



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

**VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
September 20, 2023
9:00 a.m.**

1. WMATA Annual Reporting Requirements & Five Year Capital Review
Jennifer DeBruhl, Virginia Department of Rail and Public Transportation
2. Local Assistance Sustained Performance Program
Russell Dudley, Virginia Department of Transportation
3. Periodic Regulatory Review
JoAnne Maxwell, Virginia Department of Transportation
4. VTRANS Objectives
Jitender Ramchandani, Office Intermodal Planning and Investment
5. SMART SCALE Program Updates
Brooke Jackson, Office Intermodal Planning and Investment
Ho Change, ATCS
6. Overview of FY 2024 Transportation-Related State Budget Actions
(Chapter 1, 2023 Special Session 1)
Jason Powell, Deputy Secretary of Transportation
7. Direct Agreement to Support TIFIA Financing for Segment 4C
Hampton Roads Express Lanes Network
Laura Farmer, Virginia Department of Transportation
8. HRBT Expansion Project
Chris Hall, Virginia Department of Transportation
9. Director's Items
Jennifer DeBruhl, Virginia Department of Rail and Public Transportation
10. Commissioner's Items
Stephen Brich, Virginia Department of Transportation

Agenda
Meeting of the Commonwealth Transportation Board
Workshop Session
September 20, 2023
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11. Secretary's Items

Shep Miller, Secretary of Transportation

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WMATA Annual Reporting Requirements & Five Year Capital Review

Commonwealth Transportation Board

Jennifer DeBruhl, Director

September 20, 2023



VIRGINIA DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION



Background

- Chapter 854 and 856 of the 2018 Virginia Acts of Assembly:
 - Established WMATA Capital Fund to provide Virginia's agreed upon share of regional dedicated capital funding to WMATA
 - Requires the CTB to withhold funding available to WMATA (passed through NVTC) under certain conditions
- In September 2018, the CTB adopted its "Policy and Guidelines for Implementation of Governance and Funding Reforms for WMATA" (amended in January 2021) to govern future Board decisions
 - WMATA submits information to demonstrate compliance to the CTB by July 1
 - DRPT analyzes information, coordinates with OAG for legal sufficiency, and presents recommendation for enforcement actions to CTB (October)
- FY23 compliance review is based on January 2021 CTB policy and Code
- FY24 compliance determination will be based on legislative changes from the 2023 General Assembly and CTB policy for action later today

WMATA Reporting Requirements

- By July 1 WMATA must annually certify compliance with applicable law and CTB policy for the following items:
 - Board Governance
 - 3% cap on annual growth in total Virginia Operating Assistance
 - Strategic Plan
 - Capital Improvement Plan
- WMATA provides required documentation/certifications to DRPT on June 30
- Office of Attorney General reviews for compliance with statutory requirements
- DRPT reviews for compliance with CTB policy requirements (non-statutory)

WMATA Board Governance

DRPT Recommendation

- **WMATA has met the requirements of the statute and Board policy**
- **No enforcement action is recommended**

Legislative Requirement

- Alternate directors shall not participate or take action at an official WMATA Board meeting or Committee meeting unless they are serving in absence of a primary director
- WMATA Board must adopt bylaws that would prohibit such participation by alternate directors

Consequences of Non-compliance (Code of Virginia)

- Board shall withhold 20% of state WMATA allocation if found to be non-compliant

3% Cap on Growth in Operating Assistance

DRPT Recommendation

- **WMATA has met the requirements of the statute and Board policy**
- **No enforcement action is recommended**

Legislative Requirement

- Operating costs related to the following are excluded from this calculation:
 - Any service, equipment, or facility that is required by any applicable law, rule or regulation
 - Any capital project approved by the WMATA Board
 - Any payment/obligation resulting from a legal dispute or proceeding
 - Any service increases approved by the WMATA Board

Consequences of Non-compliance (Code of Virginia)

- Board shall withhold 35% of state WMATA allocation if found to be non-compliant

WMATA Strategic Plan

DRPT Recommendation

- **WMATA has met the requirements of the statute and Board policy**
- **No enforcement action is recommended**

Legislative Requirement

- WMATA must adopt or update within the preceding 36 months a strategic plan and hold an in-person public hearing on the strategic plan in Northern Virginia
 - The CTB directed WMATA to “address safety, operating costs, service optimization and recovery from the ridership impacts of COVID” via resolution on October 26, 2022
 - WMATA adopted compliant strategic plan, “Your Metro, the Way Forward” on February 23
- Next update due by June 30, 2026

Consequences of Non-compliance (Code of Virginia)

- Board shall withhold 20% of state WMATA allocation if found to be non-compliant

WMATA Capital Improvement Plan

DRPT Recommendation

- **WMATA has met the requirements of the statute and Board policy**
- **No enforcement action is recommended**

Legislative Requirement

- WMATA must adopt every year by July 1 a capital improvement program that covers a 6-year period
- WMATA must hold an in-person public hearing in Northern Virginia
 - WMATA held a hybrid hearing with an in-person element on March 8, 2023, at Meridian High School in Falls Church facilitated by Commonwealth appointee and WMATA Board Chair, Paul Smedberg

Consequences of Non-compliance (Code of Virginia)

- Board shall withhold 20% of state WMATA allocation if found to be non-compliant

Certification Changes for FY24

WMATA Legislative Changes and Requirements

Legislative Change: HB 1496/SB 1079 (2023)

- Requires local jurisdictions to provide at least 50% of WMATA subsidies, excess is returned to transit statewide capital
- Requires WMATA to submit proposed operating budget by April 1 and address CTB each year or be subject to withholding 20% of NVTC WMATA allocation
- Adds strategic plan requirements to look at routes, operating efficiency, overlapping service, and unserved areas
- Requires WMATA General Manager and Virginia Principal Board Members to address the Board annually

Legislative Requirement: §33.2-1526.1

WMATA Legislative Changes and Requirements

- 1) The CTB shall adjust the annual allocation to ensure that the CMTF's share does not exceed 50% of the total Virginia subsidy (operating and capital)**
- 2) The CTB shall withhold 20% of funds each year unless WMATA submits a detailed annual operating budget, proposed capital expenditures, and financial statements of defined-benefit pension plans by April 1**
 - The CTB will release any and withhold funding upon approval or implementation of an approved mitigation action
- 3) The CTB shall withhold 20% of funds each year unless WMATA's General Manager and Virginia Board Members address the CTB regarding the WMATA budget, system performance, and utilization of the Commonwealth's investment**
 - The CTB will release any and withhold funding upon approval or implementation of an approved mitigation action
- 4) Modifies existing language to specify that the CTB shall withhold 20% of funds each unless WMATA submits a transit strategic plan**
 - Assessment of State of Good Repair needs, performance of fixed route bus routes, opportunities to improve efficiency and share services

Five Years of Dedicated Capital Funding

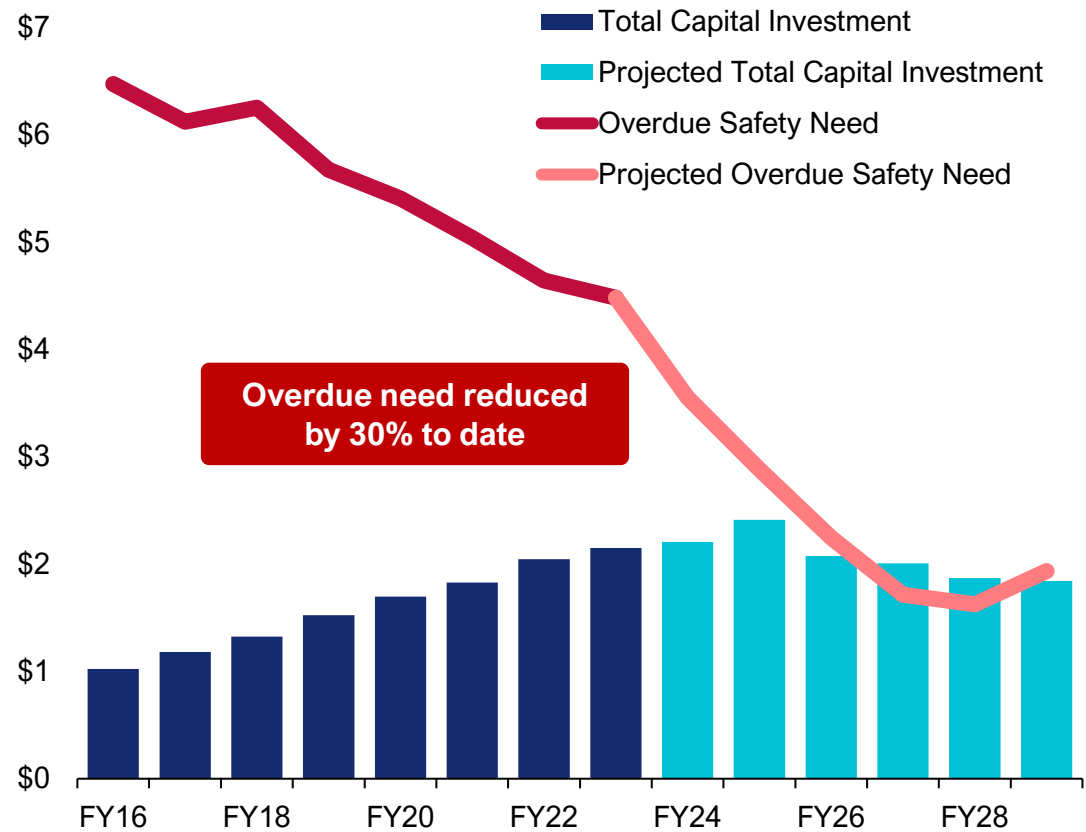
2018 Dedicated Capital Funding

- In 2018, the National Capital Region came together in support of dedicated capital funding for WMATA
- The District of Columbia, Maryland, and Virginia share in providing \$500M annually to support critical safety and state of good repair projects for WMATA
- This annual funding has allowed WMATA to advance projects and reduce its state of good repair backlog
 - Virginia has provided \$735M in dedicated capital funding from FY19-23
- The funding has also allowed WMATA to issue debt to reduce the capital backlog
 - \$2.7B has been invested thanks to debt proceeds from dedicated capital funding

Reduction in State of Good Repair Backlog

Capital investments have renewed system assets and substantially reduced the state of good repair backlog.

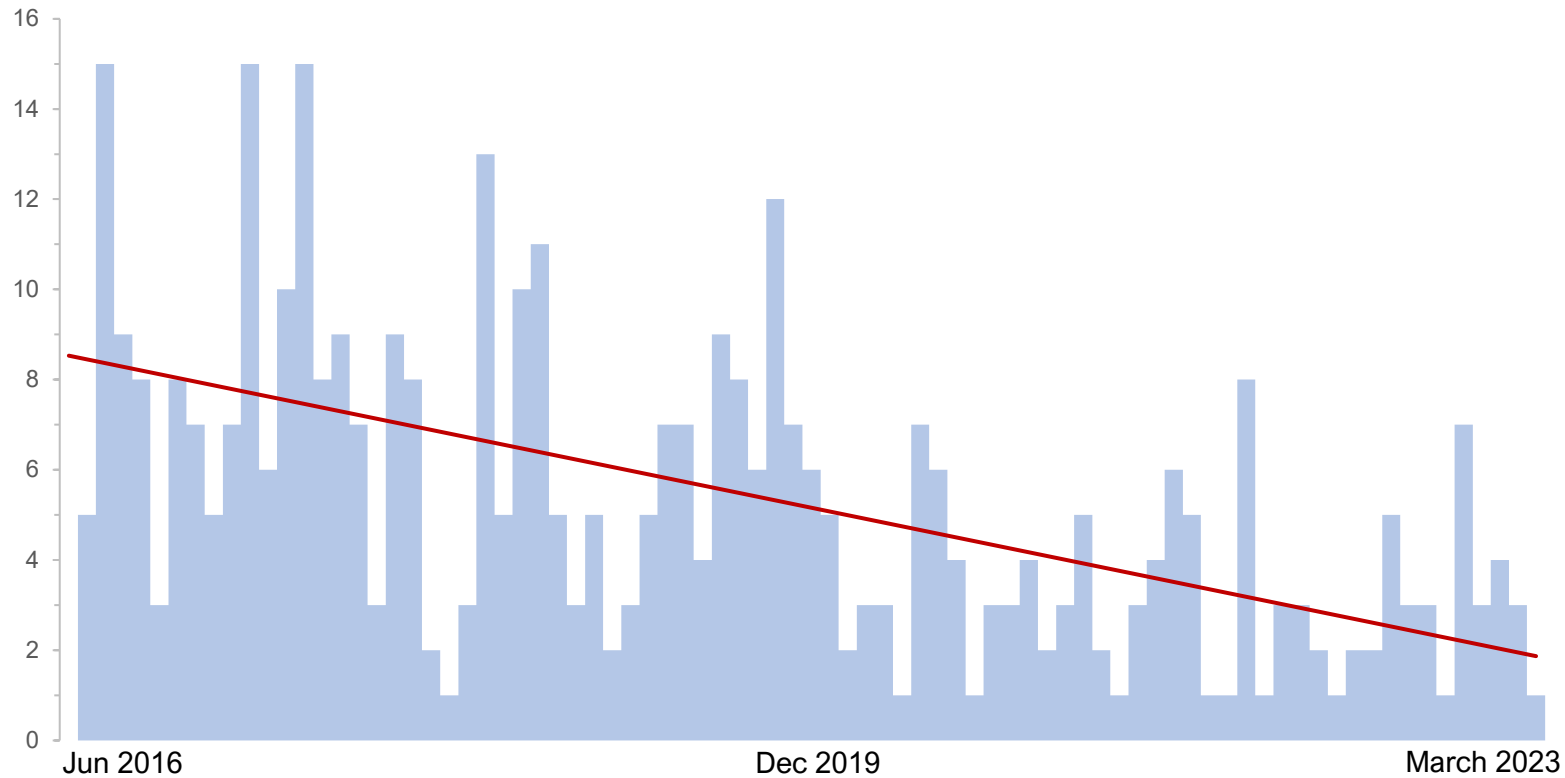
Overdue State of Good Repair Need (\$B) & Capital Investment



Includes state of good repair and modernization investment

Improved Safety and Reliability

Fire Incidents Per Month



Platform and Station Improvement Projects

**Blue/Yellow Line south of National Airport, Alexandria/Fairfax Counties
May-September 2019**



BEFORE



AFTER

Platform and Station Improvement Projects

Orange Line from Vienna to East Falls Church, Fairfax/Arlington Counties May-September 2020



BEFORE



AFTER

Rehabilitation of Yellow Line Tunnel and Bridge

Between Pentagon and L'Enfant Plaza Stations, September 2022 - May 2023



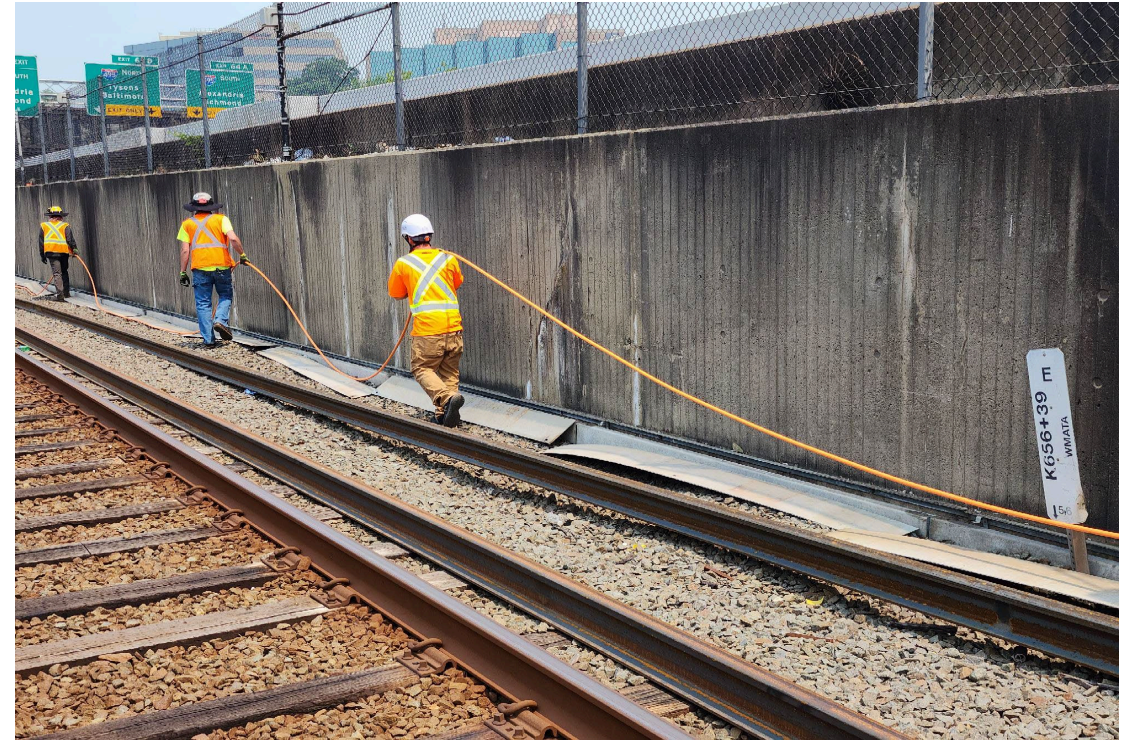
BEFORE



AFTER

Replacing Rail and Fiber Optic Cabling

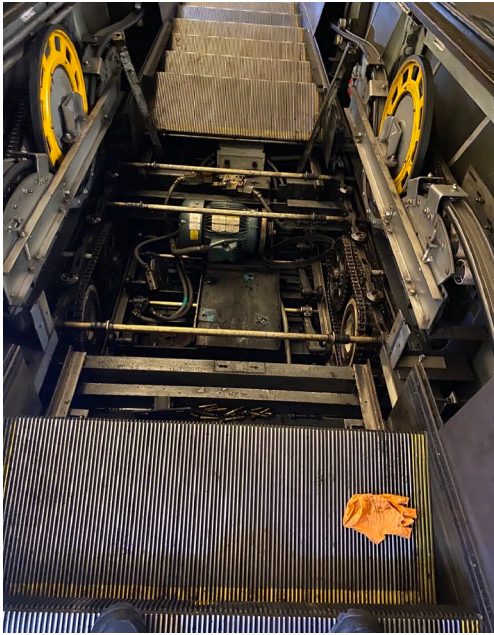
Orange Line between Vienna and Ballston, June-July 2023



Reliability for the section of track that underwent rail replacement improved more than 50 percent in the month following the shutdown

Other Capital Improvements

**Escalator/Elevator
Overhaul**



Rehabilitated Buses



**7000 Series and Future 8000
Series Railcars**



Traction Power Replacement



Next Steps

- September 20, 2023 – CTB updates WMATA policy with new statutory requirements beginning in FY24
- October 2023 – WMATA General Manager and Virginia board members address CTB and DRPT presents the annual certification resolution and decision memo to the Board for action on FY23 compliance recommendations
- April 1, 2024 – WMATA submits detailed proposed operating budget and proposed capital expenditures for FY25



Locality Sustained Performance Program

|
Russ Dudley

September 20, 2023

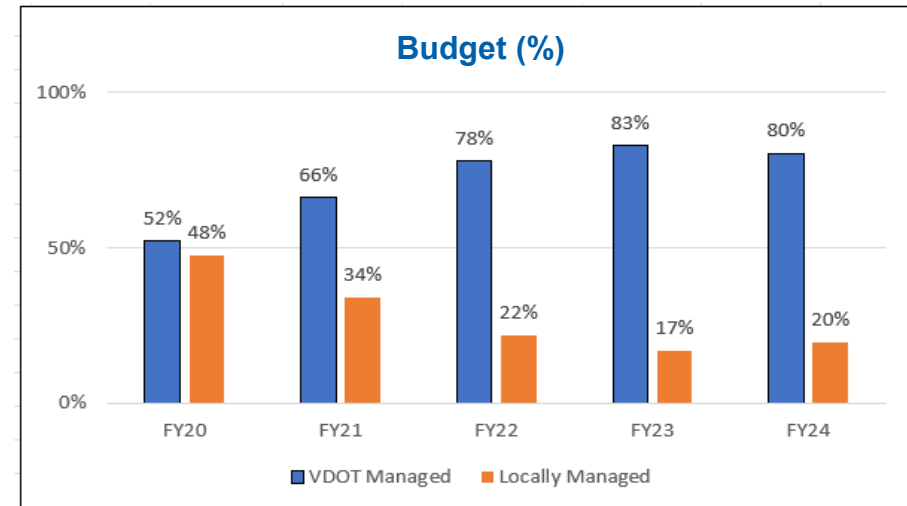
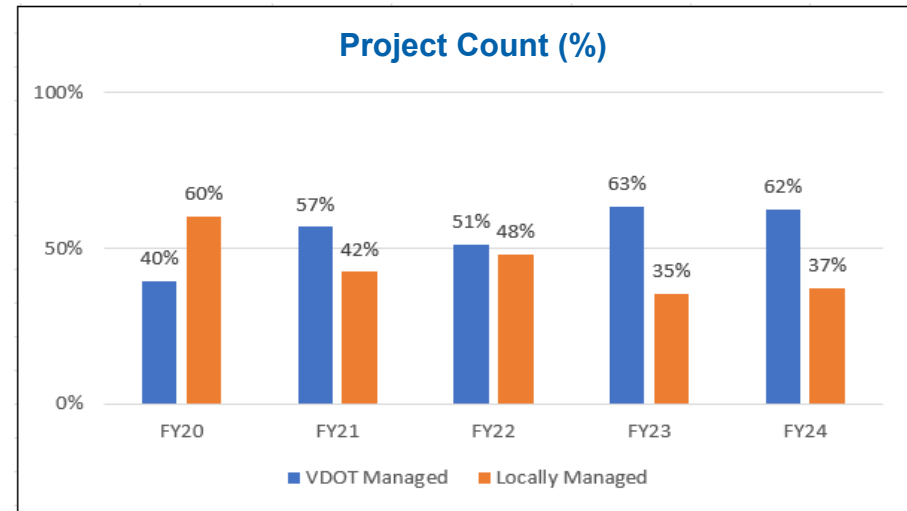
Why are Locally Administered Projects Important?

Projects administered by localities are a key to the success of Virginia's transportation program.

FY24 Project Development

Administered by	Number of Projects	Total Budget
VDOT	231	\$2,204,939,958
Locally	141	\$538,968,590
Rail	1	\$186,252
Total	373	\$2,744,094,800

FY20 - FY24 Project Development Mix



Locality Engagement in the SYIP

The greatest impact to the Program is concentrated in a few localities.

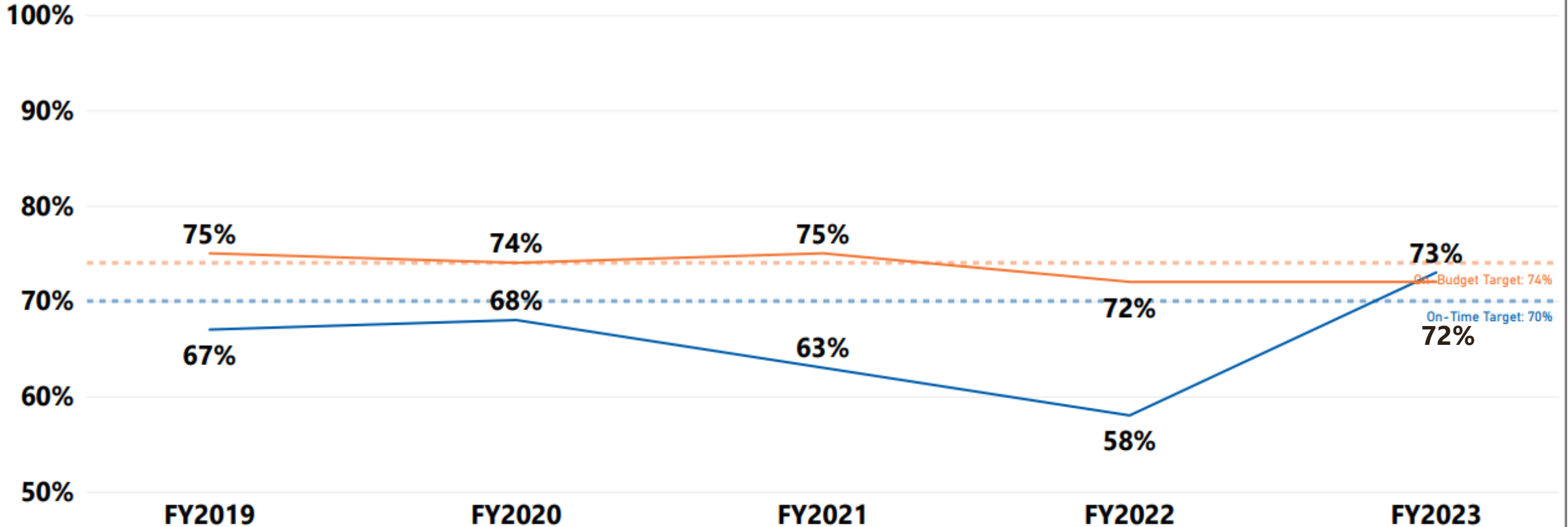
Projects in the FY24 – FY29 SYIP administered by localities:

- **Number of Localities with SYIP projects: 125**
 - Total Number of Projects: 1,304
 - Total Value: \$2.7 billion
- **Number of Localities with 5 or more SYIP projects: 49**
 - Total Number of Projects: 1,153
 - Total Value: \$2.6 billion

Local Development Performance Trends - Development

Local Project Development

● On-Time Percent ● On-Budget Percent



How Do We Improve Local Performance?

- 1. Set clear expectations for locality performance**
- 2. Establish locality performance metrics**
- 3. Analyze data against established metrics**
- 4. Develop an oversight program**

Set Clear Expectations

- **Outreach conducted with localities and VDOT Districts**
- **Consensus reached on 3 measures of success:**
 1. **Unexpended allocations / obligations**
 2. **Making reasonable progress**
 3. **Dashboard with appropriate flexibilities for Locally Administered Projects**
- **Metrics targeting these three measures provide reasonable performance expectations**
- **Basis for VDOT's Local Sustained Performance Program**

Establish Locality Performance Metrics

On-Time Performance

- Dashboard Performance (past two years)
- Milestone Performance
- Delayed Advertisements (beyond Scheduled FY)

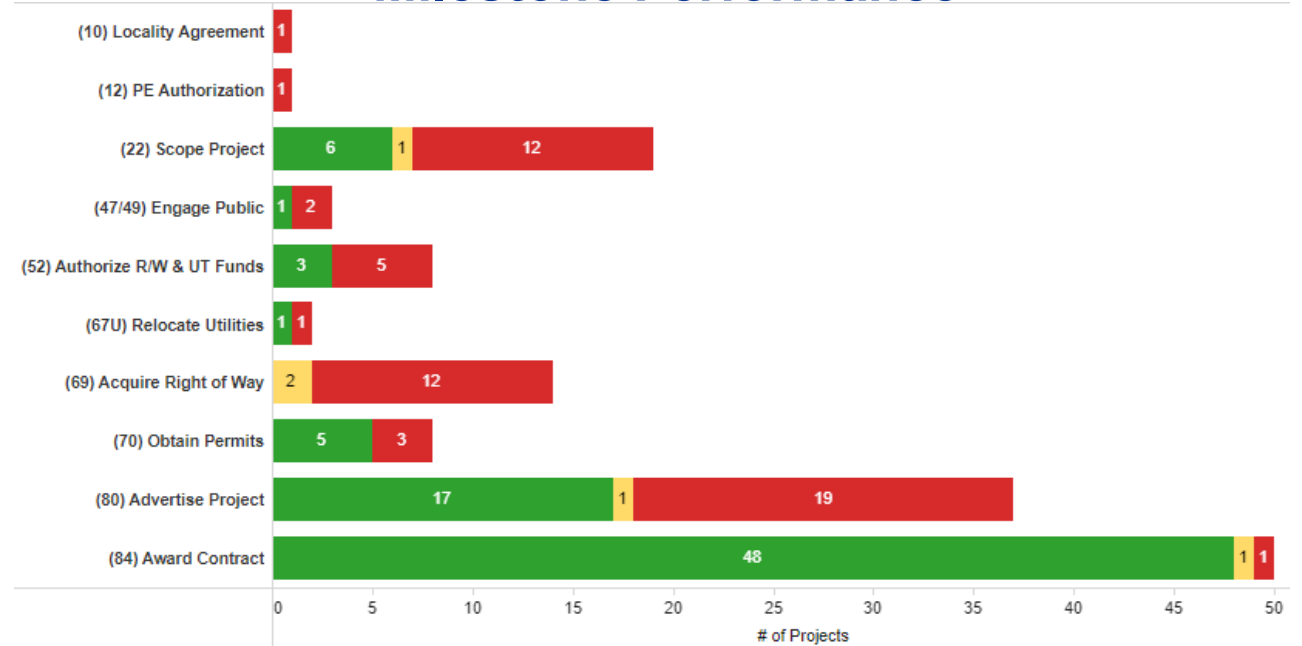
Reasonable Progress

Phase/Authorization (PE, RW, Advertisement, Award) Starting within a reasonable timeframe

Fiscal Management

Minimize VDOT allocations programmed in the current or previous fiscal years that remain unexpended

Milestone Performance



Analyze Data Against Established Metrics

Results:

15 localities not meeting Local Sustained Performance Program metrics

- 480 projects (out of the 1,153 LAPs with > 5 SYIP Projects)
- Total Value: \$1,401,391,345

Performance Metrics:

1. On-Time
2. Reasonable Progress
3. Fiscal Management

General Criteria:

Locality is identified as deficient when –

- a) Deficient for all three metrics; or
- b) Deficient for two metrics; or
- c) Deficient for metric #3

Oversight Program – Locality Sustained Performance Program

Once identified as deficient a locality will work collaboratively with VDOT to develop: **Project Development Improvement Plan (PDIP)**

- **Identifies programmatic deficiencies and opportunities for improvement**
- **Documents minimum corrective actions including:**
 - Changing project administration
 - Rescoping/rebaselining projects
 - Canceling projects
- **Right-sizes the localities' portfolio of projects**
- **Formal review and approval process by VDOT**
- **Anticipate participation by CTB Member**

Local Sustained Performance Program - Report Card

Bristol	Culpeper	Fredericksburg	Hampton Roads	Lynchburg	Northern Virginia	Richmond	Salem	Staunton
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*Please unselect the district to go back to All Districts

Locality

Locality with 5 Active Projects or More

DISTRICT	CITY/COUNTY	ON-TIME FLAG	REASONABLE PROGRESS FLAG	FISCAL MANAGEMENT
Hampton Roads		● Good Performance	● Meeting Reasonable Progress	● Good Fiscal Management
Hampton Roads		● Good Performance	● Meeting Reasonable Progress	● Good Fiscal Management
Hampton Roads		■ On-Time Schedule Flag	■ Not Meeting Reasonable Progress	● Good Fiscal Management
Hampton Roads		■ On-Time Schedule Flag	■ Not Meeting Reasonable Progress	● Good Fiscal Management
Hampton Roads		● Good Performance	● Meeting Reasonable Progress	■ Fiscal Management Performance Flag
Hampton Roads		● Good Performance	● Meeting Reasonable Progress	■ Fiscal Management Performance Flag
Hampton Roads		● Good Performance	● Meeting Reasonable Progress	■ Fiscal Management Performance Flag
Hampton Roads		■ On-Time Schedule Flag	■ Not Meeting Reasonable Progress	■ Fiscal Management Performance Flag
Hampton Roads		■ On-Time Schedule Flag	■ Not Meeting Reasonable Progress	■ Fiscal Management Performance Flag

Local Sustained Performance - Detailed Metrics

Locality	On-Time Performance				Reasonable Progress Performance						Fiscal Management Performance		
	Target >=70%	Target >=70%	Target <=25%	Deficient for					Target >=70%	Deficient for	Target <\$100M	Target <80%	Deficient for
	Previous 2 FY	Active Projects	Carryover	On-Time (2/3)	PE	RW	CN Ad	CN Award	Reasonable Progress	Reasonable Progress	Total Unexpended Funds	% Unexpended	Fiscal Management
1	25.0%	20.0%	60.0%	X	100.0%	100.0%	50.0%	50.0%	67.5%	X	\$2.87 Million	86%	X
2	47.4%	50.0%	26.7%	X	74.0%	62.5%	55.3%	56.8%	61.3%	X	\$141.93 Million	65%	X
3	0.0%	28.6%	42.9%	X	93.3%	100.0%	76.5%	76.5%	83.0%		\$18.6 Million	93%	X
4	33.3%	8.3%	66.7%	X	91.3%	71.4%	47.8%	43.5%	59.3%	X	\$75.35 Million	76%	
5	0.0%	25.0%	25.0%	X	93.3%	72.7%	46.2%	38.5%	57.5%	X	-\$2.44 Million	-46%	
6	0.0%	13.3%	26.7%	X	63.2%	58.3%	40.0%	40.0%	47.6%	X	\$20.97 Million	36%	
7	50.0%	40.0%	60.0%	X	63.6%	100.0%	33.3%	55.6%	56.5%	X	\$14.7 Million	73%	
8	33.3%	0.0%	50.0%	X	100.0%	80.0%	40.0%	40.0%	59.0%	X	\$30.41 Million	79%	
9	60.0%	57.9%	21.1%	X	67.4%	25.0%	76.9%	74.3%	68.3%	X	\$19.86 Million	81%	X
10	42.9%	34.4%	9.4%	X	64.4%	68.2%	63.0%	76.0%	69.1%	X	\$22.96 Million	18%	
11	33.3%	50.0%	12.5%	X	48.0%	100.0%	0.0%	18.2%	29.3%	X	\$23.57 Million	68%	
12	62.5%	64.3%	7.1%	X	93.8%	89.5%	71.4%	71.4%	78.8%		\$146.94 Million	49%	X
13	57.1%	45.3%	15.1%	X	86.4%	64.3%	75.0%	65.5%	73.0%		\$139.69 Million	74%	X
14	100.0%	83.3%	0.0%		58.3%	100.0%	66.7%	50.0%	61.3%	X	\$14.97 Million	84%	X
15	66.7%	60.0%	20.0%	X	100.0%	50.0%	60.0%	60.0%	69.0%	X	\$3.37 Million	72%	

- Strategies in Project Development Improvement Plan will be tied to areas of deficiency

Schedule

Next steps:

- **Fall 2023 – Identify and validate candidate localities**
- **Fall 2023 – Propose CTB policy on Local Sustained Performance Program**
- **Winter 2023/2024 – Districts work with identified localities to develop strategies for Project Development Improvement Plan**
- **Spring 2024 – Implement Project Development Improvement Plans and monitor performance**

Policy Expectations

- **VDOT to provide Annual Locality Performance Report to CTB**
- **For deficient localities, VDOT to report progress on PDIP**
 - Influence on funding decisions
- **To address lack of progress/repeated poor performance**
 - VDOT to preclude administration by the locality until performance improves
 - CTB may consider poor performance with future funding decisions

Questions?





Virginia Department of Transportation



PERIODIC REGULATORY REVIEW

Commonwealth Transportation Board

| Jo Anne Maxwell

September 20, 2023

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 § 2.2-4007.1 and § 2.2-4017 of the *Code of Virginia*

Periodic Regulatory Review Process Authorities

Executive Order 19 – Issued June 30, 2022

- Creates new 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.

New 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.

Periodic Regulatory Review Process

- **An agency may initiate a periodic regulatory review by posting a Notice of periodic review action on Town Hall.**
- **The Notice is published in the next edition of the Virginia Register of Regulations.**
- **The agency collects public comment on the regulations.**
- **Within 120 days of the end of the public comment period, the agency must report on its review, indicating one of the following:**
 - **That the regulation will be retained “as is”;**
 - **That the regulation will be amended; or**
 - **That the regulation will be repealed.**

Virginia Regulatory Town Hall – Notifications

VIRGINIA
REGULATORY TOWN HALL

Home

What is this site?

A source of information about proposed changes to Virginia's regulations, including a meetings calendar and board minutes. This site also facilitates public participation through online comment forums and an email notification service.

Public comment forums

- [53 open comment forums](#), [9 of which have some comments](#), [51 opened in the last 21 days](#)
- [33 comment forums closed within the last 21 days](#), [10 of which have some comments](#)

Recent Activity

- [2 regulatory changes published in the most recent Virginia Register \(7/31/2023\)](#)
- [13 regulatory changes scheduled to be published in future issues of the Virginia Register](#)
- [10 board meetings scheduled for today](#)
- [Regulatory changes became effective in the last 90 days](#)
- [Regulatory stages approved by the Governor in the last 90 days](#)
- [Periodic reviews of regulations in progress](#)
- [Proposed and final stages under way](#)

Email notification service

[Register as a public user](#) - Receive emails when regulatory actions or meetings are posted for the agencies, boards, or regulations you select!

Regulatory Review Resources

- [Regulatory Reform Pilot Program](#) Updated September 2, 2021
- [Governor Youngkin's Executive Order 19 Development and Review of State Regulations](#)

Town Hall provides the public the opportunity to sign up to receive notifications of CTB periodic regulatory reviews, regulatory actions, and public meetings.

Summary of Periodic Review for CTB Regulations

- **Eighteen** Chapters to be reviewed in four-year timeframe.
- **Review Schedule:**
 - **6** Chapters were reviewed in 2022
 - **5** Chapters due 12/15/2023
 - **5** Chapters due 12/20/2024
 - **2** Chapters due 12/19/2025
- **Process for each review period**
 - **Workshop presentation describing regulation and proposed action for each regulation (retain, repeal, or amend)**
 - **Resolution approving action and authorizing Commissioner to take all action necessary to implement approved action**

Periodic Regulatory Review

Five CTB regulations to be reviewed by 12/15/2023.

Chapter Number	Title
24VAC30-151*	Land Use Permit Regulations
24VAC30-200*	Vegetation Control Regulations on State Right-of-Way
24VAC30-401	Change of Limited Access Control
24VAC30-580	Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways
24VAC30-620	Rules, Regulations and Rates Concerning Toll and Bridge Facilities

*** Due to the anticipated need for amendments to 24VAC30-151 and 24VAC30-200, the CTB approved Notices of Intended Regulatory Action (NOIRAs) for these regulations in June. The NOIRAs initiated the periodic reviews for these two regulations, which will be addressed in separate presentations.**

Periodic Regulatory Review

Change of Limited Access Control (24VAC30-401)

- The CTB is authorized to regulate use of limited access highways under § 33.2-401 of the *Code of Virginia* and several other state/federal statutory authorities.
- Specifies the conditions and procedures for requesting a change in limited access (typically, shifting, moving, or breaking) for a limited access highway.
- The CTB initially approved a policy in 1990, which was filed as a regulation in 1993. Last substantive amendments became effective in 2006.
- Last periodic review in 2019.
- Protects the public by regulating limited access control changes and thereby reducing the number of interactions with vehicles entering or exiting the highway; written to be understandable; no negative impact on local partners/families/small businesses.
- No public comments received.
- Recommendation: Retain as is.

Periodic Regulatory Review

Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways (24VAC30-580)

- Section 46.2-809 of the *Code of Virginia* provides that the CTB may prohibit or restrict through truck traffic on a primary or secondary highway in response to a formal request by a local governing body and after due notice and a proper hearing.
- The CTB is authorized to promulgate regulations for the protection of and covering traffic on and for the use of systems of state highways pursuant to § 33.2-210.
- Sets forth limited instances when restricting through trucks from using a segment of a primary/secondary roadway will reduce potential conflicts, create a safer environment and one in accord with the current use of the roadway.
- Restrictions can apply to any truck, truck and trailer or semitrailer combination, or any combination of those classifications.
- Originally adopted by the CTB in 2003. Last substantive amendments became effective in 2020 as a result of the last periodic review in 2019.
- Protects public by allowing for the restriction of trucks from using a segment of highway where they pose a safety risk or are incompatible with the character of the roadway environment; written to be understandable; no negative impact on local partners/families/small businesses.
- No public comments received.
- Recommendation: Retain as is.

Periodic Regulatory Review

Rules, Regulations, and Rates Concerning Toll and Bridge Facilities (24 VAC 30-620)

- Sections 33.2-604, 33.2-613 and 33.2-1701 of the *Code of Virginia* provide that toll rates may be charged as set by law or as fixed by the CTB and specify when tolls may not be charged.
- The CTB is authorized to promulgate regulations for the protection of and covering traffic on and for the use of systems of state highways pursuant to § 33.2-210.
- Specify the rates for use of non-P3, VDOT-owned toll facilities and the authority and procedures for suspension of toll collection on those facilities.
- Originally adopted in 1995. Last substantive amendments became effective in 2021 as a result of the last periodic review in 2020.
- Protects public by establishing tolls and providing for the suspension of tolls during emergencies or other events where it is in the public interest to allow for free, efficient movement of vehicles through non-P3, VDOT-owned toll facilities; written to be understandable; no negative impact on local partners/families/small businesses.
- No public comments received
- Recommendation: Retain as is

Periodic Regulatory Review – Next Steps

- **The CTB will be presented with a resolution in the upcoming months to approve recommended actions for the three CTB regulations discussed.**
- **VDOT will post the results on Town Hall.**
- **In the ensuing years, the CTB will be presented with results of scheduled reviews and requests to approve recommended actions.**



Virginia Department of Transportation



townhall.virginia.gov

Periodic Review and Small Business Impact Review Report of Findings

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24VAC30-401
VAC Chapter title(s)	Change of Limited Access Control
Date this document prepared	[REDACTED], 2023

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

Acronyms and Definitions

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

"CTB" means the Commonwealth Transportation Board.
"VDOT" means the Virginia Department of Transportation.

Legal Basis

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

The regulation was promulgated by the CTB based on several federal and state statutory authorities, including those found in 23 USC 109 and 23 USC 111 and Sections 33.2-210 and 33.2-401 of the Code of Virginia.

Alternatives to Regulation

Describe any viable alternatives for achieving the purpose of the regulation that were considered as part of the periodic review. Include an explanation of why such alternatives were rejected and why this regulation is the least burdensome alternative available for achieving its purpose.

This regulation specifies the procedures by which the CTB and VDOT will change/adjust the limited access boundaries of limited access highways under certain circumstances. Many of these procedures are required by current federal and state laws and regulations regarding changes of limited access control on all limited access control roadways using state and federal funds. As such, the CTB believes the present version of the regulation is the least burdensome alternative.

Public Comment

Summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency’s response. Be sure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency. Indicate if an informal advisory group was formed for purposes of assisting in the periodic review.

Commenter	Comment	Agency response

Effectiveness

Pursuant to § 2.2-4017 of the Code of Virginia, indicate whether the regulation meets the criteria set out in the ORM procedures, including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.

The regulation is necessary for the protection of public health, safety, and welfare. Limited access highways can provide greater vehicle capacity and improved safety over non-limited access highways by reducing the number of interactions with vehicles entering or exiting the highway and by prohibiting pedestrians and other non-motorized traffic from the highway. This regulation specifies the procedures by which the CTB and VDOT will change/adjust the limited access boundaries of such highways under certain circumstances. Adjustments take into consideration factors such as impact on traffic, changes in abutting land use, environmental impacts and whether there is support from the locality and thus are effective in furthering safety and the purposes of limited access control. The CTB believes that the regulation is clearly written and easily understandable.

Decision

Explain the basis for the promulgating agency’s decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).

If the result of the periodic review is to retain the regulation as is, complete the ORM Economic Impact form.

The CTB is proposing to retain this regulation without making any changes. The regulation continues to promote the health, safety and welfare of the citizens of the Commonwealth without creating an undue hardship on any of the users of the transportation system.

Small Business Impact

As required by § 2.2-4007.1 E and F of the Code of Virginia, discuss the agency's consideration of: (1) the continued need for the regulation; (2) the nature of complaints or comments received concerning the regulation; (3) the complexity of the regulation; (4) the extent to which the regulation overlaps, duplicates, or conflicts with federal or state law or regulation; and (5) the length of time since the regulation has been evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the regulation. Also, discuss why the agency's decision, consistent with applicable law, will minimize the economic impact of regulations on small businesses.

There is continued need for the regulation for purposes of complying with state and federal laws and regulations regarding changes of limited access control on all limited access control roadways. No complaints have been received. The regulation is not overly complex, nor does it duplicate or conflict with federal or state laws. The regulation was last amended in 2014 and the last periodic review of this regulation was conducted in 2019. The regulation does not negatively impact small businesses.



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Periodic Review and Small Business Impact Review Report of Findings

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24VAC30-580
VAC Chapter title(s)	Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways
Date this document prepared	[REDACTED], 2023

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

Acronyms and Definitions

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

"CTB" means the Commonwealth Transportation Board.
"VDOT" means the Virginia Department of Transportation.

Legal Basis

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

Section 46.2-809 of the Code of Virginia provides that the CTB, in response to a formal request by a local governing body may, after due notice and a proper hearing, prohibit or restrict through truck traffic on a primary or secondary highway. More generally, § 33.2-210 of the Code of Virginia authorizes the CTB to make regulations that are not in conflict with the laws of the Commonwealth for the protection of and covering traffic on and for the use of systems of state highways.

Alternatives to Regulation

Describe any viable alternatives for achieving the purpose of the regulation that were considered as part of the periodic review. Include an explanation of why such alternatives were rejected and why this regulation is the least burdensome alternative available for achieving its purpose.

This regulation specifies the criteria and procedures by which a prohibition or restriction on through truck traffic may be established as provided under § 46.2-809. Section 46.2-809 authorizes the CTB to delegate this authority to a designee, which it has done in this regulation by delegating the authority to impose such through truck restrictions to the Commissioner of Highways on secondary highways after consideration of certain criteria. The CTB retains this authority on primary highways. In order to streamline the process, in 2020, the CTB amended the regulation to allow VDOT District Administrators/Engineers to deny requests without presenting those requests to the Commissioner of Highways or CTB, respectively, only where the request clearly and objectively does not meet the required criteria. Additionally, the regulation outlines the requirements for reasonable alternate routing to be provided. As such, the CTB believes the present version of the regulation is the least burdensome alternative.

Public Comment

Summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency’s response. Be sure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency. Indicate if an informal advisory group was formed for purposes of assisting in the periodic review.

Commenter	Comment	Agency response

Effectiveness

Pursuant to § 2.2-4017 of the Code of Virginia, indicate whether the regulation meets the criteria set out in the ORM procedures, including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.

The regulation provides for the restriction of trucks from using a segment of highway where they pose a safety risk or are incompatible with the character of the roadway environment. The regulation continues to be necessary for the protection of public health, safety, and welfare. The regulation is clearly written and easily understandable.

Decision

Explain the basis for the promulgating agency's decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).

If the result of the periodic review is to retain the regulation as is, complete the ORM Economic Impact form.

The CTB is proposing to retain this regulation without making any changes. The regulation continues to promote the health, safety and welfare of the citizens of the Commonwealth without creating an undue hardship on any of the users of the transportation system.

Small Business Impact

As required by § 2.2-4007.1 E and F of the Code of Virginia, discuss the agency's consideration of: (1) the continued need for the regulation; (2) the nature of complaints or comments received concerning the regulation; (3) the complexity of the regulation; (4) the extent to which the regulation overlaps, duplicates, or conflicts with federal or state law or regulation; and (5) the length of time since the regulation has been evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the regulation. Also, discuss why the agency's decision, consistent with applicable law, will minimize the economic impact of regulations on small businesses.

There is continued need for the regulation because it provides for the protection of public health, safety, and welfare. No complaints have been received. The regulation is not overly complex, nor does it duplicate or conflict with federal or state laws. The regulation was adopted in 2003 and was amended in 2020 as a result of the last periodic review conducted. Trucking companies which are small businesses could be affected by the process provided by this regulation through the additional time and fuel necessary for a truck to drive an alternative route. Other small businesses which rely on trucks to transport and deliver goods could also be impacted if delivery times are delayed or if shipping costs increase due to the rerouting. However, the regulation requires that the termini of the proposed restriction be identical to the alternate routing to allow a time and distance comparison to be conducted, and that the alternate routing not create an undue hardship for trucks in reaching their destination. These requirements ensure that the potential economic impacts to small businesses from any restriction imposed under the regulation are considered and minimized.



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Periodic Review and Small Business Impact Review Report of Findings

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24VAC30-620
VAC Chapter title(s)	Rules, Regulations and Rates Concerning Toll and Bridge Facilities
Date this document prepared	[REDACTED], 2023

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

Acronyms and Definitions

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

"CTB" means the Commonwealth Transportation Board.
"P3" means facilities built pursuant to the Public Private Transportation Act.
"VDOT" means the Virginia Department of Transportation.

Legal Basis

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

This regulation was promulgated by the CTB pursuant to several state statutory authorities found in the Code of Virginia, including that found in § 33.2-210 regarding the CTB’s general authority to adopt regulations governing the use of highways, as well as those authorities found in §§ 33.2-604, 33.2-613 and 33.2-1701 which provide that toll rates may be charged as set by law or as fixed by the CTB and which specify when tolls may not be charged.

Alternatives to Regulation

Describe any viable alternatives for achieving the purpose of the regulation that were considered as part of the periodic review. Include an explanation of why such alternatives were rejected and why this regulation is the least burdensome alternative available for achieving its purpose.

The CTB is the legal entity assigned with making policy for transportation matters in the Commonwealth and is charged with fixing toll rates. The regulation establishes the rules for collecting tolls on non-P3, VDOT-owned toll facilities and the procedures for the suspension of toll collection during emergencies, which are designed for quick and appropriate action. As such, these are the least burdensome means to regulate policy and toll rates for toll roads established and operated by the Commonwealth of Virginia.

Public Comment

Summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency’s response. Be sure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency. Indicate if an informal advisory group was formed for purposes of assisting in the periodic review.

Commenter	Comment	Agency response

Effectiveness

Pursuant to § 2.2-4017 of the Code of Virginia, indicate whether the regulation meets the criteria set out in the ORM procedures, including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.

The regulation is necessary for the protection of the public health, safety, and welfare because it ensures that toll rates charged at VDOT toll facilities are fixed by a process that allows for public input, and that toll collection may be suspended during emergencies or other events where it is in the public interest to allow for free, efficient movement of vehicles through toll facilities. The regulation is clearly written and easily understandable.

Decision

Explain the basis for the promulgating agency’s decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).

If the result of the periodic review is to retain the regulation as is, complete the ORM Economic Impact form.

The CTB is proposing to retain this regulation without making any changes. The regulation continues to promote the health, safety and welfare of the citizens of the Commonwealth without creating an undue hardship on any of the users of the transportation system.

Small Business Impact

As required by § 2.2-4007.1 E and F of the Code of Virginia, discuss the agency's consideration of: (1) the continued need for the regulation; (2) the nature of complaints or comments received concerning the regulation; (3) the complexity of the regulation; (4) the extent to which the regulation overlaps, duplicates, or conflicts with federal or state law or regulation; and (5) the length of time since the regulation has been evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the regulation. Also, discuss why the agency's decision, consistent with applicable law, will minimize the economic impact of regulations on small businesses.

There is continued need for this regulation to ensure public input can be provided during the process of fixing toll rates and to establish the process by which toll collection may be suspended during emergencies or other events where it is in the public interest to allow for free, efficient movement of vehicles through toll facilities. No complaints have been received. The regulation is not overly complex, nor does it duplicate or conflict with federal or state laws. The regulation was amended in 2021 as a result of the last periodic review in 2020. The regulation does not negatively impact small businesses.



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Draft VTrans Objectives

Office of Intermodal Planning and Investment (OIPi)

September 20, 2023



PURPOSE

- Review Draft Vision Statement and Guiding Principles
- Review Draft Goals
- Review Draft VTrans Objectives
- Outline next steps



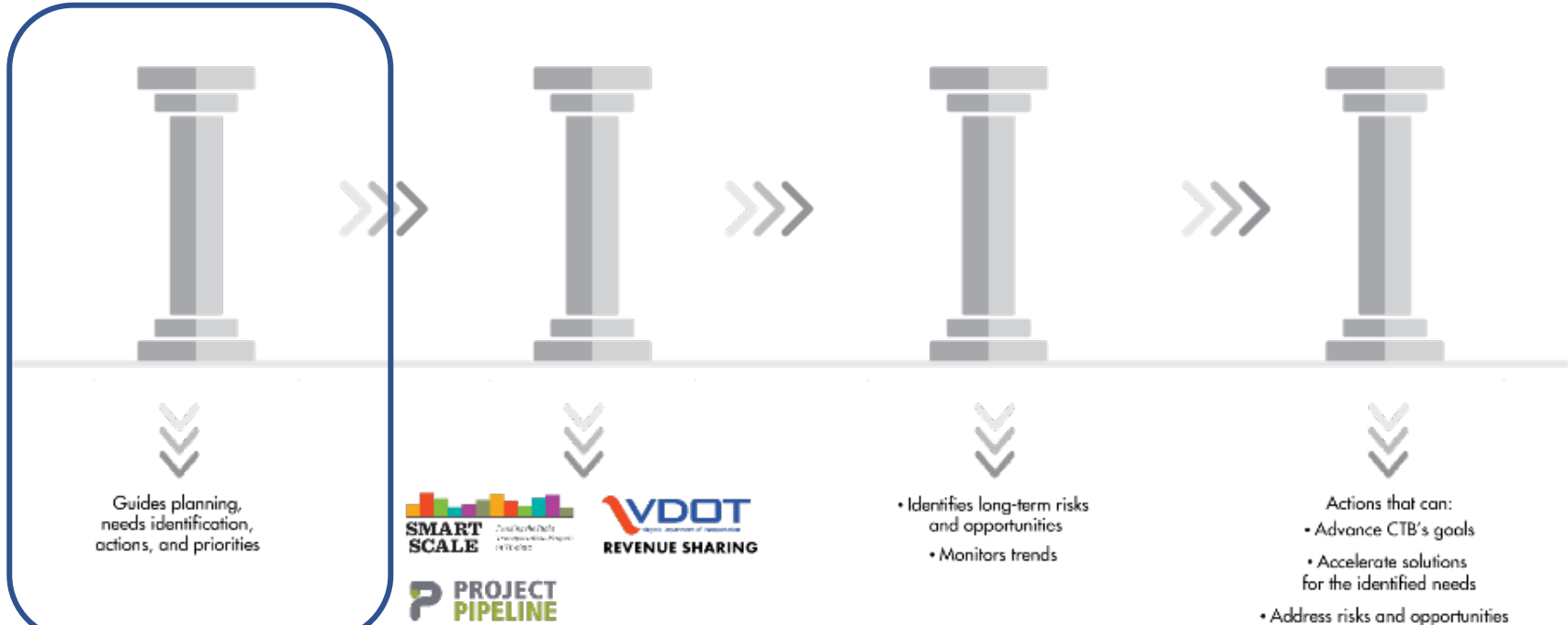
VTRANS FOCUS AREAS

CTB Vision, Guiding Principles, Goals and Objectives

Mid-term Needs and Priority Locations (0 – 10 Years)

Long-term Risk & Opportunity Register (20+ Years)

Strategic Actions (Recommendations)



Today's Focus

CURRENT VISION, GOALS, AND OBJECTIVES

In 2020, CTB adopted Vision, Goals, and Objectives.

CURRENT VISION

Virginia's transportation system will be **Good for Business, Good for Communities, and Good to Go.**

Virginians will benefit from a sustainable, reliable transportation system that advances Virginia businesses, attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.

CURRENT GOALS	CURRENT OBJECTIVES
Goal A: Economic Competitiveness and Prosperity	• Reduce the amount of travel that takes place in severe congestion
	• Reduce the number and severity of freight bottlenecks
	• Improve reliability on key corridors for all modes
Goal B: Accessible and Connected Places	• Reduce average peak-period travel times in metropolitan areas
	• Reduce average daily trip lengths in metropolitan areas
	• Increase the accessibility to jobs via transit, walking, and driving in metropolitan areas
Goal C: Safety for All Users	• Reduce the number and rate of motorized fatalities and serious injuries
	• Reduce the number of non-motorized fatalities and serious injuries
Goal D: Proactive System Management	• Improve the condition of all bridges based on deck area
	• Increase the lane miles of pavement in good or fair condition
	• Increase percent of transit vehicles and facilities in good or fair condition
Goal E: Healthy, Sustainable Transportation Communities	• Reduce per-capita vehicle miles traveled
	• Reduce transportation related NOX, VOC, PM, and CO emissions
	• Increase the number of trips traveled by active transportation (bicycling and walking)

DRAFT VISION STATEMENT

Virginia's best-in-class multimodal transportation system provides safe and reliable mobility, connects people and commerce, fosters economic growth and investment, embraces environmental stewardship, and enhances quality of life.



VISION, GOALS, OBJECTIVES, & GUIDING PRINCIPLES

DRAFT GUIDING PRINCIPLES

GP 1: Ensure Safety, Security, and Resiliency: Provide a safe transportation system for all users that responds immediately to short-term events such as weather or security emergencies and adapts effectively to long-term issues (e.g., resiliency).

GP 2: Optimize Return on Investments: Implement the right solution at the right price to meet identified needs while advancing long-term prosperity and livability.

GP 3: Deliver Programs Efficiently: Deliver high-quality projects and programs in a cost-effective and timely manner.

GP 4: Implement Operational Improvements and Demand Management First: Maximize the capacity of the transportation network by managing the demand through increased use of technology and operational improvements before investing in major capacity expansions.

GP 5: Ensure Transparency, Accountability, And Promote Performance Management: Work with stakeholders in developing transportation plans and programs. Establish performance targets, measure progress, and adjust programs and policies as necessary.

GP 6: Enhance Coordination Between Transportation and Land Use: Inform and advise local governments in planning and managing transportation-efficient land use.

GP 7: Ensure Efficient Intermodal Connections: Provide seamless connections between modes of transportation.

VISION, GOALS, OBJECTIVES, & GUIDING PRINCIPLES

Draft Goals	Description
Goal A: Transportation System Safety	Reduce fatalities and serious injuries to make the transportation network safer for the traveling public.
Goal B: System Preservation	Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.
Goal C: Congestion and Travel Time Reliability	Improve travel time reliability by minimizing congestion and providing multiple modes and routes to encourage economic competitiveness and prosperity.
Goal D: Inter-Connected Systems and Services	Provide an integrated multimodal transportation system for better accessibility and travel options.
<u>Goal E: Environmental Stewardship</u>	Provide context sensitive transportation solutions that enhance the quality of life while preserving agricultural, natural, historical, and cultural resources.

Goal A: Reduce fatalities and serious injuries to make the transportation network safer for the traveling public.

- ▶ Objective A.1: Reduce the number and rate of motorized fatalities and serious injuries through the implementation of the Strategic Highway Safety Plan.
- ▶ Objective A.2: Reduce the number of non-motorized fatalities and serious injuries through the implementation of the Strategic Highway Safety Plan.
- ▶ Objective A.3: Reduce fatalities and serious injuries by implementing Public Transportation Agency Safety Plans.

Goal B: Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.

- ▶ Objective B.1: Obtain the following outcomes through the implementation of the recommendations from VDOT's Maintenance and Operations Comprehensive Review.
 - ▶ Meet long-term sustainable pavement and bridge performance targets adopted by the Board.
 - ▶ Maintain VDOT's special structures in accordance with the annually updated 50-year special structures plan.
 - ▶ Meet routine maintenance best practices performance metrics.
- ▶ Objective B.2: Ensure transit state of good repair through the prioritization of investments and execution of Transit Asset Management plans.
- ▶ Objective B.3: Increase the number of railroad track miles maintained at Class 2 (Shortline/Freight) and Class 3 (Passenger Rail) through the effective allocation of resources from the Rail Preservation Fund.

Goal C: Improve travel time reliability by minimizing congestion and providing multiple modes and routes.

- ▶ Objective C.1: Reduce the amount of travel that takes place in congested conditions through the prioritization of investments in alternative modes of travel and operational improvements.
- ▶ Objective C.2: Improve reliability and person throughput on key corridors for all modes through the prioritization of investments in alternative modes of travel and operational improvements.
- ▶ Objective C.3: Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan.
- ▶ Objective C.4: Improve transit efficiency and effectiveness by implementing Transit Strategic Plans.

Goal D: Provide an integrated multimodal transportation system for better accessibility and travel options.

- ▶ Objective D.1: Create multimodal redundancy within key corridors to support network resiliency by providing alternative modes of travel.
- ▶ Objective D.2: Enhance cyber security efforts to provide a safe and secure transportation system for all modes by investing in projects to secure critical infrastructure and information.
- ▶ Objective D.3: Improve bus stop condition and accessibility by implementing the HJ542 Transit Modernization Study.
- ▶ Objective D.4: Enhance freight rail movements to support economic development and freight fluidity for the Port of Virginia by implementing the 2022 Statewide Rail Plan.
- ▶ Objective D.5: Support regionally significant economic development initiatives through investments in site accessibility.

Goal E: Provide context-sensitive transportation solutions that enhance quality of life while preserving agricultural, natural, historical, and cultural resources.

- ▶ Objective E.1: Deliver context-sensitive transportation solutions that consider watershed impacts, habitat preservation, regional air quality goals, and land use policy.
- ▶ Objective E.2: Implement solutions to support the attainment of National Ambient Air Quality Standards.

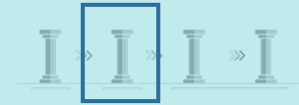
VTRANS TIMELINE

➤ September 2023: Present draft objectives



We are here

➤ October 2023: Overview: Existing CTB Policy to Identify VTrans Mid-term (0 – 10 years) Needs



➤ December 2023: Present Draft VTrans Mid-term (0 – 10 years) Needs



CTB
Action

January 2024: Request action: (1) VTrans Vision, Goals, Objectives, Guiding Principles; and (2) Mid-term Needs





COMMONWEALTH *of* VIRGINIA
Office of the
SECRETARY *of* TRANSPORTATION

SMART SCALE Process Review Update

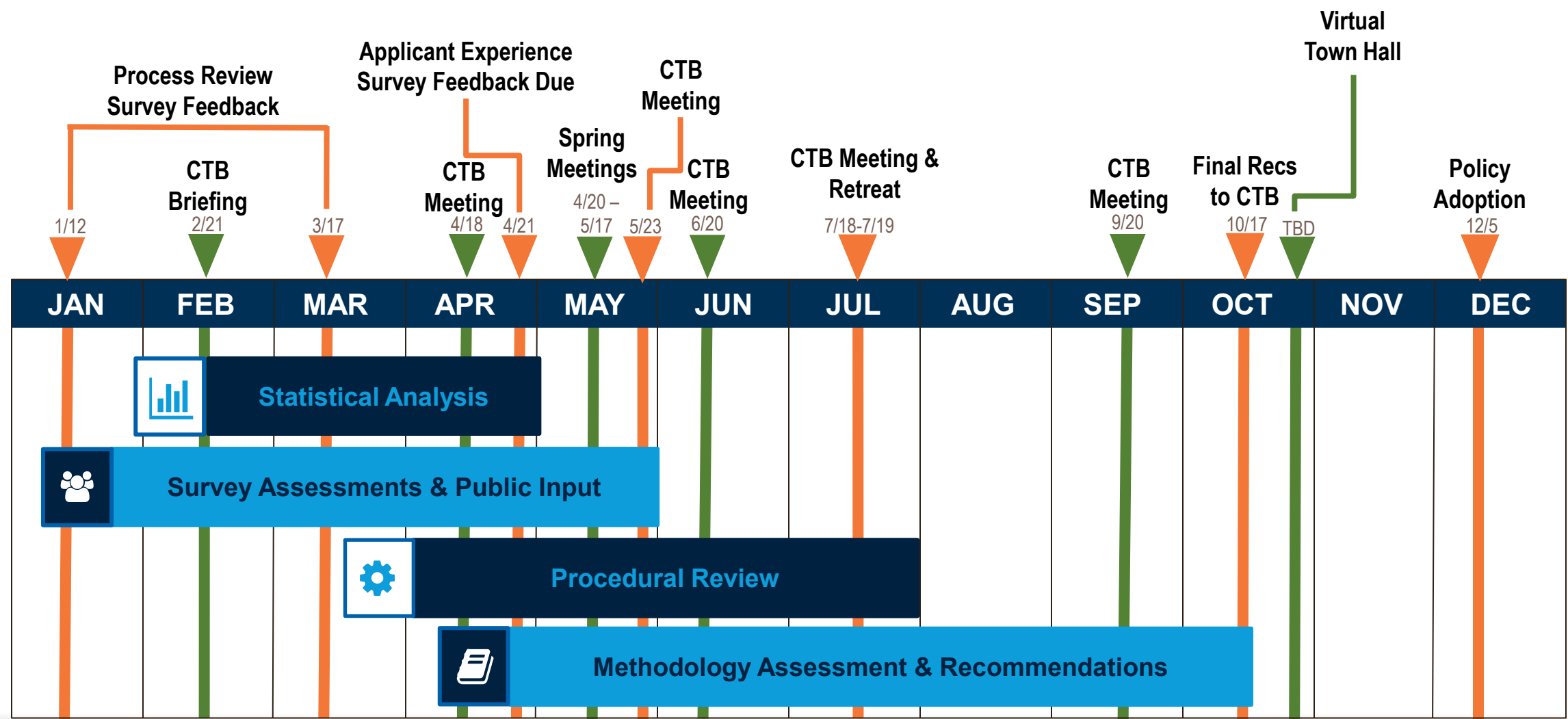
September 20, 2023



Presentation Topics

- **Overview and Status of SMART SCALE Process Review**
- **Review of Key Findings**
- **Main Retreat Takeaways**
 - Staff response to action items
 - Illustrative impacts of recommended scenarios based on Round 5
- **VEDP Economic Development Recommendations**
 - Current Scoring Methodology
 - Proposed Methodology
 - Preliminary Results
- **Public Outreach Updates**
 - Schedule and next steps
 - Comments or questions about the SMART SCALE review

Since February, the CTB has been engaged in a holistic review of our nationally recognized, data-driven process for prioritizing multimodal transportation investments to determine if SMART SCALE is meeting its goal.



After Reviewing Comments and Outcomes of Five Rounds of SMART SCALE, a Few Key Issues Stood Out

- **Leveraged Projects of \$30 Million Have a Funding Advantage**
 - Leveraged projects generally have a slight edge over non-leveraged projects, the advantage is much more prominent for SMART SCALE-funded projects greater than \$30M
 - No bias toward urban leveraged projects over rural leveraged projects, however urban areas utilize leverage funding more than rural areas
 - Recommended solution
 1. No specific action recommended (consistent with CTB policy to encourage the use of other sources to leverage SMART SCALE funds)
- **Application Quality Needs to Improve**
 - Over 50% of submitted Round 5 applications were “not ready” at full application submission (90% at pre-application)
 - Recommended solutions
 1. Reduce application cap limit to 2 and 5
 2. Streamline the SMART portal
 3. Screen out applications if they fail to meet requirements
 4. Tie consensus funding to applicant’s prior performance

After Reviewing Comments and Outcomes of Five Rounds of SMART SCALE, a Few Key Issues Stood Out (cont.)

- **Small Projects are More Likely to Get Funded**
 - Funded over 2X more often than larger projects
 - Of selected projects, 78% are under \$10 million receiving only 33% of total funded amount
 - Average project amount requested in Step 2 dropped from \$57M (Round 1) to \$19M (Round 5)
 - HPP is funding small projects – essentially
 - Recommended solutions
 1. Refine HPP definition and Eliminate Step 2
 2. Reduce the number of applications
- **On a District Basis, Lower-Scoring Projects are Not Being Funded over Higher-Scoring Projects**
 - On a statewide basis, Step 2 **does allow** lower-scoring projects be funded with HPP funds
 - Recommended solution
 1. Eliminate Step 2 in conjunction with HPP definition refinement

After Reviewing Comments and Outcomes of Five Rounds of SMART SCALE, a Few Key Issues Stood Out (cont.)

- **No Bias Toward Urban Projects**

- Recommended solution

1. No action recommended

- **Land Use is Driving a One-Factor Majority**

- Land Use factor drives total benefits at a rate of 2X from Round 1 to Round 5

- Recommended solution

1. Modify the factor weighting for the Land Use factor making it a multiplier to the other factor areas

- **Benefit Factors Should be Forward-Looking**

- Full benefits are not recognized – current analysis is in existing year conditions

- Recommended solutions

1. Calculate congestion benefits for 10 years in the future
2. Utilize forward-looking economic development factor from VEDP

Action Items Identified at the July SMART SCALE Retreat

1. Meet with CTB members, as necessary or requested
2. Update Graphics
 - a. “Area Type and Factor Weighting” table to include population and population densities
 - b. “Summary of the SMART SCALE Rounds” table to include completed projects by round
3. Provide a refined definition of eligible High Priority Projects (HPP)
4. Clarify project eligibility and application requirements
5. Consider mid-level application cap
6. Review illustrative impacts of scenarios based on Round 5
 - a. Show results by:
 - i. Statewide summary
 - ii. District summary with project level detail
 - b. In the Proposed Staff Recommended Scenario, summarize projects that were funded or unfunded
7. Ensure an Understanding of the SMART SCALE Factors and Measures

Action Item #1: Meet with CTB Members

- **OIPI staff met with every CTB member who requested a meeting**
 - Seven meetings were held with various CTB Members
 - Will be available for additional meetings going forward

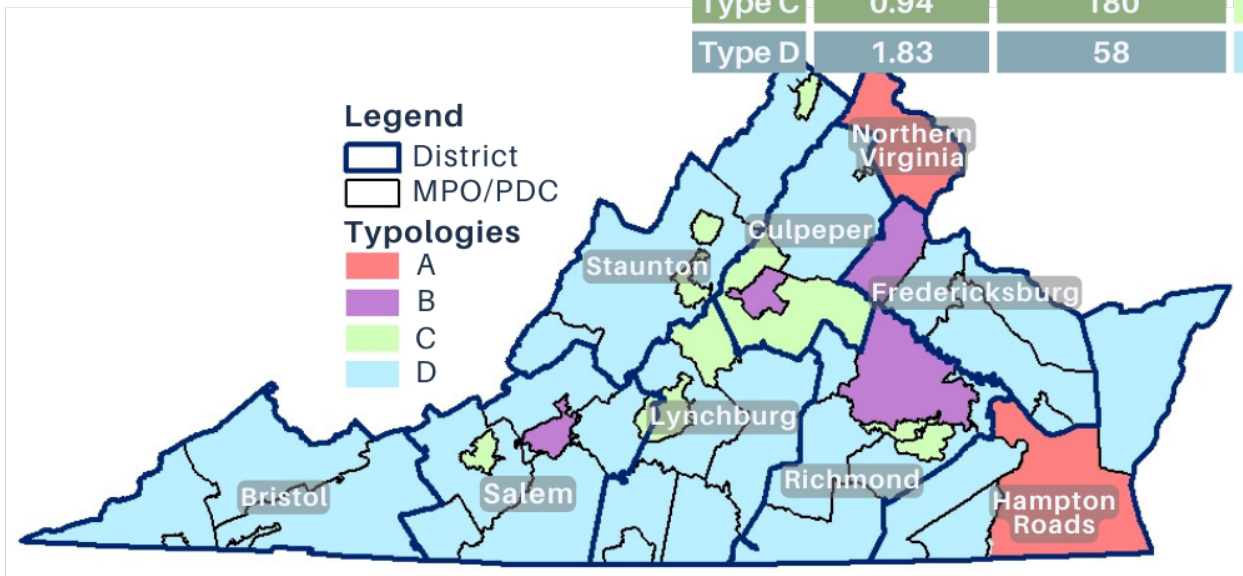
Action Item #2 (b): Update “Summary of the SMART SCALE Rounds Table” – Added Completed Projects

PROJECT APPLICATIONS	FY 2017 ROUND 1	FY 2018 ROUND 2	FY 2020 ROUND 3	FY 2022 ROUND 4	FY 2024 ROUND 5	GRAND TOTAL
Submitted	321	437	468	406	413	2045
Scored	287	404	433	397	394	1915
Funded	163	147	134	167	164	774
Total Funding Requested	\$7.2 B	\$9.7 B	\$7.0 B	\$6.3 B	\$8.3 B	\$37.4 B
Total Funding Allocated	\$1.7 B	\$1.0 B	\$0.9 B	\$1.4 B	\$1.6 B	\$6.3 B
Value of Projects Supported	\$2.7 B	\$2.4 B	\$5.1 B	\$1.9 B	\$2.4 B	\$14.5 B
Completed Projects	92	42	7	0	0	141

Action Item #2 (a): Update “Area Type and Factor Weighting” Table – Added Population and Population Densities

Weighting, Typology, at the District and MPO / PDC level

Factor	Population (Millions)	Density (Population per Square Mile)	Safety	Congestion	Accessibility	Land Use	Economic Development	Environment
Type A	4.23	1242	5%	45%	15%	20%	5%	10%
Type B	1.76	618	20%	15%	20%	15%	20%	10%
Type C	0.94	180	25%	15%	15%	10%	25%	10%
Type D	1.83	58	30%	10%	10%	10%	30%	10%



Action Item #3: Provide a Refined Definition of Eligible High Priority Projects (HPP)

- **Code of Virginia (§ 33.2-370) defines the “where”:**
 - “High-priority projects” means those projects of regional or statewide significance, such as projects that reduce congestion or increase safety, accessibility, environmental quality, or economic development”
 - CTB policy identifies the “where” as Corridors of Statewide Significance and Regional Networks
- **Recommended refining definition to include “what” type of projects:**
 - Projects that include the following feature types: New Capacity Highway, Managed Lanes, New or Improved Interchanges, New or Improved Passenger Rail Stations or Service, Freight Rail Improvements, High-Capacity Fixed Guideway Transit, Transit Transfer Stations, and New Bridge

Action Item #4: Clarify Project Eligibility and Application Requirements

- **The Technical Guide and SMART Portal detail readiness requirements**
 - See Chapter 2.0 Project Eligibility and Application Process of the Technical Guide available at <https://www.smartscale.org/documents/2022/Round-5-SMART-SCALE-Technical-Guide.pdf>
 - 2.1 Eligibility Requirements (pages 10-16)
 - 2.2 Project Readiness – Planning Requirements (pages 17-22)
 - Additionally, eligibility and readiness requirements are reinforced in the web-based application (SMART Portal)
- **VDOT, DRPT, and OIPI staff regularly provide support and guidance**

Action Item #5: Consider Mid-Level Application Cap

- OIPI is analyzing the need for a mid-level application cap and will bring the full analysis to the CTB in October

Action Item #6 (a): i. Review Illustrative Impacts of Scenarios Based on Round 5 by Statewide Summary

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	152	1	20	5	27	29
Projects Dropped	-	25	6	5	48	68
Net SS Award (millions)	\$1,532.1	-\$9.7	\$78.2	\$28.0	\$25.1	\$34.0
Unallocated HPP (millions)	\$90.1	\$99.8	\$11.9	\$74.1	\$23.0	\$14.7

Action Item #6 (a): ii. Review Illustrative Impacts of Scenarios Based on Round 5 by District Summary with Project-Level Detail

Application Information											Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended		
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9193	D	LYN	Danville City	Riverside Dr. Improvements - Arnett Blvd. to Main St.	Highway	BikePed	x	x	\$28.7	\$28.7	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-6	Dropped		-1	Dropped		-8
9327	C	LYN	Amherst County	Route 29B at Amherst Highway - Dillard Road and Lakeview Dr	Highway	BikePed	x	x	\$6.7	\$6.7	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-7	Dropped		-28	Dropped		-37
8949	C	LYN	Campbell County	Route 29 Safety Improvements - Southern Section	Highway	None	x	x	\$10.7	\$10.7			Stays Out		Stays Out		Stays Out		-10	Added	DGP	84	Added	DGP	78
9139	D	LYN	Pittsylvania County	US Route 29 at Malmaison Road Roundabout	Highway	None	x	x	\$19.0	\$19.0			Stays Out		Stays Out		Stays Out		-8	Added	DGP	88	Added	DGP	84
9398	D	LYN	Halifax County	Town of Halifax Pedestrian Improvements	BikePed	None	x		\$2.5	\$2.5	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-6	Dropped		-259	Dropped		-261
9106	D	LYN	Danville MPO	Piedmont Drive Pedestrian Accommodations	BikePed	None		x	\$6.7	\$6.7	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-3	Stays In	HPP	3	Dropped		-10

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	12	0	0	0	2	2
Projects Dropped	-	1	0	0	3	4
Net SS Award (millions)	\$124.8	-\$6.7	\$0.0	\$0.0	-\$8.2	-\$14.8
Unallocated DGP (millions)	\$8.9	\$8.9	\$8.9	\$8.9	\$17.1	\$17.1

Note - CTB Member Consensus Modifications

Unfund from DGP

App ID 9327 Route 29 Business at Amherst Highway - Dillard Road and Lakeview Drive for \$6.7M

Fund with DGP

App ID 9336 Dillard Road Right Turn Lane for \$3.2M

App ID 9354 Manor House Drive Turn Lanes for a reduced amount of \$2.6M

Action Item #6 (b): Summarize Round 5 Projects that were Funded or Unfunded in the Proposed Staff Recommended Scenario



- Considers Future Congestion, HPP-Eligible Project Types, and Elimination of Step 2 – Land Use modified and weight given to *a mix of Safety & Congestion*
- Small projects reduced by 46% to 57
- Bike & Ped only projects reduced by 75% to 13

The average total cost of funded projects raised from \$15.1M to \$21.8M

The average total request of funded projects raised from \$10.1M to \$13.9M (39 net projects)

Area Type	Highway				Bike/Pedestrian				Bus Transit			
	Add	Drop	Stays In	Stays Out	Add	Drop	Stays In	Stays Out	Add	Drop	Stays In	Stays Out
A	8	6	13	25	0	11	8	6	0	1	0	0
B	9	11	15	46	1	6	1	23	0	1	0	0
C	2	4	10	39	1	8	1	10	0	0	0	0
D	8	8	34	56	0	12	1	8	0	0	1	0

Action Item #7: Ensure an Understanding of the SMART SCALE Factors and Measures

- **Request for Congestion and Safety Information**

- See Chapter 3.0 Evaluation Measures of the Technical Guide available at <https://www.smartscale.org/documents/2022/Round-5-SMART-SCALE-Technical-Guide.pdf>
 - 3.1 Safety Measures (page 34)
 - 3.2 Congestion Mitigation Measures (page 35)
 - 3.3 Accessibility Measures (page 36)
 - 3.4 Environmental Quality Measures (page 37)
 - 3.5 Economic Development Measures (page 38)
 - 3.6 Land Use Coordination Measures (page 39)

- **Request for Historical Accessibility Data**

- Timeline for analysis and revision of the Statewide Accessibility Model is beyond December action

Current Scoring Methodology

Economic Development

The Economic Development measures evaluate how each project supports economic development and improves goods movement.

- **ED.1 (60%): Project consistency with applicant-identified economic development plans and policies**
 - Uses a point-based scoring system to determine project consistency with local plans, which is multiplied by the planned building square footage
- **ED.2 (20%): Increase in access to critical intermodal locations, interregional freight movement, and/or freight-intensive industries**
 - Proximity to intermodal locations combined with freight tonnage moved
 - **Proposed** - Proximity to intermodal locations combined with freight **volume** moved
- **ED.3 (20%): Improvement in travel time reliability attributed to the project**
 - Determines the project's expected impact on improving reliability which retains businesses and increases economic activity

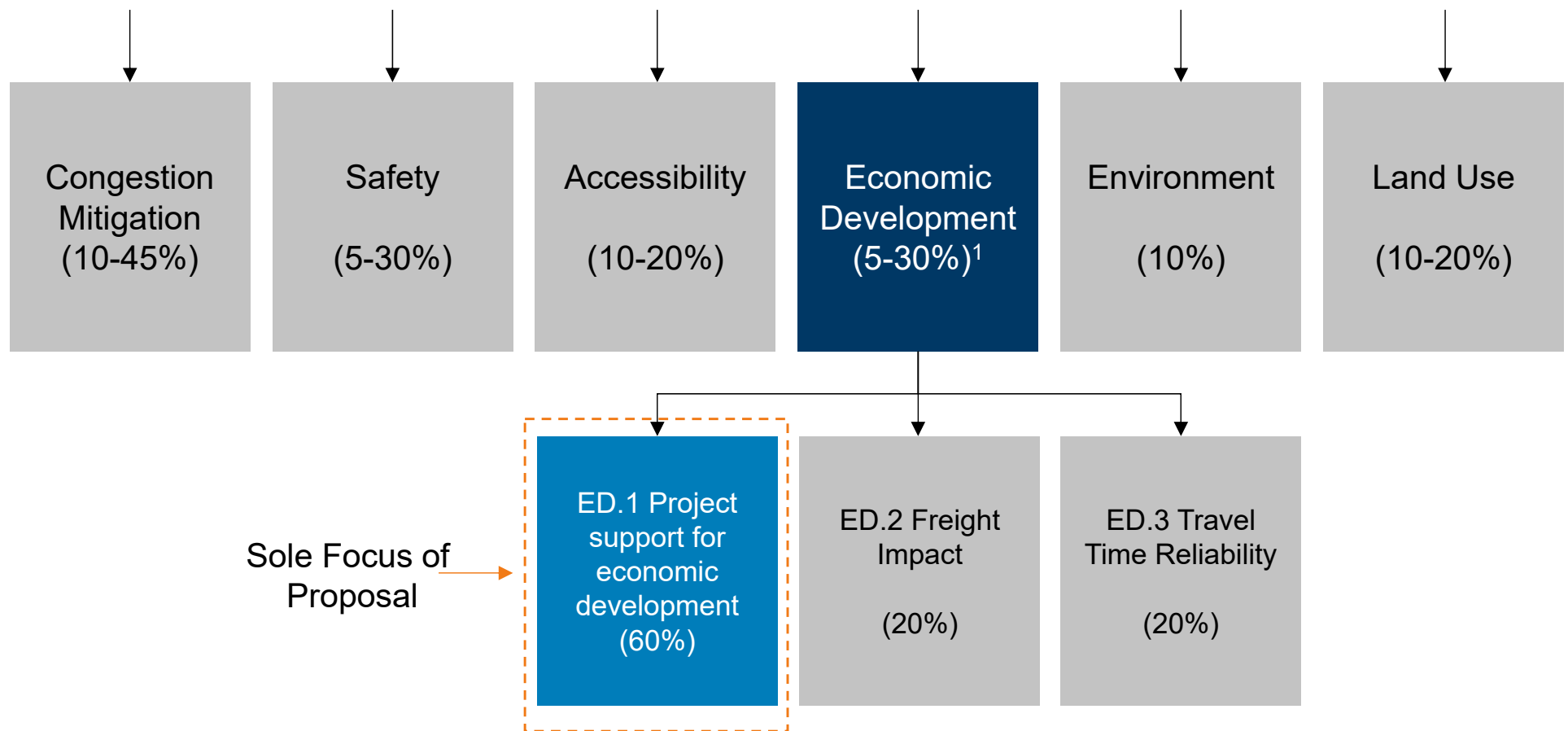
EXECUTIVE SUMMARY

- Current SMART SCALE economic development scoring has substantial room for improvement including:
 - Process does not reflect best-in-class economic impact assessments currently used by VEDP
 - Process uses manual process of data entry by applicants and validation by OIPI rather than a standardized assessment of property inventory from a statewide real estate database
- The current SMART SCALE ED.1 scoring methodology does not incorporate key economic priorities
 - Does not prioritize industries which add to the Gross State Product
 - Does not directly incorporate economic impacts like potential jobs or capital investment
 - Does not incorporate a measure for market-demand of the site
- The proposed SMART SCALE ED.1 scoring methodology incorporates those priorities
 - Focus on sites that will attract growth industries
 - Incorporates estimates of the job creation and capital investments of sites
 - Estimates potential market demand of sites by including site visits
- VEDP tested the proposed methodology on all SMART SCALE projects from Round 5, results differed significantly from those of the current methodology and better reflect ED potential of the sites

ECONOMIC DEVELOPMENT IS ONE CONSIDERATION WITHIN SMART SCALE, ED.1 IS THE FOCUS OF THIS PROPOSAL

SMART SCALE scoring

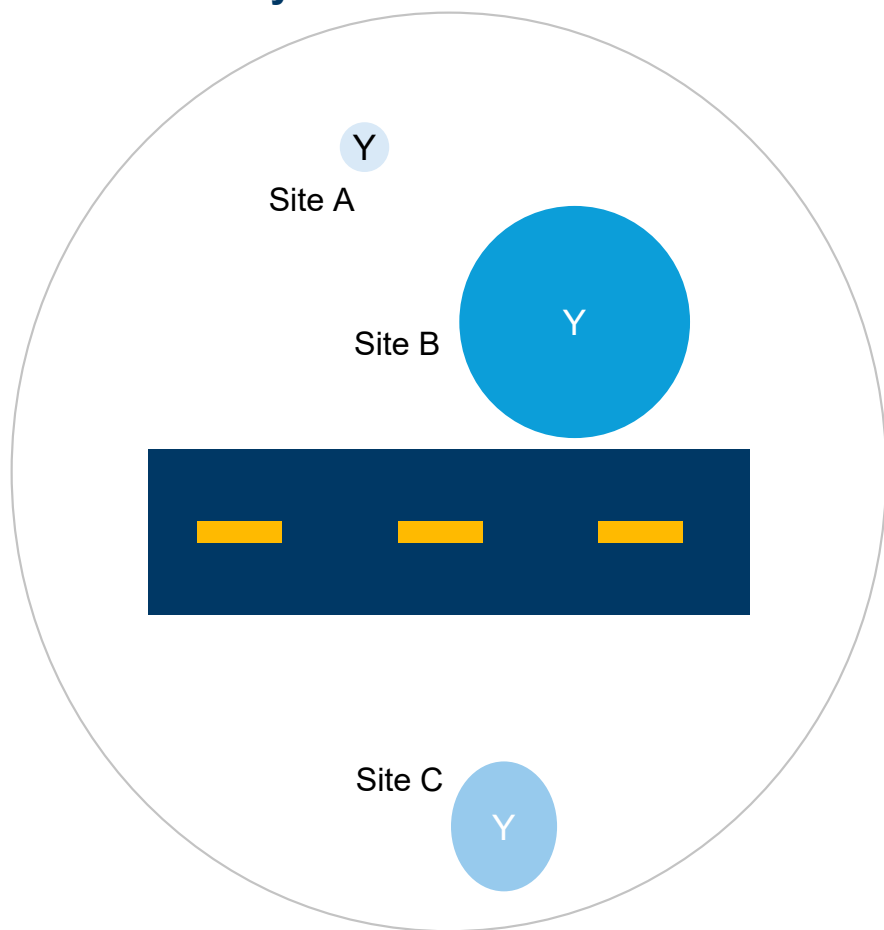
Supports prioritization of transportation projects for state funding over medium-term



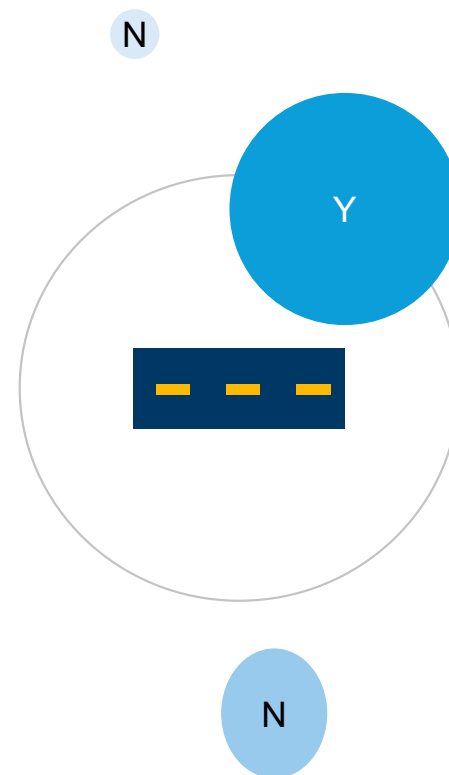
¹Based on area type, economic development is weighted more heavily in rural areas and less in urban areas

CURRENT AND PROPOSAL: ED.1 PULLS IN SITES BASED ON THEIR DISTANCE TO THE TRANSPORTATION PROJECT

High impact projects pull in sites within three miles¹ for analysis



Low impact projects pull in sites within a half mile¹ for analysis



VEDP is not proposing any changes to this methodology

¹As calculated by road miles, unless project would provide a new and more direct method of access

²Mid-impact transportation projects pull in sites within a mile; definitions are listed in Table 10.2 of the Technical Guide

CURRENT: EVALUATION FACTORS ARE NOT ALIGNED WITH KEY ECONOMIC DEVELOPMENT PRIORITIES

Key economic development priority	Current ED.1 Factor	Addressed? - Considerations
Increase Gross State Product	-	No – all nonresidential development is equal. In ED.1, self-storage units have the same impact as an advanced manufacturing plant of the same size
Maximizing economic impact potential	-	No – while larger footprints are associated with larger impacts, ED.1 does not incorporate key economic outcomes such as jobs or capital investment As current ED.1 process is time-intensive, some applicants do not submit necessary material, causing potential impacts to be omitted entirely
Meeting market demand	-	No – ED.1 does not include metrics reflecting market demand
Alignment with strategic priorities for economic growth	<ul style="list-style-type: none"> Regional / local ED strategies 	Somewhat – ED.1 incorporates whether the transportation project is factored into regional or local strategies. Other measures, such as funding, better highlight how heavily the state and communities are prioritizing specific sites
Accounting for site readiness	<ul style="list-style-type: none"> Site planning Tier level 	Yes – however, state of site planning is weighted more heavily than a holistic measure like Tier level
Supporting distressed areas	<ul style="list-style-type: none"> Zip code distress 	Yes – however, current method uses distress of zip code, but support for distressed communities is more effectively targeted at labor market level. ¹ Best handled through measure of state, regional, and local priorities

¹“How State Governments can Target Job Opportunities to Distressed Places”, Timothy Bartik, 2022

PROPOSAL: VEDP RECOMMENDS ALTERNATE FACTORS THAT REFLECT ECONOMIC DEVELOPMENT PRIORITIES



Maximizing economic impact potential – Est. jobs and capital investment factors

- Job creation is the overarching goal of Virginia’s economic development policy
 - Jobs offer opportunities for citizens
 - Income taxes are VA’s main revenue source
- Capital investment is a key revenue source for localities



Meeting market demand – Site visit factor

- The more visits a site receives, the more firms demonstrate interest in its physical and location attributes



Alignment with strategic priorities for economic growth– Site funding factor

- State and regional funding measure belief in a site’s ability to generate jobs and investment
- Funders prioritize investments in particular sites as they fill unique strategic needs
- The matching funding commitments and application processes confirm communities’ intention to realize the site’s potential



Accounting for site readiness – Site readiness factor

- Tier level reflects a site’s ability to accommodate a project in the near-term, and the additional steps needed to prepare it
- More is known about a higher tier site and development of the site has fewer associated risks

PROPOSAL: USE STATEWIDE DATABASE OF ECONOMIC DEVELOPMENT PROPERTIES VERSUS MANUAL APPLICANT ENTRY

Current process relies on manual entry and vetting by staff

- Applicants enter property square feet data, which is reviewed by OIPI staff

An automated process using VirginiaScan, the statewide real estate database, offers multiple advantages

- **Ensures data relevance:** Narrows search to properties pursuing core sector industries
- **Simplifies data collection:** These sites' data can be pulled automatically, eliminating the most time-intensive component of SMART SCALE for applicants and VDOT staff
- **Ensures data validation:** VirginiaScan site data is submitted by localities and regions, then verified by VEDP SMEs; this reduces the risk of incorrect submissions

VEDP Screenshot of VirginiaScan Database*

Filters Compare (0)

Standard Units Map filters list

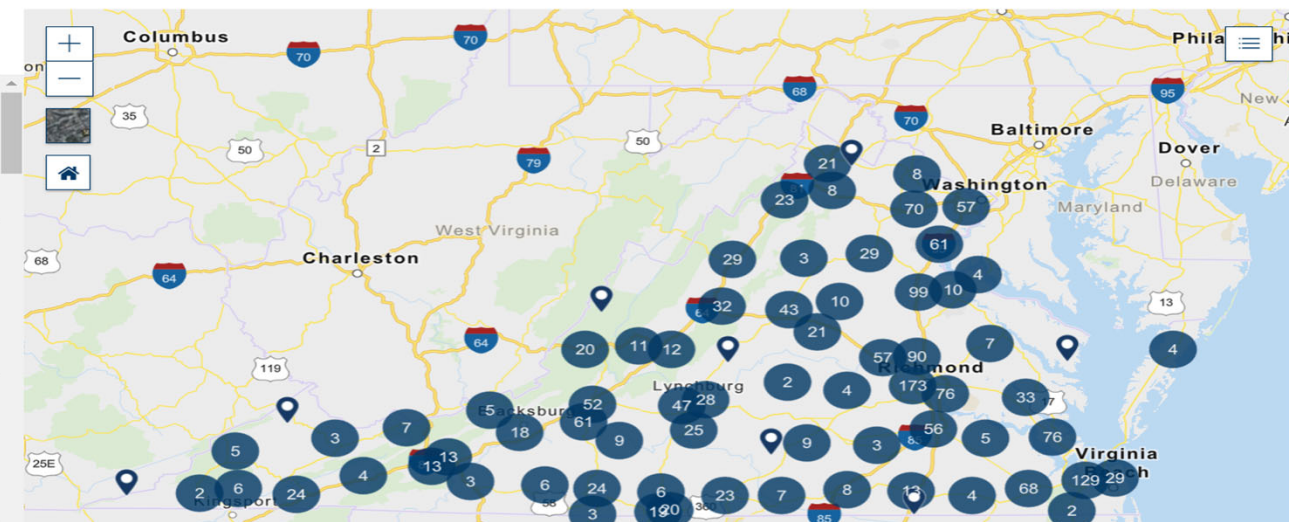
Sort by Size ↓

Innovation Center South
3626 King Johns Way, Herndon
2,100,000 ft² TOTAL 2,100,000 ft² CONTIGUOUS ✓ CLASS A i 📍 ★

New Kent Logistics Center - Building C
Emmaus Church Road & I-64, Providence Forge
1,218,600 ft² TOTAL 1,218,600 ft² CONTIGUOUS i 📍 ★

One Logistics Park Building 2
0 Airport Road, Winchester
1,024,000 ft² TOTAL 1,024,000 ft² CONTIGUOUS i 📍 ★

Viewing 1860 of 1870 properties Reset filters



* Link to [VirginiaScan](#)

PROPOSAL: PROCESS STRUCTURE SIMPLIFIES AND EXPEDITES SMART SCALE SCORING

Score calculation step (weight)	Process
Determine which sites are eligible	<ul style="list-style-type: none"> ▪ Determine buffer based on Transportation project Tier ▪ Pull in VirginiaScan sites based on coordinates and buffer
Calculate estimated jobs and capital investment factors (Jobs: 40%, Capital Investment 25%)	<ul style="list-style-type: none"> ▪ Input site characteristics (coordinates, acreage) into historical projects model ▪ Normalize estimated job creation and capital investment relative to all projects in the funding round ▪ Apply weights of job creation and capital investment factors
Calculate site funding factor (15%)	<ul style="list-style-type: none"> ▪ Determine whether site has received funding from GO Virginia, Tobacco Commission, or Virginia Business Ready Sites Program (VBRSP) ▪ Sites which have received funding receive the full weight of the funding factor
Calculate site visit factor (10%)	<ul style="list-style-type: none"> ▪ Determine number of company and/or site selector site visits occurred on eligible sites for each project in the last three years ▪ Normalize site visits relative to all projects in the funding round ▪ Apply weight of site visit factor
Calculate site readiness factor (10%)	<ul style="list-style-type: none"> ▪ Determine the eligible site with the highest VBRSP Tier <ul style="list-style-type: none"> ▪ Sites that are VBRSP Tier 4 or 5 receive maximum pts. ▪ Sites that are VBRSP Tier 3 receive 3/5 of maximum pts. ▪ Sites that are VBRSP Tier 2 receive 2/5 of maximum pts. ▪ Sites that are VBRSP Tier 1 receive 1/5 of maximum pts. ▪ Other sites receive 0 pts.
Sum the scores to receive ED.1 Measure Value (100%)	<ul style="list-style-type: none"> ▪ Add the scores from preceding steps

RESULTS COMPARISON: ILLUSTRATIVE EXAMPLES OF CHANGES TO PROJECT SCORES WHEN USING PROPOSED METHODOLOGY

Projects Increasing in Score

▪ **Example 1 - Hampton Roads project**

- Current methodology identified three properties with 50,000 SF (retail)
- Proposed methodology identified three industrial sites with 500,000 SF
 - One of the three is a strategic site with multiple site visits

▪ **Example 2 - South-Central Virginia project**

- Current methodology did not identify any properties, project received a ED.1 score of zero
- Proposed methodology identified a project-ready mega site with 3-million SF of development potential, rail access and that has received significant funding

Projects Decreasing in Score

▪ **Example 3 - Central Virginia project**

- Current methodology identified 13 properties with 2-million SF (commercial)
- Proposed methodology did not identify any properties
 - Applicant can add potential sites to VirginiaScan

▪ **Example 4 - Western Virginia**

- Current methodology identified 21 properties with over 5-million SF
- Proposed methodology using statewide site database identified 10 properties suitable for base industries with 2-million SF
 - Proposed methodology identified smaller developable SF on multiple submitted sites

RESULTS COMPARISON: VEDP HAS RUN THE PROPOSED METHODOLOGY ON ALL ROUND 5 PROJECTS

Top reasons for an increased score:

- New sites were identified using VirginiaScan, a statewide real estate database for economic development
 - Rural areas often have stronger site opportunities within project buffers given land availability
- Impacted sites better reflect the Commonwealth's development priorities (est. jobs, capital investment, meeting market demand, etc.)

Top reasons for a decreased score:

- Validation of data using VirginiaScan reduced developable square feet for some sites
- Property not listed in statewide real estate inventory, likely did not have the potential to accommodate high-impact industries

In October, the recommended methodology will be provided to demonstrate impact on the Round 5 scenario analysis

- The goal is not to advance economic development over other priorities but to refine how SMART SCALE targets economic development
 - No changes are proposed to weighting relative to other factors or calculation of other factors
- Fewer projects are anticipated to receive an ED.1 score

Schedule and Next Steps

- Continue to hold CTB one-on-one meetings as requested

Month	Topics
October	Present Final Recommendations
October	Public Virtual Town Hall
December	Board Action on Revised SMART SCALE Policy

Comments or Questions about the SMART SCALE Review

- **Email:**
SmartPortal@CTB.Virginia.gov
- **Contact Form:**
http://smartscale.org/contact_us/default.asp

The screenshot shows the SMART SCALE contact form on the Virginia Department of Transportation website. The page header includes the SMART SCALE logo with the tagline "Funding the Right Transportation Projects in Virginia", the Office of INTERMODAL Planning and Investment, and the DRPT VDOT logos. The navigation menu includes Home, How It Works, Apply/Resources, Current Projects, FAQs, and Contact Us. The main content area is titled "How to share your questions and comments about SMART SCALE with us." and provides instructions on how to provide feedback, including an email address (SmartPortal@CTB.Virginia.gov) and a list of SMART SCALE Team Members: Brooke Jackson (Program Manager), Andrew Bunn (Program Analyst), Jonathan Robbins (Senior Engineer), and Casey Scully (Program Analyst). The form includes a "Provide Your Feedback" section with input fields for Name and Email Address. To the right of the main content area, there are two sections for selecting regions and categories of interest, each with a list of checkboxes. At the bottom right, there is a "Submit" button and a reCAPTCHA "I'm not a robot" checkbox.

SMART SCALE Funding the Right Transportation Projects in Virginia

Office of INTERMODAL Planning and Investment DRPT VDOT

Home / Contact Us / Search... GO

Home How It Works Apply/Resources Current Projects FAQs Contact Us

How to share your questions and comments about SMART SCALE with us.

Knowing what's on your mind can help us improve the SMART SCALE application process and website. While we are unable to respond directly to all comments, please know that we appreciate your feedback!

Email SmartPortal@CTB.Virginia.gov or fill out the form below.

SMART SCALE Team Members

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Provide Your Feedback

Name*

Email Address*

Regions I'm Interested In (check all that apply):

- Bristol
- Culpeper
- Fredericksburg
- Hampton Roads
- Lynchburg
- Northern Virginia
- Richmond
- Salem
- Statewide
- Staunton

Categories I'm Interested In (check all that apply):

- Application
- Funding
- Measures
- Process
- Six-Year Improvement Program

Comments

I'm not a robot

Submit



COMMONWEALTH *of* VIRGINIA
Office of the
SECRETARY *of* TRANSPORTATION

Thank you



**SMART SCALE Process Review
Bristol Scenario Analysis**

Application Information											Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended		
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9173	D	BRIST	Bristol MPO	Commonwealth Ave & Euclid Ave Intersection Improvements	Highway	BikePed		x	\$4.3	\$4.3	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	1	Stays In	HPP	4	Dropped		3
9160	D	BRIST	Kingsport Metropolitan TPO	US 23 Access Management and Turn Lane Improvements	Highway	None		x	\$9.2	\$9.2	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-3	Stays In	HPP	49	Dropped		44
8987	D	BRIST	LENOWISCO PDC	Gilley Ave Turn Lanes and Access Management Improvements	Highway	None		x	\$4.5	\$4.5	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-8	Dropped		-130	Dropped		-139
9121	D	BRIST	Cumberland Plateau PDC	US 58 Alt Turn Lane Improvements at Sundown Drive	Highway	None		x	\$3.6	\$3.6	X	HPP	Dropped		Dropped		Stays In	HPP	-8	Dropped		-221	Dropped		-222
9163	D	BRIST	Mount Rogers PDC	Route 19 Corridor and Intersection Improvements	Highway	None		x	\$11.1	\$11.1	X	HPP	Dropped		Dropped		Stays In	HPP	-7	Stays In	HPP	93	Dropped		84
9247	D	BRIST	Bluefield Town	College Avenue and Route 720 Intersection Improvements	Highway	BikePed	x		\$9.2	\$9.2	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-120	Dropped		-123
9223	D	BRIST	Wise County	Coeburn Mountain Rd Turn Lane Improvements	Highway	None	x		\$12.6	\$12.6			Stays Out		Stays Out		Stays Out		-9	Added	DGP	64	Added	DGP	62
9234	D	BRIST	Tazewell Town	Tazewell BUS 19 Two-Way Left-Turn Lane	Highway	BikePed	x	x	\$13.8	\$13.8			Stays Out		Stays Out		Stays Out		-9	Added	DGP	37	Added	DGP	32

	Official Round 5 Staff Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	14	0	0	0	2	2
Projects Dropped	-	5	2	0	3	6
Net SS Award (millions)	\$132.2	-\$32.8	-\$14.8	\$0.0	\$9.1	-\$15.5
Unallocated DGP (millions)	\$19.8	\$19.8	\$19.8	\$19.8	\$2.5	\$2.5

Note - CTB Member Consensus Modifications
Fund 1 additional project with DGP and HPP (50/50)
App ID 9233 Cook Street Extension for \$33.7M

**SMART SCALE Process Review
Culpeper Scenario Analysis**

Application Information										Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended			
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9180	B	CULP	Charlottesville-Albemarle MPO	District Avenue Roundabout (at Hydraulic Road)	Highway	BikePed		x	\$20.1	\$20.1			Stays Out		Added	HPP	Stays Out		-6	Stays Out		23	Stays Out		14
9178	B	CULP	Charlottesville-Albemarle MPO	Avon Street Multimodal Improvements	Highway	BikePed		x	\$15.8	\$15.8	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-4	Dropped		-230	Dropped		-234
9331	B	CULP	Thomas Jefferson PDC	US250/Peter Jeff. Pkwy Intersection Imprvmnts & Access Mngmnt	Highway	Transit		x	\$20.5	\$20.5	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-14	Stays In	HPP	32	Dropped		8
9144	B	CULP	Albemarle County	Belvedere Boulevard and Rio Road Intersection Improvements	Highway	BikePed	x	x	\$4.9	\$4.9	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-5	Dropped		18	Dropped		6
9271	D	CULP	Fauquier County	Dumfries Rd (Rt 605) & Greenwich Rd (Rt 603) - Roundabout	Highway	None	x		\$9.2	\$9.2			Stays Out		Stays Out		Stays Out		-8	Added	DGP	88	Added	DGP	77
9148	D	CULP	Culpeper County	Rt. 229, Rt.694 Double Lane Roundabout	Highway	BikePed	x		\$15.6	\$15.6			Stays Out		Stays Out		Stays Out		-11	Added	DGP	82	Added	DGP	72
9284	D	CULP	Culpeper Town	Old Brandy Road Sidewalk Extension	BikePed	Highway	x		\$8.3	\$8.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-2	Dropped		-152	Dropped		-151
9289	D	CULP	Culpeper Town	Orange Road Sidewalk Extension	BikePed	None	x		\$8.6	\$8.6	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-3	Dropped		-223	Dropped		-219
9141	B	CULP	Charlottesville-Albemarle MPO	Rivanna River Bicycle and Pedestrian Bridge Crossing	BikePed	Highway		x	\$42.1	\$42.1			Stays In		Stays In		Stays In		-7	Dropped		54	Dropped		47

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	13	0	1	0	2	3
Projects Dropped	-	2	0	0	4	5
Net SS Award (millions)	\$152.2	-\$36.4	\$20.1	\$0.0	-\$12.8	-\$75.4
Unallocated DGP (millions)	\$5.8	\$5.8	\$5.8	\$5.8	\$2.7	\$2.7

Note - CTB Member Consensus Modifications

Unfund from HPP

App ID 9331 US250/Peter Jefferson Pkwy Intersection Improvements and Access Management for \$20.5 M

Fund with HPP

App ID 9180 District Avenue Roundabout at Hydraulic Road for \$20.1M

**SMART SCALE Process Review
Fredricksburg Scenario Analysis**

Application Information										Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended			
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9028	B	FRED	Fredericksburg Area MPO	US1 Multimodal/Rdwy Imp at Guinea Station/Massaponax Church	Highway	BikePed		x	\$21.9	\$21.9			Stays Out		Stays Out		Added	HPP	262	Stays Out		34	Stays Out		319
9350	D	FRED	Middle Peninsula PDC	Rt 17-Woods CrossRd-Davenport Rd Roadway Improvements (RCUT)	Highway	None		x	\$4.0	\$4.0	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	0	Stays In	HPP	6	Dropped		6
9030	B	FRED	George Washington RC	US 1-Layhill Road Roadway and Ped Improvements	Highway	BikePed & Transit		x	\$14.3	\$7.0	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-9	Stays In	HPP	39	Dropped		32
9032	B	FRED	George Washington RC	Dixon St(US 17 Bus) near Dixon Park Roadway & Multimodal Imp	Highway	BikePed & Transit		x	\$6.4	\$6.4	X	HPP	Stays In	HPP	Dropped		Stays In	HPP	-22	Dropped		-52	Dropped		-94
9029	B	FRED	George Washington RC	American Legion Rd/Eskimo Hill Rd Turn Lanes to Rte 1	Highway	None		x	\$4.1	\$4.1	X	HPP	Dropped		Dropped		Dropped		-10	Stays In	HPP	81	Dropped		73
9446	D	FRED	Gloucester County	Rte 17 RCUTs Fox First St & The Shoppes	Highway	None	x	x	\$5.2	\$5.2			Stays Out		Stays Out		Stays Out		-6	Added	DGP	90	Added	DGP	79
9211	D	FRED	King George County	US 301-Port Conway-Salem Church Roadway Improvements (RCUT)	Highway	None	x	x	\$3.4	\$3.4			Stays Out		Stays Out		Stays Out		-7	Added	DGP	96	Added	DGP	86
9433	B	FRED	Fredericksburg City	Dixon Park Connector - Multimodal Improvements	BikePed	Highway	x	x	\$9.3	\$9.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-321	Dropped		-320
9141	B	FRED	Fredericksburg Area MPO	VCR Regional Project - Multimodal Improvements	BikePed	None		x	\$16.9	\$16.6	X	HPP	Stays In		Stays In	HPP	Stays In	HPP	-8	Dropped		-55	Dropped		-67
9026	B	FRED	Fredericksburg Area MPO	US 1 Bike & Ped Facilities from Harrison Rd to Kings Mill Dr	BikePed	None		x	\$14.2	\$14.2	X	HPP	Dropped		Dropped		Dropped		3	Stays In	HPP	50	Dropped		44

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	24	0	0	1	2	2
Projects Dropped	-	4	3	2	3	7
Net SS Award (millions)	\$191.8	-\$29.3	-\$24.7	-\$18.3	-\$23.9	-\$53.1
Unallocated DGP (millions)	\$2.4	\$2.4	\$2.4	\$2.4	\$3.3	\$3.3

Note - CTB Member Consensus Modifications

Unfund from DGP

App ID 9476 Express Commuter Transit Service to Dahlgren for \$4.1M

App ID 8981 Route 610 Widening Route 648 to Route 751 and Multimodal Improvements for \$39.9M

Fund with DGP

App ID 9446 Route 17 R-Cuts at Fox First Street and The Shoppes for \$5.1M

App ID 9211 US 301 Port Conway-Salem Church Roadway Improvements (RCUT) for \$3.4M

App ID 9052 Leeland Rd (Route 626) Widening with Multimodal Improvements (Route 694 to 1950) for \$9.1M

App ID 9384 Route 33 Westbound Median Acceleration Lane and Eastbound Right Turn Lane at Route 14 Buena Vista Road submitted for \$4.4M

App ID 9478 Route 360 Threeway Road Roadway Improvements and Trench Widening submitted for \$4.0M

App ID 9486 Route Sharps Road Roadway Improvements with Trench Widening for \$3.8M

Fund with DGP and HPP (50/50)

App ID 9348 Route 17/Route 33.Route 198 (Glenns Road) Roadway Improvements for \$5.2M

**SMART SCALE Process Review
Hampton Roads Scenario Analysis**

Application Information										Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended			
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9432	A	HR	York County	Route 17/Rich Road Access Management	Highway	None	x		\$0.6	\$0.6	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	0	Dropped		-381	Dropped		-382
8992	A	HR	Newport News City	J. Clyde Morris Blvd Widening	Highway	BikePed	x	x	\$5.1	\$5.1	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-2	Dropped		-234	Dropped		-220
8988	A	HR	Newport News City	Oyster Point Rd Widening II	Highway	BikePed & Transit	x	x	\$11.3	\$11.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-5	Dropped		-117	Dropped		-119
9319	A	HR	Norfolk City	Virginia Beach Boulevard - George Street to Winburne Lane	Highway	BikePed	x	x	\$9.3	\$9.3	X	DGP	Stays In	DGP	Stays In	DGP	Dropped		-11	Dropped		-78	Dropped		-93
9448	A	HR	Isle of Wight County	US Rt 17 Right Turn Lane Ext @ State Rt 669 (Smiths Neck)	Highway	BikePed	x	x	\$13.8	\$13.8			Stays Out		Stays Out		Added	DGP	141	Added	DGP	66	Added	DGP	191
9281	A	HR	Chesapeake City	17/460 Intersection Improvement Project	Highway	None	x	x	\$17.7	\$17.7			Stays Out		Stays Out		Stays Out		13	Added	DGP	97	Added	DGP	102
8990	A	HR	Newport News City	Warwick Blvd SB Widening	Highway	BikePed & Transit	x	x	\$14.5	\$14.5			Stays Out		Stays Out		Stays Out		-2	Added	DGP	104	Added	DGP	98
9250	A	HR	Suffolk City	Bridge Rd. (Rte 17) and College Dr. (Rte 135) Left Turn Lane	Highway	None	x		\$13.6	\$13.6			Stays Out		Stays Out		Stays Out		20	Added	DGP	110	Added	HPP	131
9141	A	HR	James City County	Pocahontas Trail (Rt 60) Multimodal Improvements UPC 102980	Highway	BikePed & Transit	x	x	\$57.8	\$14.0			Stays In		Stays In		Stays In		-10	Dropped		104	Dropped		98
8952	A	HR	Suffolk Transit	Windsor to Suffolk Commuter Bus Service	Bus Transit	None		x	\$0.4	\$0.4	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	0	Stays In	HPP	-1	Dropped		-3
9191	D	HR	Accomack-Norhampton PDC	Onley to Parksley: Eastern Shore of Virginia Rail Trail	BikePed	Transit		x	\$10.7	\$10.7			Stays Out		Stays Out		Stays Out		-9	Added	HPP	43	Stays Out		33
9122	D	HR	Accomack-Norhampton PDC	Northampton Segment: Eastern Shore of Virginia Rail Trail	BikePed	Highway		x	\$18.3	\$18.3			Stays Out		Stays Out		Stays Out		-4	Added	HPP	67	Stays Out		60
9259	A	HR	Norfolk City	Dovercourt Road Pedestrian Improvements	BikePed	None	x	x	\$0.9	\$0.9	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	0	Stays In	DGP	-193	Dropped		-210
9156	A	HR	Hampton City	Tide Mill Pedestrian Improvements	BikePed	Highway	x	x	\$5.3	\$5.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-5	Dropped		-256	Dropped		-268
9318	A	HR	Norfolk City	Chesapeake Blvd Ped Improvements	BikePed	None	x		\$4.5	\$4.0	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-5	Dropped		-226	Dropped		-240
9320	A	HR	Norfolk City	Chesapeake Blvd Ped Improvements - Little Creek to Sheppard	BikePed	Highway	x	x	\$9.5	\$8.2	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-7	Stays In	DGP	-141	Dropped		-156
9317	A	HR	Norfolk City	Little Creek Road Pedestrian Improvements	BikePed	None	x		\$7.4	\$7.4	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-6	Dropped		-173	Dropped		-189
9321	A	HR	Norfolk City	Chesapeake Blvd Ped Improvements - Sheppard to Fishermans	BikePed	Highway	x	x	\$7.2	\$6.5	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-137	Dropped		-150
9120	D	HR	Accomack-Norhampton PDC	Melfa to Onley Segment: Eastern Shore of Virginia Rail Trail	BikePed	Highway & Transit		x	\$8.1	\$8.1	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-7	Stays In	HPP	58	Dropped		49

**SMART SCALE Process Review
Hampton Roads Scenario Analysis**

Application Information										Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended			
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9155	A	HR	Hampton City	Fort Monroe Bicycle/Pedestrian Improvements - Stilwell Drive	BikePed	Highway	x		\$17.9	\$12.9	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-10	Dropped		-208	Dropped		-209

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	28	0	0	1	6	6
Projects Dropped	-	2	0	1	9	13
Net SS Award (millions)	\$186.5	-\$8.5	\$0.0	\$4.6	\$26.5	-\$34.2
Unallocated DGP (millions)	\$7.4	\$7.4	\$7.4	\$2.8	\$9.9	\$5.1

Note - CTB Member Consensus Modifications

Unfund from DGP

App ID 9261 Ocean View Ave Bicycle Improvements (1st View Street to Capeview Street) for \$3.3M

**SMART SCALE Process Review
Lynchburg Scenario Analysis**

Application Information											Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended		
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9193	D	LYN	Danville City	Riverside Dr. Improvements - Arnett Blvd. to Main St.	Highway	BikePed	x	x	\$28.7	\$28.7	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-6	Dropped		-1	Dropped		-8
9327	C	LYN	Amherst County	Route 29B at Amherst Highway - Dillard Road and Lakeview Dr	Highway	BikePed	x	x	\$6.7	\$6.7	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-7	Dropped		-28	Dropped		-37
8949	C	LYN	Campbell County	Route 29 Safety Improvements - Southern Section	Highway	None	x	x	\$10.7	\$10.7			Stays Out		Stays Out		Stays Out		-10	Added	DGP	84	Added	DGP	78
9139	D	LYN	Pittsylvania County	US Route 29 at Malmaison Road Roundabout	Highway	None	x	x	\$19.0	\$19.0			Stays Out		Stays Out		Stays Out		-8	Added	DGP	88	Added	DGP	84
9398	D	LYN	Halifax County	Town of Halifax Pedestrian Improvements	BikePed	None	x		\$2.5	\$2.5	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-6	Dropped		-259	Dropped		-261
9106	D	LYN	Danville MPO	Piedmont Drive Pedestrian Accommodations	BikePed	None		x	\$6.7	\$6.7	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-3	Stays In	HPP	3	Dropped		-10

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	12	0	0	0	2	2
Projects Dropped	-	1	0	0	3	4
Net SS Award (millions)	\$124.8	-\$6.7	\$0.0	\$0.0	-\$8.2	-\$14.8
Unallocated DGP (millions)	\$8.9	\$8.9	\$8.9	\$8.9	\$17.1	\$17.1

Note - CTB Member Consensus Modifications

Unfund from DGP

App ID 9327 Route 29 Business at Amherst Highway - Dillard Road and Lakeview Drive for \$6.7M

Fund with DGP

App ID 9336 Dillard Road Right Turn Lane for \$3.2M

App ID 9354 Manor House Drive Turn Lanes for a reduced amount of \$2.6M

**SMART SCALE Process Review
Northern Virginia Scenario Analysis**

Application Information											Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended		
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9047	A	NOVA	Fairfax County	Route 7 Widening (I-495 to I-66)	Highway	BikePed	x	x	\$244.5	\$209.0			Added	HPP	Stays Out		Stays Out		3	Stays Out		20	Stays Out		61
9177	A	NOVA	Arlington County	Arlington Blvd / Manchester St Left Turn Lane Extensions	Highway	None	x	x	\$3.9	\$3.9	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	0	Dropped		-139	Dropped		-150
9080	A	NOVA	Fairfax City	South Street Extension	Highway	BikePed & Transit	x	x	\$23.8	\$23.8	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-128	Dropped		-136
9341	A	NOVA	Prince William County	Route 294 (Prince William Parkway) Corridor Improvements	Highway	BikePed	x	x	\$22.6	\$22.6			Stays Out		Added	HPP	Stays Out		-5	Stays Out		-23	Added	HPP	-22
9083	A	NOVA	Fairfax County	Route 7 Widening (Route 123 to I-495)	Highway	BikePed	x	x	\$78.5	\$38.5			Stays Out		Added	HPP	Stays Out		-10	Added	DGP	21	Added	DGP	5
9328	A	NOVA	Prince William County	US 29 (Lee Highway) Corridor Improvements	Highway	BikePed	x	x	\$35.2	\$35.2			Stays Out		Stays Out		Stays Out		60	Stays Out		53	Added	HPP	130
8985	A	NOVA	Loudoun County	Cascades Pkwy Bike & Ped (Church Rd. to Victoria Station Dr)	BikePed	None	x	x	\$10.0	\$9.0			Stays Out		Added	HPP	Stays Out		-12	Added	DGP	-16	Stays Out		-30
8986	A	NOVA	Loudoun County	Cascades Pkwy Bike&Ped (Nokes Boulevard to Woodshire Drive)	BikePed	None	x	x	\$21.9	\$20.9			Stays Out		Added	HPP	Stays Out		-8	Stays Out		-18	Stays Out		-32
9141	A	NOVA	Loudoun County	Lovettsville - Berlin Turnpike at E Broad Way Intx	BikePed	Highway	x		\$2.6	\$2.6	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	0	Dropped		-276	Dropped		-288
9314	A	NOVA	Loudoun County	Lovettsville - S. Loudoun & S. Locust St Ped Improvements	BikePed	Highway	x	x	\$8.5	\$6.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-5	Dropped		-299	Dropped		-300
9149	A	NOVA	Fairfax City	George Snyder Trail Eastern Extension	BikePed	Highway & Transit	x	x	\$9.5	\$9.5	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-12	Dropped		-61	Dropped		-84
8974	A	NOVA	Loudoun County	Franklin Park to Town of Purcellville Trail	BikePed	None	x	x	\$9.2	\$6.8	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-1	Dropped		-109	Dropped		-107

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	12	1	4	0	2	3
Projects Dropped	-	0	0	0	6	6
Net SS Award (millions)	\$115.8	\$209.0	\$91.0	\$0.0	-\$5.5	\$43.3
Unallocated DGP (millions)	\$9.0	\$9.0	\$9.0	\$9.0	\$14.5	\$23.5

Note - CTB Member Consensus Modifications

Fund with HPP

App ID 9083 Route 7 Widening (Route 123 to I-495) for \$38.5M

**SMART SCALE Process Review
Richmond Scenario Analysis**

Application Information											Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended		
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9162	B	RICH	Richmond Regional TPO	Route 360 at Brad McNeer - Continuous Green-T	Highway	BikePed		x	\$12.4	\$12.4			Stays Out		Added	HPP	Added	HPP	5	Added	HPP	34	Stays Out		34
9240	B	RICH	Richmond Regional TPO	W Broad Street Intersection Improvements at Parham Road	Highway	BikePed & Transit		x	\$13.8	\$11.2			Stays Out		Added	HPP	Stays Out		-4	Added	HPP	27	Stays Out		19
9416	B	RICH	PlanRVA Richmond Regional PDC	Route 360/I-64 Interchange Reconfiguration	Highway	BikePed		x	\$15.5	\$15.5			Stays Out		Added	HPP	Stays Out		-5	Added	HPP	34	Stays Out		26
9360	D	RICH	Mecklenburg County	US 58 at Cherry Hill Church Rd Directional Median	Highway	None	x	x	\$6.7	\$6.7			Stays Out		Stays Out		Stays Out		-8	Added	DGP	85	Stays Out		77
9458	B	RICH	Henrico County	S. Laburnum Ave - Gay Ave Thru Cut	Highway	BikePed	x	x	\$5.2	\$5.2	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-6	Stays In	DGP	9	Dropped		-6
9394	B	RICH	Ashland Town	Green Chimney	Highway	BikePed	x		\$11.8	\$11.8	X	DGP	Stays In	DGP	Stays In	DGP	Dropped		-7	Dropped		-215	Dropped		-227
9313	B	RICH	Ashland Town	Hill Carter Parkway Extension	Highway	BikePed	x		\$22.5	\$22.5	X	DGP	Stays In	DGP	Stays In	DGP	Dropped		-1	Dropped		26	Dropped		26
9042	B	RICH	Henrico County	Springfield Road Improvements	Highway	BikePed	x	x	\$15.9	\$15.0			Stays Out		Added	HPP	Added	DGP	112	Added	DGP	67	Added	DGP	126
9141	B	RICH	Henrico County	E. Parham Road Improvements - I-95 to Cleveland St	Highway	BikePed	x	x	\$14.5	\$14.5			Stays In		Stays In	HPP	Stays In		-6	Dropped		30	Dropped	HPP	20
9413	B	RICH	Chesterfield County	RT 360 at Spring Run Rd/Temie Lee Pkwy - RCUT	Highway	BikePed	x	x	\$26.6	\$26.6			Stays Out		Stays Out		Added	DGP	43	Added	DGP	62	Added	DGP	97
8929	B	RICH	Richmond City	B US360 Hull Street Phase II	Highway	BikePed & Transit	x	x	\$21.1	\$13.8			Stays Out		Stays Out		Stays Out		-7	Stays Out		38	Added	HPP	29
8927	B	RICH	Richmond Regional TPO	SB 288 HSR Lane - West Creek Parkway to Route 711	Highway	None		x	\$57.9	\$53.5			Stays Out		Stays Out		Stays Out		-58	Added	HPP	83	Added	HPP	17
9287	B	RICH	Chesterfield County	Huguenot Rd at Robious & Cranbeck Capacity & Safety Improvmt	Highway	BikePed	x	x	\$21.2	\$21.2			Stays Out		Stays Out		Stays Out		-7	Stays Out		52	Added	HPP	43
9014	B	RICH	Chesterfield County	Route 360 (Woodlake - Otterdale) Widening	Highway	BikePed	x	x	\$39.7	\$19.7			Stays Out		Stays Out		Stays Out		-4	Stays Out		53	Added	HPP	42
9135	B	RICH	Goochland County	I-64 at Ashland Rd. (Rte. 623) Interchange	Highway	None	x	x	\$75.9	\$42.2			Stays Out		Stays Out		Stays Out		137	Stays Out		51	Added	DGP	217
9270	B	RICH	Richmond Regional TPO	I-95/Route 10 Interchange Improvement, Phase II	Highway	None		x	\$48.8	\$31.7			Stays Out		Stays Out		Stays Out		191	Stays Out		34	Added	HPP	233
9009	B	RICH	Richmond Regional TPO	A Broad Street Streetscape w/ Pulse BRT Expansion Phase III	Bus Transit	None		x	\$23.9	\$15.1	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-25	Stays In	HPP	12	Dropped		-11
9422	B	RICH	PlanRVA Richmond Regional PDC	Parham Rd Ped Improvements Holly Hill Rd to Three Chopt Rd	BikePed	Highway		x	\$12.3	\$12.3			Stays Out		Added	HPP	Stays Out		-3	Stays Out		21	Stays Out		11
9108	B	RICH	GRTC	Route 60 (Ruthers Rd - Providence Rd) Pedestrian Improvemnts	BikePed	Transit		x	\$11.0	\$11.0			Stays Out		Added	HPP	Stays Out		-6	Stays Out		35	Stays Out		26

**SMART SCALE Process Review
Richmond Scenario Analysis**

Application Information											Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended		
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9166	C	RICH	Crater PDC	ART - Old Towne Petersburg (Grove Ave to River Rd)	BikePed	None		x	\$1.7	\$1.7	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-1	Dropped		-306	Dropped		-311
9125	C	RICH	Tri-Cities Area MPO	FLT/ART Trailhead/Parking Lot	BikePed	None		x	\$4.0	\$3.4	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	0	Stays In	HPP	-40	Dropped		-55
8928	B	RICH	Richmond City	A Gillies Creek Greenway	BikePed	Transit	x	x	\$5.3	\$5.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	1	Dropped		-75	Dropped		-86
9126	C	RICH	Tri-Cities Area MPO	ART - Rt 1 to Colonial Heights and I-95	BikePed	None		x	\$3.9	\$3.9	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-4	Dropped		-97	Dropped		-110
9435	C	RICH	Colonial Heights City	Appomattox River Greenway Trail Phase 6	BikePed	None	x	x	\$3.8	\$3.8	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-191	Dropped		-199
9001	B	RICH	GRTC	C Fall Line Trail with Transit Improvements Manchester Br.	BikePed	Highway & Transit		x	\$28.2	\$26.7	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-2	Stays In	HPP	10	Dropped		4
9462	C	RICH	Hopewell City	W Randolph Road Shared Use Path	BikePed	None	x	x	\$6.4	\$6.4	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-92	Dropped		-106

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	20	0	7	3	7	9
Projects Dropped	-	5	0	2	7	11
Net SS Award (millions)	\$237.5	-\$50.8	\$62.9	\$19.8	\$85.6	\$103.6
Unallocated DGP (millions)	\$14.6	\$14.6	\$14.6	\$7.2	\$16.1	\$4.5

Note - CTB Member Consensus Modifications

Unfund from DGP

App ID 9154 Route 360/Deer Run Drive/Harbour View Court – R-Cut for \$22.2M

Unfund from HPP

App ID 9325 Route 288 Northbound Hard Shoulder Running for \$23.6M

Fund with DGP and HPP

App ID 9135 I-64 at Ashland Road (Route 623) Interchange for \$42.2M (\$23.6M HPP and \$18.6M DGP)

Fund with DGP

App ID 9162 Route 360 at Brad McNeer Continuous Green-T for \$12.4M

Fund to reduced amount with DGP

App ID 9462 W Randolph Road Shared Use Path for \$4.3M

**SMART SCALE Process Review
Salem Scenario Analysis**

Application Information										Official Round 5 Staff Scenario Results	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended										
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9116	C	SALEM	Central Virginia PDC	US 460 & Timber Ridge Rd (SR 803) Intersection Improvements	Highway	None		x	\$10.5	\$10.5			Stays Out		Added	HPP	Stays Out		-7	Added	HPP	65	Stays Out		56
9457	C	SALEM	New River Valley MPO	Route 460 Bus. & Route 114 Safety Improvements	Highway	BikePed		x	\$15.1	\$15.1	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-9	Stays In	HPP	52	Dropped		43
8967	B	SALEM	Roanoke Valley TPO	Rte 419/Electric Rd Safety Impr., Stoneybrook-Grandin Rd Ext	Highway	BikePed		x	\$6.6	\$6.6	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-4	Dropped		-49	Dropped		-60
9353	C	SALEM	Pulaski County	Route 11/Kroger Turn Lane Improvements - Pulaski County	Highway	BikePed	x	x	\$4.1	\$4.1	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-7	Dropped		-17	Dropped		-30
8940	B	SALEM	Roanoke City	STARS 460/Orange Ave - 11th to 24th Improvements	Highway	BikePed	x	x	\$28.3	\$23.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-6	Dropped		15	Dropped		10
8968	B	SALEM	Roanoke Valley TPO	Williamson Road Sidewalk, Plymouth Dr. to Clubhouse Dr.	BikePed	None		x	\$6.7	\$6.7			Stays Out		Added	HPP	Stays Out		-6	Stays Out		-62	Stays Out		-75
9238	C	SALEM	Christiansburg Town	N Franklin - Elm to Depot, Lighting Improvements	BikePed	Highway	x		\$2.3	\$2.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-338	Dropped		-340
8965	B	SALEM	Roanoke Valley TPO	Route 419/Electric Road Pedestrian Signal Improvements	BikePed	None		x	\$3.9	\$3.9	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-6	Stays In	HPP	0	Dropped		-11
9141	D	SALEM	Martinsville City	Martinsville - Focus Area 3: Ailcie Street to Pine Hall Rd.	BikePed	Highway	x		\$6.5	\$6.5	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-110	Dropped		-108
9215	D	SALEM	Carroll County	Carroll County High School Sidewalk Project	BikePed	Highway	x	x	\$7.7	\$7.7	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-8	Dropped		-81	Dropped		-88

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	13	0	2	0	1	0
Projects Dropped	-	3	0	0	6	8
Net SS Award (millions)	\$133.5	-\$25.7	\$17.2	\$0.0	-\$40.0	-\$69.5
Unallocated DGP (millions)	\$6.4	\$6.4	\$6.4	\$6.4	\$50.3	\$50.3

Note - CTB Member Consensus Modifications

Fund with DGP

App ID 9293 Route 8 Widening and Improvements for \$9.5M

Fund with HPP

App ID 9116 US 460 and Timber Ridge Road (Route 803) Intersection Improvements for \$10.5M

**SMART SCALE Process Review
Staunton Scenario Analysis**

Application Information										Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended			
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9370	C	STAU	Harrisonburg-Rockingham MPO	Mt. Clinton Pike Corridor Safety	Highway	BikePed		x	\$9.0	\$9.0			Stays Out		Added	HPP	Stays Out		-3	Stays Out		24	Stays Out		19
9406	C	STAU	Harrisonburg City	S. Main St Corridor Safety Northern Scope	Highway	BikePed & Transit	x	x	\$6.7	\$6.7			Stays Out		Stays Out		Stays Out		-3	Added	DGP	50	Stays Out		44
9404	C	STAU	Harrisonburg-Rockingham MPO	S. Main St Corridor Safety - Southern Scope	Highway	BikePed & Transit		x	\$6.2	\$6.2	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	0	Stays In	HPP	24	Dropped		20
9037	D	STAU	Warren County	Rte. 55 & High Knob Rd. Intersection Improvements	Highway	None	x	x	\$4.5	\$4.5			Stays Out		Added	HPP	Stays Out		-4	Added	DGP	66	Added	DGP	62
9455	C	STAU	Win-Fred MPO	Route 50/17/522 Partial Median U-turn	Highway	BikePed		x	\$30.4	\$27.4			Stays Out		Stays Out		Stays Out		70	Stays Out		62	Added	HPP	137
9373	C	STAU	Harrisonburg-Rockingham MPO	Liberty St - Downtown Harrisonburg	BikePed	Highway		x	\$16.4	\$16.4			Stays Out		Added	HPP	Stays Out		-4	Stays Out		20	Stays Out		13
9243	D	STAU	Central Shenandoah PDC	US 501 - US 60 Pedestrian Improvements	BikePed	None		x	\$5.0	\$5.0			Stays Out		Added	HPP	Stays Out		-4	Stays Out		-191	Stays Out		-195
9367	C	STAU	Winchester City	Green Circle Trail Extension and Pedestrian Bridge	BikePed	Transit	x	x	\$23.4	\$10.0			Stays Out		Added	HPP	Stays Out		-7	Stays Out		-135	Stays Out		-142
9141	D	STAU	Buena Vista City	Rt 60/Rt 501 Pedestrian Improvements	BikePed	None	x		\$1.4	\$1.4	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	0	Dropped		-135	Dropped		-145
9170	D	STAU	Woodstock Town	Ox Road Bicycle and Pedestrian Improvements	BikePed	None	x	x	\$3.6	\$3.6	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-3	Dropped		-242	Dropped		-242
9383	C	STAU	Harrisonburg-Rockingham MPO	N. Main St Sidewalk (west side) and bike lanes	BikePed	None		x	\$5.9	\$5.9	X	HPP	Dropped		Stays In	HPP	Stays In	HPP	-5	Dropped		3	Dropped		-6
9175	D	STAU	Woodstock Town	Water Street Bicycle and Pedestrian Improvements	BikePed	None	x		\$5.4	\$5.4	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-5	Dropped		-219	Dropped		-224
9209	D	STAU	Berryville Town	East Main Street Sidewalk Improvements Phase 1	BikePed	Highway	x		\$4.1	\$4.1	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-4	Dropped		-188	Dropped		-200
9381	C	STAU	Harrisonburg City	Reservoir St Sidewalk	BikePed	None	x	x	\$6.5	\$6.5	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-3	Dropped		-176	Dropped		-191
9216	D	STAU	Berryville Town	East Main Street Sidewalk Improvements Phase 2	BikePed	Highway	x		\$4.3	\$4.3	X	DGP	Stays In	DGP	Stays In	DGP	Stays In	DGP	-7	Dropped		-265	Dropped		-266
9380	C	STAU	Harrisonburg City	Bluestone Trail Extension	BikePed	None	x	x	\$14.0	\$14.0			Stays Out		Added	HPP	Stays Out		-9	Added	DGP	49	Added	HPP	37

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	15	0	6	0	3	3
Projects Dropped	-	2	0	0	7	8
Net SS Award (millions)	\$96.4	-\$12.1	\$58.9	\$0.0	-\$5.9	\$8.5
Unallocated DGP (millions)	\$2.6	\$2.6	\$2.6	\$2.6	\$2.7	\$9.4

Note - CTB Member Consensus Modifications

Fund with DGP

App ID 9303 I-64 Exit 94 Westbound Off-ramp Improvements for \$2.4M

**SMART SCALE Process Review
Statewide Scenario Analysis**

Application Information											Official Round 5 Staff Scenario Results		Scenario A: Refine HPP Definition		Scenario B: Eliminate Step 2		Scenario C: Future Congestion			Scenario D: Land Use as a Multiplier			Scenario E: Staff Recommended		
App Id	Area Type	District	Organization	Title	Principal Improvement	Secondary Improvement	DGP	HPP	Total Cost (millions)	Total Request (millions)	Funded	Program	Funding Result	Program	Funding Result	Program	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank	Funding Result	Program	Change in Rank
9338	A	StateW	CTB	I-64 GAP	Highway	None	x	x	\$756.4	\$161.4	X	HPP	Stays In	HPP	Dropped		Stays In	HPP	-17	Stays In	HPP	84	Stays In	HPP	70

	Official Round 5 Scenario	Scenario A: Refine HPP Definition	Scenario B: Eliminate Step 2	Scenario C: Future Congestion	Scenario D: Land Use as a Multiplier	Scenario E: Staff Recommended
Projects Funded/Added	1	0	0	0	0	0
Projects Dropped	-	0	1	0	0	0
Net SS Award (millions)	\$161.4	\$0.0	-\$161.4	\$0.0	\$0.0	\$0.0
Unallocated DGP (millions)	-	-	-	-	-	-

Potential Process Changes Staff Recommended Factor Weightings

Current Weighting							
Factor	Safety	Congestion	Accessibility	Land Use	Economic Development	Environment	
Type A	5%	45%	15%	20%	5%	Up to -5 Points	10%
Type B	20%	15%	20%	15%	20%		10%
Type C	25%	15%	15%	10%	25%		10%
Type D	30%	10%	10%	10%	30%		10%
Staff Recommended Weighting							
Factor	Safety	Congestion	Accessibility	Land Use	Economic Development	Environment	
Type A	20% (+15%)	50% (+5%)	15%	Up to 100% Added	5%	Up to -5 Points	10%
Type B	25% (+5%)	25% (+10%)	20%		20%		10%
Type C	30% (+5%)	20% (+5%)	15%		25%		10%
Type D	40% (+10%)	10% (+0%)	10%		30%		10%

ADDITIONAL ANALYSIS – FACTOR WEIGHTING

Potential Process Changes

Land Use Multiplier 100%, All Land Use Weight to Safety

SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land use	
Measure	C.1	C.2	S.1	S.2	A.1	A.2	A.3	ED.1	ED.2	ED.3	E.1	E.2	L.1	L.2
		Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Square Feet of Commercial/Industrial Development Supported	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Resources	Transportation-Efficient Land Development
Measure Value	28.7 <small>persons</small>	0.8 <small>person hrs.</small>	57.1 <small>EPDO</small>	166.4 <small>EPDO / 100M VMT</small>	2.8 <small>jobs per resident</small>	3 <small>jobs per resident</small>	143.7 <small>adjusted users</small>	0 <small>adj sq. ft.</small>	0 <small>daily tons</small>	1.2 <small>adj. buffer time index</small>	4.1 <small>adjusted points</small>	0 <small>impacted acres</small>	24.2 <small>access * pop/emp density, h</small>	33.2 <small>access * pop/emp density change</small>
Normalized Measure Value (0-100)	1.2	0.1	10.4	0.1	0.5	0.7	11.6	0	0	1.2	4.1	0	35	48.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%		50%	50%
Factor Value	0.6		7.3		2.8			0.2			4.1		41.6	
Factor Weight (% of Project Score)	10%		30% 40%		10%			30%			10%	5 <small>(max point reduction)</small>	10%	
Weighted Factor Value	0.1		2.2 2.9		0.3			0.1			0.4	0.0	4.2	
Project Benefit	7.2 (0.1+2.9+0.3+0.1+0.4)*1.42 = 5.4													
SMART SCALE Cost	\$22,239,400													
SMART SCALE Score (Project Benefit per \$10m SMART SCALE Cost)	3.2 = 2.4													

Multiplier Calc

$(1 + [41.6/100])$

=

1.42

Site Eligibility by Transportation Project Type

To determine if a site is eligible for consideration in the ED.1 measure value, the proposed development has to be within a buffer distance from the transportation project. The project type has an assigned tier value, which defines the buffer area for eligibility. The site eligibility determination is defined in **Table 10.2**.

Table 10.2 Site Eligibility by Transportation Project Tier

Transportation Project Tier by Feature Type Selected	Distance from Transportation Project to be an Eligible ED Site
<p>Tier 1 Add/Construct Bike Lane, Bike/Pedestrian Other, Construct or Convert Existing General Purpose or Parking Lane to Bus-only Lane, Construct or Improve Bus Stop / Shelter, Construct Shared-Use Path, Construct Sidewalk, Highway Other, Improve Bike/Pedestrian Crossing (At Grade), Improve Bike/Pedestrian Crossing (Grade Separated), Improve Park and Ride Lot, Improve Rail Crossing, Improve/replace existing bridge(s), Increase Existing Route Service – Additional Vehicles or Increased Frequency, ITS Improvement(s) / Adaptive Signal Control, New Intersection, New Park and Ride Lot, New Route/Service, New Traffic Signal, New/Expanded Vanpool or On-Demand Transit Service, Other Transit Technology Improvements, Rail Transit Other, Ramp Improvement(s), Right-of-Way/Easements acquisition required, Road Diet, Roadway Reconstruction/Realignment, Shoulder Improvement(s), TDM Other, Traffic Signal Modification, Turn Lane Improvement(s), Widen Existing Lane(s) (No New Lanes)</p>	Up to 0.5 mile buffer
<p>Tier 2 Access Management, Construct/Expand Bus Facility, Innovative Intersection(s) / Roundabout(s), Intercity Passenger Rail Service Improvements, Intersection Improvement(s), Managed Lane(s) (HOV/HOT/Shoulder), New Interchange-Non-Limited Access Facility, Rail Service Improvements</p>	Up to 1.0 mile buffer
<p>Tier 3 Add New Through Lanes(s), Freight Rail improvements, Improve Grade-Separated Interchange, New Bridge, New Interchange-Limited Access Facility, New Intercity Passenger Rail Station or Station Improvements, New Station or Station Improvements, Roadway on New Alignment</p>	Up to 3.0 mile buffer

Economic Development Site Scaling Points Criteria

Development site plan status scaling points are assigned in **Table 10.3**. Use the definitions below to determine the type and status of the site plan.

- **Detailed Site Plan:** Construction documents, engineering/architectural drawings and specifications that include construction requirements for a site. These plans are detailed enough for construction and include details regarding building pad locations, grading, drainage, utilities, parking, and entrances. Note that an applicant can only take credit for a site as long as the Certificate of Occupancy has not been issued prior to the final SMART SCALE submission deadline.
- **Conceptual Site Plan:** A conceptual sketch, or preliminary plan, as part of a rezoning application that must include the following details: (1) The location, area and density or floor area ratio (FAR) of each type of proposed



COMMONWEALTH *of* VIRGINIA

Office of the

SECRETARY *of* TRANSPORTATION

Overview of FY 2024 Transportation-Related State Budget Actions

(Chapter 1, 2023 Special Session 1)

September 20, 2023



VIRGINIA DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION



State Budget Directs Over \$290 million in Transportation-Related Expenditures

- **Special Session I** of the 2023 General Assembly was convened on September 6th to address outstanding amendments to the state budget for the current fiscal year (FY 2024)
 - Governor Youngkin signed HB 6001 on September 14th
 - State budget amendments went into effect immediately upon the Governor’s signature
- **Transportation-related funding actions include:**
 - \$150.0 million for the I-64 “Gap”;
 - \$75.0 million for the Transportation Partnership Opportunity Fund;
 - \$54.0 million for five Multiuse Trails; and
 - \$10.0 million for the Western Virginia Inland Port
- **Provided a 2 percent state employee compensation increase, effective December 2023, which will require funding adjustments from within existing transportation agency allocations**
 - Because transportation agencies are funded by dedicated nongeneral fund (NGF) revenues, General Fund (GF) appropriations are not provided for approved compensation actions

\$160 million GF is Provided for Two Specified Projects

- **Appropriates the anticipated \$150.0 million GF in FY 2022 excess statewide general fund revenues for the I-64 “Gap” project, consistent with prior legislative direction**
 - Brings total General Assembly directed funding to \$470.0 million GF
- **Provides \$10.0 million GF for the Virginia Port Authority to “*acquire, plan, design, and develop a site for the establishment of an inland port in the Mount Rogers Planning District*”**
 - Actual location and total development cost is currently unknown
 - VPA and VEDP to identify additional funding needs by December 1, 2023

\$130 million in Previously Authorized Funding is Reallocated for Multiuse Trails and Economic Development Projects

- **Transfers \$75.0 million NGF to the Transportation Partnership Opportunity Fund (TPOF) from the Virginia Transportation Infrastructure Bank (VTIB)**
 - TPOF is Virginia’s premier program for economic development related transportation investments
 - **Governor Youngkin proposed up to \$300 million for this program in December 2022**
 - \$100 million in one-time VTIB transfers and \$200 million in future Commonwealth Transportation Fund revenues
 - **Earmarks \$4.8 million for the “Complete High Street Innovation Corridor” in the City of Portsmouth**
- **Directs more than half of the \$103.0 million in prior funding for multiuse trails to five specific trail projects**
 - **\$54 million in identified spending includes:**
 - Up to \$35 million for the Shenandoah Valley Rail with language directing that the project “*shall not preclude the consideration of options to maintain rail transportation in the corridor*”
 - \$12.5 million for Craig Valley Trail
 - \$1.25 million for Peaks to Creeks
 - \$1.25 million for the Tobacco Heritage Trail
 - \$4.0 million for the Eastern Shore Rail Trail

Several Language Only Amendments Direct Studies of Various Transportation Investment Opportunities

- **DRPT and VEDP are directed to evaluate rail-centric economic development in the Lynchburg region by November 1, 2024**
 - Including both passenger and freight rail enhancements
- **VDOT is required to develop a plan for improvements to Route 220 between Route 58 and the North Carolina border by February 1, 2024**
 - Determine alternative routes to the “Southern Connector” including realignment of the existing corridor
- **VDOT and the Secretary of Commerce and Trade are directed to review the economic development, transportation and safety benefits of the Van Buren Road, North Extension, project in Prince William County by November 1, 2024**

Two Amendments Clarify VDOT's FY 2024 Program Operations

- **Authorizes VDOT to convey approximately 2.5 acres of state property to the Town of Gordonsville**
 - Related to redevelopment of the Gordonsville Municipal Airport
 - Town is required to replace the VDOT security fence at no expense to the Commonwealth
- **Allocates \$20.0 million NGF in existing VDOT capital outlay funding for the renovation and replacement of Hampton Roads District operations facilities**
 - Consistent with the VDOT capital outlay plan, as included in Governor Youngkin's introduced budget

Budget Development Process for 2024 is Underway

- **The General Assembly included only limited adjustments to the appropriated funding levels for the Transportation agencies or other technical language changes requested by the Governor**
 - For example, language expanding the eligible uses of GARVEE bond proceeds for projects funded through the Interstate Operations & Enhancement Program was not included
- **Additional changes for FY 2024 should be anticipated in December proposals**
 - Funding can be administratively adjusted by the Department of Planning and Budget
 - Any necessary language changes can be incorporated into the “Caboose” bill
- **Governor Youngkin will introduce two budget bills for consideration by the 2024 General Assembly**
 - The “Caboose” bill addresses FY 2024 that runs through June 30, 2024
 - The Biennial bill will address FY 2025 and FY 2026



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Thank you



VIRGINIA DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION





DIRECT AGREEMENT TO SUPPORT TIFIA FINANCING FOR SEGMENT 4C HAMPTON ROADS EXPRESS LANES NETWORK

 Laura Farmer, Chief Financial Officer

September 20, 2023

Direct Agreement: Why Needed

- **HRTAC is pursuing a TIFIA loan to support construction of Segment 4C of the Hampton Roads Express Lanes Network (HRELN)**
 - **VDOT not liable for repayment of the TIFIA Loan**
- **Direct Agreement is a tri-party agreement among VDOT, HRTAC and USDOT (acting through Build America Bureau)**
 - **VDOT provides certain customary representations and warranties to USDOT relating to the HRELN**
- **Per Section 3.06 of the Master Agreement for Development and Tolling of the Express Lanes (MTA), VDOT committed to negotiate and enter into the Direct Agreement to support HRTAC's pursuit of TIFIA financing**

Direct Agreement: Key Terms

- **HRTAC is the borrower under the TIFIA Loan; the Direct Agreement does not make VDOT liable to repay the TIFIA Loan**
- **VDOT to make a series of usual and customary representations and warranties relating to the status of the agreement to which VDOT is a party that supports construction of Segment 4C, including:**
 - **Agreements remain in effect; no default(s)**
 - **VDOT is in compliance with applicable federal law (including environmental laws)**
 - **VDOT has and otherwise is in compliance with governmental approvals required to construct and operate the HRELN project**

Direct Agreement: Key Terms (cont.)

- **VDOT to make a series of covenants relating to the Segment 4C Project, including:**
 - **Provide advance notice to USDOT before executing additional contracts relating to the Segment 4C Project**
 - **Carry out construction work in accordance with construction schedule**
 - **Perform roadway O&M work in accordance with its obligations under MTA**
 - **Maintain insurance relating to the Segment 4C Project pursuant to the terms of VDOT's existing contracts**
 - **Notify USDOT of the occurrence of specified events that could adversely impact delivery of the Segment 4C Project**
- **Covenants generally confirm VDOT's existing contractual and legal obligations**

Direct Agreement: Key Terms (cont.)

- **VDOT agrees to refrain from taking certain actions without USDOT's consent that could adversely impact USDOT, including:**
 - **Modifying or waiving provisions of Segment 4C Project-related contracts if such modifications or waivers could adversely impact USDOT**
 - **Creating liens (other than permitted liens) on the Segment 4C Project or HRELN**
 - **Entering into any additional Segment 4C Project-related contracts that commit HRTAC to expend additional funds in excess of specified thresholds**
 - **Selling or leasing the Segment 4C Project or HRELN**
- **These so-called negative covenants typically relate to legal or commercial matters that VDOT is unlikely to undertake in the ordinary course of administering its Segment 4C Project-related contracts**

Direct Agreement: Key Terms (cont.)

- **VDOT agrees to undertake certain administrative tasks, including:**
 - **Maintaining files relating to the Segment 4C Project and HRELN**
 - **Carrying out audits in accordance with applicable federal law**
 - **Providing information to HRTAC to assist with HRTAC's preparation of its financial plan and reports (required under the TIFIA Loan Agreement)**
- **Tasks are typical for a project receiving federal-aid funds and/or federal credit support**

Direct Agreement: Key Terms (cont.)

- **Related to Segment 4C Project-related covenants, Direct Agreement requires VDOT to make certain acknowledgments, including:**
 - **VDOT will use insurance proceeds received from insurance policies maintained under the Design-Build Contract to repair the Segment 4C Project**
 - **VDOT acknowledges the license to use the tolling infrastructure and to access the roadway to perform tolling O&M granted to HRTAC under the MTA is irrevocable during the terms of MTA**
 - **HRTAC is entitled to 100% of delay liquidated damages payable under the Toll System Contract**
- **Acknowledgements do not require amendments to other VDOT agreements**

Next Steps

VDOT will seek CTB delegation of authority to the Commissioner to enter into the TIFIA Direct Agreement for Segment 4C in October 2023



Hampton Roads Bridge-Tunnel Expansion Project

Commonwealth Transportation Board
Sept. 20, 2023

Project Scope



Project Information Overview



PROJECT FUNDING



PROJECT OWNER



PROJECT DESIGN-BUILDER

- Contract Award: April 2019
- Contract Type: Design-Build
- Notice to Proceed: September 2020
- Design Efforts Essentially Complete
- Anticipated Cost at Award: \$3.9 billion
 - Expended: \$1.9 billion
- Project Funding:
 - 92% - regional gas and sales tax
 - 8% - state and federal funds

Construction Update - Landside



■ Completed Work

- Mallory Street Overpass Pile Driving
- East Bound Willoughby Bay Pile Driving
- Bay Avenue On-Ramp Phase I Widening

■ Work In Progress

- Mallory Street Interchange Improvements and Overpass Replacement
- Widening Work at All Mainline & Overpass Bridges
- Norfolk Soundwall Installation
- Roadway Widening & Drainage Throughout Project Corridor



Construction Update – Marine Trestle



South Trestle

■ Completed Work

- Eastbound South Temporary Trestle
- Phase I North Trestle Eastbound Pile Driving
- Bay Avenue On-Ramp Phase I Widening

■ Work In Progress

- North Trestle Abutment Concrete
- North Trestle Phase I Traffic Switch Winter 2024
- South Trestle Deck Placements
- Existing South Trestle Demo

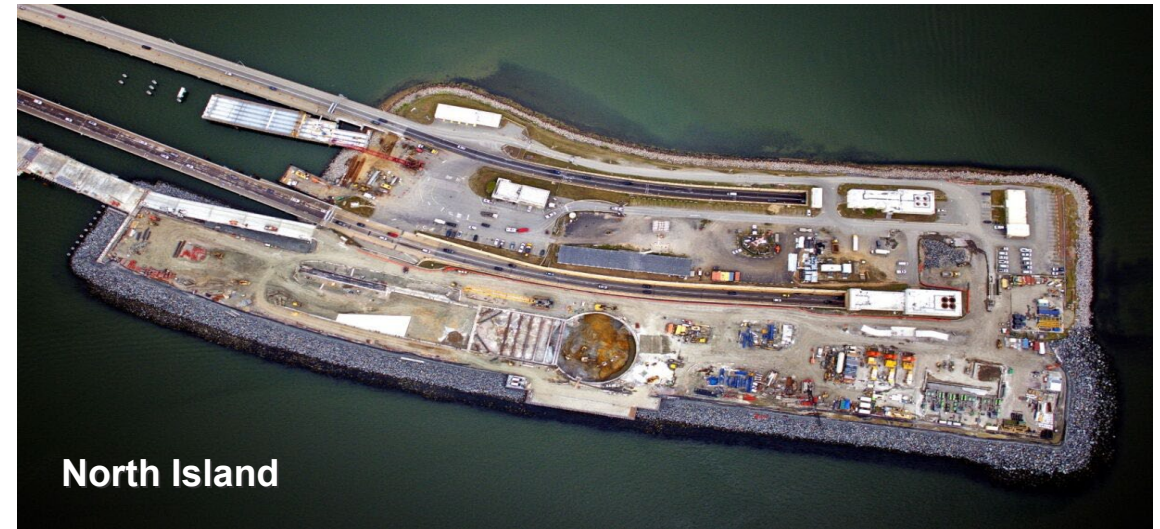
Construction Update - Islands

■ Completed Work

- North Island Widening
- North Island Receiving Pit Excavation
- South Island Launch Pit
- Tunnel Boring Machine Support Equipment and Infrastructure

■ Work in Progress

- North Island Jet Grouting
- North Island Receiving Pit Structural Concrete
- South Island Tunnel Approach Structure Interior Walls
- South Island Expansion



Construction Update - Tunnel



Tunnel #1

- Start of Mining: April 2023
- To date:
 - 1,578 of 7,940 feet mined
 - 230 of 1,194 rings placed
- Expected Breakthrough Spring 2024

TBM Turnaround

- Expected 5-month duration

Tunnel #2

- Start of mining expected Fall 2024
- Total length: 7,940 feet

HRCP Requests for Contract Adjustments

Request for Extension of Contract Time

- 11 Schedule Impact Analyses from May 2022 to May 2023
- Requests 600+ calendar day time extension

Request for Increase of Contract Price

- Request for Equitable Adjustment
- Changes in Legal Requirements
- Unforeseen Global Market Conditions, Marine and Tunneling Cost Escalations

Pending Work Orders

- 35 Open Issues in Contract Review and Resolution Process



Virginia Department of Transportation

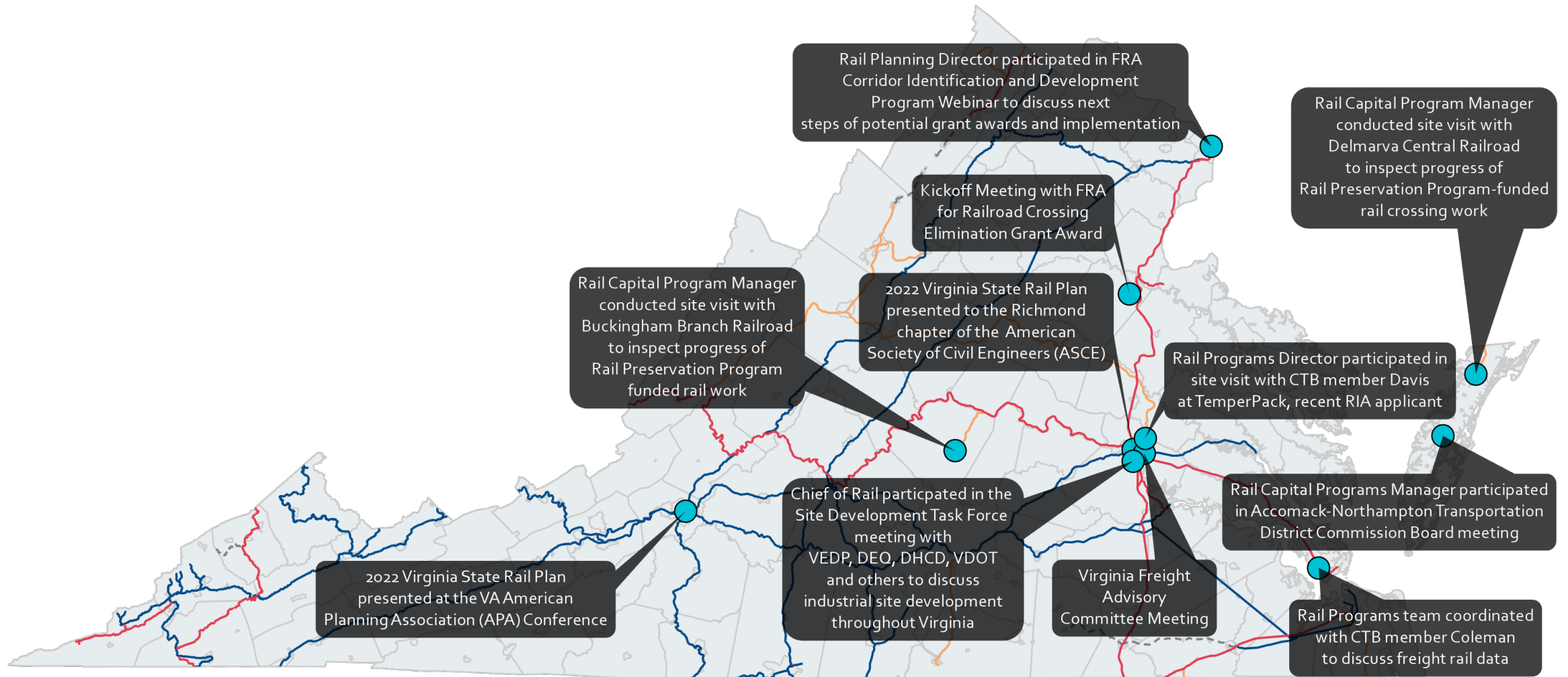


Director's Report

September 2023

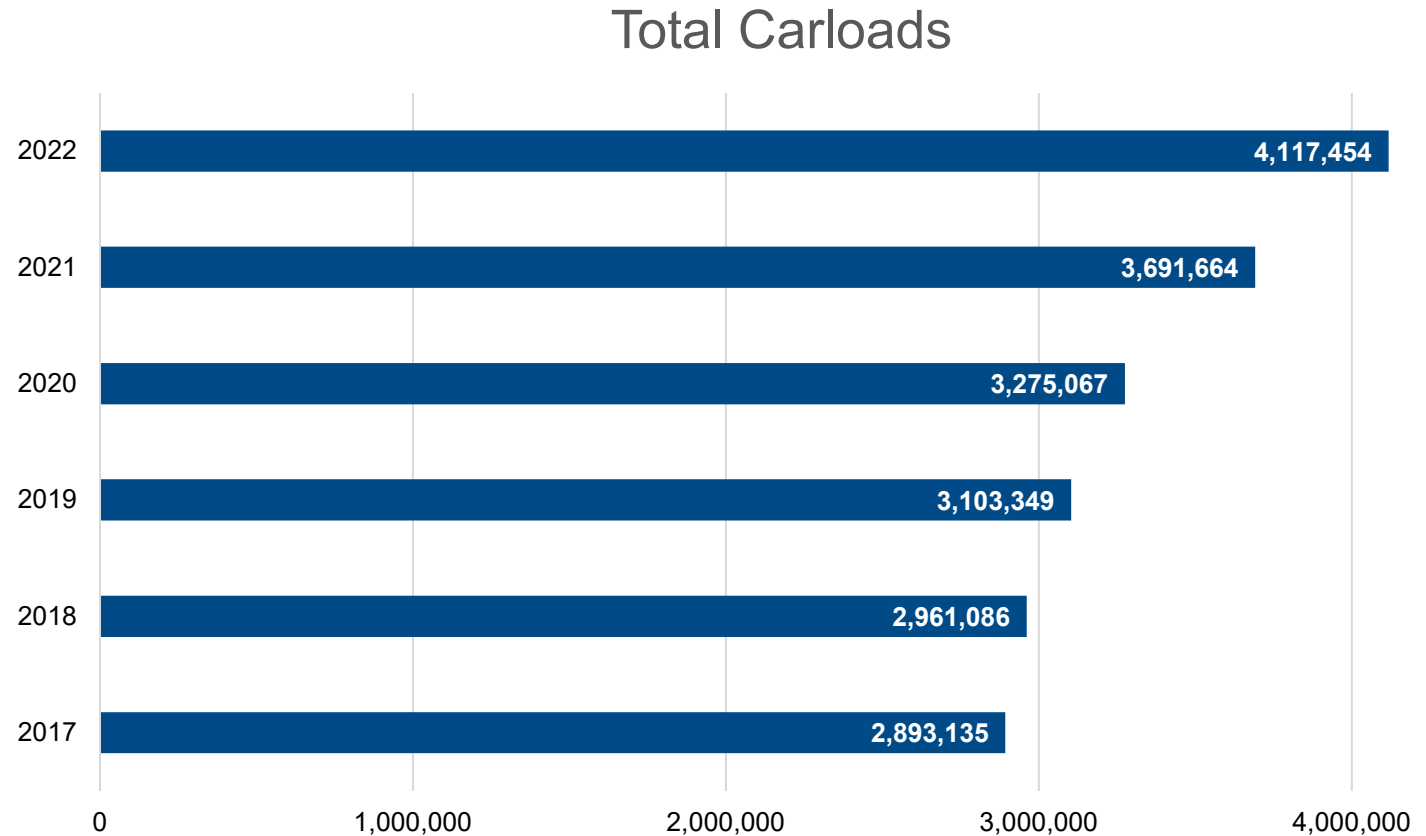


Rail Highlights

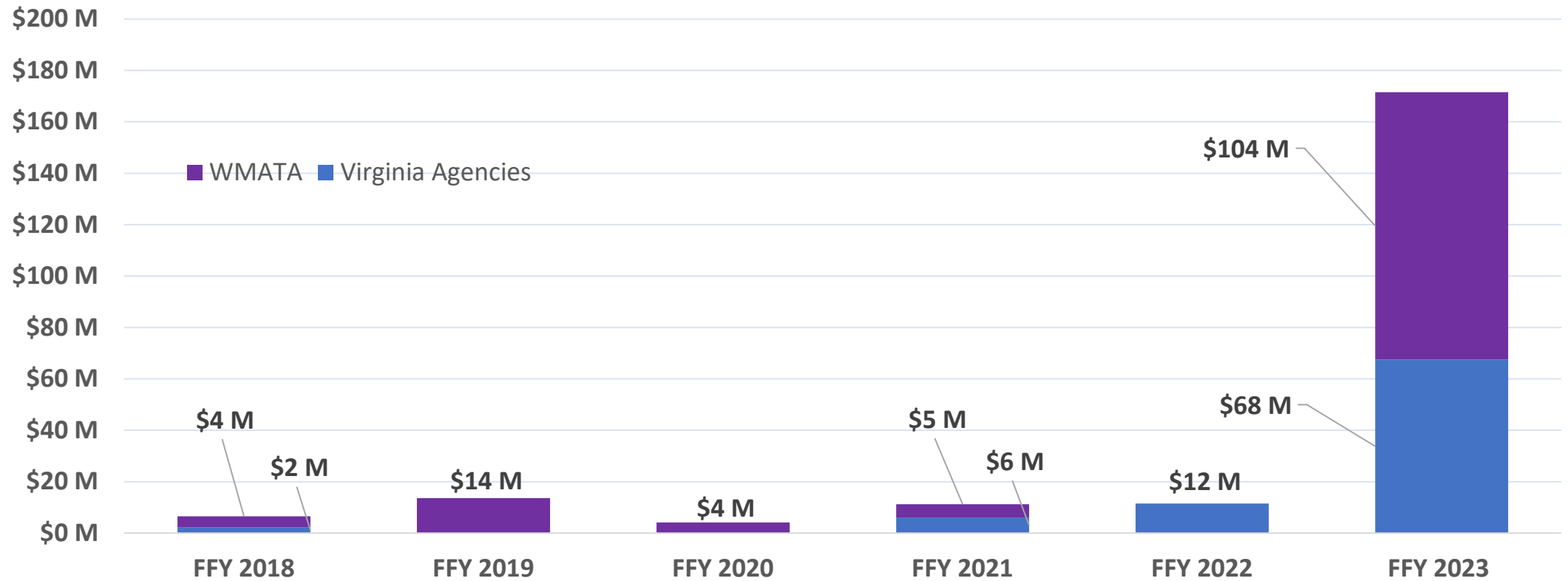


Rail Program Performance

- DRPT tracks performance from our 3 Rail Programs using total Carloads per year
- On average, 1 train carload removes the equivalent of 3.4 truckloads from the highway
- In 2022, nearly 14 million truckloads were diverted



VA Allocations: FTA Bus and Low/NO-Emission Grant Awards FFY2018 to FFY2023

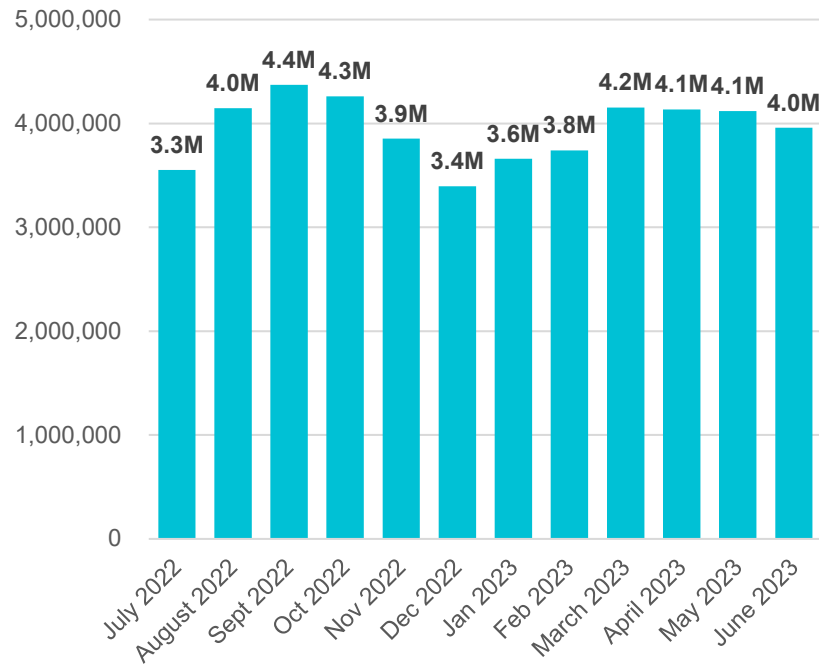


Public Transportation Highlights

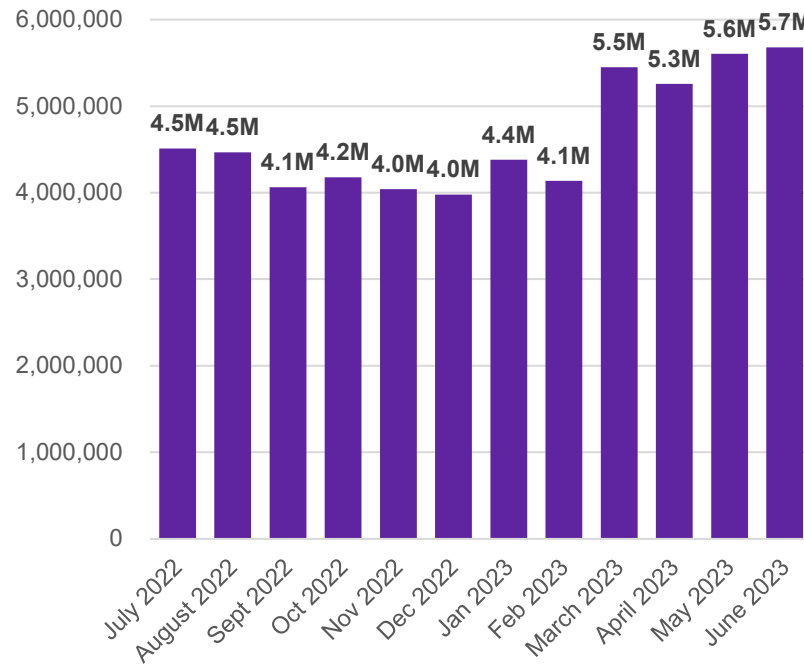
- DRPT learned at the 2023 Biennial FTA State and Tribal Programs Conference that FTA is updating several of its Circulars, which offer guidance to FTA funding recipients.
 - DRPT submitted comments in response to the Notice of Proposed Rulemaking for Circulars pertaining to funding for urban area programs and will monitor other updates for possible comment.
- DASH (Alexandria) celebrated a ridership record of 4.5 million boardings in FY2023, the highest in its almost 40-year history. DASH has been fare-free since September 2021.
- GRTC opened a new transfer center at 8th and Clay Streets in downtown Richmond on Monday, September 11th.
 - DRPT assisted in funding of the \$2.2 million project to supplement other federal and local funding.
- Two microtransit services in Virginia, METGo! and Bay Transit, were highlighted in the Virginia Mercury.
 - Charlottesville Area Transit (CAT) has also announced a new microtransit pilot program to start in Fall 2023 along the Route 29 North corridor.
 - Similar initiatives are under development in the Richmond, Harrisonburg, and Dumfries/Triangle areas.

Statewide Transit Ridership

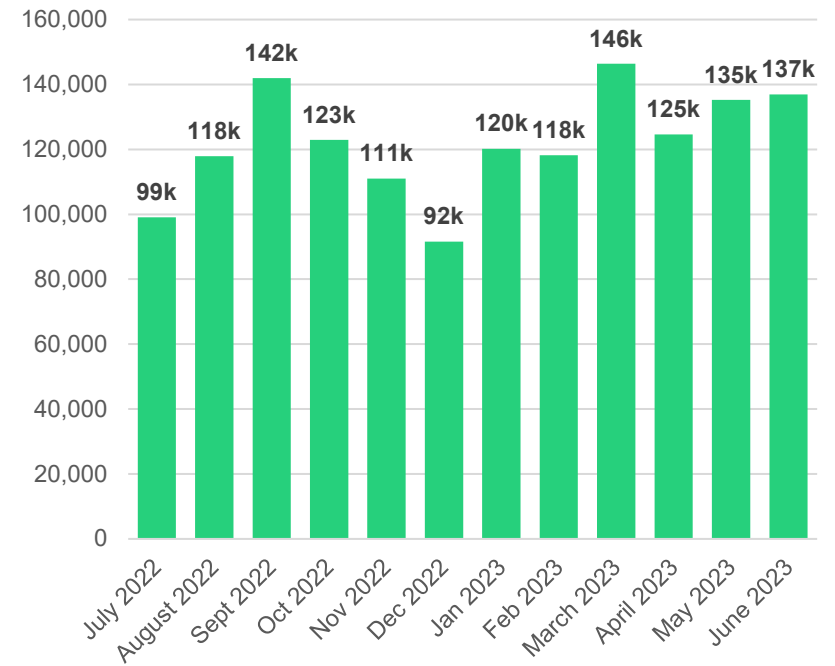
Statewide Transit Ridership – FY2023



Virginia Agencies



WMATA



VRE

Agencies	July 2022	August 2022	September 2022	October 2022	November 2022	December 2022	January 2023	February 2023	March 2023	April 2023	May 2023	June 2023	Total
Virginia Agencies	3,552,886	4,145,479	4,373,310	4,260,617	3,852,673	3,398,977	3,664,484	3,741,040	4,150,599	4,135,441	4,118,535	3,958,207	47,352,248
VRE	99,120	117,880	141,963	122,984	111,028	91,597	120,228	118,181	146,391	124,664	135,314	136,900	1,466,250
WMATA	4,509,235	4,466,511	4,061,584	4,178,637	4,040,866	3,979,130	4,380,844	4,137,898	5,451,449	5,258,278	5,603,271	5,679,896	55,747,599
All Agencies + VRE + WMATA	8,161,241	8,729,870	8,576,857	8,562,238	8,004,567	7,469,704	8,165,556	7,997,119	9,748,439	9,518,383	9,857,120	9,775,003	104,566,097

Statewide Ridership Comparison: Year-to-Year

Transit ridership for Virginia agencies in 2023 was 32% higher than 2022.

- Bus ridership was 24% higher

2023 ridership for Virginia agencies was 78% of pre-pandemic 2019 levels.

- Bus ridership was 76% of 2019 levels

VRE ridership in 2023 was 78% higher than 2022 and 33% of pre-pandemic 2019 levels.

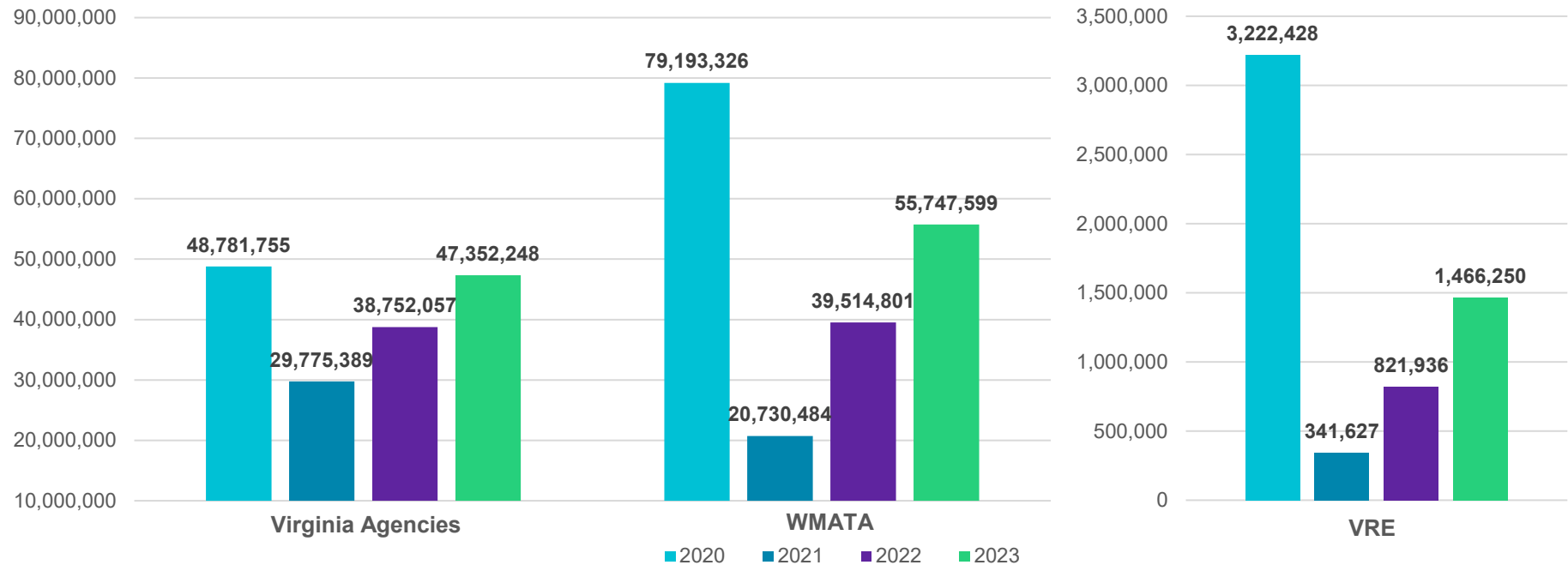
WMATA ridership in 2023 was 41% higher than in 2022.

- Bus ridership was 26% higher
- Heavy rail (Metro) was 46% higher

2023 WMATA ridership was 52% of pre-pandemic May 2019 levels.

- Bus ridership was 70% of 2019 levels
- Heavy rail (Metro) is 49% of 2019 levels

Ridership Comparison: Year-to-Year
FY 2020 – 2023



Mode	2020	2021	2022	2023	2023 vs 2020	2023 vs 2021	2023 vs 2022
Virginia Agencies	48,781,755	29,775,389	38,752,057	47,352,248	-3%	59%	22%
VRE	3,222,428	341,627	821,936	1,466,250	-54%	329%	78%
WMATA	79,193,326	20,730,484	39,514,801	55,747,599	-30%	169%	41%
All Agencies + VRE + WMATA	131,197,509	50,847,500	79,088,794	104,566,097	-20%	106%	32%

Virginia Breeze Ridership - June

In June 2023, ridership on VA Breeze routes totaled 3,322 which was:

- 116% higher than original estimates, and
- 9% higher than June 2022

Overall on-time-performance (OTP) was 76% and the overall farebox recovery was 40%

For the month of June 2023, the VA Breeze contributed to a reduction of 80 metric tons of CO₂ equivalent emissions.

Valley Flyer:

- Ridership – 22% higher than June 2022
- Farebox Rev. – 18% higher than June 2022

Piedmont Express:

- Ridership – 13% lower than June 2022
- Farebox Rev. – 11% lower than June 2022

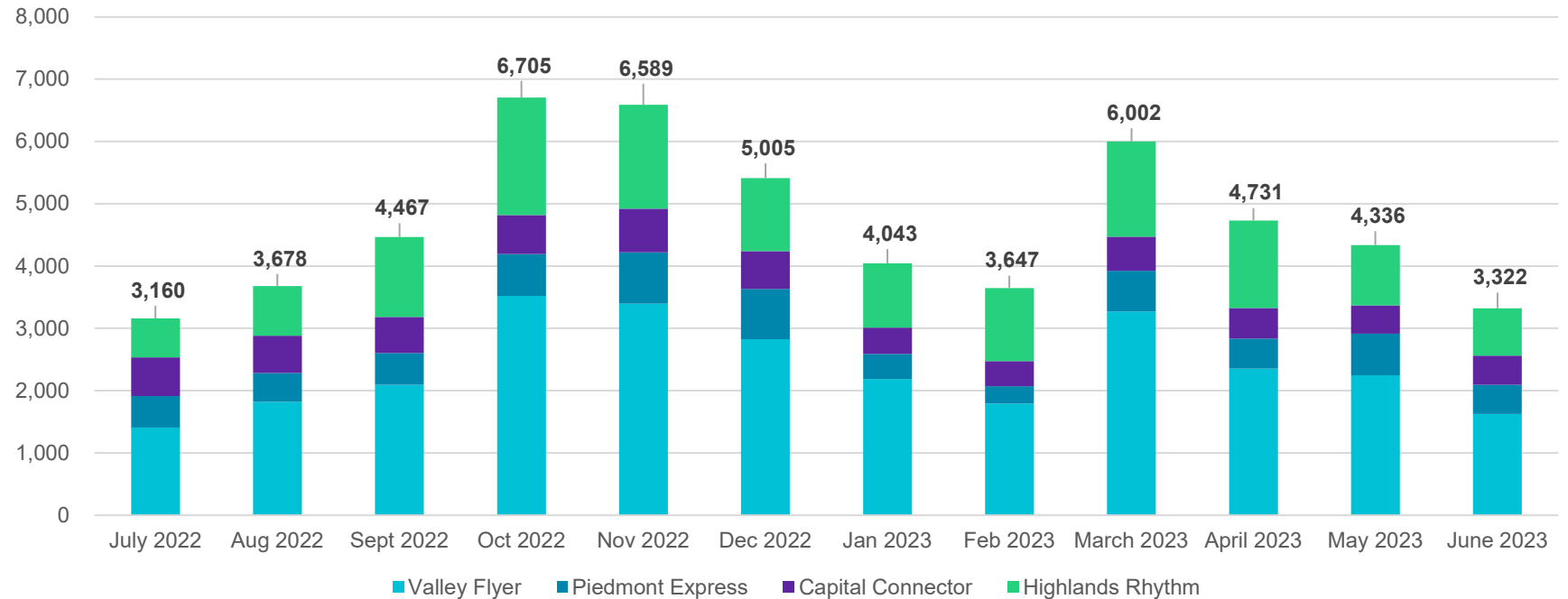
Capital Connector:

- Ridership – 12% lower than June 2022
- Farebox Rev. – 11% lower than June 2022

Highlands Rhythm:

- Ridership – 19% higher than June 2022
- Farebox Rev – 19% higher than June 2022

Virginia Breeze Ridership by Route – FY2023



Route	July 2022	Aug 2022	Sept 2022	Oct 2022	Nov 2022	Dec 2022	Jan 2023	Feb 2023	March 2023	April 2023	May 2023	June 2023	Total
Valley Flyer	1,405	1,820	2,091	3,519	3,394	2,826	2,187	1,793	3,269	2,351	2,248	1,627	28,530
Piedmont Express	507	464	511	672	827	808	402	278	656	483	664	468	6,740
Capital Connector	621	597	581	627	701	606	421	404	544	493	455	468	6,518
Highlands Rhythm	627	797	1,284	1,887	1,667	1,171	1,033	1,172	1,533	1,404	969	759	14,303
All Routes	3,160	3,678	4,467	6,705	6,589	5,411	4,043	3,647	6,002	4,731	4,336	3,322	56,091

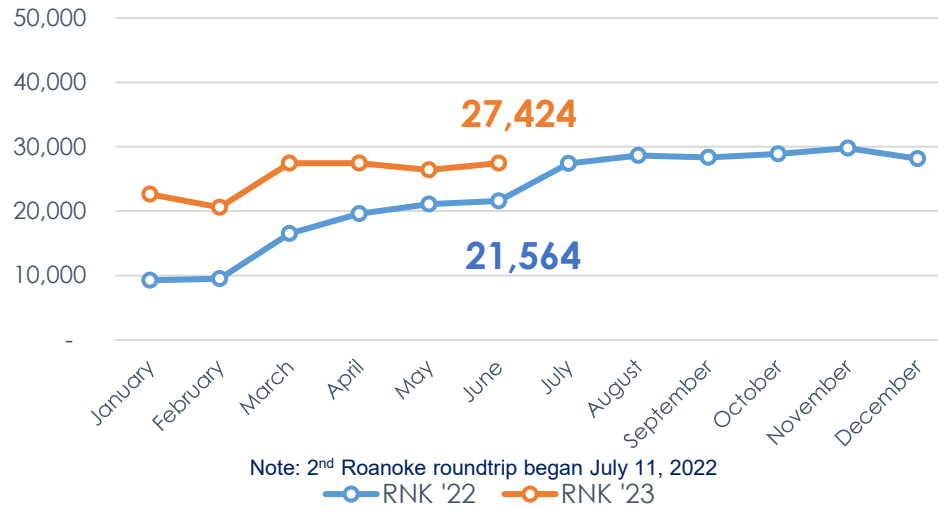
Virginia-Supported Monthly Ridership by Route 2023 vs 2022

The largest year over year ridership increase was Route 47: Newport News at 57.4% (+10,883)

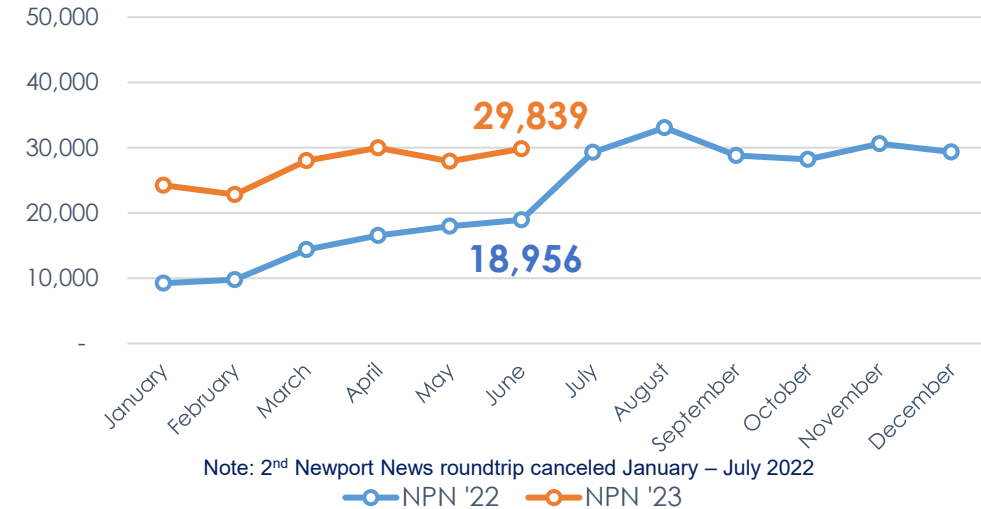
All four routes saw increased ridership year over year.

Five daily roundtrips in 2022 vs. eight daily roundtrips in 2023.

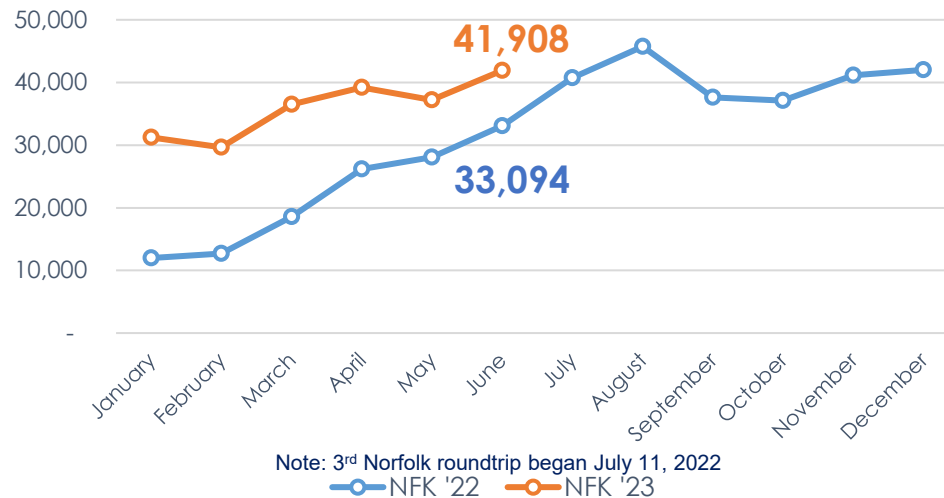
Route 46: Roanoke Ridership (+27.2%)



Route: 47 Newport News Ridership (+57.4%)



Route 50: Norfolk Ridership (+26.6%)



Route 51: Richmond Ridership (+1.0%)

