RURAL WORK PROGRAM FY25

Transportation Planning Task Report

GEORGE WASHINGTON REGIONAL COMMISSION

Planning District 16

GWRC Rural Work Program

This report has been funded by State Planning and Research funds through the federally approved Rural Work Program.

The Rural Work Program FY 25 transportation planning task for King George and Caroline was to produce a SMART SCALE Project Concept that could be developed further in collaboration with VDOT, producing materials for a future SMART SCALE application.

In consultation with the Virginia Department of Transportation (VDOT) and King George and Caroline County planners, project proposals focus on Dahlgren and Carmel Church, growth sites for their respective counties, using VTrans priorities to site location. VTrans is Virginia's Statewide Transportation Plan developed by the Office of Intermodal Planning and Investment (OIPI). For a project to be eligible for SMART SCALE it must meet a VTrans Need.

King George: US 301/ Owens Drive Intersection

This project is located on a Corridor of Statewide Significance and a Construction District Priority 1 Location.

Caroline: Rogers Clark Drive Pedestrian Improvements

This project is located on a Corridor of Statewide Significance and a Construction District Priority 2 location.

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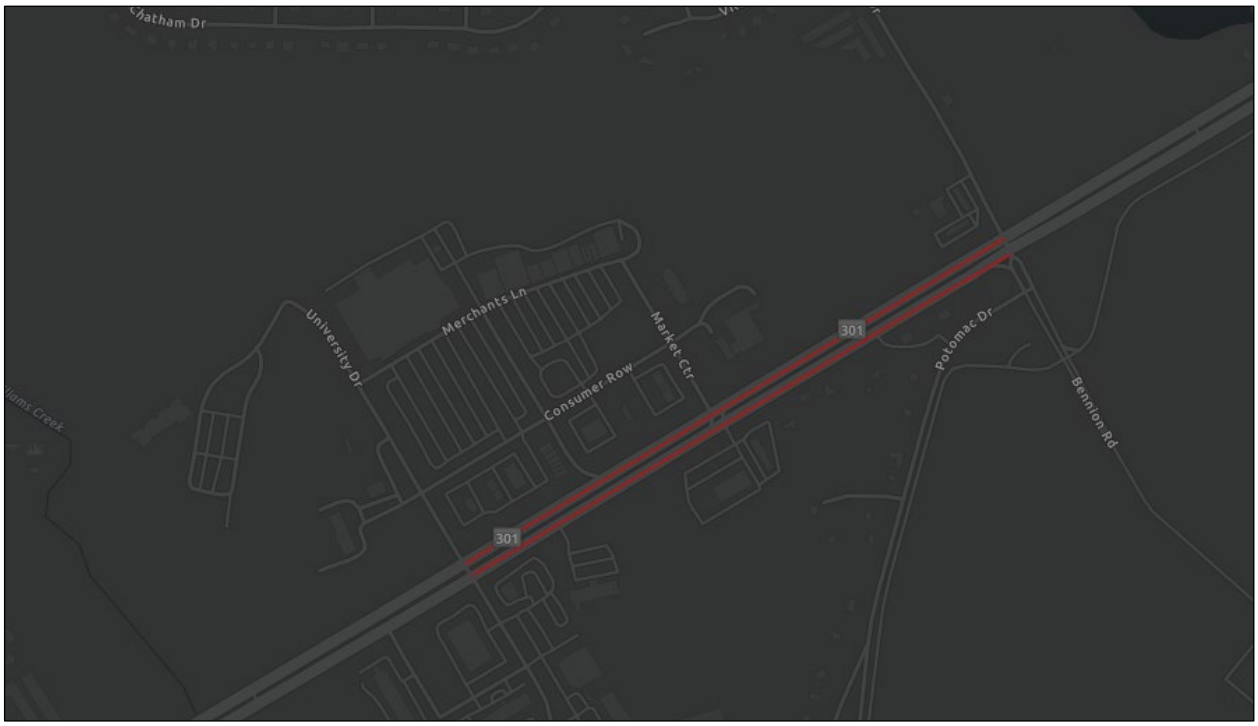


Figure 1. The VTrans map of US 301 (James Madison Highway) and Owens Drive shows the VTrans Priority 1 segment. Other priorities in the area are 3 and 4, irrelevant to SMART SCALE.

Need Priority - Capacity Preservation (CoSS)	High
Need Priority - Transportation Demand Management (CoSS)	Low
Need Priority - Construction District Safety Improvement	Very High
Need Priority - Statewide Safety Improvement	Medium
Influencing Factor - Vulnerability (Construction District)	High
Need Priority - Congestion Mitigation (CoSS)	Low

Figure 2. The VTrans Needs for this area.

King George:

US 301 and Owens Drive

VTrans Needs and Priorities in King George:

The segment of US 301 immediately adjacent to the intersection with Owens Drive is a Construction District Priority 1 (See Figure 1).

In Round 6, 86% of funded District Grant Program projects were Priority 1 or 2 locations; and 100% of funded High Priority Program projects were Priority 1 or 2 locations, so this designation is integral to SMART SCALE success.

This area is King George's only Priority 1 location. Priority 2 locations exist along Dahlgren Rd between US 301 and Windsor Drive, the intersections of US 301 and Windsor Drive, Rt 3, and Port Conway Rd, and the intersection of Rt 3 and Rt 206.

Other Projects Developing for Round 7:

Most notably, the segment of Rt 218, Caledon Rd, is also a Priority 2 location and is the focus of a VDOT Pipeline Study for the upcoming SMART SCALE round. The study focuses on safety and improving crash rates along the Rt 218 corridor. As area type D, King George County's highest scoring metric is safety. See figure 3.

Factor	Safety	Congestion Mitigation	Accessibility	Land Use	Economic Development	Environmental Quality
Category A	15%	45%*	25%	**	5%	10%
Category B	20%	25%	25%	**	20%	10%
Category C	30%	20%	15%	**	25%	10%
Category D	40%	10%	10%	**	30%	10%

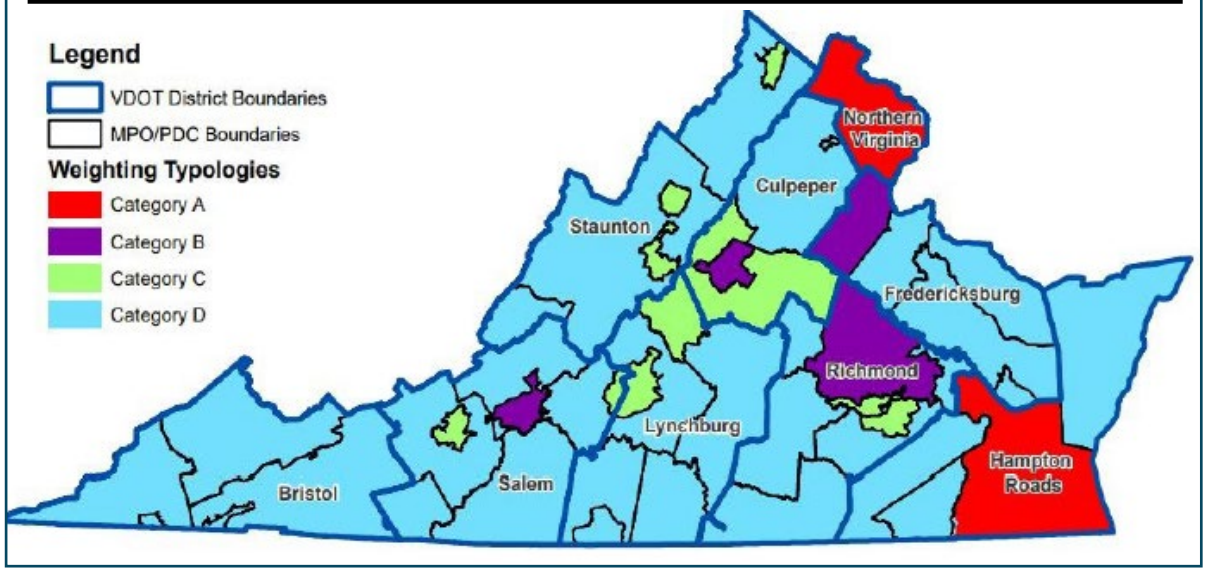


Figure 3. Safety is nearly half the score for SMART SCALE applications from King George and other rural counties, so they must be designed with that goal in mind.

US 301/Owens Drive Project Concept

Existing Conditions

This proposal centers on the intersection of US 301 (James Madison Highway) and Rt 614 (Owens Drive). US 301 has an average daily traffic of 22,000 vehicles and a speed limit of 55 mph, while Owens Drive has an average daily traffic of 3,100 vehicles a day and a speed limit of 35.

Figure 4. Aerial view of project location

On the northwest corner is a Sheetz convenience store and the trailhead to the 16-mile Dahlgren Railroad Heritage Trail, which runs westward across the county passing through the southern tip of Caledon State Park and ending at Bloomsbury Road. North along Rt 614 are the residential developments of Monmouth Village and Woods as well as Chatham Village. On the south side of the intersection is the B Gate entrance to the Dahlgren Naval Surface Warfare Center, the naval base that shapes this part of the county and provides a substantial portion of its employment. The base has formally supported safety improvements for cyclists and pedestrians utilizing US 301, Dahlgren Road, and the Dahlgren Railroad Heritage Trail to access A and B gates and for safety improvements at the B gate intersection for all users.

Farther to the west but still within the Priority 1 segment, a shopping center containing a Walmart and several other retailers ends at University Drive, the site of a recent SMART SCALE project.

US 301 AADT (Average Annual Daily Traffic- vehicles daily, averaged/year)					
Current	**2030**	**2035**	**2040**	**2045**	**2050**
22,000	25,681	28,740	31,800	34,680	37,920
US 301 Volume/Capacity Ratio at Project Site (>1 demand exceeds capacity)					
Current	**2030**	**2035**	**2040**	**2045**	**2050**
0.79	0.94	1.05	1.16	1.27	1.38
US 301 Level of Service (LOS-below D is failing)					
Current	**2030**	**2035**	**2040**	**2045**	**2050**
E	**E**	**F**	**F**	**F**	**F**

Table 1, US 301 Volume and LOS Projections. Source, VDOT Pathways for Planning

Purpose and Need

This intersection currently experiences high traffic volumes at peak times due to base commuters and travelers on US 301 (an increasingly important I-95 alternative). Like others along this corridor, this traditionally designed intersection is nearing its operational limit. The NB and SB 301 turn lanes have significantly underperformed for several years, creating safety

issues and causing delay. It is near- capacity, as shown by the V/C ratio above. This value is the ratio of vehicles using the road to the number of vehicles it was designed for. As it nears 1, congestion worsens, the level of service (LOS) drops to failing (E), and true operational breakdown begins. See Table 1.

Likewise, while US 301 is both a primary arterial and I-95 alternative, it also divides Dahlgren. Residential areas on the north side of the highway have no safe bicycle or pedestrian crossings to the south side for restaurants, accessing the base, or continuing farther into the Town of Dahlgren.

Prior Studies

The 2018 VDOT 301/207 Arterial Preservation Study examined intersections throughout King George and Caroline Counties along the US 301/207 Corridors and recommended treatments to improve safety and mobility. Many of these recommendations incorporate innovative intersection types, such as Restricted Crossing U-Turns (RCUTs), Quadrant Roadways, Continuous Green Ts, and other configurations that may be unfamiliar to both the public and local officials. While this plan has not been formally adopted by the counties, these novel designs have demonstrated effectiveness statewide, contributing to reduced crash rates and improved Levels of Service (LOS) for all road users. Traffic flows more smoothly and drivers get to their destinations more easily and with fewer hazards. Only one alternative was recommended for this intersection, however, and that recommendation was incorporated here to refocus study and project development on this priority location. To qualify for SMART SCALE, a planning study with alternatives analysis is required and will have to be conducted.

Traffic on US 301 is projected to nearly double by 2050. As volume only grows on these primary arterials, managing capacity and safety will become ever more important.

Because these new designs can be complex and may not be intuitive, planners are encouraged to use multiple methods to inform the public. Videos like the Innovative Intersection Playlist produced by VDOT can help illustrate how these intersections function.

A Quadrant Roadway/Continuous Green T combination was recommended for the intersection of US 301 and Owens Drive. The study proposed constructing a new connector roadway northeast of the intersection to eliminate left-turn movements, thereby reducing both the frequency and severity of crossing conflicts. A Continuous Green T on the eastern intersection of US 301 and the new connector road will help keep traffic flowing by allowing NB US 301 traffic to flow freely through the intersection with no traffic light. This creates the need for fewer signal phases for everyone at the intersection. This approach has demonstrated effectiveness in decreasing right-angle and left-turn collisions. It also reduces travel delays. This improvement will require an operational analysis (Synchro, HCS, etc.) and approved signal

justification report (SJR). Adding turn lanes will require obtaining Turning Movement Counts (TMC).

The GWRC Dahlgren Bicycle and Pedestrian Safety Plan 2025, adopted by the King George Board, focuses on bicycle and pedestrian facilities at the intersection and surrounding area. It recommends a robust crossing facility for pedestrians and cyclists at the intersection of US 301 and Owens Drive and connections to the residential developments north along Owens Drive as well as the Dahlgren Railroad Heritage Trail terminus in the Sheetz parking lot. The study has been endorsed by the Dahlgren Naval Base with a focus on providing greater safety for its employees and residents: the south approach of the intersection leads to the base's B gate. To be successful in developing the highest quality project for this location, it will be necessary to involve the Base as a full partner in the process. The recommendation going forward is to include Dahlgren Naval Surface Warfare Center as a study partner and widen the scope of the study area to both gates.

A prior unfunded King George SMART SCALE application for Round 5 (9295) consisted solely of bicycle and pedestrian improvements along US 301 and Owens Drive, with no crossing over US 301 to B Gate and no connection to the DRHT. The project also lacked roadway improvements. This project had the goal of improving travel demand management and safety on the corridor but was uninformed regarding VTrans needs and SMART SCALE scoring criteria.

These studies, along with staff knowledge, researching best practices, VDOT guidelines, and traffic analysis for this location, have gone into this proposed project concept.

Fig 5, GW Region Arterial Preservation Network

Project Concept

US 301 is a critical rural corridor that has passed the point of traditional interventions. It has a High VTrans Need for Capacity Preservation- a metric only roadways on the Arterial Preservation Network can qualify for. It also has a Very High Construction District Safety Improvement Need. Safety is the highest-weighted SMART SCALE metric for the King George area. Previous studies have thus focused on these needs. This proposal will update those concepts while seeking to match recommendations to stated VTrans Needs. See Map1, below.

Fig 6, Diagram of a Quadrant Intersection. Note that a Continuous Green T will replace the configuration at the SE intersection. Source: VDOT

Quadrant Roadway

This improvement, though seemingly more complex than a simple left turn through the intersection, reduces the time spent at the stoplight and moves traffic faster. LOS is projected to improve from E (failing) to B during the morning peak hour.[1]

As well as providing operational improvements, this innovative intersection also increases safety by eliminating backups at turn lanes and decreasing the number of angle crashes.

The connector road in the northeast quadrant of the map removes traffic conflicts from the intersection. The optional access curb cut on the NB into the center parcel would be a "right in, right out" only, allowing future commercial development if desired.

For this improvement, a channelized left turn lane with taper will be constructed on NB 301, and an additional right turn lane with taper will be constructed on NB Owens Lane to reach the new connector road. There will be no left turns at the intersection. See the video below to see how it works.

[1] *This information, while several years old now, is still relevant for this draft proposal. Traffic volumes have grown and delays have worsened.*
https://www.vdot.virginia.gov/media/vdotvirginiagov/projects/fredericksburg/FINAL_Route_301_and_Route_207_Plan_acc.pdf

Quadrant Roadway Video

Continuous Green T

This improvement works with the Quadrant Roadway to simplify movements and increase free flow operations on US 301. A stop sign will control left and right turns SB onto US 301 from the new connector road; likewise, a stop sign will allow drivers turning left onto the connector road from NB US 301 to pause and wait for a break in SB traffic to make their turn from a safe point.

A "continuous green" for NB and SB 301 means there are fewer signal phases, making the intersection faster for everyone. This is further enhanced by making it easier to synchronize the signals along US 301, leading to smoother traffic.

Dedicated lanes and the channeled lefts make turns onto US 301 safer and eliminate dangerous U-Turns, increasing safety by reducing angle crashes and keeping everyone moving faster through the intersection. Modifications to the channel material can allow emergency vehicles to deviate from this turning movement.

A right turn lane with taper will be constructed on SB 301 to reach the new connector road.

There are no crosswalks across the main roadway at a CGT. See the video below to see how it works.

Unsignalized Continuous Green T Video

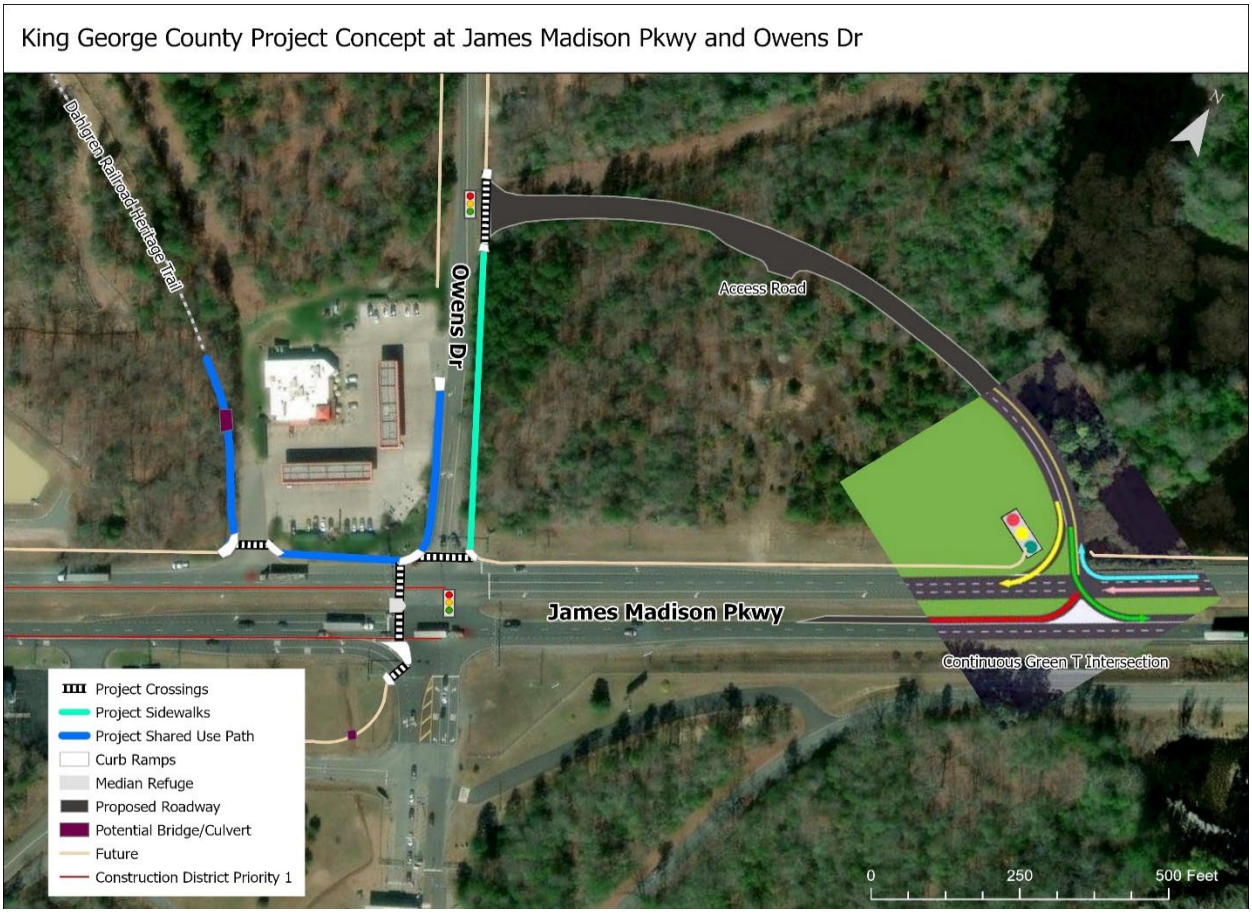
Fig 7, Unsignalized Green T Intersection, which will configure the SE part of the project. Source: VDOT

Bicycle and Pedestrian Improvements

Bike/Ped Improvements for this project focus on safety at the intersection of US 301 and Owens Drive. Crosswalks and curb ramps across Owens Dr and on the western approach of the US 301 intersection will allow cyclists or pedestrians to cross to B Gate; a future shared-use path is planned to connect into Dahlgren Town along Potomac Drive if feasible; drainage issues are a substantial challenge. Long distances to destinations within the base make this crossing more likely to be used by cyclists than pedestrians, who are more likely to make use of A gate.

A planned section of shared-use path will connect the intersection to the Sheetz Convenience Store and the Dahlgren Railroad Heritage Trail and future bike/ped facilities on US 301. An optional sidewalk section extends to the connector roadway, connecting to a future sidewalk section leading to Monmouth Woods development.

Pedestrian push button signals on the existing signal infrastructure, only activated when a pedestrian is present and pushes the button, are recommended to keep traffic flowing. Currently this intersection is an impenetrable barrier to non-drivers; these improvements will increase safety and convenience for everyone. They are detailed in Map 1 below.



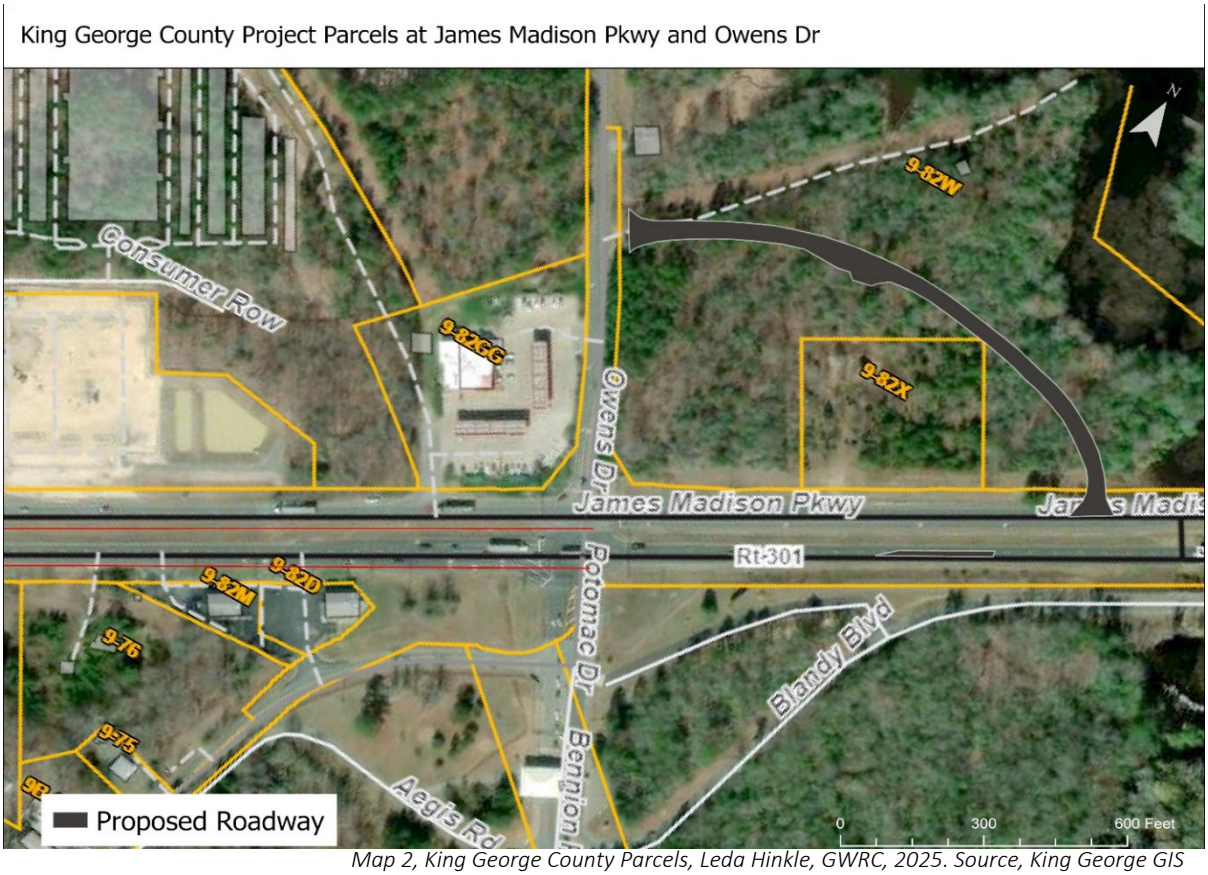
Map 1, Preliminary Concept, Leda Hinkle, GWRC 2025

Recommendation Summary

- Based on current available data, a combination of Quadrant Roadway and Continuous Green T have been recommended for the US 301/Owens Drive intersection to improve Safety and Operations.
- High Visibility Crosswalks, ADA-compliant curb ramps, Advance stop bars, and Night-time lighting across Owens Drive and the western approach of US 301
- Two pedestrian refuge medians (center median and slip lane) on US 301
- Pedestrian signals with push button activation for lower traffic impact
- Shared Use Path from the NW corner of the intersection to both Sheetz access driveways
- *Ultimate roadway configuration will determine bike/ped facilities.*

(Optional)

- Shared-Use Path from US 301 at Sheetz driveway (south) to DRHT trailhead
- Sidewalk from US 301 intersection to Connector Rd along Owens Dr (poses a logical terminus concern unless continued to Monmouth Woods Apartments--a future plan).
- These recommendations are tied into future planned improvements, in beige on Map 1.



Map 2, King George County Parcels, Leda Hinkle, GWRC, 2025. Source, King George GIS

Conclusion and Next Steps

One important consideration for project development includes Right of Way acquisition, which is an integral part of a project featuring a roadway on new alignment. Map 2 shows the rough location of ROW and adjacent parcels with the connector road.

As a Priority 1 location with prior study work and clear VTrans needs, it has positive potential, but this location is best served by a thorough study including an alternatives analysis. For a roadway on new alignment and innovative intersection combination, there are several steps to complete. These include:

- **A more comprehensive planning and safety study with an alternatives analysis is recommended to ensure the best improvements are chosen for the site. This recommendation relies on information from the 2018 VDOT 301/207 Arterial Preservation Study wherein one alternative was presented for this intersection.**
- Operational Analysis to determine current and build conditions
- ICAP assessment to analyze possible intersection treatments
- Turning Movement Counts to inform turn lane design

This report served to call attention to this location as a high-priority need for King George County and its potential as a viable SMART SCALE project. In subsequent discussions with VDOT, GWRC Staff, and County Planning, it has been determined that it will require more time to be properly addressed and ready for SMART SCALE submission than is possible in one round. It is thus being recommended as a potential VDOT study location for Round 8.

The next step is to work with VDOT and county officials to initiate a study for US 301/ Owens Drive and Gate B (Gate A as well to address systemic base access and local transportation concerns) including Dahlgren Naval Support Facility as an active partner in the process.

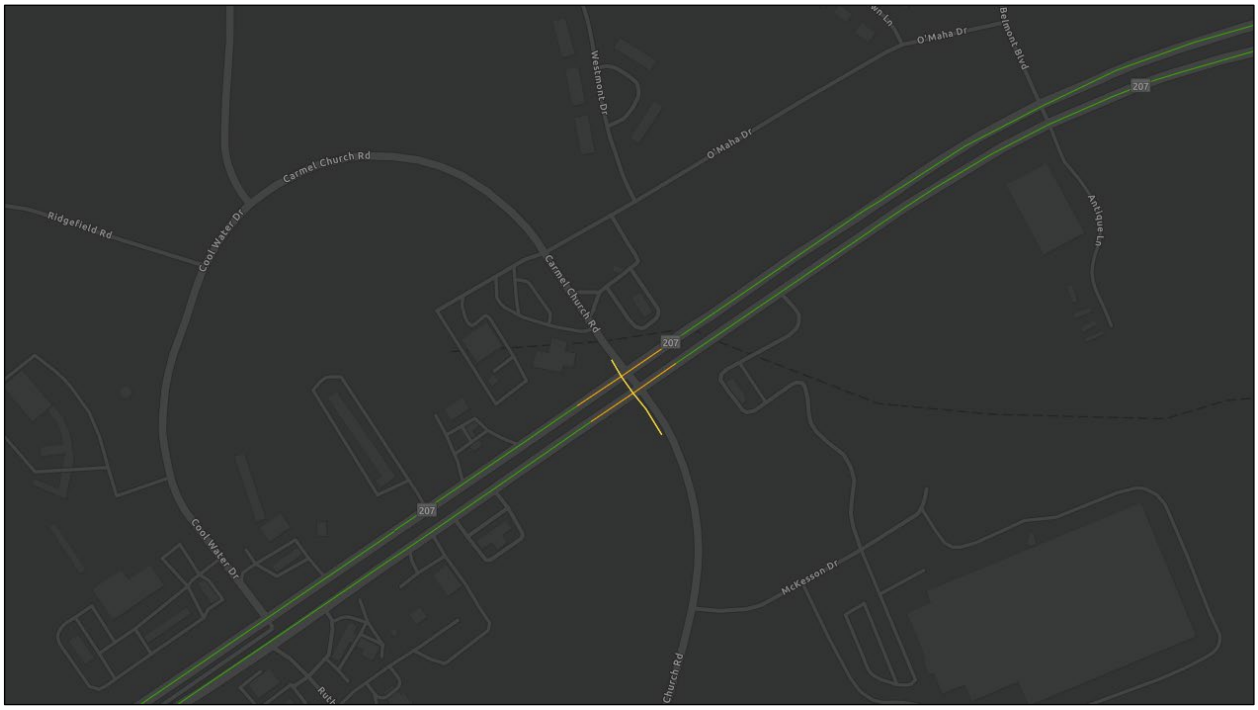


Figure 8. The VTrans map of Rogers Clark Blvd and Carmel Church Loop shows the VTrans Priority 1-4 ranking. Orange is 2, Yellow is 3, Green is 4.

Need Priority - Construction District Safety Improvement	High
Need Priority - Statewide Safety Improvement	Low
Need Priority - IEDA (UDA)	Low
Need Priority - Capacity Preservation (CoSS)	Low
Need Priority - Transportation Demand Management (CoSS)	Low

The VTrans Needs for this area.

Caroline:

Rogers Clarke Drive Pedestrian Improvements

The section of Rt 207/301 near the eastern intersection of Rogers Clark Blvd/Carmel Church Loop/Ruther Glen Rd is a Construction District Priority 2/ Statewide Priority 4 location (see figure 8). As shown in Table 1, the needs include Capacity Preservation, Transportation Demand Management, Safety Improvement, Statewide Safety Improvement, and UDA, so a proposed project should focus on Safety, the highest need and 40% of the SMART SCALE Score.

Existing Conditions

Currently, very few facilities exist for bicycle and pedestrian travel in Carmel Church. Sidewalks are limited to within the community of Belmont, which does not coincide with the highest levels of pedestrian traffic. This occurred along the loop roadway made by Carmel Church

Loop/Ruther Glen Rd/Cool Water Dr ("The Loop") and across Rt 207 Rogers Clark Blvd at Carmel Church Loop and west at Welcome Way Drive. The crossings at Rogers Clark Blvd are across seven to eight lanes of traffic with a high percentage of heavy trucks. Currently, there are no crosswalks at these locations.

Roughly 15,000 heavy trucks pass directly through Carmel Church weekly, traveling on Rt 207 and I-95 and either getting on or off the interstate at Exit 104 (not counting vehicles that only pass through on I-95 and do not exit at Carmel Church). Rt 207 is a shortcut from US 301 to I-95, so Rt 207 Rogers Clark Blvd carries a large share of interstate freight.

The est and west ends of this corridor are home to growing distribution and warehousing centers, as well as an emerging tech industry. These facilities bring important economic growth and vitality to the county, creating a significant employment center for the region. They also generate a large volume of heavy truck traffic.

The residential portion of this corridor is also growing. Belmont, a development in the northeast, is set to expand significantly. All these uses must be accommodated in a functional, safe way.

Planned Roadway Projects and Previous Recommendations

This development in the Carmel Church Area with the addition of several industries, warehouses and manufacturing firms and their associated freight mobility needs will require improvements to several secondary and minor roads in the community. Dry Bridge Road, for example, which serves MC Dean and the upcoming industrial campus expansion, is narrow and has several sharp turns which make it challenging for heavy trucks.

A 2023 Study by Dewberry Consultants recommended improvements to realign, widen, and level the roadway in several sections to improve freight access and facilitate economic development in the area.

Residential growth around Belmont will benefit from new planned roadways connecting the eastern end of the community with Rt 207 and Moncure Drive (See appendix, page 42).

VDOT US 1 Project Pipeline Study

In 2024, VDOT conducted a US 1 Project Pipeline Corridor Study from Spotsylvania County to Hanover County. At US 1 and Jericho Rd, the study recommended:

- Roadway Geometry – Pavement widening will be required to accommodate the new westbound right turn lane at the intersection of U.S. Route 1 at Rogers Clark Boulevard. The widening will impact the existing parcel on the northeast quadrant of the intersection. The new pavement will

begin approximately 450 ft before the channelized right turn and will terminate where the channelized right turn lane merges into U.S. Route 1.

- Pedestrian Accommodations – New 5-foot-wide concrete sidewalk will be constructed along both sides of Rogers Clark Boulevard between U.S. Route 1 and Welcome Way. Pedestrian crosswalks will be installed across the four legs of intersection of Rogers Clark Boulevard at U.S. Route 1, and across the east and south legs of the intersection of Rogers Clark Boulevard at Welcome Way, with ADA compliant curb ramps, and pedestrian signals.
- Hydraulics – New drainage ditches will be implemented where new sidewalks are being constructed. New drainage pipes will be required under several driveways along Rogers Clark Boulevard where drainage is impacted by the sidewalks. Due to the sidewalk locations, new drainage is proposed between the sidewalk and roadway.

2018 VDOT US 301/207 Arterial Preservation Plan[2]

This plan contains the following recommendations (see Appendix, page 39):

- Belmont Blvd at Rt 207: Reconfigure the intersection to a Continuous Green T.
- Enterprise Parkway at Rt 207: Reconfigure the intersection to a Continuous Green T.
- Dry Bridge Rd with Rt 207: Realign Dry Bridge Rd (previously mentioned in Dewberry Study)
- Moncure Dr with Rt 207: Lengthen Rt 207 turn lanes
- The plan also recommended an in-depth study of the Exit 104 interchange

Project Concept

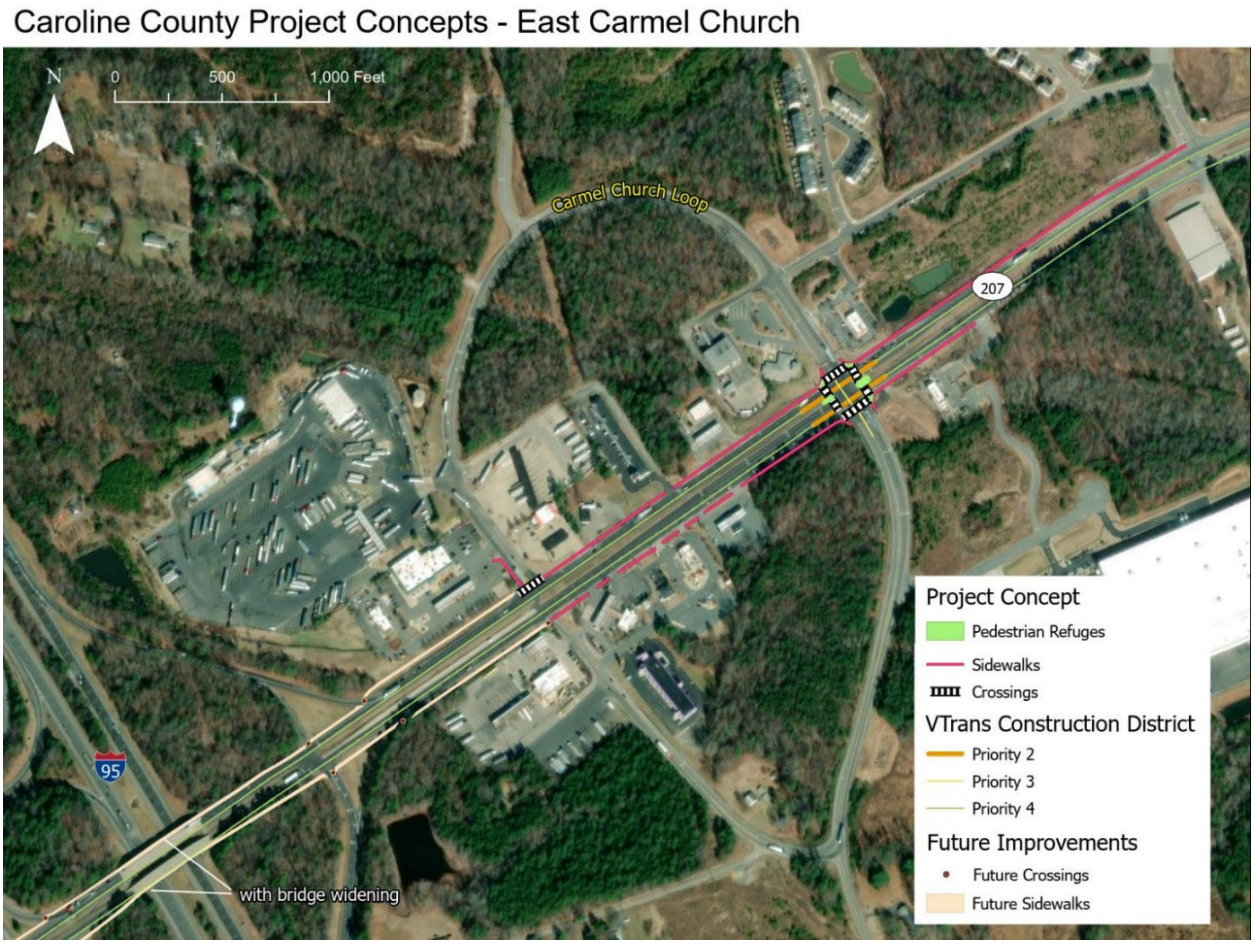
A project in this location should incorporate the Priority 2 segment for the best chance at success[3]. This is the area of highest pedestrian traffic according to StreetlightData and the location of greatest Safety need. To do so while also creating a project that possesses logical termini, the proposal is to begin at Belmont Blvd, the main residential area in the heart of Carmel Church, and end to the west at the intersection of Cool Water Drive and Rogers Clark Blvd, the main hub for hotels, truck services and other commercial endeavors.

To incorporate the Priority 2 segment, a sidewalk is proposed on the north side of Rt 207 at Belmont Blvd extending to the intersection of Cool Water Drive and Rogers Clark Blvd, with crosswalks across Rt 207/Carmel Church Loop signalized intersection with pedestrian signal head, refuge median (space is already there) and nighttime lighting. Sidewalks on the south side of Rt 207 from the Taco Bell restaurant to US 1 are recommended as part of the plan). Please see Maps 1 and 2 for details. A summary of recommendations follows.

Pedestrians cross at Cool Water Drive as well, but the intersection is unsignalized and unsafe for this purpose. According to Streetlight data, approximately 100 people cross the street there

[2] Note: The recommendations in the 2018 VDOT US 301/207 Arterial Preservation Plan were not adopted nor are they endorsed by Caroline County.

[3] In Round 6, 80% of all funded projects were located on a Priority 1 or 2 Construction District Priority Need.



Map 1, Carmel Church Project Concept, Leda Hinkle, GWRC

weekly. This proposal recommends "Watch for Pedestrians" warning signage and robust nighttime lighting.

This project concept incorporates the Priority 2 location, provides safety and connectivity in a high pedestrian traffic area and links residential and commercial sections of Carmel Church. It should be considered as part of an overall roadway and bike/ped plan for improvements at this intersection and those adjacent. This corridor would benefit from a cohesive, phased plan that eventually connects to the Round 7 SMART SCALE project (s resubmittal from Round 6) at US 1 in the long term- potentially when the I-95 bridge is eventually widened.

Map 2, Carmel Church West, showing withdrawn 2025 TAP submission and SMART SCALE Round 6 submission, revised for SMART SCALE Round 7, Leda Hinkle, GWRC

Summary Recommendations

- Robust nighttime lighting from Cool Water Drive intersection to Carmel Church Loop intersection.
- Five-foot sidewalk on the north side of Rogers Clark Blvd from Belmont Blvd to Cool Water Dr with ADA ramps at curb cuts (approximately 2900 feet, barring a small existing section at the Arby's restaurant). Sidewalk extends up Cool Water Dr to nearest commercial lot.
- Five-foot sidewalk on the south side of Rogers Clark Blvd from the Taco Bell Restaurant across Carmel Church Loop to Ruther Glen Rd with ADA ramps at curb cuts (approximately 1800 feet).
- High visibility crosswalks with nighttime lighting and pedestrian signal head at all approaches of the intersection of Rogers Clark Blvd and Carmel Church Loop with ADA ramps and pedestrian refuge medians within the Rogers Clark Blvd median.
- High visibility crosswalks with nighttime lighting across Cool Water Drive due to the high volume of heavy trucks.
- "Watch for Pedestrians" signage at unsignalized Cool Water Drive intersection. Current configuration is unsafe for crossing. Monitor for pedestrian usage and adjust accordingly.

- Utility relocation, drainage needs, and ROW have not been assessed for this preliminary concept.

Smaller Scope Project:

Combining all the recommendations above would be a larger project; a phased approach could focus on the areas of current high pedestrian activity and would include:

- Five-foot sidewalk on the north side of Rogers Clark Blvd from Carmel Church Loop to Cool Water Dr with ADA ramps at curb cuts
- High visibility crosswalks with nighttime lighting and pedestrian signal head at all approaches of the intersection of Rogers Clark Blvd and Carmel Church Loop with ADA ramps and pedestrian refuge medians within the Rogers Clark Blvd median.
- Five-foot sidewalk on the south side of Rogers Clark Blvd from the Taco Bell Restaurant across Carmel Church Loop to the Valero gas station with ADA ramps at curb cuts.
- Utility relocation, drainage needs, and ROW have not been assessed for this preliminary concept.
- These concepts will need to integrate with overall roadway and intersection improvements

This modification would address pedestrian activity, currently captured on StreetlightData, providing safe access across Rogers Clark Blvd between truck parking, convenience stores, and restaurants. This activity is currently mostly related to the trucking industry here, but residential growth to the east and upcoming business developments adjacent to US 1 will transform and increase pedestrian traffic over the next few years.

Conclusion

These are preliminary recommendations meant to spotlight pedestrian needs in this busy growth area for the county and to offer a plan for moving forward. The county has developed prior applications for various sections of this corridor; the next logical step would be to conduct a comprehensive study of the Rt 207 corridor between Drybridge Road and Telegraph Road to analyze the transportation network to better serve the needs of freight, businesses, and residents.

For both King George and Caroline County concepts, staff worked closely with VDOT and county planners and discussed the potential for conducting studies at these locations to best serve their longstanding and emerging transportation issues. This coordination will continue as plans develop.

Looking forward to RWP FY26

GWRC Staff is proceeding with the RWP FY26 task, having worked with VDOT and King George and Caroline County staff to develop new project concepts more suitable to the available

timeframe for SMART SCALE Round 7, also serving as active stakeholder on Pipeline and STARS studies. Staff will continue to assist the counties in VDOT coordination on these new projects, working through the RTAC and other means, as well as assisting the counties with providing information to their respective boards and helping with application development and other aspects of navigating the Round 7 process.