

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**A RESOLUTION OF SUPPORT FOR SUBMISSION OF NORTHERN VIRGINIA PROJECTS
FOR THE COMMONWEALTH OF VIRGINIA'S SMART SCALE TRANSPORTATION PROJECT
PRIORITIZATION PROCESS**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, on June 15, 2022, the TPB approved the 2022 Update to Visualize 2045, the long-range transportation plan for the National Capital Region, which was developed as specified in the Federal Planning Regulations and is the MPO's long-range plan of record; and

WHEREAS, localities, agencies and public transportation providers that wish to submit projects for the Commonwealth of Virginia SMART SCALE funding must demonstrate that the project is included in or is exempt from inclusion in the MPO's long-range transportation plan, or, if the project is not in the plan, the project must have an MPO resolution of support, in order to be considered for the SMART SCALE prioritization process; and

WHEREAS, the Virginia Department of Transportation (VDOT) receives all highway and transit SMART SCALE project submissions, has transmitted the attached project list, and has worked with TPB staff in reviewing the highway and transit project submissions for submission eligibility; and

WHEREAS, absent a determination by TPB staff that a project is already included in the approved plan, submission of projects for SMART SCALE funding requires a resolution of support by the TPB; and

WHEREAS, submission of projects to the Commonwealth for the SMART SCALE process does not infer nor commit TPB to include any project into its long-range plan; and

WHEREAS, all projects that are awarded SMART SCALE funding and are not already included in Visualize 2045, as amended or updated, must each be treated as a new project to the TPB's process and will be evaluated accordingly as specified in the TPB's Technical Inputs Solicitation Submission Guide; and

WHEREAS, VDOT will provide the TPB with a list of projects that were submitted, and will also provide TPB with the list of projects that were awarded funding.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board supports submission of the following Northern Virginia project to the Commonwealth of Virginia SMART SCALE Project Prioritization Process as listed in the attached materials.

Adopted by the Transportation Planning Board at its regular meeting on September 9, 2022



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

811 COMMERCE ROAD

STAUNTON, VIRGINIA 24401-9029

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Stephen Brich, P.E.
Commissioner

8/25/2022

The Honorable Pamela Sebesky
Chair, National Capital Regional Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capital Street, N.E., Suite 300
Washington, DC 20002-4201

RE: VDOT Staunton District – Clarke County SMART SCALE application – TPB resolution of support to apply for funding

Dear Chair Sebesky:

The Virginia Department of Transportation (VDOT) Staunton District seeks the National Capital Region Transportation Planning Board's (TPB) approval of a resolution of support for submission of a Clarke County SMART SCALE project that extends into Loudoun County on Route 7 and is not currently in the recently adopted update of the TPB's Constrained Long-Range Plan (CLRP), Visualize 2045.

The Clarke County SMART SCALE application will address safety and operational issues at the Route 7 and Route 601 intersection located on the border of Clarke and Loudoun County. Route 601, Blue Ridge Mountain Road weaves back and forth between the two counties, but falls under the maintenance responsibility of the VDOT Staunton District. VDOT Staunton District Planning conducted a transportation study at the intersection in cooperation with staff from both counties and VDOT Northern Virginia District. Several innovative intersection concepts were considered for improving safety and operations, with a Restricted Crossing U-turn (RCUT) intersection being identified as a potential solution. Based on public feedback and project cost related to SMART SCALE application competitiveness, the preferred alternative developed by VDOT to advance as an application consists of a second northbound Route 601 intersection approach as a designated right turn lane to eastbound Route 7. The project also includes the extension of existing left turn lanes along Route 7 at the primary intersection and downstream intersections at Route 679 in Clarke County and Route 734 in Loudoun County. These improvements will provide immediate operational benefits during peak travel periods for the higher traffic volumes on the southern leg of Route 601 at the intersection. The improvements will maintain full access at the intersection, while making voluntary U-turn movements more attractive and safer. Finally, the project accommodates the potential implementation of a full RCUT intersection in the future.

As part of the SMART SCALE prioritization process, Virginia law requires that SMART SCALE applicants that wish to submit projects for funding consideration within a Metropolitan Planning Organization (MPO) must show that the project is included in the CLRP. If the project is not included in the current MPO CLRP, the applicant

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must request a resolution of support from the MPO. As the MPO representing Loudoun County, VDOT Staunton District is requesting consideration and approval by the TPB of a resolution of support for the Clarke County SMART SCALE Route 7 and Route 601 application. This resolution acts as a TPB endorsement of the project, meeting SMART SCALE eligibility requirements for scoring and prioritization. If the project is successful in being awarded funding, it will then re-enter the TPB process as a new project and will be evaluated accordingly as specified in the TPB Technical Solicitation Submission Guide. With the first year of available funding being FY2026 for the current round of SMART SCALE, there will be sufficient time for awarded projects to be incorporated into Visualize 2045.

We appreciate your consideration in this matter. Should you have any additional questions, please contact Adam Campbell, VDOT Staunton District Planner at (540)-332-9067 or via email at AdamF.Campbell@vdot.virginia.gov.

Sincerely,



Randy S. Kiser, P.E.
Staunton District Administrator

CC: Edwin Carter, Edinburg Residency Administrator, VDOT Staunton District
Darin Simpson, District Traffic Engineer, VDOT Staunton District
Chris Boies, County Administrator, Clarke County