emergency services. Creek floods. Prior use of the old rail bed in those areas will no longer be available, definitely placing people in danger, the only way out.</p> <p>A HUGE safety concern is sharing the road on rural routes. These routes are access roads. You are planning to place THEM in danger, not only the visitors, and places where the trail crosses Rt. 615. Horses are unpredictable. Some cyclers too. You don't seem to care, as long as won't be held responsible.</p> <p>This effects Oriskany Square too. People cycle ride off the trail and around the square. I've shown my concerns to Kelly Dunn & VDOT. Endangered species?</p> <p>All fallout is being put on us.</p> <p>Had I known about the CTB meeting, I would have attended. I know many people who would have.</p> <p>This trail has been defeated in court in the past. That should have settled it. Period. The only thing that has changed is you. Money and agendas do not justify putting residents and landowners in harm's way in their daily lives and causing enormous expenses in so many ways to them to accommodate a trail. Just because you can, doesn't mean that you should. Do not bring the trail anywhere near Oriskany at all. Bypass it completely. I've no doubt there are others, especially those whose homes, driveways, or farms have an old rail bed running through it! Shame on you for planning to do this to people, for YET ANOTHER trail that WE DO NOT NEED.</p>	Online Survey	X			
5/20/2024	Salem	Norris, John	15229 Craig Creek Road	Trail	<p>Regardless of when old rail beds were purchased, rural routes have long since been established for residents. People, farms were encouraged to build and flourish on these roads. They pay taxes, pay, and work to maintain.</p> <p>YET ANOTHER TRAIL is BY NO MEANS an actual NECESSITY! Unwanted and wasteful. No internet, cell service, EMS, Police or emergency services. Creek floods. Prior use of the old rail bed in those areas will no longer be available, definitely placing people in danger, the only way out.</p> <p>A HUGE safety concern is sharing the road on rural routes. These routes are access roads. You are planning to place THEM in danger, not only the visitors, and places where the trail crosses Rt. 615. Horses are unpredictable. Some cyclers too. You don't seem to care, as long as won't be held responsible.</p> <p>This effects Oriskany Square too. People cycle ride off the trail and around the square. I've shown my concerns to Kelly Dunn & VDOT. Endangered species?</p> <p>All fallout is being put on us. It looks to me, that those who have the power to-do what they want with this trail /state road. Have little thought for the 200 plus land owner, who will in most cases have to put in place security barrier, which will have to come out of their own wallets after taxes. Why, have all these meetings, with the majority of those attending were against it, and the ones for it, were being paid to put it in place.</p>	Online Survey	X			
5/8/2024	Salem	Oates, Beth	Roanoke Va	Trail	<p>I'm a relatively new mom and I value so much more the ability to recreate safely. Building the safe bike/pedestrian trail would be such a valuable asset to our community and we look forward to boasting about what will be a beautiful trail!</p>	Online Survey	X			

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5/19/2024	Salem	Odum, Brian	2762 Blue Ridge Turnpike	Trail	I believe this area needs to be left alone. Nobody in the area wants it. The trail will bring unwanted traffic, trash and destruction of private property. Please vote no on this project!!	Online Survey	X			
5/15/2024	Salem	Pace, Nancy Hinchee	5 Wiley Court	Trail	I support the trail in Craig County Pathfinders is a dedicated group who works hard to make our trails safe and beautiful.	Online Survey	X			
5/20/2024	Salem	Parr, Jr, David D.	117 East Augusta Avenue	Trail	Please cancel the Craig Creek Rails-to-Trails project. The CTB and VDOT have no plan, and the research for the project is not even done yet. Why spend more on an "unknown" project, when there are so many other projects that desperately need money. VDOT has used the 1 million that was meant for research and dipped into the 12.5 million budget, yet no plan has been presented to the public or approved by anyone. This trail has so many uncertainties compared to other trails, including that it will be run over roads. This should not be allowed. It will forever change what the general public perceives as a trail. How VDOT will handle sensitive areas? Will they help homeowners with privacy fences, safety issues, and other items? My family, which owns around 500 acres along the Creek near 8703 Craig Creek Road, can attest, from landowner meetings, that VDOT has NO intentions to help. Lastly, the notion to build this without knowing who will maintain it is crazy. Botetourt County and VDOT MUST conduct public hearings on this critical change to the Craig Creek landscape.	Online Survey	X			
5/20/2024	Salem	Parr, Jr, William V.	329 Timber Ridge	Trail	As an adjacent land owner I am opposed to the construction of the Craig Botetourt Senic Trail. This project has been inadequately planned and communicated. There have been meetings but nothing of substance is provided. There are many safety concerns that have not been addressed, there is no plans available to continued care and maintenance of this trail. There are several areas this will be crossing that are extremely challenging and will be quite expensive to do so. In som areas the old rail road grade is barely even still available due to erosion. From what I am able to understand personally. The Craig Botetourt Senic Trail has very little if any local support from the Eagle Rock community and Northern Botetourt. This opposition does not appear to be communicated appropriately.	Online Survey	X			
5/20/2024	Salem	Parrish, Nancy	it says optional	Rte. 220, Webster Rd. rail crossing	the route 220 project is over priced should work with NS to repair crossing on Webster Road in Blue Ridge	Online Survey				X
5/16/2024	Salem	Patrick, Dayna	Daleville	Trail	I support the funding and building of the scenic bike trail between New Castle and Eagle Rock. This will be a marvelous benefit to the community at large and for tourism in the area	Online Survey	X			
5/8/2024	Salem	Perdue, Jan	2255 Westover Ave SW	Trail	Outdoor recreation is a driving force in growing Roanoke and attracting new people and businesses.	Online Survey	X			
5/8/2024	Salem	Perdue, William	2255 Westover Ave SW	Trail	Please continue funding for this significant greenway in Craig County	Online Survey	X			
5/9/2024	Salem	Perkins, Ginger	2718 Carolina Ave SW	Trail	Please build the Craig Botetourt Scenic Trail. This area is so beautiful. And this would be a lovely asset for our region.	Online Survey	X			
5/7/2024	Salem	Peters, Kevin	690 Hawkins LN	Trail	A large waste of time money and effort. This trail will be built with millions of misdirected public funds. These funds could have been better spent supporting Emergency Services in Craig and Botetourt Co. After this trail is built it will fall so low on the VDOT priority list that upkeep and maintenance will never occur. Do not build the Craig BoCo Trail.	Online Survey	X			
5/14/2024	Salem	Piedl, Martin	Radford, VA	Trail	I support the funding and building of the Craig Botetourt Scenic Trail.	Online Survey	X			

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5/8/2024	Salem	Powell, Amy	211 Taylor Ave	Trail	I would love to see the Craig Botetourt Scenic Trail completed. It would give outdoor enthusiasts another option besides the greenway to bike, run and get out and enjoy nature. I also would like to see more options for rail to alleviate congestion on I81 and make it easier for people to go back and forth from Roanoke to VA Tech.	Online Survey	X			
5/25/2024	Salem	Powell, Mason	3965 Sterling Rd Roanoke VA	Trail	I grew up going to a small piece of property on Craigs Creek owned by my family for nearly 100 years. This is our piece of heaven due to the seclusion and isolation. The road that leads to our property is a gravel road that discourages people from traveling down it and at the end of it there is a gate preventing anyone from entering that does not belong. We have found that when people trespass via walking past the gate or floating down the creek, things get stolen, broken into or vandalized. We like to think that we can trust our fellow man and that they will respect what is not theirs, however, this is simply not the case. I can say with absolute certainty that if this project continues, the piece of paradise we have will cease to exist. I will not be able to share it with my children and their children as my father and grandfather did for me. Please consider the words and testimonies that myself and many others and sharing with you as you make your decisions. Thank you kindly. There exist problems within our community that could use the focus of our elected officials and the money that that would be used on this project. Impoverished families could use your help, schools could be improved, government facilities could be upgraded, the list goes on of people or places that could really use the money and resources. The National Forest that borders our property and the fire trails that are up there at one time did not have a gate. When the fire department went to do training they found that they were unable to maneuver and access many locations due to people creating ruts from dirt bikes and ATVs. The same destruction will occur to our property if this project is pursued further. I am currently serving active duty in the US Army and visit our property every time I come home and pray that when my time in service is finished that I will be able to come home and enjoy the beautiful place that I currently know and love without the fear of others destroying it.	Online Survey	X			
5/18/2024	Salem	Powell, Mitchell	1811 Third Street	Trail	I oppose the Craig Botetourt Scenic Trail. I believe allowing more public access will create negative exposure for the private properties near the trail. Our property is a private secluded camping spot where we vacation. More traffic will open our property to more people who can trespass, litter, or vandalize. This public right of way has sat unused for decades and has created an expectation of privacy that is now being taken away. I would ask to reconsider the adoption of the plan for this trail.	Online Survey	X			
5/18/2024	Salem	Powell, Shawn D.	Craig valley dr.	Trail	With the state of the economy as it is and so many other needs in our community , is a bike trail thru a rural area a wise choice ? The millions of dollars in cost along with unknown amount in maintenance . Please stop to consider the impact on the property owners in the area. My property has been in my family since the depression and i have seen what the introduction of people to the area brings , Trespassing, Larceny , Breaking and Entering. Unfortunately people have no respect for others property that is not constantly monitored. I ask please use the funds for the more needed things like schools.	Online Survey	X			
5/8/2024	Salem	Preston, Jessica	Salem, VA	Trail	I write in support of the Botetourt- Craig Scenic Trail. This will be an asset to our area as it will provide more opportunities for our citizens to explore and enjoy the natural beauty of our surroundings. Projects like this attract families and younger people to our area, and encourages outdoor, healthy activities. The benefits of this trail will certainly outweigh the collateral effects of extra foot and two wheel traffic to the Oriskany area.	Online Survey	X			
5/14/2024	Salem	Rech, Kim	130 27th St SE	Trail	I support the funding and building of the Craig Botetourt Scenic Trail.	Online Survey	X			

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5/14/2024	Salem	Resident	New Castle	Trail	I'm looking forward to hopefully use the Rail Trail in Craig County. The cleanup up that has been performed is already a positive step forward. The current 1 mile trail is not enough for a decent walk/run	Online Survey	X			
5/7/2024	Salem	Riddle, David	3005 Sha Al Rd	Rutrough Rd. repaving	We were told that Rutrough Rd in SE Roanoke County was scheduled for paving in 2021 to repair the numerous potholes, some of which resulted from water and sewer lines installed by the Regional Water Authority in 2029-2020. When the Covid pandemic hit, the project didn't happen and we were told the money went to covid relief efforts. The road is heavily travelled with visitors to Explore Park and numerous bike riders, but is not in suitable condition to handle this additional traffic. Pothole repairs are band-aid fixes. Rutrough - or as we who live here call it "Rut-Rough Road" - desperately needs repaving! Thank you.	Online Survey				X
5/7/2024	Salem	River	1 W Main St #120, Fincastle, VA 24090	Trail	The rails to trails programs I am familiar with, which isn't all of them only a small sampling size, aren't incorporated with active roads. I understand they cross these roads at multiple points but aren't sharing the full roadway. As someone who has used public land off these roads I suggest the planners ride out to these roads during hunting seasons and review the traffic coming in and out. It seems like a poor idea to plan a trail on an active road. The environmental concern I am expressing is the pollution and destruction of property that will have an inevitable increase as a result of higher traffic to the area. We all love our natural resource, and selfishly, I don't want to see this go away. I will also be sure to check that all SWPPP permits and other necessary environmental studies and permits have been done to their fullest extent. I have seen multiple bat species in the area, so for their protection I expect bat studies to be completed in full just as an example. I hope this public hearing serves as an opportunity to hear both sides of this debate. And I hope that not only does the officials hear both sides but they actually listen. There are already plenty of resources for getting out and seeing nature in botetourt county and the surrounding areas. I have never seen a project with this much resistance end well for both parties involved.	Online Survey	X			
5/16/2024	Salem	Robert	Sugar Tree Hollow Rd	Trail	Too much taxpayer money to be spent on maintaining and building the trail.	Online Survey	X			
5/8/2024	Salem	Roberts, Bethany	Bosworth Drive	Trail	I support the Craig Botetourt Trail Project. It will be great for the growing Community and an Asset for continued health and wellness of the citizens.	Online Survey	X			
5/20/2024	Salem	Robin	New Castle, Va	Trail	Craig Botetourt Scenic Trail Please support this project which has been planned since 1970! While the multi-use trail will provide recreation and alternate transportation opportunities for a wider region, Craig County really needs the economic benefit it will provide. With only 4890 residents, a declining and aging population and drop in public school population, our county is in distress. This project is an opportunity for economic development here. The demand is there. How much different things might be for us if this had been completed as planned in either 1970 or 2000. The state owns the property and much of it is being used as a rough trail now. It needs repair so it can be safely used.	Online Survey	X			

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5/19/2024	Salem	Rock, Rachel	2437 Old Rail Road Eagle Rock	Trail	Please do not continue to fund the Craig Botetourt Scenic Trail. Honestly, I think you have heard all the different issues many many times from residents against the trail. As a resident and landowner of Botetourt County that is going to be directly impacted by this trail, I asked you please just put yourself in our shoes. This will affect our ability to come and go from our home everyday, forever and will only get worse in my opinion due to my expectation of even further growth in the future in this area in northern Botetourt County and Craig Creek. Old Rail Road will be the Trail! The road we drive on everyday forever! I am also really concerned about future trail users and interactions with residents and landowners along the proposed trail. With no real plan or at least real answers for residents concerning safety, trespassing, theft, and vandalism, how can you fund this trail? There is no real plan for any of it for that matter and most importantly there is no plan for maintenance. I just have to address how Terry Austin has always compared the VA Creeper Trail to the proposed Craig Botetourt Scenic Trail and how many times I have heard numerous people say how "oh wonderful this is going to be" by comparing the two. Especially concerning all the friendly residents and landowners that just smile and wave at the Creeper Trail. Even that previous opposition of the Creeper now just Love it. Yeah right. I just have to say, in my opinion, that is not going to happen along the Craig Botetourt Scenic Trail and that is why I am concerned about issues between trail users and landowners/residents. Also just have mention, again, how remote this area is compared to the VA Creeper area. There is actually no comparison. Many many people already deal with all of these issues due to Craig Creek including myself and with the trail it will only increase with more users in this area. Please really consider these issues and think about the people that will be negatively affected.	Online Survey	X			
5/7/2024	Salem	Rugh, Jonathan	1513 Boxwood Dr	Trail	It is critical to build and support alternate bicycle routes in VA. This project is going to be great for the local economy and celebrate the beauty of Craig Co. I am looking forward to kayaking Craigs Creek and biking my shuttle!!	Online Survey	X			
5/14/2024	Salem	Sabrina	249 Markin lane	Trail	I don't see how anyone in their right mind would agree to a trial and funding with no said plan actually in place it's a guessing game and it's a horrible idea running right through areas where people are hunting there's bound to be a shooting accident while out a trial where people are known hunted for years?	Online Survey	X			
5/19/2024	Salem	Sarine, Jason	8873 Peaceful Valley Rd New Castle, VA	Trail	I would like to comment on the Craig Botetourt Scenic Trail. This is another public works waste of money. There is absolutely nothing stopping anyone from wandering the existing national forest trails including the APPALACHIAN TRAIL just down the road. This project is just a solution in search of a problem using other people's money. Stop. Fix some potholes. Maintain existing infrastructure and stop making more work for the Commonwealth and communities that are going to have this trail thrust upon them. The costs associated with this will fall on the communities that it cuts through eventually and we can hardly afford life already let alone this white elephant we will have to "feed". Please don't me dismissive of people's concerns, especially those who will have to deal with this project.	Online Survey	X			
5/7/2024	Salem	Savage, Edward	8094 Upper Craig's Creek Rd.	Trail	The Craig-Botetourt Scenic Trail stands to greatly benefit our community, by bringing tourism to this hidden gem of a rural community and the associated economic development, but also by improving the quality of life for residents. I've heard much from the few extremely vocal detractors of this trail, but have spoken with far more community members who are quietly supportive of the trail, but fear reprisal by the extremist minority. I can't wait to ride the trail once it's complete, and to reap the benefits of more visitors to our quaint mountain town.	Online Survey	X			

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5/17/2024	Salem	Schlotthober, Ellen	1920 High Crest Ct.	Trail	This trail has sections that are in the state highway system which provide the only access to private properties. There are also many questions about funding, maintenance of the trail, repair of the bridges, availability of emergency services just to name a few. The majority of our questions have been answered with "that has yet to be determined". This trail was proposed 20 years ago with a much more complete plan which clearly stated both costs and amenities that would be provided. The costs were found to be prohibitive. The sections of the trail that are in the state highway system have had only minimum maintenance or in some cases no maintenance at all in the past 20 years. The public hearings were not adequate as they did not allow a format in which people could express their concerns in a public forum. There needs to be meetings where the plans are announced and people have the opportunity to respond with questions and concerns in a large group setting.	Online Survey	X			
5/7/2024	Salem	Scott	Daleville	Trail	Please continue this. I have seen it brought up before only to have it shot down. The roads are getting more dangerous all the time. This would be a safe place to ride.	Online Survey	X			
5/15/2024	Salem	Sifford, Lewis	11570 Lee Highway Fincastle	Trail	I support funding and building of the Craig Botetourt Scenic Trail.	Online Survey	X			
5/7/2024	Salem	Smith, Donna	13795 Craig Creek Road	Trail	I support the Craig-Botetourt Trail. As a neighbor to the proposed trail, I'm excited to have the recreation opportunity to hike and bike. I know local businesses are struggling; the economic benefit of the trail to the community are positive. I believe the people who use such trails are considerate and mindful of trash and noise and respectful of outdoor spaces. I believe this trail will have an overall positive benefit and is an excellent use of this commonwealth-owned space.	Online Survey	X			
5/1/2024	Salem	Smith, Ron	18300 Demko rd	Trail	I support allowing horses to use the proposed Craig Botetourt Rail Trail.	Online Survey	X			
5/14/2024	Salem	Smith, Will	2610 Cedar Ln Buchanan	Trail	I would ask that no money be given for the Craig/Botetourt Trail project. The people that this affects the most have not been heard. They are the ones that have to deal with the decision that this board makes, namely the property owners that are attached to this trail. It is illegal for an adjoining neighbor to do anything like this to their neighbor and yet the people who are supposed to be protecting their rights are the very ones who are ignoring them. Do the right thing please	Online Survey	X			
5/16/2024	Salem	Stadtlander, Jim	2228 OldRailRd	Trail	Do not place any further funds towards the Craig Botetourt Scenic Trail. No project should be funded if it is not past the research/planning phase. If the trail's rough draft remains as it is, it will be breaking Virginia Code. It is issues such as this that needs to be worked out before more funds are allocated. By not doing so, projected costs could soar once committed into the project. This proposed trail is unique and will be looked at as an example for others. No other trail in Virginia's history is placed on State roads (at least legally). The VDOT project manager claims there are, but research proves otherwise. I am more than willing to share findings on this. It should also be noted that there is a petition with over 1,000 signatures against the trail. Results of a survey in Sept said that 80% of the people want the trail, but that figure did not take into account the petition. If it did, it is approximately 50/50. That petition can be supplied if wanted. Thank you.	Online Survey	X			
5/14/2024	Salem	Stephanie	5347 craig valley drive	Trail	Do not put this trail through craig county We don't want it	Online Survey	X			
5/20/2024	Salem	Thomason, Chelsea	Salem, VA	Trail	I am concerned that the trail will use main roads as the trail. If people are not used to driving the roads this is dangerous with the blind curves. A big concern is there is little to no cell signal for unexpected events that require calling for help	Online Survey	X			

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5/19/2024	Salem	Thompson, Lohman	4815 craig creek rd	Trail	Craig Botetourt Scenic Trail is not a useful way to throw money without knowing who will be the responsible caretaker. The rise of traffic on Craig Creek road will be crushing for the area with accidents. From what I understand trail people and land owners are going to be at odds The people on this end of the county get very little help from county and now you want to throw money at something that does not help any of the residents. Before starting this project try solving some of problems that this project will create. Thank you	Online Survey	X			
5/15/2024	Salem	Thrasher, Adam	104 Arthur Rd	Trail	I support the funding and building of the Craig Botetourt Scenic Trail!!!!	Online Survey	X			
5/7/2024	Salem	Thrasher, Stephen	9629 Springwood rd	Trail	I truly think this is a total waste of money and in no way support it. You people just look for projects to waste money on. Has anyone thought of the people who signed the petition against this waste? Close the Trail and give the land back to the land owners or open it up to regular vehicle traffic.	Online Survey	X			
5/14/2024	Salem	Thrasher, Stephen	9629 Springwood rd	Trail	I personally don't think spending any money on.the Craig Botetourt trail will help anyone. There is a petition against this Trail with over 1000 people has signed it.	Online Survey	X			
5/15/2024	Salem	Thrasher, Stephen	9629 Springwood rd Buchanan va	Trail	I , along with 1000 others signed a petition against the Craig-Botetourt trail and do NOT want any money wasted on this project. Terry Austin is the person who wants it and gas disregarding the people who he represents. Please don't spend any money on this wasteful project that the people of the two county's have voiced there opinion against.	Online Survey	X			
5/19/2024	Salem	Todd	77 lignite rd. Eagle rock, VA	Trail	The Craig Botetourt scenic trail should not be funded. People can come to this area and hike, ride bikes and horses right now without having to spend \$35+million of tax payer dollars. The hunting community will lose close to 5 miles of vehicle access to the Jefferson National forest in the Oriskany section of the trail. There is no cell phone service in this area and at this time there is not even any plans for restrooms or drinking fountains in this area. i believe that this will cause trail users to depend on people living along the trail for phone usage in an emergency and for rehydration needs. This could cause issues if it becomes a daily occurrence in such a remote area of Botetourt county and it surely will. The CBST keeps being sold as being modeled after the Creeper trail. The CBST will be nothing like the creeper trail because the only business along the 26 mile trail are two subway sandwich shops and a small handful of businesses on main st. New castle. The creeper trail is near I-81, and has access to motels and restaurants. South West VA already has over 1000 miles of bike trails and i do not believe the CBST will be a driver of new business in this area because of its very remote location.	Online Survey	X			
5/2/2024	Salem	Trent, Barry	602 Maplewood Drive, Vinton, VA	Trail	I would like to express my support of the Craig Botetourt Scenic Trail. I have had the pleasure of working on several portions of this trail as it exists now and have been very impressed with the scenic beauty and the history of this area. Once completed this trail will connect two historic communities and provide great opportunities for low-impact economic development for both Craig and Botetourt counties. As a cyclist, I can appreciate the opportunity this trail will offer for physical activity in a safe and rural setting for individuals of all ages and ability levels.	Online Survey	X			
5/7/2024	Salem	Trussell, Martin	2037 Carter Road SW	Trail	This is a very important project for the region and one that I fully support. I am glad to learn that Pathways for Greenways is already working to make improvements to the trail	Online Survey	X			
5/15/2024	Salem	Unknown	Botetourt County	Trail	I support the funding and development of the Craig Botetourt Scenic Trail.	Online Survey	X			
5/16/2024	Salem	Unknown	Country club rd	Trail	I am in favor of the Craig Botetourt rail trail I believe this project is best as a primitive trail. No.1 fix the bridges. No 2 A trailhead near Oriskany	Online Survey	X			

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4/27/2024	Salem	Unknown	New Castle, Virginia	Trail	Craig Botetourt Scenic Trail: Since this project was announced the opponents of it have been all over the board. What started out with concerns over litter and trespass has evolved into a fear of higher taxes and alignment with the political far right to include stories of corrupt government and politicians. All the while these folks have refused to sit down and discuss real issues and work toward a mutually beneficial solution. They are actually few in number and a central theme emerges if you analyze their complaints. "Not in my backyard", and not on my road! The problem with this core complaint is that it isn't their backyard and it isn't their road. The property has belonged to the people of Virginia since 1961. This was public land before any of these opponents moved to their current location and the road sections involved are currently used by horses, hikers, and bicyclists. The time has come to implement the planning begun in 1970. Buildthetrail.org	Online Survey	X			
5/1/2024	Salem	Unknown	62 Howard Hannah Road	Trail	The Craig Botetourt trail is currently very popular among local equestrians who help clear the trail for others to use, myself included. The trail should be available and accessible to equestrians with the expectation of respect among all users of the trail. Please consider allowing equestrians to use the Craig Botetourt trail. I am an equestrian myself and use that trail currently as it is across the street from my house. It would affect my ability to ride on national forest if equestrians were not allowed on the trail. Thank you	Online Survey	X			
5/2/2024	Salem	Unknown	Cave Spring, VA	Trail	Consider promoting and providing dedicated and secure motorcycle and eBike/scooter parking/charging stations at current and future mass transit locations to avoid congestion caused by single users in full sized cars/trucks. Regular paths/routes and services for non-automotive commuters from Blacksburg/VT campus and other educational/civic locations will be needed to reach future passenger rail stations in Christiansburg and other towns. Expediting mass transit/passenger service through small towns with redevelopment in existing areas with sewer/water capacity along with providing meaningful/practical transition routes to work, school and recreation may help ease highway traffic and housing limitations/scarcity in specific high demand areas by spreading out residential/work/tourism opportunities across the state. Adopting a single pass/fare system for all transit modes public and private will help with convenience and early adoption.	Online Survey	X			
5/7/2024	Salem	Unknown	340 boulevard	Trail	Build the trail in Craig. Look forward to the trail in Craig	Online Survey	X			
5/7/2024	Salem	Unknown	Memorial Avenue	Trail	Please build the Craig Botetourt Trail!	Online Survey	X			
5/7/2024	Salem	Unknown	Wildwood Road	Trail	Development of the Craig-Botetourt trail is important to Botetourt County, Craig County and the Roanoke Valley. It will serve as a recreation asset and attract additional tourism dollars. The trail will increase the property values of adjacent landowners. The corridor is already under control of VDOT and it is a no-brainer for easy development.	Online Survey	X			
5/7/2024	Salem	Unknown	Old railroad, Oriskany, Va	Trail	I would to see the plan include cell service for the remote areas, power for lighting the trail at night and enforced hours of operation. Seems like a forgone conclusion that the property owners have been left out of the decision. They are the ones paying for it. The taxes along the purposed trail doubled in 2024.	Online Survey	X			
5/7/2024	Salem	Unknown	354 nace	Trail	This is a total waste of money Unnecessary	Online Survey	X			

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5/7/2024	Salem	Unknown	23580 Craigs Creek Rd	Trail	I like the idea of trails but only in communities that can afford the upkeep after DOT has started then dropped it after funding runs out. I gave moved on to another pet project. The CBST definitely falls into this category. If VDOT was so hip on maintaining the rail bed as they say they are doing now, then where have they been for the last 20 years? Definitely not on the rail bed in Craig County or Botetourt County. Why hasn't VDOT been maintaining the current allocated rail bed, why did it take volunteers to come in & clean it up if it's State owned land? If this is happening before this proposed 26 mile trail then it definitely will after.	Online Survey	X			
5/7/2024	Salem	Unknown	198 Roaring Run Rd	Trail	I feel that the rails to trails project should not be funded. I understand that the old railroad bed is state owned property but it has been closed in sections for many many years. I feel like the money could be used in so many different areas than this project. It feels like some politicians are just trying to fatten their wallet with the project. I being a resident of Eagle Rock and close to this project can assure you that my family wants no part of it. We live in a rural place for a reason and that is to get away from the crowds of people. It seems like no one listens to the residents that this project will directly affect. A petition with over 1,000 signatures was signed in opposition of this project and it was thrown to the wayside by politicians. This money should be used to improve existing infrastructure that needs desperate improvements instead of building this useless trail to fill the needs of a small percentage of people.	Online Survey	X			
5/7/2024	Salem	Unknown	New Castle	Trail	My family has owned property in Craig County for almost 70 years. I personally have lived here for over 60 years. I am totally opposed to the trail being proposed for Craig and Botetourt counties. We bought and moved to Craig to be away from the city and the people there. These people using the trail will not be welcome here and I see only very bad consequences. Keep your Greenways in Roanoke. Put the trail to a vote on the ballot in Craig County.	Online Survey	X			
5/7/2024	Salem	Unknown	NA	Trail	Please move forward with growth and options to get people outside and to our area.	Online Survey	X			
5/7/2024	Salem	Unknown	275 Meadows of Craig West	Trail	As a landowner in Craig County, I'm in favor of the proposed scenic rails to trails trail linking Eagle Rock To Newcastle. Both of these areas will benefit greatly from the business and tourism that this project will bring to the areas. The Commonwealth already owns the land, so we should use the resource that we have to benefit this entire area.	Online Survey	X			
5/7/2024	Salem	Unknown	Blacksburg, VA	Trail	We are excited to see the Craig Botetourt Scenic Trail come to fruition in the coming years. I believe the trial will enrich the surrounding communities and provide a beautiful recreation opportunity for the public- including and especially the local population.	Online Survey	X			
5/8/2024	Salem	Unknown	8635 Narrow Passage Rd	Trail	I support the Craig- Botetourt Trail and look forward to it enhancing the community.	Online Survey	X			
5/9/2024	Salem	Unknown	Salem va	Trail	Please add more bike lanes, bike paths, and anything that will make cycling more safe in the area. This area can thrive from its beauty of outdoor recreation if we have all the pieces in place.	Online Survey	X			

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5/14/2024	Salem	Unknown	4441 Fontaine dr Roanoke va	Trail	I do not approve of funding this trail. I do not personally know of anyone who does other than some politicians and local bureaucrats. The people who this affects most (Craig and Botetourt residents don't want this.) We don't want the traffic, crime, graffiti, extra security needed and "windfall of cash flowing in" as some politicians promise. The people's opinions were disregarded at the local meetings in favor of this pet project. No one can answer simple questions like who is responsible for the trail maintenance, security, bathroom upkeep etc. Turns out the localities are as real estate taxes just jumped up). How is property taken by eminent domain originally for train tracks and donated to the state not first offered to be bought back by the land owners along the trail most affected? This trail is garbage and needs to go away.	Online Survey	X			
5/14/2024	Salem	Unknown	1000 applewood	Trail	Horrible idea! Please don't pass. Why are we taking a passable roadway and adding trail into it. Vote no!	Online Survey	X			
5/14/2024	Salem	Unknown	245 hoot owl rd	Trail	We have so many things in the county now that are not getting taken care of and our taxes are high enough! We don't need people coming in committing crimes, this is why people live in rural areas to stay away from people/crime. Listen to the people. Craig county residents are mostly lower income and elderly. We cannot afford more taxes and do not want people or crime!!!	Online Survey	X			
5/14/2024	Salem	Unknown	Fincastle	Trail	Regarding the Craig Botetourt trail I believe there are better locations for a trail system, this location will not receive enough use to justify the money spent on it. Our taxes keep increasing & there is more important projects our tax money needs to be used for than building trails. There are many trails already in the local National Forest that are not being used with any regularity.	Online Survey	X			
5/14/2024	Salem	Unknown	8132 Golden oak	Trail	I support the building and finance of the Craig Botetourt trail	Online Survey	X			
5/14/2024	Salem	Unknown	FINCASTLE VA	Trail	I support funding and building of the Craig Botetourt Scenic Trail	Online Survey	X			
5/14/2024	Salem	Unknown	Fincastle VA	Trail	I support funding and building of the Craig Botetourt Scenic Trail	Online Survey	X			
5/14/2024	Salem	Unknown	208 crossroads blvd	Trail	I do NOT support this wasteful pointless trail to be built that will not be unkept like countless trails in the county already aren't. This trail also goes directly through family owned farmland whom have right ways built in to deeds from many many years ago	Online Survey	X			
5/14/2024	Salem	Unknown	12232 Narrow Passage Rd	Trail	I don't see a need in it, it's nothing in Eagle Rock to do or see Really it should be up to the Creags Creek Land owners and no one else	Online Survey	X			
5/14/2024	Salem	Unknown	Roanoke	Trail	Please do what you can to provide healthy options for the area - much like the trail development.	Online Survey	X			
5/14/2024	Salem	Unknown	Roanoke, VA	Trail	I support the funding and building of the Craig/ Botetourt rails to trails project.	Online Survey	X			
5/14/2024	Salem	Unknown	Troutville VA	Trail	Please fund The Craig Botetourt Scenic Trail Please build this trail in a manner that it will be safe for pedestrians and cyclists alike. In a quality that maintenance will not be needed for a long time. Let's do this right!	Online Survey	X			
5/14/2024	Salem	Unknown	178 Jonathan road	Trail	I support the funding for the trail!	Online Survey	X			
5/15/2024	Salem	Unknown	Buchanan Va.	Trail	I support funding and building the Craig Botetourt trail	Online Survey	X			
5/15/2024	Salem	Unknown	New Castle	Trail	There is no interest in this trail. DO NOT FUND IT ANY FURTHER. Too much money has been spend already. please cut your loses	Online Survey	X			
5/15/2024	Salem	Unknown	Fincastle, Virginia	Trail	I support the funding and building of the Trail. This land belongs to the Commonwealth. Please use it for the benefit and enjoyment of us all.	Online Survey	X			
5/15/2024	Salem	Unknown	Eagle Rock Va	Trail	I don't support this program. The money should be spent our schools!	Online Survey	X			
5/15/2024	Salem	Unknown	Eagle Rock Va	Trail	I do not support this project	Online Survey	X			
5/15/2024	Salem	Unknown	Buchanan, VA.	Trail	Please support building the Craig Botetourt trail. Please don't let a vocal minority delay this project. We need this trail.	Online Survey	X			
5/15/2024	Salem	Unknown	Fincastle	Trail	I support the funding and building of the Craig Botetourt Scenic Trail	Online Survey	X			
5/15/2024	Salem	Unknown	509 1st Street	Trail	I support the funding and building of the Craig Botetourt Scenic Trail.	Online Survey	X			
5/15/2024	Salem	Unknown	55	Trail	I do NOT support the funding and building of the Craig Botetourt Scenic Trail.	Online Survey	X			

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5/15/2024	Salem	Unknown	974 Davis Run, Buchanan	Trail	I support the trail, can't wait to use it. The more outdoor activities the better. I hope there will be a section for seniors and handicapped.	Online Survey	X			
5/15/2024	Salem	Unknown	Eagle Rock, va	Trail	I support the funding and building of the trail.	Online Survey	X			
5/15/2024	Salem	Unknown	2009 roanoke rd	Trail	The Craig Botetourt Scenic Trails is a great project. The property is already owned by the Commonwealth and all Virginians and visitors wishing to exercise in our beautiful back woods should have the opportunity to do so.	Online Survey	X			
5/15/2024	Salem	Unknown	572 Sunset Ave	Trail	I support the building and funding for this project.	Online Survey	X			
5/15/2024	Salem	Unknown	123 9th	Trail	Stop asking the public to donate funds!!! This shared road trail is not a good idea and shouldn't even be happening! You only tell the public little pieces of the project. A project that doesn't even have plans yet!	Online Survey	X			
5/16/2024	Salem	Unknown	2681 summit Ridge Road	Trail	Please fund the trail.	Online Survey	X			
5/16/2024	Salem	Unknown	Optional	Trail	I do not support the funding of the Botetourt Craig trail. Terry Austin was very back room political about this project, only making first announcement after finalized rather than before and allowing public opinion to be made before funding announcement.	Online Survey	X			
5/16/2024	Salem	Unknown	1911	Trail	Money should be spent on existing trails and roads that are in disrepair. Fix what needs to be fixed and not wasted on projects that the communities don't even want! The BOS and VDOT need to listen to the communities instead of pushing thru unwanted projects. The CBST is a waste of money. There is not enough information on this proposed shared road trail! Any questions I have had have been met with inadequate answers like "we aren't sure yet". Don't waste money on "we aren't sure yet"!	Online Survey	X			
5/16/2024	Salem	Unknown	Botetourt	Trail	Please fix pot holes. Fix 81. Focus on bridge repair. Find transportation for impaired citizens to get to doctor appointments in other towns. There is no need to spend funds on any new projects when what we have now is falling apart. Please listen to the people in the communities!!!!	Online Survey	X			
5/16/2024	Salem	Unknown	Buchanan	Trail	I fully support the development of the trail. It will provide recreational opportunities that will positively impact personal health. In addition it will support economic development in these regions.	Online Survey	X			
5/17/2024	Salem	Unknown	Fincastle, Va	Trail	I support the Craig Botetourt scenic trail.	Online Survey	X			
5/17/2024	Salem	Unknown	Fincastle, VA	Trail	I support the Craig Botetourt Scenic Trail.	Online Survey	X			
5/18/2024	Salem	Unknown	203 Bobcat lane	Trail	The scenic trail being forced upon Craig county is absurd. We do not have the infrastructure to support people getting lost or sick in the forest. It takes an hour for an ambulance to show up for an emergency as it stands, there is no reason to add to the strained system. Use the forest roads that are already in place. Quit trying to use imminent domain to restrict hunters rights, raise taxes and price out the poor. Let Craig stay small	Online Survey	X			
5/19/2024	Salem	Unknown	Prices Bluff Road Eagle Rock, Va	Trail	I'm very concerned about the proposed craig botetourt scenic trail. There seems to be a lot of resources being used for a trail that hasn't been planned. I'm very concerned about so many resources being used on planning stages and the general public not getting answers but being told it's a good thing. I agree it could be wonderful but I need more information to make my mind up and not just trust us. . . . From the government. Also why does this trail share areas with vehicles? This seems super unsafe for families when promoting the trail. I have been to some of the meetings and questions were answered with we are not at that step yet. So when will we have a full plan and price for this? I'm all about being financially responsible and struggle to understand why we are throwing money and building a trail without a full plan?	Online Survey	X			
5/19/2024	Salem	Unknown	351 Dagger Spring Road	Trail	This is just a stupid idea. Nobody wants it. There are plenty of other trails already available that nobody uses. Stop this infringement on personal personal properties.	Online Survey	X			

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5/19/2024	Salem	Unknown	Craig Valley dr	Trail	Why are we allocating so much money to the Craig Botetourt Scenic Trail when we don't know who is going to maintain it? Can we finish the Roanoke greenway first? Having it all connected would be a HUGE win for all municipalities that it travels through. This could also address some transportation needs that are brought up. Also, who is going to assist with items such as privacy fences, safety, etc with the CBSC? Has anyone considered the fact there is not enough law enforcement in that area to insure vehicle traffic abides the traffic laws? And placing a "trail" on the road where the speed limit is above 30 mph is asking for accidents and pedestrian deaths. I am an avid trail runner and bicyclist and I know enough about the area that I would not use the trail. We wouldn't be wanted in the area. I own property in Craig for 1 reason and that is the lack of people. I don't want tourist in the area. I also don't want higher taxes either. Not to mention, if the "trail" is on the road, it's no longer a trail. I also have property in WV and when the Hatfield McCoy "trails" started using the road, the residents were not happy about it. What good does it do to bring in tourist, if you run out the residents who pay the property taxes?	Online Survey	X			
5/19/2024	Salem	Unknown	Sandra Rogers	Trail	Craig Botetourt scenic Trail should not be built. It's opposed by many people. I personally think it's very bad idea. It's not researched properly. It's a waste of a lot of money.	Online Survey	X			
5/19/2024	Salem	Unknown	Fincastle VA	Trail	It is well past time to defund the Craig Botetourt Scenic Trail. There is currently no plan, yet construction under the guise of 'maintenance' has commenced. With no Plan, how can true costs be determined. It is time to implement common sense and use the monies for real and quantified benefit to the citizens of Virginia. Is not the Virginia Department of Transportation in violation of State Code 10.1-204? A trail 'trail shall be limited to foot, horse, or nonmotorized bicycle use, or a combination thereof,....' 'The use of motorized vehicles by the public shall be prohibited along any of the scenic, recreation, or connecting or side trails.' If the Craig Botetourt Scenic so-called 'trail' is constructed over miles of state maintained roadway open to vehicular traffic, then in cannot be a trail. VDOT needs to remove itself from the 'trail' business. This format process is elementary at best and simply exists to 'prove' that the public was 'engaged'. Only one comment box is available? Pathetic. Why not provide some real questions that allow for thought provoking answers. Why not explain where the money is coming from? Why not defend why VDOT is involved in recreational trail? What does this proposed trail have to with transportation? I could go on and on, but maybe someone who reads this response will be moved to do the correct and moral thing, which is to support defunding the Craig Botetourt Scenic Trail.	Online Survey	X			
5/19/2024	Salem	Unknown	1920 hcc	Trail	Do not spend money on CBST!!!! There isn't even a plan yet!! I want to know who is paying for the upkeep? Who is paying for privacy fences for the people who have this "trail" going right by their houses? Who's paying for fencing of livestock? Who's cleaning the bathrooms? Who's monitoring the "trail" for vandals? Who's cleaning up the trash? Money should not be spent on CBST. Money needs to be spent on actual projects and places we already have that need to be fixed. And the name Craig Botetourt Scenic Trail is a lie. It's a road. A shared road! So dangerous!	Online Survey	X			
5/19/2024	Salem	Unknown	Buchanan	Trail	Don't say a block is optional and then require an answer.	Online Survey	X			
5/20/2024	Salem	Unknown	400 Hillandale DR	Trail	I support the funding and building of the Craig-Botetourt trail. It will be worth the investment!	Online Survey	X			

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5/20/2024	Salem	Unknown	Daleville, VA	Trail	as a Botetourt resident, I firmly believe the proposed Craig Botetourt Scenic Trail will be an incredible asset to both the Botetourt and Craig County communities. As a mom with young children who love the outdoors, I am excited to have such a great place to take my family for safe bicycling.	Online Survey	X			
5/20/2024	Salem	Unknown	Old Rail Road	Trail	The Craig Botetourt Senic Trail is a waste of tax payer money.	Online Survey	X			
5/20/2024	Salem	Unknown	Eagle Rock, Virginia	Trail	I support the Craig Botetourt scenic trail. Please see this project through.	Online Survey	X			
5/7/2024	Salem	Unknown	Whispering Lane in Mt. Pleasant	Whispering Lane paving	Whispering Lane in Mt. Pleasant hasn't been paved since we have been here for 40 years! They come and fill pot holes some years. We pay taxes here just like all other Roanoke County residents. I called years ago and was given a project number but nothing has been done. Please help!	Online Survey				X
5/6/2024	Salem	Vest, Robert	159 Lewis Ave	Trail	Please build this rail to trail . It would be beautiful and beneficial to all surrounding communities. This trail would benefit all the surrounding communities. It would be used by friends families from all over. I am over on Craig Creek quite often. It is a beautiful place and it needs to be shared with the public.	Online Survey	X			
5/7/2024	Salem	W, Ebert Harry	1304 Meadowview Drive	Trail	I hope you will fully support the Craig-Botetourt scenic trail. It will be beneficial to the health of the folks that live in the area. Further, it will have some economic impact to this region of the state.	Online Survey	X			
5/20/2024	Salem	Waid, Fulton	PO Box 518	Trail	The Craig-Botetourt rails to Trails project is not a good idea or a good use of funds. Approximately one third of this project is on a state maintained road. Cars, trucks, tractors, bicycles, hikers, and horses do not belong on same narrow (steep sides) trail gravel road. Also, maintenance of this trail has not been openly addressed. Who will maintain this trail and provide emergency services?	Online Survey	X			
5/7/2024	Salem	Ware, Shane	3328 Forest Hill Ave NW	Trail	Expedite the Craig Botetourt Trail! It's a fantastic opportunity for improving public health, wellness, and true community connectivity.	Online Survey	X			
5/9/2024	Salem	Wayne	19506 main	Trail	I would love to walk this trail. Great idea	Online Survey	X			
5/14/2024	Salem	Weiner, Susan	7077 Southerland Cir	Trail	Please do not waste money on this trail - I own family property along this trail - it's a mistake	Online Survey	X			
5/19/2024	Salem	Weiner, Susan	7077 Southerland Cir	Trail	This is not suited for the intended purpose- there are areas where the road is narrow and dangerous. There has been NO plan on how to manage or provide maintenance on this trail As a landowner I am not interested in picking up trash or poop Use this money for other things - there is spotty cell service it is desolate in areas and should there be an emergency the outcome would be a negative one VDOT should be maintaining main highways instead of senselessly squandering money!!!!	Online Survey	X			
5/14/2024	Salem	Wes	Craig county	Trail	Don't build the Craig-Botetourt scenic trail. We choose to live in a rural area because we don't want to be around all the people and it's a huge waste of money.	Online Survey	X			
4/12/2024	Salem	Whitlow, Barney	7907 Floyd highway north copper hill Virginia	Rte. 221 paving	I am just requesting if you can tell when we are going to see some decent asphalt topping on us 221 from Floyd Virginia to Roanoke. The pot holes are terrible and when they do fill some of them they are just about as rough as the pot hole they were trying to fix. This is the main road we have to travel daily to work church and grocery stores. Please do something soon.	Online Survey				X
5/15/2024	Salem	Wiegandt, Pam	45 Fincastle Ct	Trail	I support the building & funding of the Craig Botetourt Scenic Trail.	Online Survey	X			

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5/18/2024	Salem	Will	296 Old railroad Ave new castle va	Trail	Craig county does not need this rails for trail. It will be a waste of taxpayer money and a nuisance for the landowners neighboring the trail. The trail isn't even in yet and we are already feeling terrible side effects. We worry about trespassers, trash being left along the trail, which will eventually make its way on our land, dangerous people doing criminal activities along the trail. We have land on both sides of the trail so therefore we have a right to know what vdot is doing and yet nobody seems to have an answer or a plan. But taxpayer money is being used since vdot is doing everything. Why does it take \$12.5 million simply to conduct research? When we did get the off chance to talk to vdot they said they were working on the trail to prevent mosquitoes. What a load of bull. We are all simply disappointed in everyone who has their hands in this rails for trails project. Whether it's vdot, terry austin, or the 5 people a year from salem that will walk the trail. Nobody wants this trail. Let me rephrase that. Nobody in craig county wants this trail. Nobody who has land near this project wants this trail. The taxpayers don't want to pay for this trail. The only people who want this trail are the crooked politicians in Richmond like terry Austin who is only wanting this trail to fill his pockets, and the tree hugging environmentalists who will only leave behind trash on the trail or their own waste. And who will be in charge of maintaining this trail? I can certainly tell you the landowners won't have any part in taking care of it.	Online Survey	X			
5/7/2024	Salem	Williams, Randy	Smith	Trail	Stop the Craig Botetourt trail. This project has consistently ignored the ones who will be affected by it the most, namely the land owners whose property joins the trail or whose property will be split by the trail. This project is not needed.	Online Survey	X			
5/8/2024	Salem	Williams, Randy	7247 S. Lee Hwy, Buchanan, Va	Trail	I believe the Craig botetourt rail trail would be great addition to our community. We have the AT but a good, mostly flat bike trail would excellent for kids, elderly people, basically all the people that can't hike the Appalachian Trail. Please approve this project asap so we the tax payers can begin enjoying it.	Online Survey	X			
5/19/2024	Salem	Wilson, Do	Roanoke	Trail	I am opposed to the Craig Botetourt Scenic Trail! Private landowners must protect their land from encroachment!! I am opposed to the Craig Botetourt Scenic Trail! Private landowners must protect their land from encroachment!! Unlike some greenway projects this cuts straight through the property	Online Survey	X			
5/15/2024	Salem	Wilson, Tracey Rock	old rail road	Trail	I've lived in Oriskany growing up. And family still resides there. This trail is a joke, hardly took care of the roads for years even shut our pass way thru to eagle rock. Pot holes and trees fall WE fill and cut. There is enough clean up and trouble just from creek dwellers. Had boats rafts stolen, home broke into. This is a bad idea for trail. No phone service at all and im sure if someone get hurt alot people not opening door for them..	Online Survey	X			
5/15/2024	Salem	Seibel, Michael	1919 Selma lowmoor rd	Trail	I do not support the craig botetourt trail	Online Survey	X			
5/7/2024	Salem	Baker, Nicholas	Botetourt County; 59 S. Center Dr., Daleville, VA; nbaker@botetourtva.gov	SMART Scale, Rte. 220, Muti-modal	County is a growing community, experiencing urbanization and automobile based developments; aim to have a multi-modal transportation system; look for support for the 3 Rd 6 Smart Scale apps, including 220 Superstreet near Lord Botetourt High School	Verbal			X	X
5/7/2024	Salem	Barber, Mike	Mayor, Town of Christiansburg; 100 E. Main St., Christiansburg, VA; mbarber@christiansburg.org	Passenger Rail	Supporter of passenger rail coming to Christiansburg	Verbal				X
5/7/2024	Salem	Belcher, Liz	8171 Bending Oak Rd.; Catawba, VA; lizbelcher@gmail.com	Trail	Craig Botetourt Scenic Trail - VDOT already has the ROW, notes some of encroached on the ROW, anxious to see CBST be finished, would like to see the bridges done first with the money already allocated, need re-decked	Verbal	X			
5/7/2024	Salem	Biggs, Mary	Montgomery County BOS; 701 Hutcheson Dr., Blacksburg, VA; biggsmw@montgomerycountyva.gov	Passenger Rail	Support for NRV passenger rail service	Verbal				X

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5/7/2024	Salem	Bonanno, Joe	West Piedmont District Commissioner; 1100 Madison St., Martinsville VA; jbonanno@wppdc.org	Rte. 58, Rte. 8 Bridge, Rte. 220 Corridor, Rte. 122	Support for the following projects in the respective localities: Martinsville - Ailcie St to Pine Hall Rd project, UPC 124092; Carroll County - completion of upgrades to US 58 from Stuart to Hillsville; Stuart - replacement of Rte 8 bridge over South Mayo River, UPC 101001, asking project to include a sidewalk; requests evaluation of culvert (VA Structure #1094); Henry County - improvements to US 220 from US 58/220 Bypass south to NC state line; Franklin County - funding for safety and capacity preservation improvements along US 220 corridor; Franklin & Bedford Counties - improvements for Rte 122 with all of the development of Smith Mtn Lake area	Verbal				X
5/7/2024	Salem	Brebner, Alec	CVPDC; 828 Main St., Lynchburg, VA; alecbrebner@cvpdc.org	EDA funding	Support for Rte 460 Timber Ridge Rd Smart Scale project; in support of Bedford County upcoming EDA application	Verbal				X
5/7/2024	Salem	Caywood, Richard	Roanoke County Administrator; P.O. Box 29800, Roanoke, VA; rcaywood@roanokecountyva.gov	I-81	Thanks for I81 corridor improvement program funding to facilitate southbound widening from Exit 137 to 128; anticipate CN of diverging diamond at Rte 419 and 220	Verbal				X
5/7/2024	Salem	Duerk, Barbara	Virginia Bicycling Federation; 2607 Rosalin Ave., Roanoke, VA; barbara@cox.net	Bike Network, Trail	Notes it is Bike Month and benefits of cycling as a viable alternative form of transportation; thanks for VDOT's work on Craig Botetourt Scenic Trail	Verbal	X			
5/7/2024	Salem	Foster, David	Rail Solution; dfoster342@aol.com	Transit/Rail	Potential of transit or rail and transit link between Roanoke Valley and NRV; has not seen support for RVTPo or NRVMPo, need a modern transit link between communities; need to stimulate transit investment in western VA	Verbal				X
5/7/2024	Salem	Fralin, William	Former CTB Member; 2830 Wilton Rd., Roanoke, VA; fralinw@rui.net	Trail, Rte. 220 Corridor, Rte. 29 Corridor	Thanks for work on CBST; shuttle to McAfee Knob is appreciated; Rte 220 corridor is a vital NS corridor, needs to be protected as limited access highway with no further impediments; hopes Martinsville Southern Connector stays in plan, new businesses have come to Commonwealth Crossings needs to be limited access back to I81; Martinsville area needs better ties to NC and to airport, made reference to success on Rte 29 corridor	Verbal	X			X
5/7/2024	Salem	Frith, Jim	Blue Ridge Innovation Corridor; 1200 Sam Lions Trail, Martinsville, VA	Blue Ridge Innovation Corridor	Need to invest in the Blue Ridge Innovation Corridor (BRIC)	Verbal				X
5/7/2024	Salem	Hanratty, Matt	Town of Blacksburg; mhannotty@blacksburg.gov	SMART Scale, Bike/Ped	Rd 6 SS app at Prices Fork interchange, the existing bridge doesn't take peds and bikes into account; passenger rail to NRV is important and will be appreciated, would like to get to finish line	Verbal			X	
5/7/2024	Salem	Hickner, Larry	NRV Passenger Rail; 215 Deercroft Dr., Blacksburg, VA; hichner@vt.edu;	Passenger Rail	Supporter of passenger rail coming to Christiansburg; noted difficulties in locating terminal; main goal is to return passenger rail to NRV as quickly as possible	Verbal				X
5/7/2024	Salem	Holmes, Jeremy	Executive Director Roanoke Valley Regional Commission; 313 Luck Ave., Roanoke VA	I-81 Corridor, Greenway network, Passenger Rail	I81 corridor is a top priority for the region; other regional priorities include Orange Ave/Challenger Ave corridor and Diverging Diamond at 419/220, further investment in Greenway network, and extending passenger rail to the NRV	Verbal				X
5/7/2024	Salem	Lipps, Woody	Craig County Railroad Bed Committee; 530 Broad Run Rd., Newcastle, VA; fspig02@aol.com	Trail	CBST support; few economic development opportunities in Craig County, the CBST is an econ development opportunity that has other benefits; need to stabilize infrastructure on CBST and need to clean up dump sites, need to preserve and protect a valuable public asset	Verbal	X			
5/7/2024	Salem	McClung, Nathan	Town of Vinton; wmcclung@vintonva.gov	SMART Scale, Rte. 24	Thanks for Rte 24 ped improvement project along W Virginia which is in current draft SYIP; ask for support of future Rd 6 SS app	Verbal			X	X
5/7/2024	Salem	Mcguire, Frank	1809 Canterbury Rd. SW, Roanoke, VA; frank@greenways.org	Trail	Support for trails and touted benefits observed and experienced; thanks for support for CBST and continued support for trails office	Verbal	X			
5/7/2024	Salem	North, Phil	Chairman, Roanoke County BOS; P.O. Box 29800, Roanoke, VA; pnorth@roanokecountyva.gov	SMART Scale, RSTP/Carbon funded projects	Thanks for funding for OIPI studies on Peters Creek Rd and Dow Hollow Rd intersection; noted planned Rd 6 Smart Scale apps and support of Roanoke City's upcoming Smart Scale app at Valleypointe Pkwy; appreciate add'l funding for FTA Section 5310, Rev Sh for Dry Hollow, RSTP and Carbon Reduction funds for Orange Market park-n-ride, and RSTP and Carbon Reduction funding for Roanoke River Greenway through Explore Park	Verbal			X	X
5/7/2024	Salem	Palmer, Shannon	4931 Upper Craig Creek Rd., Catawba, VA	Trail	Thinks the Craig Botetourt Scenic Trail will be a very good, useful project when done	Verbal	X			

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5/7/2024	Salem	Pendleton, Nicole	Botetourt County; 59 S. Center Dr., Daleville VA; npendleton@botetourtva.gov	SMART Scale, I-81	Experiencing great deal of change in County, new opportunities; thankful to see re-design of Exit 150 interchange as part of I81 corridor plans; 3 Rd 6 Smart Scale pre-apps to be submitted; looking forward to International Parkway project coming to fruition	Verbal			X	X
5/7/2024	Salem	Sandy, M. Steve	Franklin County Deputy Administrator; 1255 Franklin St., Rocky Mount, VA	Rte. 220 Corridor, Rte. 122 Corridor, Unpaved Road and Telefee funding	Support for 220 corridor, is a major thoroughfare for County residents, including continued improvements in Roanoke County and Henry County; Rte 122 is a critical connector and Westlake area is seeing much development; look forward to getting RAISE grant to further planning study in 122 corridor area; sees need for more money in the HSIP area, hurts the rural areas that can't use the Smart Scale program; need for add'l unpaved road funding, currently capped in Code and by Gen Assembly, also seeing decline in Telefees	Verbal				X
5/7/2024	Salem	Smedley, Erik	Bedford County; 122 E. Main St., Bedford, VA; esmedley@bedfordcountyva.gov	SMART Scale, Rte. 122 Corridor, EDA funding	Importance of Rte 122 corridor, thanks for assistance in developing Smart Scale application and future support of app; thanks for funding Timber Ridge Rd project; Future EDA application design funding at Meade Rd at New London Business Park off of 460 will open over 50 acres to development; request for increased funding for paving of rural rustic roads	Verbal			X	X
5/7/2024	Salem	Tuck, Edgar	Beford County BOS; 1335 Crabtree Ln., Moreta, VA; etuck@bedfordcountyva.gov	SMART Scale, Rte. 122 Corridor	122 Corridor at Hales Ford Bridge Smart Scale app, noted all of the existing and proposed development in area and high collision area	Verbal			X	
5/7/2024	Salem	Young, Jolena	City of Galax; 111 E. Grayson St., Galax, VA; jyoung@galaxva.com	SMART Scale, Rte. 58	Thanks for support of LAPs; have a pending TAP application this year along US Hwy 58; appreciate future support of their Rd 6 Smart Scale apps, improving ped crossings in downtown area	Verbal			X	X
5/7/2024	Statewide	Unknown	Unknown	Taxpayer money	Wastes tax payers money. Find a better project. Spend the money on something better	Online Survey				X
5/16/2024	Staunton	Angela	Old rail road	Trail	It will be too dangerous to have walking, bicycling, and horseback riding on a road with vehicle traffic. This is an accident waiting to happen. Bicyclist use this road already and they do NOT ride on the side as they are supposed to. And there is no one to enforce the laws. There WILL be an accident. This is not a well thought out idea.	Online Survey	X			
5/19/2024	Staunton	Bowers, Jaynelle	173 Ritenour Ln	Trail	This project needs to be stopped. Funding for a project that does not have realistic income that would help offset the cost is absurd. There are too many other things that need attention, such as the horrific fatal accidents that are consistently happening on 81 and the Fentanyl that is filtering in our county and schools.	Online Survey	X			
4/25/2024	Staunton	Brunk, Gayl	Peoples Drive Harrisonburg	Sidewalk infrastructure	I represent a Center for Independent Living (CIL) that provides an array of services to individuals with disabilities to ensure they are able to remain living in the community in their own homes. One of the largest barriers to this is transportation and accessible paths of travel. I am writing to fully support increased sidewalk infrastructure, improvements, and installation of curb cuts to ensure equity and access.	Online Survey				X

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5/20/2024	Staunton	Edmonds, David	205 Ritenour Ln, Maurertown, VA	Trail	Please do not fund the Shenandoah rail trail or the Shenandoah battlefield trail with trail projects. There have been no plans put in place to provide for security or fire and rescue services along this trail. We are a rural area and wish to remain as such. We don't need city benefits in a rural community. We did not sign up to have people literally walking feet from our doors and invading our privacy all hours of the day and night. There are already plenty of trails in our community and the funds need to be used to provide transportation-not recreation!!!! In light of the fires that took place recently in our area, this trail would present a major threat to all the homes that boarder it. One careless cigarette thrown in a windy day could take out our entire community! It is not safe or practical to even think about using this trail for kids to get to school. The distance they would need to travel to get to school is too far, and there is no security. I would not even consider allowing my grandchildren to use this trail out of concerns for safety. If the towns want trails, let them have the trails in town---but not in the rural areas. City people do not understand farming and may even harm livestock along the trail.	Online Survey	X			
5/19/2024	Staunton	Edmonds, Kathy	205 Ritenour Lane, Maurertown, VA	Trail	This is in regards to the proposed Shenandoah Rail Trail or Shenandoah Battlefield Rail with Trail projects. We are a rural area. This trail would literally be within feet of people's backyards which would cause loss of value of our property, loss of privacy, as well as safety concerns. This will invite crime to our area. There's a reason we choose to live in a rural area. There have been no talks with the police departments or fire departments in any capacity to find out how much additional funding and resources would be needed to support such a trail. There are already trails in our area and our money could be spent for far much better projects than a trail that only caters to select groups. Rails should be used for rails and not trails!	Online Survey	X			
4/29/2024	Staunton	Gillespie, Rick	PO Box 471, Franklin, WV	Rte. 33 near West VA	US 33 west of Harrisonburg on Shenandoah Mtn., from the West Virginia State Line to approx. 3 miles east of the WV Line, to where the current project ends, needs to be included in upgrades. Additional severe curves, too narrow for modern tractor-trailers to remain their own lane need to be widened, Several, longer 3rd lanes, to allow for slow-moving traffic to hold right, while allowing for better traffic flow should be constructed. Minimum 12-foot wide lanes and minimum 4-foot shoulders need constructed. The majority of the road has no shoulders.	Online Survey				X

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5/2/2024	Staunton	Hartman, Tom	320 East Mosby Rd. Harrisonburg, VA	SMART Scale, Safe Routes to School, Safety programs	<p>Thank you for supporting Harrisonburg's efforts to modernize our transportation system for present community needs. We are excited to restart the Safe Routes to School program in partnership with Harrisonburg City Public Schools and our public safety partners. The program supports the School Board's initiative to implement "walk zones" as a partial solution to the bus driver shortage, and re-introduces walking as a normal, safe, and even efficient means of transportation for every-day activities that are currently encumbered by long vehicle queues and wait times. The school sidewalk gaps project also proposed for funding helps with the walk zone policy transition, protecting residents, and improving the appeal of walking to the many who consider walking in the street too risky. To this point, we appreciate the prioritization of VHSIP funding for pedestrian safety. Socioeconomics and the density of the built environment make walking a desirable mode choice in Harrisonburg. We follow the logic behind deemphasizing sidewalks in Smart Scale, but we compel the CTB to recognize the demand for sidewalks that Smart Scale revealed. This was a reflection of the inability of the TAP program to make a meaningful impact on the need. Understanding that the source of the sidewalk problem is systemic and not the sole responsibility of the CTB to fix, we ask the CTB to supplement the TAP program to better reflect the demand for these dollars, and to become a partner in addressing state code policies that perpetuate development lacking pedestrian facilities.</p> <p>We want to express thanks for the Smart Scale scope-change process that has been established to address the problems inherent to developing project budgets years in advance of their construction, particularly in light of changing design standards, such as the Public Right of Way Accessibility Guidelines.</p>	Online Survey		X		X
5/19/2024	Staunton	Hoffman, Robert	Edinburg va	Trail	We need rail, not trails. We do not know the truth about the price. The organization pressing for trails has not been transparent.	Online Survey	X			
5/19/2024	Staunton	Lineweaver, Doris	Woodstock	Trail	No bike trail. Open rail back up to trains.	Online Survey	X			
5/19/2024	Staunton	Lisa	3434 main	Trail	Totally againt	Online Survey	X			
5/19/2024	Staunton	Ober, Susan	12588 Millertown Rd	Trail	I would rather see our tax dollars repair the rails for use, traffic on our highways are overwhelming, if we utilized the railways it could benefit commercial and private transportation. I have seen some of the problems with rails to trails in PA, they start out great, then over time become a dangerous littered mess.	Online Survey	X			
5/15/2024	Staunton	Perry	Fridley	Trail	1000% support this project. What a great idea.	Online Survey	X			
5/7/2024	Staunton	Printz, Shawn D.	One Court Square	Safe Routes to School, Safety programs	Just wanted to share my appreciation for the proposed funding for the Harrisonburg City Safe Routes to School Coordinator and for funding sidewalks in and around our public schools. This proposed funding will greatly impact the safety of our students and the safe walkability of our community! Keep up the good work!	Online Survey				X
5/11/2024	Staunton	Ridder, Chris	2305 Park Hill Road	Trail	This would be an incredible asset that would benefit the health and wellness of the area as well as a popular option for non-vehicular transportation. It would also continue to develop the Roanoke area as a diverse cycling destination with options for all riders.	Online Survey	X			
5/15/2024	Staunton	Sarah	Lexington	Trail	I am in full support of the funding and building of the 26 mile rail to trail. I hope the trail will permit horseback riding	Online Survey	X			
5/19/2024	Staunton	Shipe, Dennis	84 idle hours lane new market va	Trail	No tail and trails I live along the rail it's 40' feet from my front door we don't need people going by my house all time day and night not mention the cost I will have protected my property Stop listening to people out out state who don't pay any taxes to the state for benefits	Online Survey	X			

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5/6/2024	Staunton	Susan	Lexington, VA	Trail	What concerns me about the above statement is that equestrians are not included . Any multiuse trail project being considered in a rural area, ie. Shenandoah Valley, should also include equestrians. The omissions of equestrians from these projects is not being true to the definition of multiuse. Please include equestrians in all multiuse projects when the project is located in an area of high equestrian demographics. I could not find any links to the projects being considered?	Online Survey	X			
4/20/2024	Staunton	Unknown	350 Butter rd	Butter Rd. paving	Need to pave Butter rd. a short section of road in southern Augusta County, which connects this end of County and Interstate 81	Online Survey				X
5/18/2024	Staunton	Unknown	171 Toll House Rd	Rte. 81 congestion	Interstate 81 through from Harrisonburg to Winchester is a mess every single weekend and most weekdays. This stretch of 81 needs attention. The state of Virginia needs to halt funding for the trail that is proposed from Broadway to Front Royal. There is no definitive plan for maintenance or for ensuring the safety and privacy of residents along the rail corridor. There have been no crime studies for decades and no one has talked to emergency services or law enforcement regarding their ability to service the trail. Most of the emergency services in Shenandoah County are volunteer. The additional burden has not been considered. Research of trails across the country show that there are assaults, homeless encampments, drug use and distribution and even murder occurring on these trails everyday. Please focus on actual transportation needs. The possibility of returning rail service to Shenandoah County for a tourist and/or light rail service would be an excellent way to possibly return some industry to the area. A tourist train would bring some revenue. The right of way initially granted to Manassas Gap Railroad was for operating a train, that has not changed. The right of way is 33 feet on each side of the railroad. This would put the trail right at some residents door. The respondents to the survey conducted by VDOT show that the main use of a trail here would be for recreation as this is a rural area not suited for trail commuting to/ from work and school. The cost study is 3 years old and with the current economic climate, the \$150 million from that study is much higher today. Taxpayer dollars should not be spent on a recreational project when we have many roads that are in need of attention. The road to Seven Bends State Park is one. The focus should be on needs of all, not the wants of a few.	Online Survey				X
5/19/2024	Staunton	Unknown	492 Jiggady Road	Trail	No further funding for Rails to Trails from Broadway to Front Royal!	Online Survey	X			

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5/19/2024	Staunton	Unknown	Edinburg, VA	Trail	I am STRONGLY in favor of having the railroad throughout the Shenandoah Valley. I would be okay with some trails, but not the entire length of the railroad. I am strongly AGAINST pulling up the railroad tracks and just putting in a trail. We have many trails on the mountain and do not need another one here in the valley that no one will use in the winter, at night, when it's raining or very hot outside. The railroad will bring money to the area and I believe more people of all ages would ride the train as opposed to using a trail. Pulling up the train tracks will deal a death blow to the valley. The railroad is historically significant and needs to be preserved and utilized. There are so many possibilities for a train. For example, themed train rides for children like at Christmas train and for adults like a mystery train or a wine tour train. SAVE OUR RAILS! SAVE OUR RAILROAD!!! It will bring revenue to our area which needs a larger tax base to support the growing government we have. I believe a tourist train would be very popular. I also believe people from our area would ride the train too. The possibilities are endless and if there is only a trail, then that is all we would have. No one is going to walk down a one way trail and then back again. For example, if someone from outside of the area wanted to use the trail, where would they park? What businesses would benefit from this when there are no businesses along the path? Mt. Jackson and Edinburg have no business to speak of and there is nothing along that trail but farms, houses and a few battlefields. What is along the trail for the tourists? There is no food or bathrooms or places to shop. There is no security, no emergency services or food/drink. No one will use the trail in the winter, when it's raining, at night or when it's very hot outside. The train can run 24/7.	Online Survey	X			
5/19/2024	Staunton	Unknown	146 Teaberry lane	Trail	Don't want this trail in Shenandoah county !!!!!!!!!!! This will bring nothing but problems , drugs , rape , homeless people living in my back yard , there are plenty of parks that barely get used , do something there and leave the rails alone	Online Survey	X			
4/24/2024	Staunton	Bishop, John	Frederick County Assistant Director of Transportation; 107 N. Kent St., Winchester, VA	SMART Scale, Gainsboro Rd. signal project	Innovation - deep complement, Revenue Sharing - previous admin. Wanted to roll it back but Gov. Youngkin put a stop to that, RS is best investment 50/50 - every effort should be made to move along and eliminate partially funded apps. Still worthwhile - SS needs, policy worth considering when there is leverage funding there should be bonus points available to localities, partner with VDOT - Ed Carter, Matt Smith, Adam Campbell, Brad Reed, Kim Cameron, kudos to VDOT staff, plug for fully funded project -signal at Gainsboro Rd. going on 2 yr. of analysis, preservation corridor analysis.	Verbal		X		X
4/24/2024	Staunton	Crissman, Bryan	Town of Luray, Town Mgr.; 45 E. Main St., Luray, VA	Bridges, Rte. 11 Corridor	Take advantage of RS program, less than 5000 folks, part of SGR paving and takes advantage of that funding, some initial elements that could be met with match program, some could be initially engaged with localities buy in, takes 5-6 years, bridge maintenance - get very small amount of bridge maint. dollars, difficult to set aside a bridge maint. package - would like to utilize bank \$ to make a bridge maintenance project doable, withdraw from a bank, US 11 comes though Town, limited access highway, ask if the District would like to sit down and discuss safety of these	Verbal				X
4/24/2024	Staunton	Dorsey, Jody	Stephens City, VA	Fairfax St.	Fred. Co - moved to Stephens City, concur w/Fred. Co - Fairfax St. in Stephens City with single lane bridge - traffic backs up past Valley Pike, sit thru the light 4 cycles - wanted to bring to their attention, Thank you	Verbal				X
4/24/2024	Staunton	Dunn, Blaine	Frederick County BOS, Red Bud Supv.; 107 N. Kent St., Winchester, VA	SMART Scale, Rte. 37	Thank you, 2 major issues; Population 2000 59000 - today 96,000 - more houses. Need SS money, giving money 5 years later, #2 Rt. 37 west side - need on the east side, env. Issues and housing - needs federal & state dollars for a east connector to serve huge growth, Sensi Rd.? meant to be 4 lane rd. same issue in Stephens City, accel SS funds	Verbal			X	X

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4/24/2024	Staunton	Hindman, Don	Friends of Shenandoah Rail Trail; 2120 Moose Rd., Woodstock, VA; don.hindman@gmail.com	Trail	Support to rail to trail	Verbal	X			
4/24/2024	Staunton	Ludwig, Josh	Frederick County BOS, Chairman At-Large	I-81, Rte. 37 and Rte. 11 Corridors	VC - Exit 317 worst exit, Sup. Dunn Exit 315, children Exit 313 to Millbrook HS -serve our role on eastern seaboard, have trouble w/east/west - bridge - first station on west side and have to cross the bridge, bridge imp. Helped - only parallel is Rt. 37 and Rt. 11 which goes through the City. Millbrook HS fastest route - get on I-81 and mix with truck traffic. Doing study for east side of Town for solution to keep traffic off I-81. Trucks going to Inland Port could get on exit 310. Looking at various studies - new proposals for local traffic - also relieve burden on I-81. Thank you. Co is investing in matching funds for all these projects.	Verbal				X
4/24/2024	Staunton	McCann-Slaughter, Judith	Frederick County BOS, Vice Chair, Stonewall Supv.; 107 N. Kent St., Winchester VA	SMART Scale, I-81, Rte. 11 North, TAP and Revenue Sharing Programs	Thank you, delighted all are here, gets bulls from Indiana, Vice Chair & chair Fred. Co. Transp. Committee, blessed to have so much representation from Fred. Co., thanks to Mr. Merrill, Mr. Lawson, and mr. Laird, Mr. Stevens and his crew, Mr. Carter, Smith and ?, excited for recommendations for TA program and those projects, Revenue sharing - Warrior Dr. & Rt. 11 RS projects, grateful that they are moving forward, impact safety & public - Warrior Dr. - Sherando HS children, fastest growing community, Gov. Younkin quoted as saying innovation thrives here, lots of industry locates here, 81 is wall to wall traffic, can't come fast enough, desperate need it sooner than later, econ. dev. is slowed when 81 is shut down, Smart scale apps. - BOS parters to address concerns, MPO & City - safe streets for all learned at MPO 2017-2021, 69 fatalities, anything to expedite those funds are appreciated, most needed project in Fred. Co. - Exit 317 & Rt. 11 north - SS diverging diamond 2029, prefer to expedite diverging diamond - Co. putting a lot of funds for this project, ribbon cuttings to be done by future BOS members - funding so far down the road - more expeditiously appreciated, advocate for SS apps currently in pre-app - 7 apps-4 Co. & 3 MPO, evaluating how much leveraged funding can be supplied, thank you - next week is Apple blossom festival.	Verbal			X	X
4/24/2024	Staunton	Sheetz, David	Shenandoah Rail Trail; 2074 S. Pifer Rd., Star Tannery, VA; vlaars@aol.com	Trail	Rec. rail trails - in favor of it. Possible commercial use, background engineer, reg. PE, came from Fairfax	Verbal	X			

STATE OF GOOD REPAIR PRIORITIZATION PROCESS UPDATE

Kimberly Pryor, Infrastructure Investment Director

Greg Henion, P.E., State Structure and Bridge Engineer

June 17, 2024

Existing State of Good Repair Program

- **The State of Good Repair (SGR) Program was established by VA Code § 33.2-369 to address deficient state and locally owned bridges and pavements**
- **Defines “state of good repair purposes” as improvement of deficient pavement conditions and improvement of structurally deficient (poor) bridges**
- **Specifies eligible uses**
 - **Reconstruction and replacement of poor bridges**
 - **Reconstruction and rehabilitation of pavement on the Interstate and Primary Systems, including municipality-maintained primary extensions**
- **Requires an equitable and needs based distribution of funding, with no district receiving more than 17.5% or less than 5.5% of total funding available in any year**

Existing State of Good Repair Program (continued)

- **Specifies extraordinary conditions under which the Board may authorize a waiver of the cap or allocation of funds for paving on the Secondary System prior to the needs-based distribution**
- **Requires a priority ranking system that takes into consideration**
 - **Number, condition, and costs of poor bridges**
 - **Mileage, condition, and costs to replace deteriorated pavements**
- **Allocates funds to 4 categories within each district based on need**
 - **VDOT Bridges**
 - **Locality Bridges**
 - **VDOT Pavements**
 - **Locality Pavements**
- **The CTB last approved the SGR Prioritization Process on February 17, 2021**

Existing State of Good Repair Program (continued)

- The current SGR program has been extremely successful in decreasing the number and percentage of poor bridges (VDOT and locality owned bridges)
- The 2019 Maintenance and Operations Comprehensive Review found that if Virginia changed its bridge management model from the current “worst- first” approach to a “preservation-focused” approach, Virginia could expect to maintain its bridge inventory at an acceptable level of service for the next 50 years with existing levels of funding
- In 2021, the Joint Legislative Audit and Review Commission’s (JLARC) Transportation Infrastructure and Funding Report to the Governor and General Assembly included a recommendation that the SGR statute be amended to allow use of SGR funding for bridges that are on the cusp of becoming poor

House Bill 1254

- **HB1254, amending § 33.2-369, was enacted into law (Chapter 415) during the 2024 General Assembly Session**
 - Expanded the pool of bridges eligible for SGR funding to include cusp bridges
 - Expanded the types of work to improve bridges eligible for SGR funding
 - Applies to new project allocations made after June 1, 2025
- **Revisions to the Board's SGR Prioritization Process are needed to address Chapter 415 changes**

Explanation of SGR Bridge Changes

BRIDGE GENERAL CONDITION RATINGS (GCR)

GCR	*NBIS	FHWA	ALTERNATE TERMS	CHARACTERISTICS
9	EXCELLENT	GOOD		
8	VERY GOOD			no problems noted
7	GOOD			minor problems noted
6	SATISFACTORY	FAIR	CUSP	elements show minor deterioration
5	FAIR			elements are sound but have minor section loss, cracking, spalling or scour
4	POOR	POOR	**STRUCTURALLY DEFICIENT	elements have advanced section loss, deterioration, spalling or scour
3	SERIOUS			section loss, deterioration, spalling or scour have seriously affected primary structural components. Fatigue cracks in steel or shear cracks in concrete may be present. Bridge is closed.
2	CRITICAL			advanced deterioration of primary structural components. Fatigue cracks in steel or shear cracks in concrete may be present. Bridge is closed.
1	IMMINENT FAILURE			major deterioration or section loss in critical structural components or obvious vertical or horizontal movement affecting stability. Bridge is closed.

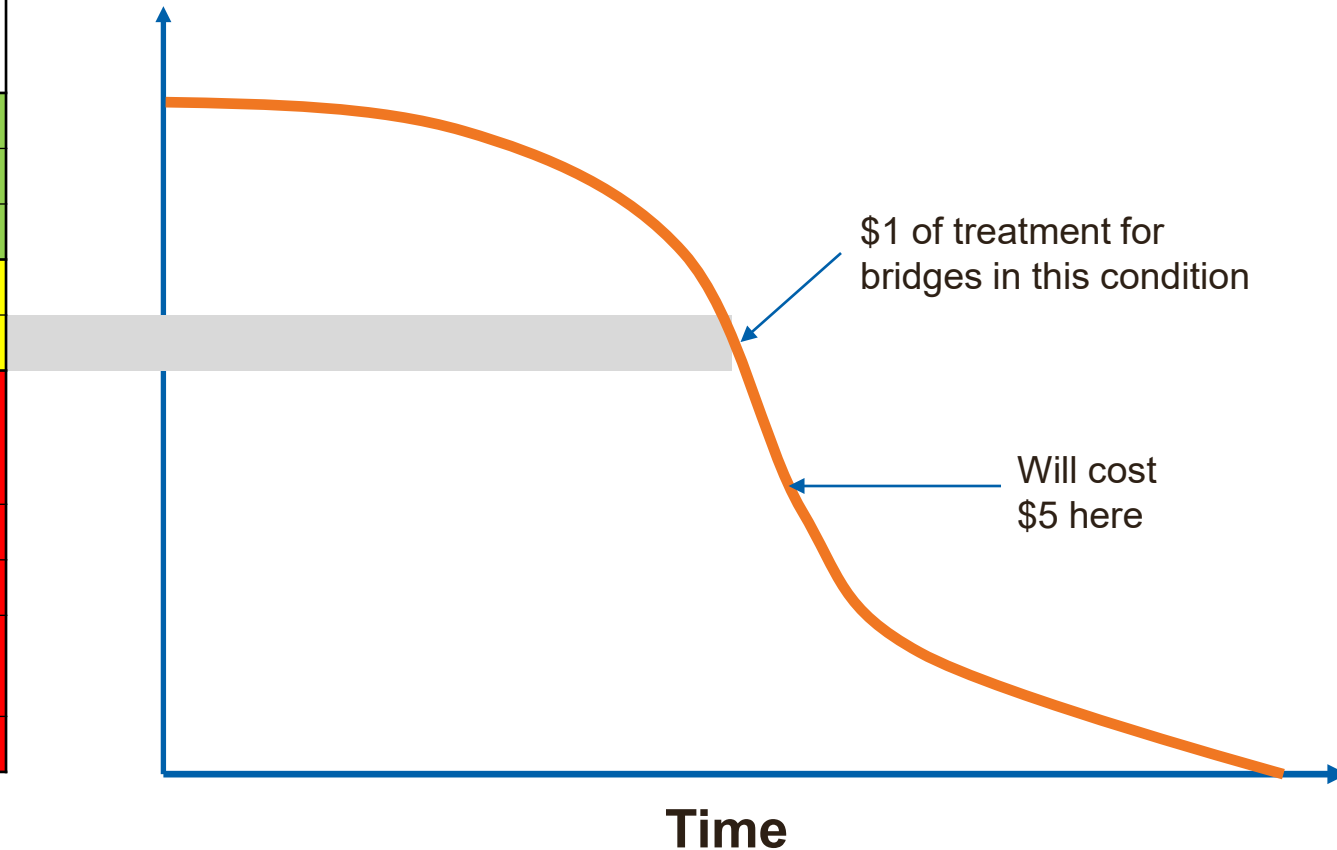
*NBIS – National Bridge Inventory System

**STRUCTURALLY DEFICIENT - term has fallen out of favor of FHWA. VDOT no longer uses it.

Bridge Preservation Benefits

Condition Category	General Condition Rating (GCR)	Description
Good	9	Excellent
	8	Very Good
	7	Good
Fair	6	Satisfactory
	5 (Cusp)	Fair
Poor	4	Poor
	3	Serious
	2	Critical
	1	Imminent Failure
	0	Failed

Condition



Rehabilitation and preservation generally cost 5 to 6 times less than replacement while adding decades of service life. Cusp bridges are generally better candidates for rehabilitation and preservation than poor bridges.

Explanation of SGR Bridge Changes

- **Eligible Bridges**
 - **Increases the number of eligible bridges by ten-fold (300 vs. 3,000)**
 - **Aligns the SGR Program with VDOT's preservation-focused bridge management approach.**
- **Eligible Improvement Types**
 - **Broadens the scope of eligible work, to ensure treatments necessary to address both poor and cusp bridges are captured**
 - **These treatments (e.g., deck overlays and replacements, bridge painting, beam end reconstruction, joint reconstruction, scour fortifications, etc.) can be implemented for 15-20% of the cost of replacement and extend the useful life of bridges up to 30-40 years**

Types of Work: Elimination of Leaking Deck Joints

Leaking Joint Allows Salt & Water Under Bridge



Protects Girders and Bridge Supports from Chlorides and Water
35 to 50 years additional service life for protected elements

Types of Work: Repairing Corroded Beam Ends



- **50 Years of additional service life when joints are properly addressed**
- **Must be performed before too much corrosion has occurred**

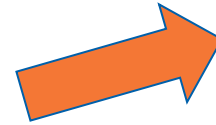
Types of Work: Painting



Much More Than an Aesthetic Treatment: Extends Service Life

- Serves as the primary protective element against corrosion
- Corrosion of steel girders is the leading cause of bridge replacement
- Paint can extend service lives of steel elements by 15 to 20 years

Types of Work: Rehabilitating Culverts



Or



Culverts

May receive flow liner or full liner depending on condition (20 years additional service life)

Estimated Impact to Needs-Based Funding Distribution

District	Current Percentage (no cusp bridges)	Estimated New Percentage (includes cusp bridges)
Bristol	13.4%	11.6%
Culpeper	6.0%	6.2%
Fredericksburg	9.1%	8.1%
Hampton Roads	17.5%	17.5%
Lynchburg	7.8%	6.7%
Northern VA	9.8%	10.3%
Richmond	17.5%	17.5%
Salem	8.2%	10.9%
Staunton	10.8%	11.3%

Needs will be updated in Summer 2024

Recommended Prioritization Process Change for SGR Local Paving

- **Current prioritization process includes a cap of \$1.5M per year per locality**
- **Available funding could exceed the total amount of possible allocations**
- **Recommend revision to allow an increase in the cap per locality if the amount of funding available for distribution in that district in a fiscal year exceeds the amount possible to allocate**

Recommended Prioritization Process Change for SGR Local Paving

Hampton Roads District

~\$21M per year for SGR Local Paving

11 eligible localities:

$$11 \times \$1.5M = \$16.5M$$

This leaves ~\$4.5M unavailable to allocate to projects each year

- **VDOT is actively working with eligible localities in Hampton Roads to identify additional primary extension segments up to a \$2M cap per locality**
- **Projects would be considered by the Board for amendment to the SYIP in July**

Summary of SGR Prioritization Process Changes

- **SGR Bridge**
 - **Conforms SGR Prioritization Process to revised Code language pertaining to eligible bridges and eligible bridge treatment types**
 - **Requires prioritization of all poor bridges as well as cusp bridges recommended by the State Structure and Bridge Engineer (VDOT bridges) or locality (Locality bridges)**
- **Separates the CTB resolution from the Prioritization Process**
- **Includes minor technical edits**
- **Eliminates outdated background language in the last approved State of Good Repair (SGR) Prioritization Process February 17, 2021**

Summary of SGR Policy Changes

- **SGR Local Paving**
 - Includes language permitting an increase in the maximum allowable allocation per locality in the event the amount of funding distributed to that district in a fiscal year exceeds possible allocations based on the number of eligible localities in that district
- The draft revised prioritization process does not include any new or revised provisions not already included in another CTB Policy, federal or state code, or existing funding program requirements

Next Steps

- **In July, the CTB will be requested to formally approve, by resolution, the updated SGR Prioritization Process**
- **In July, the CTB will be requested to formally approve, by resolution, the amendment of additional SGR Local Paving projects in the Hampton Roads District**
- **Implement the revised process in the FY2026-2031 SYIP update**



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Transportation Safety Performance 2025 Safety Measures

June 17, 2024



Federal Safety Target Setting

- Provide background on target setting requirements
- Provide statewide trends of safety performance data
- Potential federal target setting approaches and recommended approach
- Results from each approach
- Proposed 2025 federal safety targets
- Next Steps

Background

Safety Performance Management Requirements

- Code of Virginia § 2.2-229 – CTB to establish performance targets for surface transportation
- Federal law requires performance targets for Safety (5 measures)
- Safety targets must be set annually for the next calendar year
- VDOT and Department of Motor Vehicles' (DMV) Highway Safety Office (HSO) coordinate on 3 of the 5 performance measures
 - DMV must report targets to NHTSA by August 1
 - VDOT must report targets to FHWA by August 31

NHTSA - National Highway Traffic Safety Administration
FHWA - Federal Highway Administration

Background

Safety Performance Management Federal Measures

- **Number of fatalities*** - person involved died at scene or within 30 days
- **Rate of fatalities*** - per 100M vehicle miles traveled
- **Number of serious injuries*** - suspected serious injury, typically taken to hospital
- **Rate of serious injuries** - per 100M vehicles miles traveled
- **Number of non-motorized fatalities and serious injuries** - bicyclists and pedestrians

* Three federal measures requiring coordination and consistency with the DMV HSO

Background

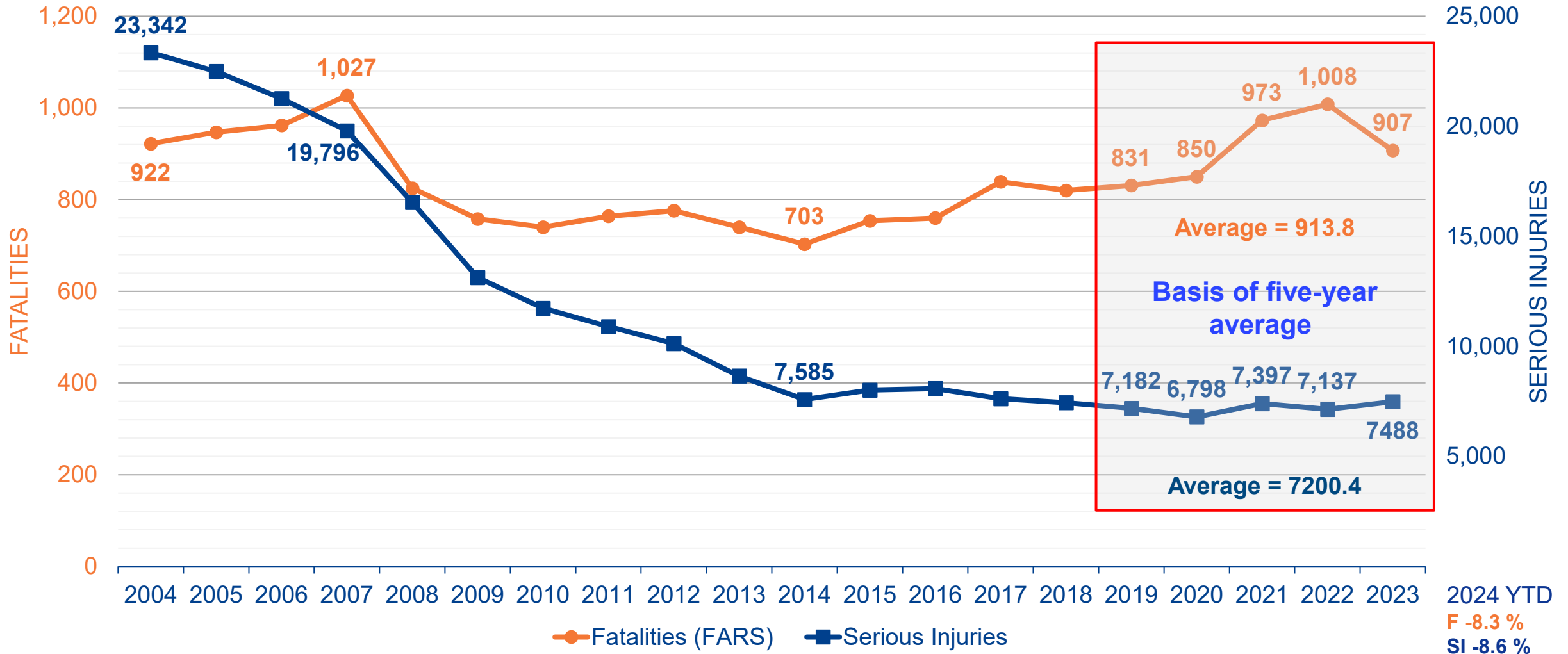
New Federal Target Setting Requirements

- The 2021 BIL (IIJA) requires that States set safety targets that demonstrate level or improved performance for the three common measures (Fatalities, Fatality Rate, and Serious Injuries).
 - USDOT has ruled that the submitted 2025 five-year averages of annual targets must be level or improved based on the most recent five-year average (2019 - 2023).
- Annual federal reporting for DMV and VDOT requires submission of annual and the calculated five-year average targets.
- The CTB must now adopt annual safety performance values for 2025 that support level or improved five-year average targets.

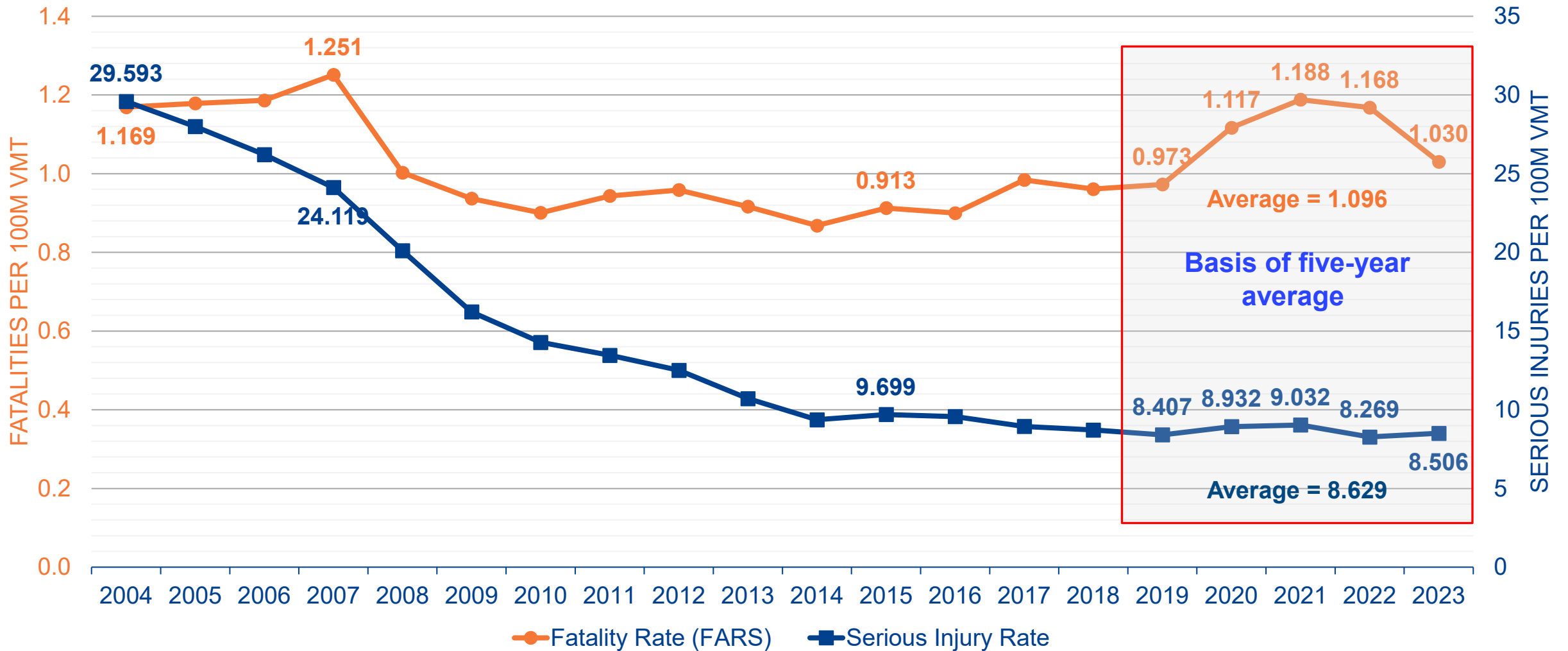
BIL – Bipartisan Infrastructure Law

IIJA – Infrastructure Investment and Jobs Act

Statewide Trends of Annual Fatalities and Serious Injuries



Statewide Trends of Annual Fatality and Serious Injury Rates



Potential 2025 Federal Target Setting Approaches

- The following approaches were explored to determine which method resulted in level or improved performance:
 1. High- and low-range predictions from the analytical model used for previous targets; and
 2. Calculated values necessary to provide level five-year averages.
- More information is provided for both approaches on the following slides.

Potential Approaches

Approach 1: Analytical Model Prediction

- Calculate the predicted year fatalities and serious injuries counts using an analytical model that considers external influencing factors and has been adjusted annually.
 - Separate high- and low-range predictions are developed based on different trends for factors.
 - External influencing factors include vehicle miles traveled, demographics and employment, weather, liquor sales, VDOT construction, maintenance and operations programs spending, DMV behavioral programs spending, and annual calibration.
- Determine the expected annual reductions of SMART SCALE and VHSIP projects that were recently or soon to be completed and subtract from the model predictions.

Model Prediction – Project Safety Benefits = Expected Performance

- Calculate the two “rate” measures based on the expected performance for “count” measures and the projected VMT growth.

Potential Approaches

Approach 2: Level Five-Year Average Projections

- Determine the annual “count measure” values for 2024 and 2025 that will result in a 2025 five-year average equaling the baseline 2023 five-year average.
- Calculate the two “rate” measures based on the calculated performance for the “count” measures and the projected VMT growth.

Potential Approaches

Recommended Approach

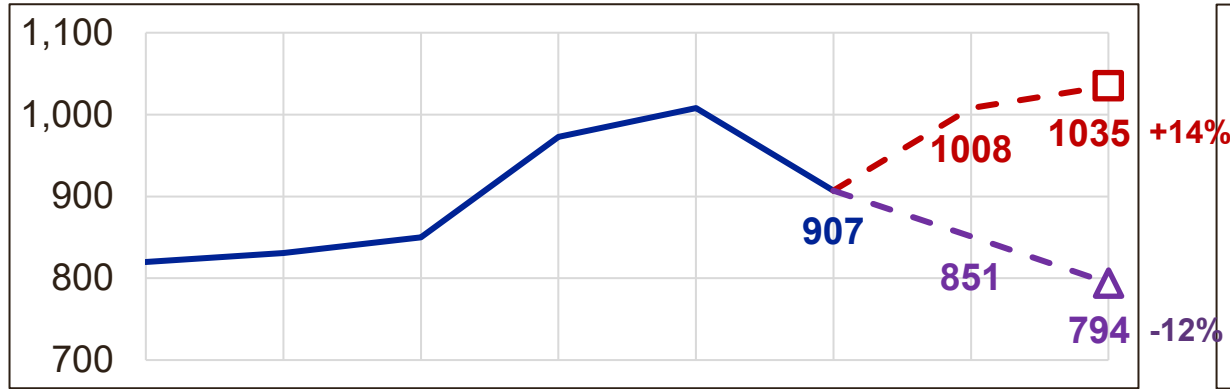
The following is the logic to establish the 2025 safety performance values that meets the federal requirement that the submitted 2025 five-year averages must be level or improved based on the most recent five-year average (2019 - 2023).

1. Use the model output if the results meet the requirement of level or declining five-year averages and are reasonable, otherwise;
2. Use the calculated level five-year average.

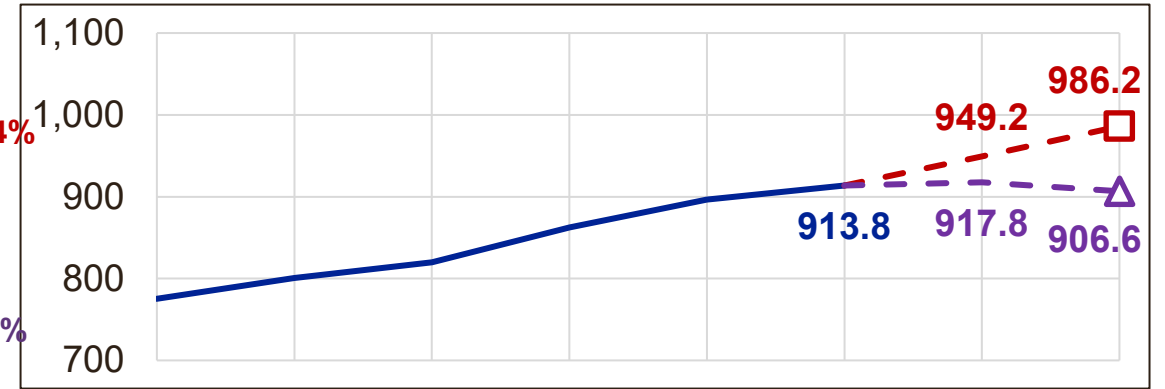
Results - Fatalities

- Historic Data
 - High Prediction
 - △- Low Prediction
 - ◇- Level 5-Year Target
- ✓ Recommended Approach

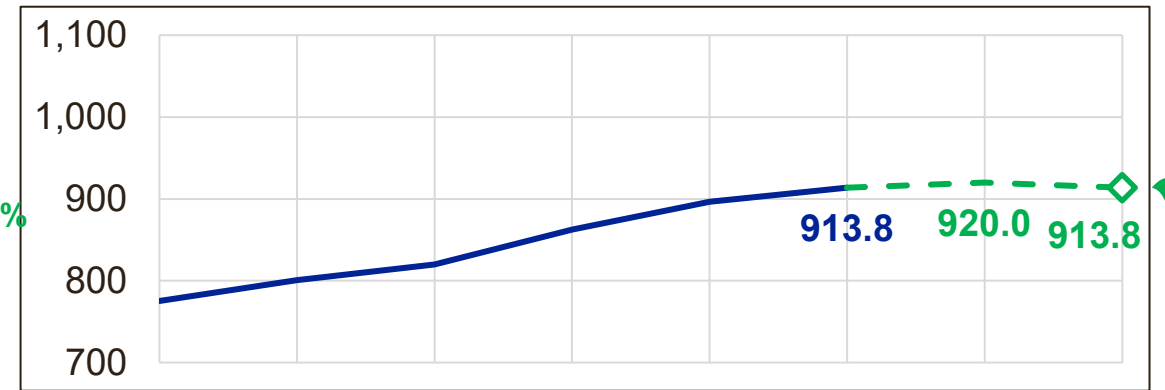
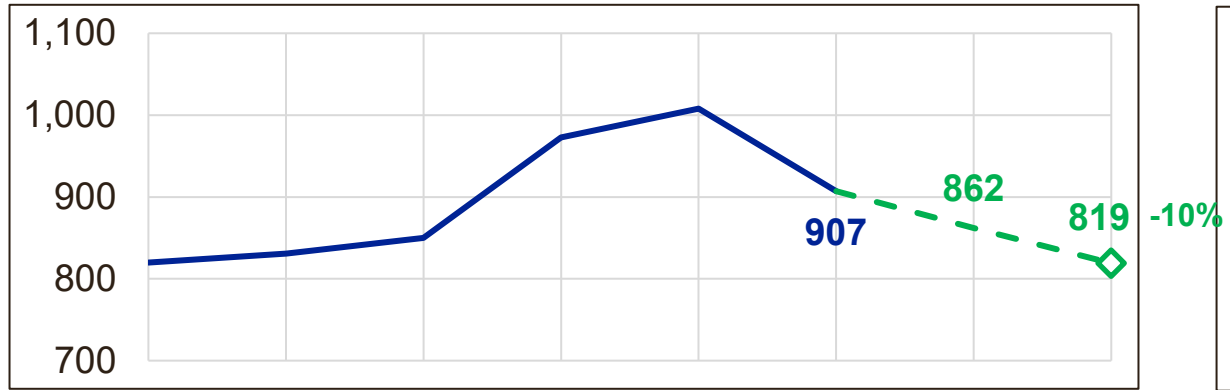
Annual



Five-Year Averages



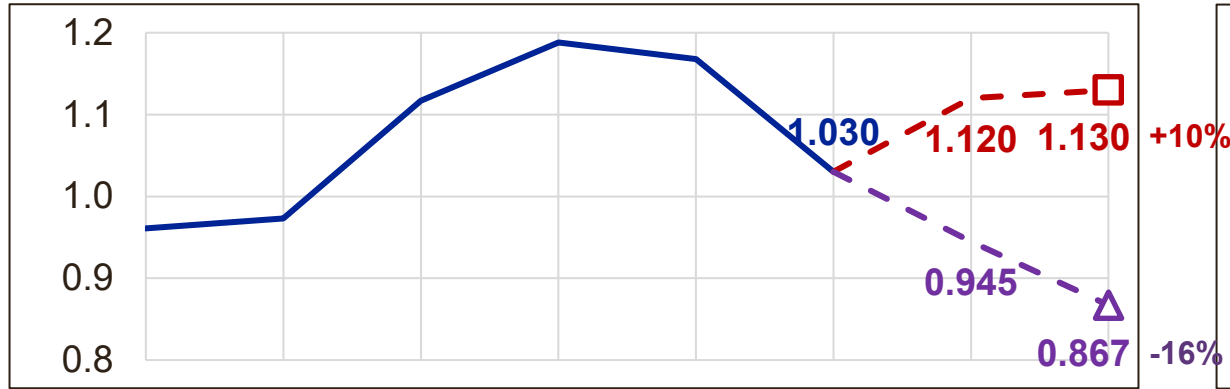
Level 5-Year Targets



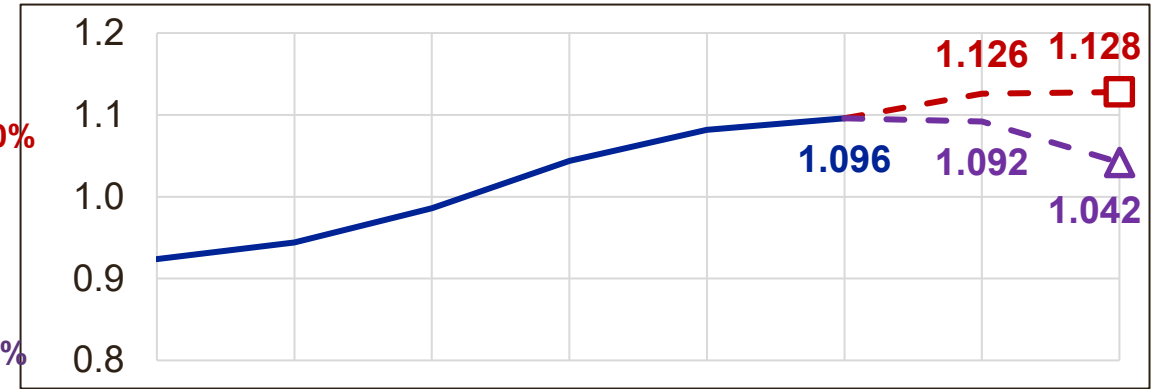
Results - Fatality Rate

- Historic Data
 - - □ - - High Prediction
 - - △ - - Low Prediction
 - - ◇ - - Level 5-Year Target
- ✓ Recommended Approach

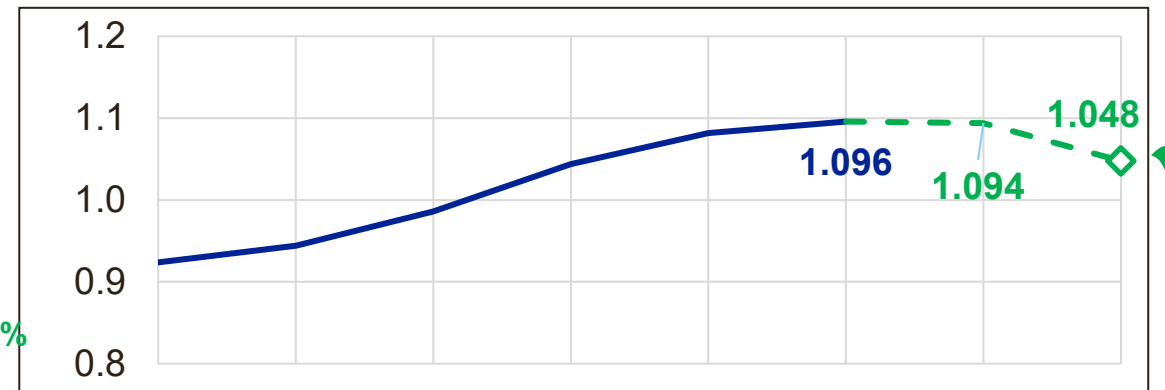
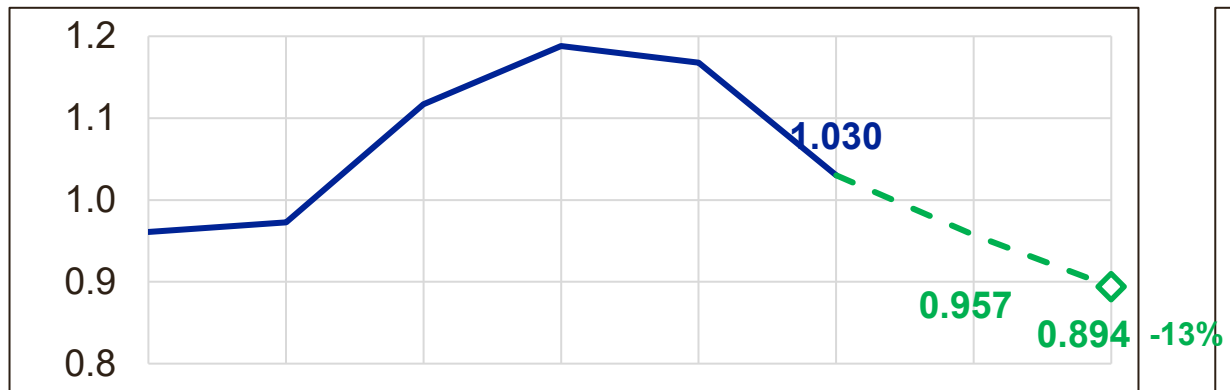
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Five-Year Averages



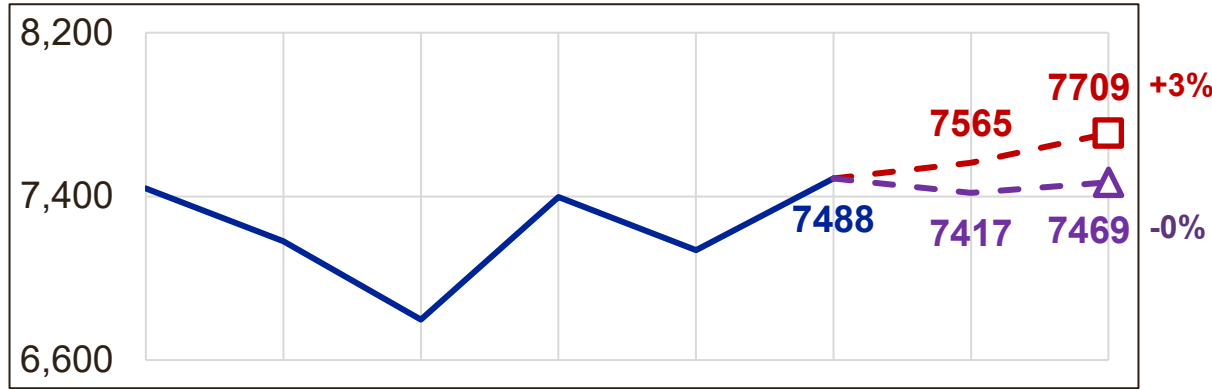
Level 5-Year Targets



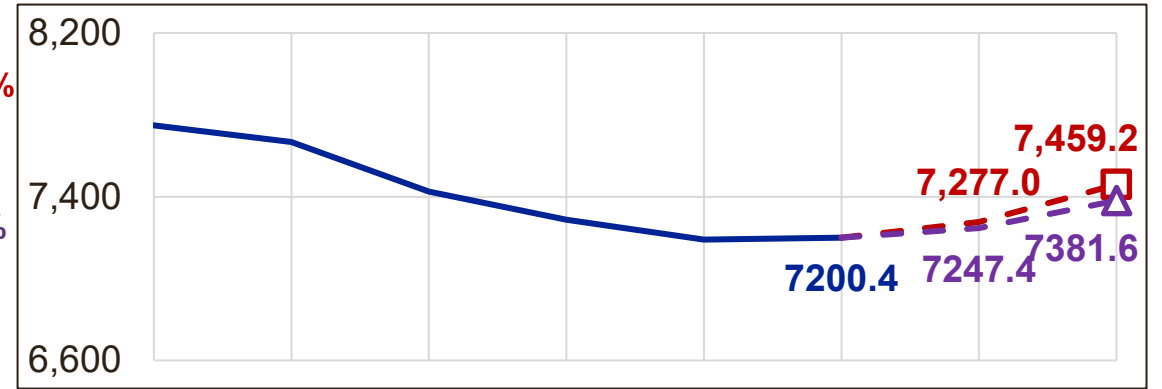
Results - Serious Injuries

- Historic Data
 - - □ - - High Prediction
 - - △ - - Low Prediction
 - - ◇ - - Level 5-Year Target
- ✓ Recommended Approach

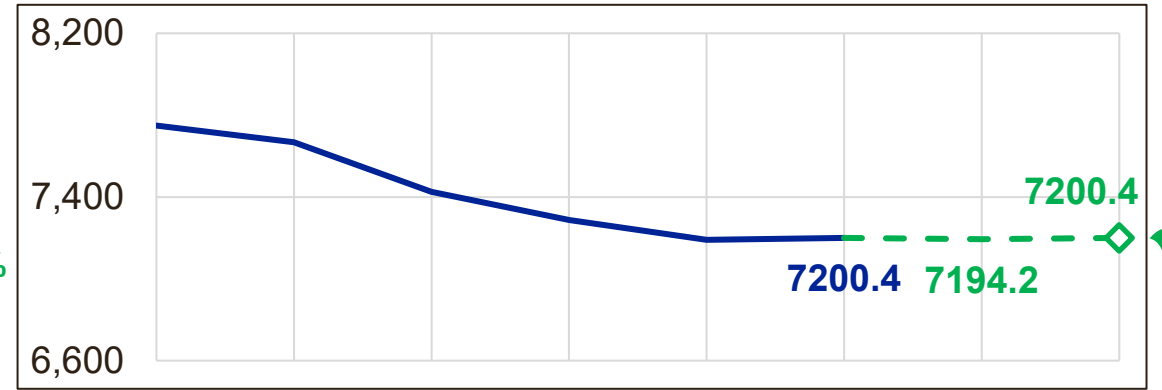
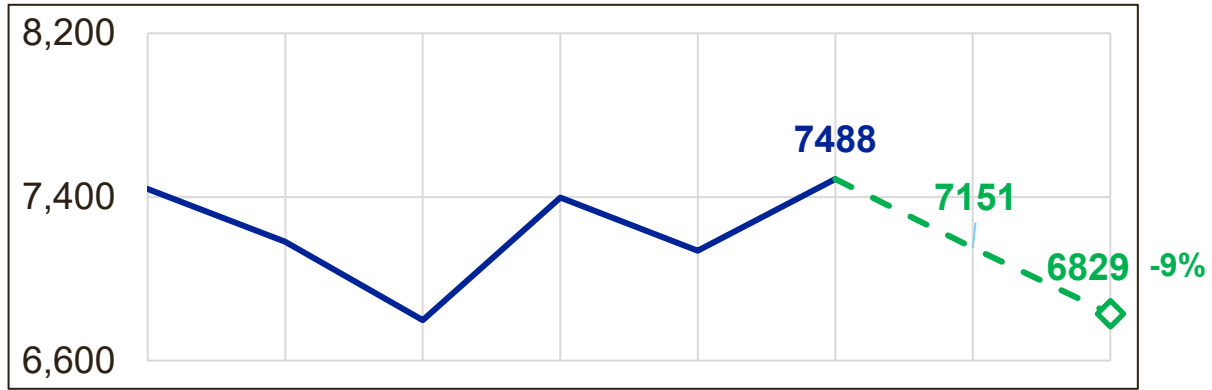
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Five-Year Averages



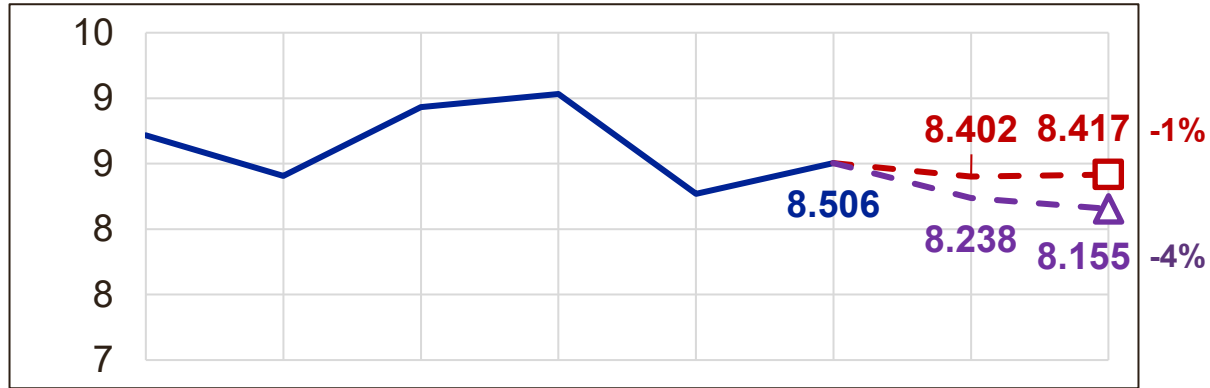
Level 5-Year Targets



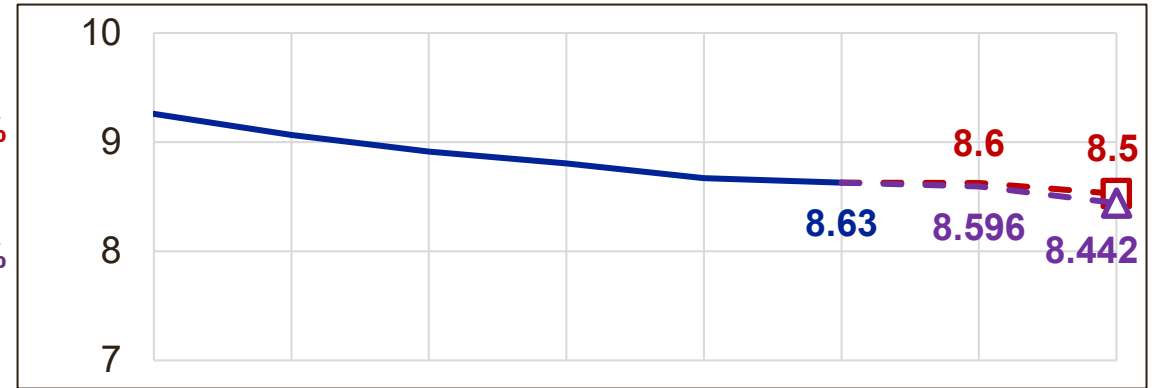
Results - Serious Injury Rate

- Historic Data
 - - □ - - High Prediction
 - - △ - - Low Prediction
 - - ◇ - - Level 5-Year Target
- ✔ Recommended Approach

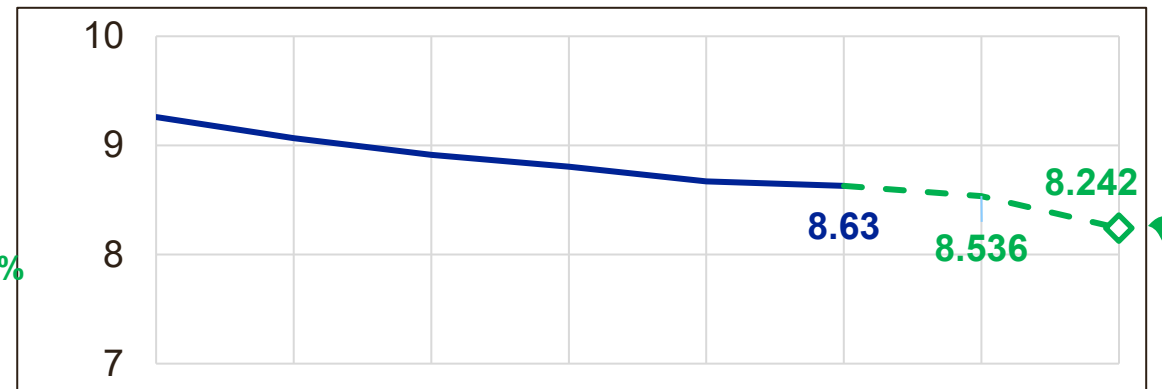
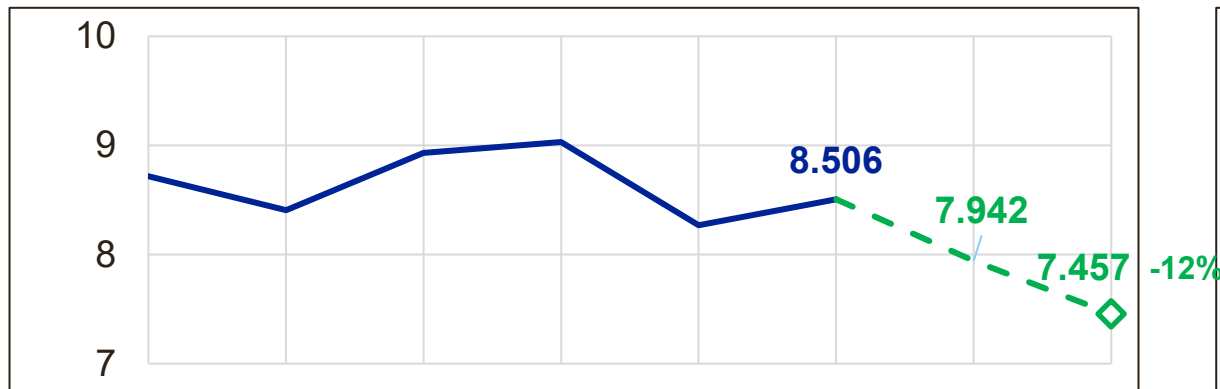
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Five-Year Averages



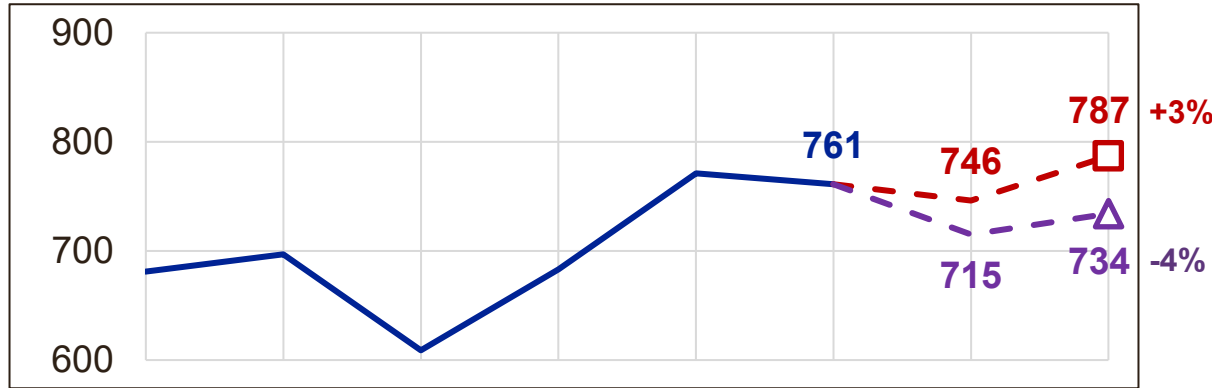
Level 5-Year Targets



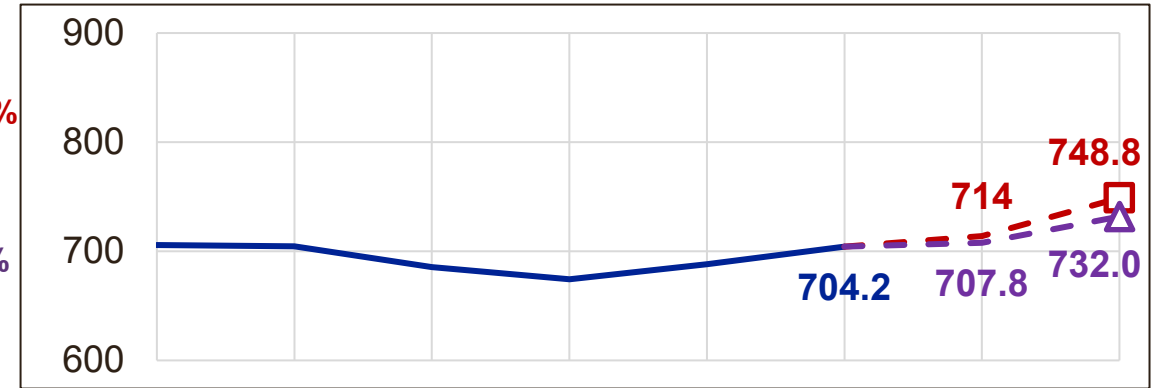
Results - Non-Motorized Fatalities and Serious Injuries

- Historic Data
 - - □ - - High Prediction
 - - △ - - Low Prediction
 - - ◇ - - Level 5-Year Target
- ✓ Recommended Approach

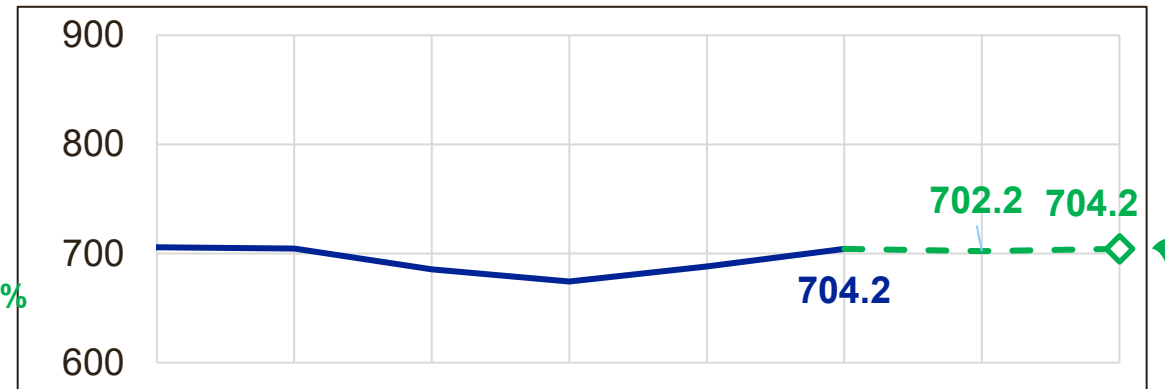
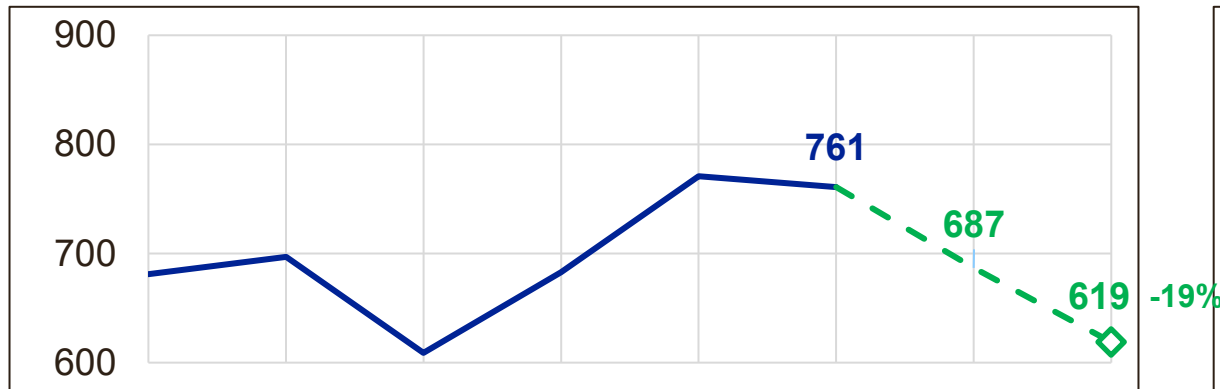
Annual



Five-Year Averages



Level 5-Year Targets



Proposed 2025 Federal Safety Targets

- Proposed safety performance values for 2025 based on the approach best meeting the requirement to achieve level or improved five-year averages from the baseline conditions.

Measure	2023 Actual Values	Proposed 2025 Values	Percent Change	Federal Target Approach
Fatalities	907	819	-10%	Level 5-Year Average
Fatality Rate*	1.030	0.894	-13%	
Serious Injuries	7,488	6,829	-9%	
Serious Injury Rate*	8.506	7.457	-12%	
Non-Motorized Fatalities + Serious Injuries	761	619	-19%	

*Based on the calculated performance for the count measures and projected average VMT growth of 2% per year for 2024 and 2025.

Next Steps

- CTB adoption of proposed federal targets at July meeting



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SECRETARY *of* TRANSPORTATION

Thank you.



VIRGINIA DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION





Director's Report

June CTB Meeting



DRPT Next Stop 2030

Next Stop: 2030

DRPT's Strategic Plan

- **Create a positive impact on the Commonwealth:** Provide support and solutions to positively impact the lives of Virginians, the economy, and the environment
- **Foster innovative practical solutions:** Challenge the status quo, creating solutions while sharing new ideas and innovative practices that contribute to better transportation outcomes
- **Convene with partners and stakeholders:** Bring together the right people at the right time to leverage resources, address important transportation issues, and create the best solutions collaboratively
- **Cultivate a sustainable well-managed organization:** Deliver exceptional service with an engaged workforce that effectively manages public assets and promotes transparency

Create a positive impact on the Commonwealth

- **Improve access to reliable transportation.**
 - RideSmart, a commuter service based in Front Royal, began providing weekday bus service from the Waterloo Park & Ride lot on U.S. 50 in Clarke County to Washington, D.C.
 - Officials representing Virginia Peninsula Community College (VPCC) and Williamsburg Area Transit Authority (WATA) announced a new bus route to better serve students at the college's Trades Center in Toano.
- **Increase throughput of people and goods.**
 - Transit ridership in March was just under 4.3 million, a 3.5% increase year-over-year.
 - WMATA transported 6.8 million people in March 2024 – its busiest month since February 2020.
- **Facilitate clean transportation solutions minimizing the impact on the environment.**
 - Director DeBruhl spoke on a panel at the AASHTO Committee on Environment and Sustainability in Virginia Beach on June 5 at the request of USDOT. The panel will discuss the work of the Transportation Vulnerability and Resilience Expert Task Group.

Foster innovative practical solutions

- **Be the ‘go-to’ organization for best practices, technical assistance, and implementation of innovative transportation solutions.**
 - DRPT staff presented at the Intelligent Transportation Society of Virginia conference on May 10 on innovation in the public transit industry. Topics of discussion included microtransit growth using new technology, DRPT’s provision of the Remix software platform, and mobile fare payment technologies.
 - The Central Shenandoah Planning District Commission (CSPDC) began construction at the Lewis St. transit hub to be used by BRITE Transit. The BRITE Bus system connects Staunton to many different areas in the Shenandoah Valley and will serve as its primary hub. The project is expected to be substantially complete in the Fall.
- **Minimize complexities and facilitate pragmatic solutions.**
 - DRPT staff met with transit technology company Via to review the progress made by agencies using the company’s transit planning and scheduling software, Remix. Last year, DRPT was able to procure a statewide contract for the software that provides access to both transit agencies and planning consultants. Remix has allowed many agencies to more efficiently and effectively plan services and better utilize public dollars.

Convene with partners and stakeholders

- **Collaborate proactively with partners and stakeholders.**
 - On May 1, the Board of Directors of the Washington Metropolitan Area Transportation Authority and the Metro Washington Council of Governments held a joint meeting for the first time to launch a new regional planning initiative called DMVMoves. DMVMoves aims to develop a unified vision and sustainable funding model for public transit in the D.C. metro area.
 - On May 16, DRPT hosted a public hearing to receive comments regarding its draft FY2025 Six-Year Improvement Program. Over 50 people attended the hearing, including CTB member Laura Sellers, who participated from DRPT's Northern Virginia office.
- **Engage with partners and stakeholders at the right time to maximize DRPT's influence.**
 - On May 21, staff from DRPT's Northern Virginia office joined Director DeBruhl at the ribbon-cutting event to celebrate the completion of the VRE-led Fredericksburg Station Rehabilitation Project.

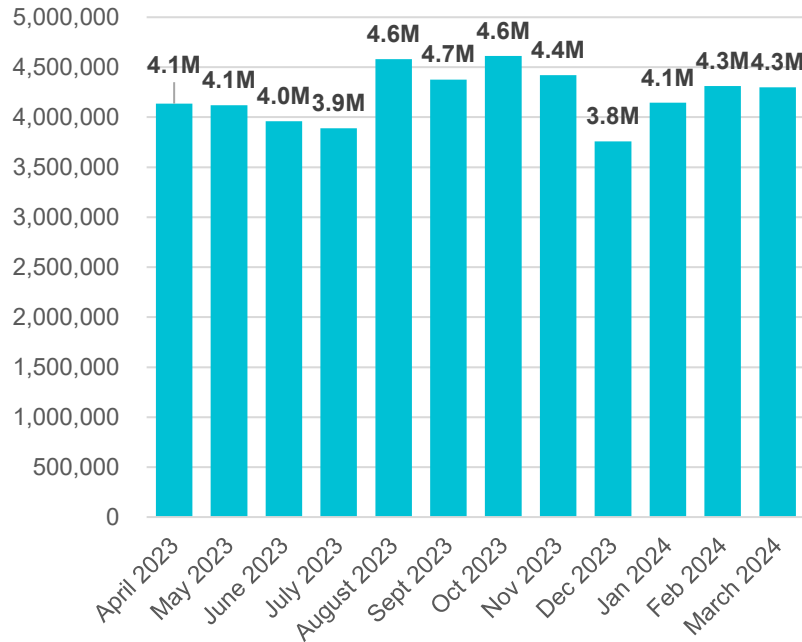
Cultivate a sustainable well-managed organization

- **Attract, develop, and retain a diverse and engaged workforce focused on customer service.**
 - DRPT hired the following individuals:
 - Raquel Aguirre as a Transit Programs Manager.
 - Joan Matanic as an Accountant.
 - Jordan Chapman as a Communications and Legislative Specialist.
- **Promote DRPT's compelling story and valuable contribution with internal and external stakeholders.**
 - On April 17th, DRPT's Chief of Public Transportation Zach Trogdon participated in the Leadership Roanoke Valley to discuss the future of transportation and leadership in transportation in the Roanoke region.
 - DRPT released a press release on May 21 to announce the fifth Virginia Breeze route, the Tidewater Current. This east-west service will run along the I-64 corridor and connect the Shenandoah Valley to Hampton Roads with stops in between, likely beginning in 2025.
- **Be good stewards of public resources.**
 - DRPT's rail team conducted several site visits to completed rail projects in Henrico County, Wythe County, and Staunton.

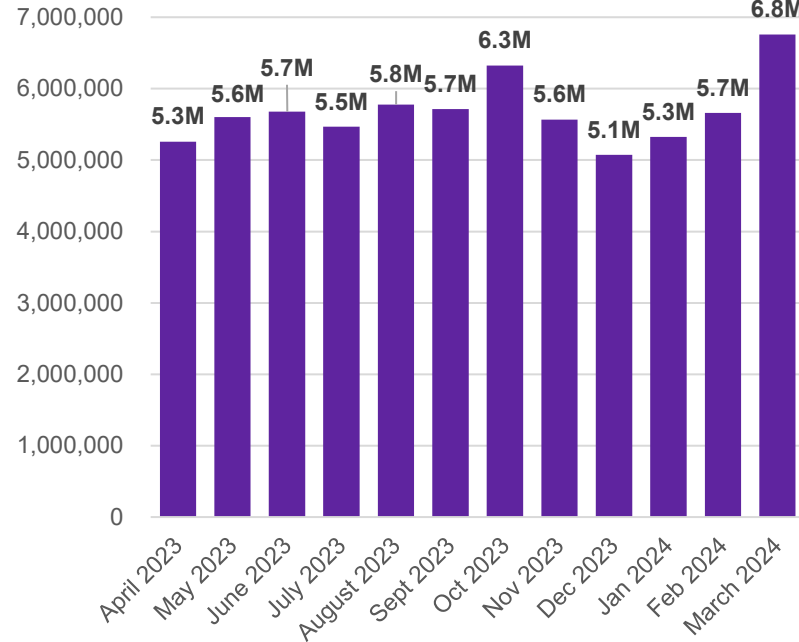
Performance Measures

Statewide Transit Ridership

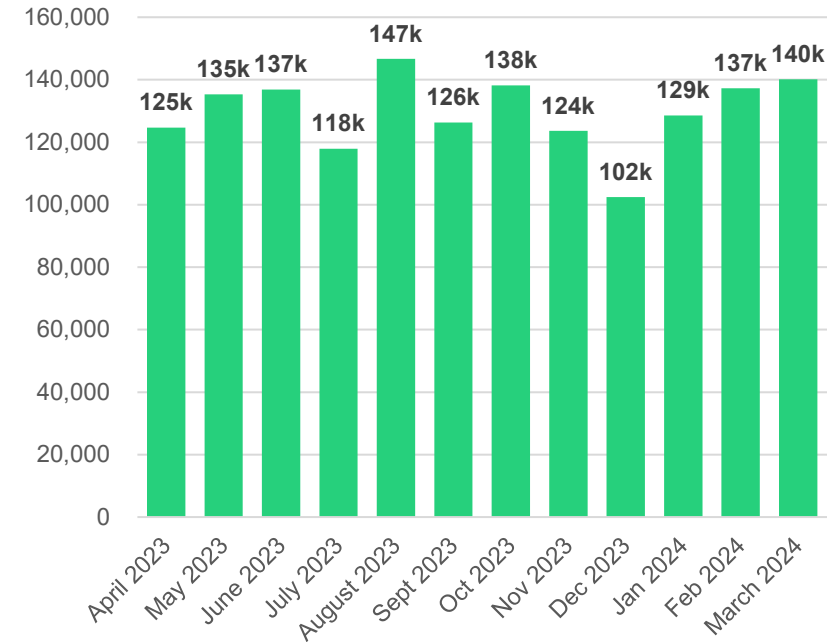
Statewide Transit Ridership – April 2023 to March 2024



Virginia Agencies



WMATA



VRE

Agencies	April 2023	May 2023	June 2023	July 2023	August 2023	Sept 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	March 2024	Total
Virginia Agencies	4,135,441	4,118,535	3,958,207	3,890,336	4,581,111	4,376,334	4,612,571	4,420,770	3,757,682	4,143,883	4,312,798	4,298,157	50,605,825
VRE	124,664	135,314	136,900	117,951	146,686	126,328	138,189	123,610	102,453	128,540	137,284	140,182	1,558,101
WMATA	5,258,278	5,603,271	5,679,896	5,465,891	5,777,047	5,712,322	6,323,067	5,566,283	5,072,553	5,324,597	5,660,243	6,759,533	68,202,981
All Agencies + VRE + WMATA	9,518,383	9,857,120	9,775,003	9,474,178	10,504,844	10,214,984	11,073,827	10,110,663	8,932,688	9,597,020	10,110,325	11,197,872	120,366,907

Statewide Ridership Comparison: March Year-to-Year

March 2019

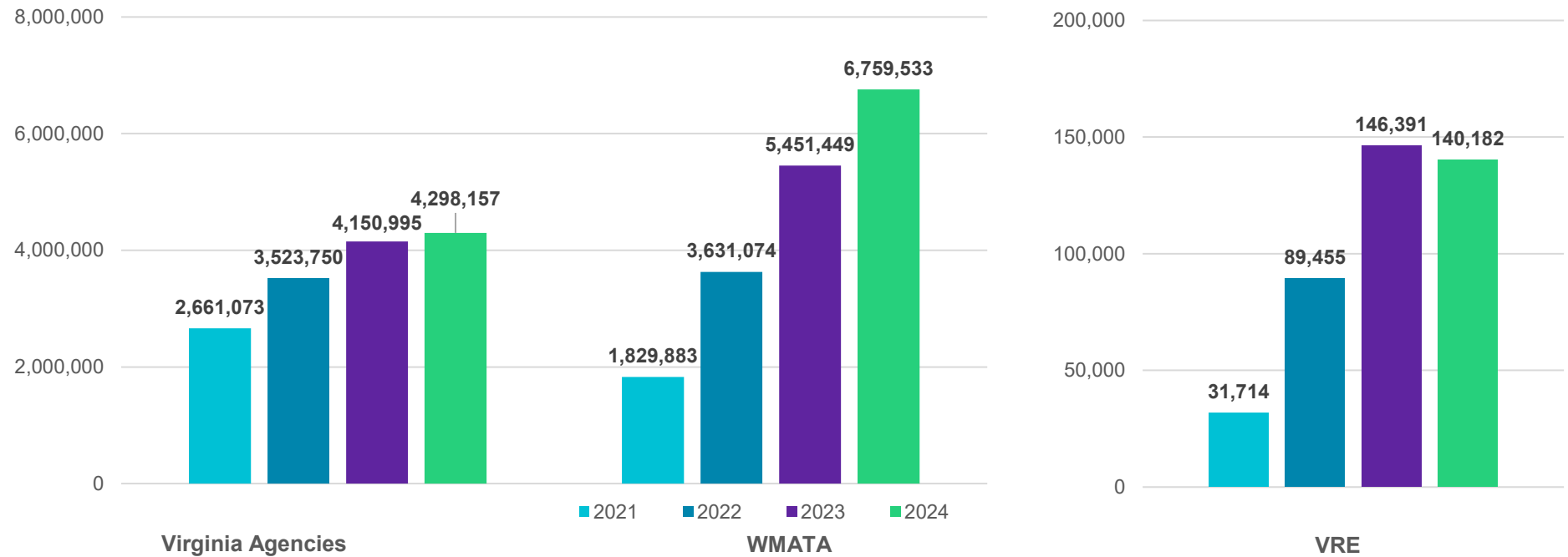
(pre-pandemic):

Ridership on all agencies + VRE + WMATA was 14.8M

March 2024 Ridership Impacts:

- Fairfax Connector Two-Week Service Suspension
- Easter (Easter in April 2023)
- College Spring Break

Ridership Comparison: Year-to-Year
2021 – 2024



Mode	2021	2022	2023	2024	2024 vs 2021	2024 vs 2022	2024 vs 2023
Virginia Agencies	2,661,073	3,523,750	4,150,995	4,298,157	62%	22%	4%
VRE	31,714	89,455	146,391	140,182	342%	57%	-4%
WMATA	1,829,883	3,631,074	5,451,449	6,759,533	269%	86%	24%
All Agencies + VRE + WMATA	4,522,670	7,244,279	9,748,835	11,197,872	148%	55%	15%

Virginia Breeze Ridership - March

In March 2024, ridership on VA Breeze routes totaled 6,448 which was:

- 225% higher than original estimates, and
- 7% higher than March 2023

For the month of March 2024, the VA Breeze contributed to a reduction of 304 metric tons of CO₂ equivalent emissions.

Valley Flyer:

- Ridership 5% lower than March 2023
- Farebox Rev. – 8% lower than March 2023

Piedmont Express:

- Ridership – 10% higher than March 2023
- Farebox Rev. – 12% higher than March 2023

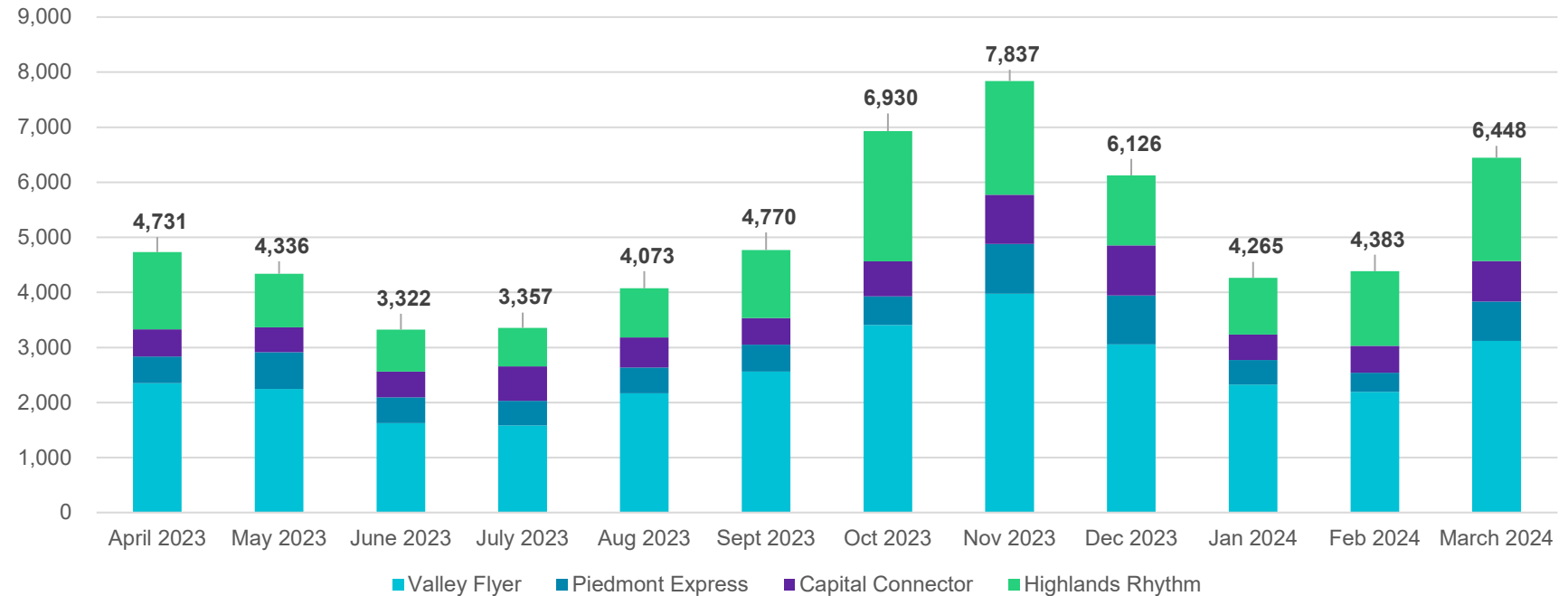
Capital Connector:

- Ridership – 35% higher than March 2023
- Farebox Rev. – 34% higher than March 2023

Highlands Rhythm:

- Ridership – 22% higher than March 2023
- Farebox Rev – 28% higher than March 2023

Virginia Breeze Ridership by Route – March 2023 to March 2024



Route	April 2023	May 2023	June 2023	July 2023	Aug 2023	Sept 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	March 2024	Total
Valley Flyer	2,351	2,248	1,627	1,586	2,166	2,562	3,407	3,975	3,058	2,326	2,196	3,117	30,619
Piedmont Express	483	664	468	446	469	486	521	907	887	447	343	719	6,840
Capital Connector	493	455	468	625	545	488	634	891	908	462	488	736	7,193
Highlands Rhythm	1,404	969	759	700	893	1,234	2,368	2,064	1,273	1,030	1,356	1,876	15,926
All Routes	4,731	4,336	3,322	3,357	4,073	4,770	6,930	7,837	6,126	4,265	4,383	6,448	60,578

Amtrak Virginia Ridership (Virginia Passenger Rail Authority)

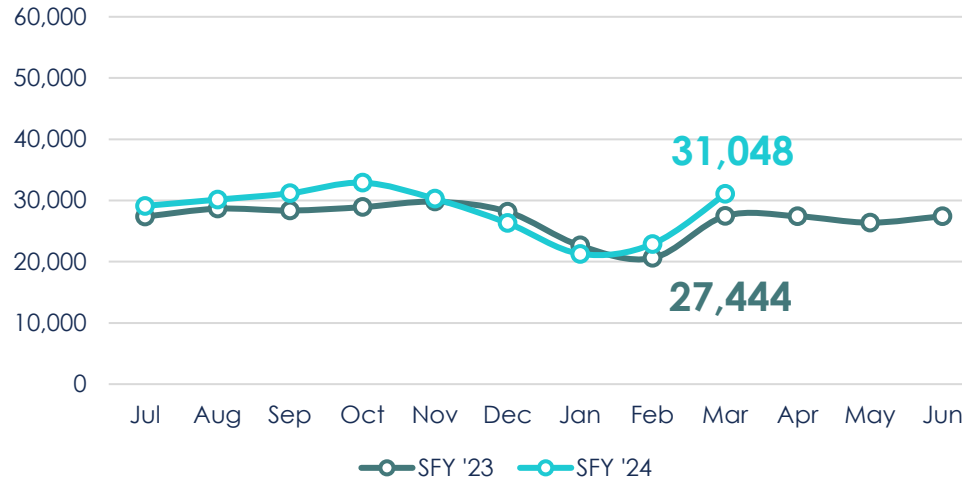
Virginia-Supported Monthly Ridership by Route SFY '24 vs SFY '23

All four routes saw ridership increases year over year.

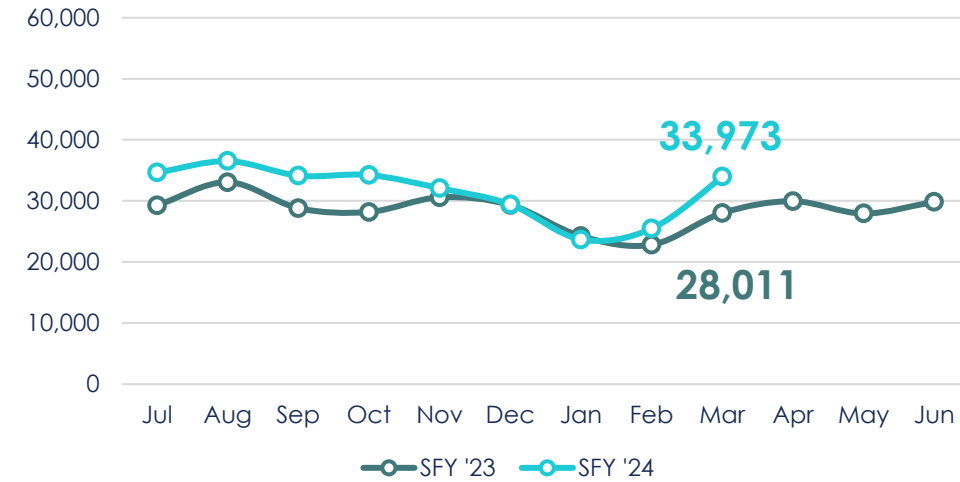
Note: March '24 had 5 weekends vs. 4 weekends in March '23 (highest ridership days)

Surpassed 1 million riders State Fiscal YTD

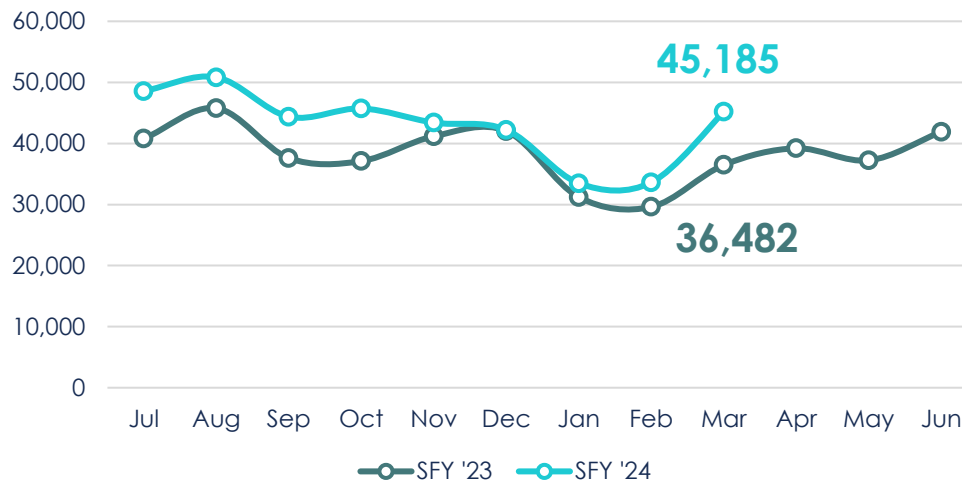
Route 46: Roanoke (+13.1%)



Route 47: Newport News (+21.3%)



Route 50: Norfolk (+23.9%)



Route 51: Richmond (+32.5%)

