



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 14, 2016

MOTION

**Made By: Mr. Brown, Seconded By: Ms. Valentine
Action: Motion Carried, Unanimously**

Title: FY17 Primary Extension Improvement Program Allocations

WHEREAS, § 33.2-358(C) of the *Code of Virginia* authorizes the Commonwealth Transportation Board (Board) to set aside funding for reconstructing those deteriorated interstate and primary system pavements and municipality maintained primary extension pavements, having a Combined Condition Index of less than 60; and

WHEREAS, the Board, on June 18, 2014, passed a resolution establishing the Primary Extension Improvement Program Policy (Attachment A), a policy directing the Commissioner of Highways to establish administrative procedures to accept and prioritize applications for funding certain locally initiated primary extension paving projects under this set aside (); and

WHEREAS, additional emphasis has been placed on performance of the National Highway System (NHS) in recent Congressional Acts and Federal Highway Administration rulemakings; and

WHEREAS, the Virginia Department of Transportation (VDOT) has accepted applications for and prioritized said projects for the FY17 program in accordance with and utilizing the priority criteria established by the approved Primary Extension Improvement Program Policy, as well as an additional factor relating to those primary extensions that are located on the NHS, and has made recommendations for allocations as set forth in Attachment B; and

WHEREAS, the Board previously determined that it was in the best interest of the Commonwealth to allocate and did allocate, in addition to the funds available in the FY16

budget, approximately one-half of the anticipated FY17 budget for the Primary Extension Pavement Improvement Program, leaving the remainder of said budget to be allocated; and

WHEREAS, VDOT has identified an additional \$230,000 in surplus Primary Extension Pavement Improvement Program funding that was previously allocated to projects and is available for reallocation in FY17; and

WHEREAS, § 33.2-369 of the *Code of Virginia* specifies that the CTB is to use State of Good Repair funding for reconstruction and replacement of structurally deficient state and locally-owned bridges and reconstruction and rehabilitation of deteriorated pavement on the Interstate System and primary state highway system including municipality-maintained primary extensions; and

WHEREAS, the funding reserved in the State of Good Repair Program (SGR) for municipality-maintained primary extensions projects in FY 2017 is \$11.7 million; and

WHEREAS, VDOT has recommended that after sorting the applications for project allocations by VDOT district, the same prioritization methodology that was used to allocate funds for the FY17 Primary Extension Pavement Improvement Program be used for allocating the FY17 SGR funding for municipality-maintained primary extensions and has proposed allocations based on this approach, totaling \$11,698,524, as set forth in Attachment C; and

NOW, THEREFORE BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the remaining FY17 project allocations totaling \$5,188,612 and previous surplus allocations totaling \$230,000 for the Primary Extension Improvement Program as set forth in Attachment B.

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board hereby approves the allocations for municipality-maintained primary extensions projects totaling \$11,698,524 for the FY17 State of Good Repair Program as set forth in Attachment C.

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Agenda item # 9

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

June 18, 2014

MOTION

Made By: Mr. Garczynski Seconded By: Mr. Cole

Action: Motion Carried, Unanimously

Title: Primary Extension Improvement Program Policy

WHEREAS, §33.1-23.1(B) of the *Code of Virginia* allows the Commonwealth Transportation Board (Board) to set aside funding for reconstructing those deteriorated interstate and primary system pavements, and, effective July 1, 2014, municipality maintained primary extension pavements, having a Combined Condition Index of less than 60; and

WHEREAS, the statute previously provided funding only for interstate and primary routes maintained by the Commonwealth but will change effective July 1, 2014 pursuant to Chapters 87 and Chapter 741 of the 2014 Acts of Assembly to also provide funding for locally maintained primary extensions; and

WHEREAS, the Board has expressed a desire to establish a policy to accept applications for funding certain locally initiated projects under this set aside; and

WHEREAS, after reviewing the proposed policy, the Board believes the policy for selection of primary extension projects should be adopted as set forth below.

NOW, THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board adopts the following policy and criteria governing the allocation of funds and selection of primary extension paving and reconstruction projects:

1. The Board will annually allocate, 14% of the CTB formula set-aside for reconstructing deteriorated interstate, primary system, and municipality maintained primary extensions [which equates to 3.5% of the total CTB formula set-aside pursuant to section 33.1-23.1 (B)] for projects on locally maintained primary extensions.
2. VDOT will solicit applications from local government on an annual basis to support pavement overlay, rehabilitation, or reconstruction projects.
3. The maximum request permitted under the program will be \$1,000,000 per locality, per fiscal year.
4. All projects funded under this program must be advertised within 6 months of allocation. Projects that receive funding and do not meet this criteria may be subject to deallocation by the Commonwealth Transportation Board.
5. As part of the application process, localities must provide certification that the funding allocated will supplement, not replace, the current level of effort on the part of the locality.
6. Projects will be prioritized for funding based on a technical score that considers pavement condition, traffic volume, and past expenditures on pavement maintenance by the locality.
7. Once projects have been identified and prioritized in accordance with the foregoing process, the project list will be presented to the full Board for its consideration and approval.
8. The Commissioner of Highways is directed to establish administrative procedures to ensure adherence to and compliance with the provisions of this policy and legislative directive.

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CTB Decision Brief

FY17 Primary Extension Improvement Program Allocations

Issue: As required by Commonwealth Transportation Board (CTB) Policy, project allocations for the Primary Extension Improvement Program must be approved by the CTB. VDOT seeks the CTB's approval to allocate funding in accordance with the CTB-established *Primary Extension Improvement Program Policy* (Policy) (Attachment A). In addition to the prioritization factors set forth in the Policy, the proposed allocations have taken into consideration the additional emphasis placed on performance of the National Highway System (NHS) in recent Congressional Acts and Federal Highway Administration rulemakings.

Facts: Section 33.2-358(C) allows the CTB to set aside funding for reconstructing those deteriorated interstate and primary system pavements and municipality maintained primary extension pavements, having a Combined Condition Index of a less than 60.

1. The 25% set-aside for the FY16 interstate and primary pavements (including primary extensions) reconstruction program was \$64,840,434. Fourteen percent of this set-aside (\$9,077,661), was used to fund the Primary Extension Pavement Improvement Program in accord with the *Primary Extension Improvement Program Policy*, adopted by the CTB on June 18, 2014.
2. In accord with the administrative procedures established pursuant to the "*Primary Extension Improvement Program Policy*, VDOT accepted, scored and prioritized applications for the FY16 funding.
3. Because of the overwhelming number of local applications and the immediate need to address these deficient primary extension pavements, the CTB approved utilizing not only the FY16 set-aside (\$9,077,661) but approximately half of the FY17 anticipated set-aside (\$6,402,416) for the FY16 Primary Extension Pavement Improvement Program, for a total sum of \$15,480,077.
4. The portion of the FY17 set aside for the Primary Extension Pavement Improvement Program remaining available for allocation in FY17 is \$5,188,612. In addition, VDOT has identified an additional \$230,000 in surplus Primary Extension Pavement Improvement Program funding that was previously allocated to projects and is available for reallocation in FY17.
5. In accord with the "*Primary Extension Improvement Program Policy*, and the administrative procedures established pursuant thereto, VDOT accepted, scored and prioritized applications for the FY17 funding, but due to the increased emphasis at the federal level relating to performance of the NHS, VDOT utilized an additional prioritization factor, providing applications requesting funding for primary extensions on the NHS additional points.
6. Based on the scoring and prioritization noted above, VDOT staff is now recommending the allocation of the remaining FY17 funding in the amount of \$5,188,612 for the FY17 Primary Extension Pavement Improvement Program as well as reallocation of an additional \$230,000 in surplus Program funding, as set forth in Attachment B.

Section 33.2-369 of the *Code of Virginia* specifies that the CTB is to use state of good repair funding for reconstruction and replacement of structurally deficient state and locally-owned bridges and reconstruction and rehabilitation of deteriorated pavement on the Interstate System and primary state highway system including municipality-maintained primary extensions.

1. The estimated funding reserved in the State of Good Repair Program (SGR) for municipality-maintained primary extensions projects in FY 2017 is \$11.7 million.
2. VDOT staff believes that, for purposes of SGR funding, after sorting the applications for project allocations by VDOT district, the same prioritization methodology that was used to allocate funds for the FY17 Primary Extension Pavement Improvement Program should be used for allocating the FY17 SGR funding for municipality-maintained primary extensions.
3. Based on the recommended approach described above, VDOT received, scored and prioritized project applications for FY2017 SGR funding for municipality- maintained primary extensions and the resulting proposed project allocations totaling \$11,698,524 are set forth in Attachment C.

Recommendations: VDOT proposes that for the Primary Extension Pavement Improvement Program, the recommended allocations indicated under the column “FY17 State Allocations” be approved and made by the CTB for the projects identified on Attachment B.

VDOT also proposes that the recommended State of Good Repair allocations for municipality-maintained primary extensions that were developed utilizing the same prioritization methodology that was used to develop proposed allocations for the FY17 Primary Extension Pavement Improvement Program and as indicated under the column “FY17 State Allocations” be approved and made by the CTB for these projects identified on “Attachment C.”

Action Required by CTB: In order to allocate funding to projects under the Primary Extension Pavement Improvement Program and the State of Good Repair Program for municipality-maintained primary extensions, the CTB must consider and approve those identified and prioritized projects. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: The localities will be able to use the allocated Primary Extension Pavement Improvement Program funds and State of Good Repair Program funds to improve the condition of deteriorated primary extension pavements with a combined condition index of less than 60, as identified on Attachment B and Attachment C, respectively.. The localities will be able to proceed with the projects once they are notified funds are available and are required by the “Primary Extension Improvement Program Policy” to advertise these projects within six months of allocation.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Attachment B - FY17 Primary Extension Project Selections

Ranking	Road Name Route Number	Locality Name	FY17 State Allocations		Location	Project Length (miles)	District
			Requested	Recommended			
*1	Pickett Road RTE 237	Fairfax (City of)	\$ 239,698	\$ 239,698	FR: Main Street TO: Shelley Krasnow Lane	0.84	Nova
2	West Broad Street RTE 7	Falls Church (City of)	\$ 177,335	\$ 177,335	FR: West Street TO: Little Falls Street	0.77	Nova
*3	South Crater Road RTE 301	Petersburg (City of)	\$ 426,789	\$ 426,789	FR: 0.11 Mi. N. I-95 TO: West Washington Street	1.04	Richmond
*4	North Alleghany Ave RTE 220	Covington (City of)	\$ 243,266	\$ 243,266	FR: 126.075 TO: 126.65	0.58	Staunton
5	West Broad Street RTE 7	Falls Church (City of)	\$ 242,290	\$ 242,290	FR: Little Falls Street TO: Roosevelt Street	1.00	Nova
6	Hull Street EB RTE 360	Richmond (City of)	\$ 230,000	\$ 230,000	FR: Hey Road TO: Chpppenham Parkway	0.50	Richmond
6	East Randolph Road RTE 10	Hopewell (City of)	\$ 160,000	\$ 160,000	FR: Rte 10 Bridge Approach TO: Hummel Ross Road	0.39	Richmond
7	Leesburg Bypass RTE 15	Leesburg (Town of)	\$ 645,000	\$ 645,000	FR: East Market Street TO: City Corporate Limits	1.90	Nova
8	North King Street RTE 15	Leesburg (Town of)	\$ 115,000	\$ 115,000	FR: Main Street TO: Shelley Krasnow Lane	0.40	Nova
9	North King Street RTE 15	Leesburg (Town of)	\$ 125,000	\$ 125,000	FR: Bridgette Place TO: Dry Hollow Road	0.45	Nova
10	Maple Avenue West RTE 123	Vienna (Town of)	\$ 835,000	\$ 835,000	FR: James Madison Avenue TO: Lawyers Road	0.58	Nova
11	Center Street RTE 28	Manassas (City of)	\$ 257,208	\$ 257,208	FR: NB Grant TO: Sudley Road	0.48	Nova
*12	Orange Avenue RTE 460	Roanoke (City of)	\$ 110,068	\$ 110,068	FR: 10th Street NW TO: Gainsboro Road	0.72	Salem
*13	Martin Luther King Jr. Blvd RTE 11	Bristol (City of)	\$ 261,274	\$ 261,274	FR: MM 0.55 TO: MM 1.549	0.99	Bristol
14	Kentucky Ave. SE RTE 74	Norton (City of)	\$ 88,116	\$ 88,116	FR: MM 2.0 TO: MM 2.16	0.16	Bristol
15	West Riverside Drive RTE 16	Tazewell (Town of)	\$ 148,536	\$ 148,536	FR: MM 67.724 TO: MM 68.723	1.00	Bristol
16	Depot Street NE RTE 111	Christiansburg (Town of)	\$ 114,823	\$ 114,823	FR: Lester Street NE TO: Roanoke Street	0.71	Salem
*17	Dixon Street RTE 17	Fredericksburg (City of)	\$ 85,092	\$ 85,092	FR: Beulah Salisbury Drive TO: Bridge Over Hazel Run	0.65	Fredericksburg
18	South Main Street RTE 460	Blacksburg (Town of)	\$ 176,980	\$ 176,980	FR: Airport Road TO: Hubbard Street	0.998	Salem
19	West Frederick Street RTE 254	Staunton (City of)	\$ 62,763	\$ 62,763	FR: MM 0.00 TO: MM 0.294	0.29	Staunton
20	South Monroe Ave RTE 60	Covington (City of)	\$ 253,339	\$ 253,339	FR: MM 14.96 TO: MM 15.919	0.96	Staunton
21	Blue and Grey Pkwy RTE 3	Fredericksburg (City of)	\$ 131,900	\$ 131,900	FR: E. end Bridge over Dixon Stre TO: W. end Bridge over Rappahannock River	0.32	Fredericksburg
22	Halifax Road RTE 501	South Boston (Town of)	\$ 59,135	\$ 59,135	FR: MM 13.06 TO: MM 14.06	1.01	Lynchburg
Total			\$ 5,188,612	\$ 5,188,612		16.73	

* Denotes projects that received partial funding from SGR

Attachment C - FY17 State of Good Repair Project Selections

HAMPTON ROADS

Line Number	Road Name Route Number	Locality Name	FY17 State Allocations		Location	Project Length (miles)
			Requested	SGR Recommended		
1	Hampton Boulevard RTE 337	Norfolk (City of)	\$ 182,000	\$ 182,000	FR: 39th Street TO: 21st Street	0.49
2	Ferrell Parkway RTE 134	Virginia Beach (City of)	\$ 1,000,000	\$ 1,000,000	FR: 0.2 Mi. W. Indian Lake Blvd TO: 0.2 Mi. W. Ferrell Pkwy Br Over Canal	1.90
3	Hampton Boulevard RTE 337	Norfolk (City of)	\$ 261,000	\$ 261,000	FR: Porter Street TO: Hampton Blvd. Bridge	1.00
4	Settler's Landing US 60 & RTE 143	Hampton (City of)	\$ 300,000	\$ 300,000	FR: 64 EB On Ramp TO: County Street	0.09
5	Virginia Beach Blvd RTE 58	Norfolk (City of)	\$ 167,000	\$ 167,000	FR: Kempsville Road TO: Newtown Road	0.96
6	Tidewater Drive RTE 168	Norfolk (City of)	\$ 83,000	\$ 83,000	FR: Rugby Street TO: Lafayette River Bridge	0.314
7	Monticello Avenue RTE 460	Norfolk (City of)	\$ 155,000	\$ 155,000	FR: 13th Street TO: 21st Street	0.45
8	Virginia Beach Blvd RTE 58	Norfolk (City of)	\$ 152,000	\$ 152,000	FR: Newtown Road TO: Kempsville Road	1.00
9	Page Street RTE 60	Williamsburg (City of)	\$ 130,500	\$ 130,500	FR: Route 60 - Bypass Road TO: Bridge Over CSX Railway	0.46
10	Military Highway RTE 13	Chesapeake (City of)	\$ 1,000,000	\$ 1,000,000	FR: Colony Manor Road TO: On Ramp to I-64 West	0.98
11	US00058EB RTE 58	Suffolk (City of)	\$ 413,900	\$ 413,900	FR: Nansemond Parkway TO: Portsmouth Blvd	1.00
12	Bypass Road RTE 60	Williamsburg (City of)	\$ 218,900	\$ 218,900	FR: Corporate Limit TO: Capital Landing Road	0.68
13	Cunningham Drive RTE 152	Hampton (City of)	\$ 700,000	\$ 700,000	FR: Mercury Blvd TO: Coliseum Drive	0.76
14	Bridge Road RTE 17	Suffolk (City of)	\$ 241,900	\$ 241,900	FR: Bennetts Pasture Road TO: MP 38.098	0.58
15	Bridge Road RTE 17	Suffolk (City of)	\$ 110,900	\$ 110,900	FR: MP 38.098 TO: Godwin Bridge	0.264
16	Bridge Road RTE 17	Suffolk (City of)	\$ 128,800	\$ 128,800	FR: MP 40.165 TO: MP 40.463	0.30
17	Bridge Road RTE 17	Suffolk (City of)	\$ 78,100	\$ 78,100	FR: MP 40.463 TO: SidneyBertram Hazelwood Br.	0.168
18	Henry Street RTE 5	Williamsburg (City of)	\$ 84,400	\$ 84,400	FR: Lafayette Street TO: Francis Street	0.39
19	Airline Blvd RTE 58	Portsmouth (City of)	\$ 178,543	\$ 178,543	FR: City Limits TO: Kings Gate Drive	0.98
20	2nd Avenue RTE 258	Franklin (City of)	\$ 150,000	\$ 150,000	FR: Int. South & South High TO: Int. South Main & Elm	0.26
21	South Street RTE 258	Franklin (City of)	\$ 140,000	\$ 140,000	FR: Int. South & South High TO: Int. South Main & Elm	0.25
22	Lafayette Street	Williamsburg (City of)	\$ 178,800	\$ 73,265	FR: Colony Pkwy	0.6

Northern Virginia

23	Fairfax Boulevard RTE 29	Fairfax (City of)	\$	252,113	\$	252,113	FR: Western City Limit TO: Kamp Washington Int.	0.57
24	Chain Bridge Road RTE 123	Fairfax (City of)	\$	156,369	\$	156,369	FR: Southern City Limit TO: Armstrong Street	0.43
25	Maple Avenue East RTE 123	Vienna (Town of)	\$	915,000	\$	915,000	FR: Lawyers Road TO: Beulah Road	0.92
26	Patrick Street RTE 1	Alexandria (City of)	\$	500,000	\$	500,000	FR: Franklin Street TO: Slater's Lane	1.50
27	Pickett Road RTE 237	Fairfax (City of)	\$	285,967	\$	46,269	FR: Main Street TO: Shelley Krasnow Lane	0.84

Fredericksburg

28	Plank Road RTE 3	Fredericksburg (City of)	\$	181,750	\$	181,750	FR: Westmont Drive TO: 2101 Plank Road	0.35
29	Dixon Street RTE 17	Fredericksburg (City of)	\$	292,250	\$	207,158	FR: Beulah Salisbury Drive TO: Bridge Over Hazel Run	0.65

Bristol

30	East Main Street RTE 11	Wytheville (Town of)	\$	241,959	\$	241,960	FR: Cassell Road TO: Lithia Road	0.78
31	North 4th Street RTE 21	Wytheville (Town of)	\$	20,984	\$	20,985	FR: Commonwealth Avenue TO: Limited Access	0.12
32	Martin Luther King Jr. Blvd RTE 11	Bristol (City of)	\$	375,000	\$	113,726	FR: MM 0.55 TO: MM 1.549	0.99

Staunton

33	East Madison Street RTE 60	Covington (City of)	\$	211,116	\$	211,116	FR: MM 16.418 TO: MM 16.82	0.40
34	North Alleghany Ave RTE 220	Covington (City of)	\$	282,231	\$	282,231	FR: MM 125.44 TO: MM 126.075	0.64
35	North Alleghany Ave RTE 220	Covington (City of)	\$	255,772	\$	12,506	FR: 126.075 TO: 126.65	0.58

Lynchburg

36	South Boston Road RTE 58	Danville (City of)	\$	450,000	\$	450,000	FR: 300.796 Airport Drive TO: 303.21 ECL	2.40
37	Halifax Road RTE 501	South Boston (Town of)	\$	688,940	\$	161,919	FR: MM 13.06 TO: MM 14.06	1.01

Culpeper

38	Emmet Street RTE 29	Charlottesville (City of)	\$	98,260	\$	98,260	FR: MM 139.368 TO: MM 139.70	0.33
39	West Market Street RTE 250	Charlottesville (City of)	\$	269,965	\$	191,381	FR: MM 2.775 TO: MM 3.54	0.77

Salem

40	West Main Street RTE 8	Christiansburg (Town of)	\$	328,430	\$	328,430	FR: Moose Drive NW TO: Radford Street NW	0.72
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41	Orange Avenue RTE 460	Roanoke (City of)	\$	365,000	\$	254,932	FR: 10th Street NW TO: Gainsboro Road	0.72
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Richmond

42	West Randolph Road RTE 10	Hopewell (City of)	\$	550,000	\$	550,000	FR: Rte 10 Bridge TO: City Point Road	1.23
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43	South Crater Road RTE 301	Petersburg (City of)	\$	1,000,000	\$	573,211	FR: 0.11 Mi. N. I-95 TO: West Washington Street	1.04
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\$ 13,775,850 \$ 11,698,524