



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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AGENDA

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219

December 5, 2018

9:00 a.m. or upon adjournment of the December 4, 2018 Workshop Meeting.

Public Comments:

Approval of Minutes October 30, 2018

OFFICE OF INTERMODAL PLANNING AND INVESTMENT:

Presenting: Nick Donohue
Deputy Secretary of Transportation

1. Action on Approval of the I-81 Corridor Improvement Plan Required by Chapter 743 of the 2018 Session of the General Assembly.

ENVIRONMENTAL DIVISION:

Presenting: Angel Deem
Division Administrator

2. Action on Location Approval for the Skiffes Creek Connector Located in the Hampton Roads District.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

3. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2019-2024.

4. Action on FY19-24 Six-Year Improvement Program Transfers For September 20, 2018 through November 8, 2018.

LOCAL ASSISTANCE DIVISION:

Presenting: Julie Brown
Division Administrator

5. Action on Policy and Guidelines for the Revenue Sharing Program.
6. Action on Economic Development Access to Buena Vista Industrial Park, Project ECON-103-240, in the City of Buena Vista Located in the Staunton District.
7. Action on Economic Development Access to Waterford Business Park Project ECON-020-852 in Chesterfield County Located in the Richmond District.

LOCATION AND DESIGN DIVISION:

Presenting: Susan Keen
Division Administrator

8. Action on Location Approval for Waynesboro Southern Corridor, City of Waynesboro Located in the Staunton District.

MAINTENANCE DIVISION:

Presenting: Branco Vlacich
Division Administrator

9. Action on Commemorative naming of the bridge on Route 627, Pole Green Road, over Interstate 295, Hanover County Located in the Richmond District as the “Lieutenant Bradford T. Clark, Hanover Fire—EMS, Memorial Bridge”.
10. Action on Commemorative naming of the bridge on Route 673, Penvir Road, over Wolf Creek, Giles County Located in the Salem District as the “James W. Stowers Memorial Bridge”.
11. Action on Commemorative naming of the bridge on State Route 27, Washington Boulevard, over State Route 110, Jefferson Davis Highway, Arlington County Located in the Northern Virginia District as the “Arlington Veterans Bridge”.
12. Action on Commemorative naming of the bridge on Route 606, Fries Road, over the New River, Carroll County Located in the Salem District as the “Dixon Ferry Bridge”.

RAIL AND PUBLIC TRANSPORTATION:

Presenting: Michael McLaughlin
Chief of Rail Transportation

13. Action on Rail Industrial Access Application-Superb Solutions for You.

ASSET MANAGEMENT DIVISION:

Presenting: Jennifer Ahlin
Division Administrator

14. Action on Approval of the Report on the Commonwealth's Large and Unique Bridge and Tunnel Structures (VITAL Infrastructure).

OFFICE OF INTERMODAL PLANNING AND INVESTMENT:

Presenting: Jitender Ramchandani
***Transportation Planning Program
Manager***

15. Action on Approval of the VTrans Implementation Plan.

SCHEDULING AND CONTRACT:

Presenting: Harold Caples
Assistant Director of Contracts

16. Bids.

NEW BUSINESS:

ADJOURNMENT:

###



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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 5, 2018

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Approval of the I-81 Corridor Improvement Plan Required by Chapter 743 of the 2018 Session of the General Assembly

WHEREAS, pursuant to Chapter 743 of the 2018 *Virginia Acts of Assembly*, the General Assembly of Virginia has directed the Commonwealth Transportation Board (Board), to study financing options for improvements to Interstate I-81 (I-81) and with assistance from the Office of Intermodal Planning and Investment (OIPI), to develop and adopt an I-81 Corridor Improvement Plan (Plan); and

WHEREAS, Chapter 743 directs the Virginia Department of Transportation (VDOT), Virginia Department of Motor Vehicles, Virginia State Police and any other state agency to provide technical and other assistance to the Board; and

WHEREAS, Chapter 743 directs that the study shall include financing options for I-81 corridor improvements and shall evaluate the feasibility of using toll financing to improve the corridor; and

WHEREAS, Chapter 743 further provides that the evaluation of toll financing shall not consider options that toll all users of I-81, and shall not consider tolls on commuters using I-81, but may consider high-occupancy toll lanes established pursuant to § 33.2-502 of the *Code of Virginia* and tolls on heavy commercial vehicles; and

Resolution of the Board

Approval of the I-81 Corridor Improvement Plan Required by Chapter 743 of the 2018 Session of the General Assembly

December 5, 2018

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WHEREAS, the General Assembly directed that the Plan shall include the examination of the entire length of I-81 and at a minimum shall:

1. Designate specific segments of I-81 corridor for improvement;
2. Identify a targeted set of improvements for each segment that may be financed or funded in such segment and evaluated using the statewide prioritization process pursuant to § 33.2-214.1 of the Code of Virginia;
3. Ensure that in the overall plan of expenditure and distribution of any toll revenues or other financing means evaluated, each segment's total long-term benefit shall be approximately equal to the proportion of the total of the toll revenues collected that are attributable to such segment divided by the total of such toll revenues collected;
4. Study truck travel patterns along I-81 and analyze policies that minimize the impact on local truck traffic;
5. Identify incident management strategies corridor-wide;
6. Ensure that any revenues collected on I-81 be used only for the benefit of that corridor;
7. Identify actions and policies that will be implemented to minimize the diversion of truck traffic from the I-81 Corridor, including the prohibition of through trucks on parallel routes;
8. Determine potential solutions to address truck parking needs along the I-81 Corridor; and
9. Assess the potential economic impacts on Virginia agriculture, manufacturing, and logistics sector companies utilizing the I-81 Corridor from tolling only heavy commercial trucks; and

WHEREAS, Chapter 743 directed the Board to complete its study meetings by November 30, 2018 and submit an executive summary and report of its findings and recommendations for publication as a House or Senate document, no later than the first day of the 2019 Regular Session of the General Assembly; and

WHEREAS, the Board, OIPI, VDOT, and the Department of Rail and Public Transportation (DRPT), in developing the Plan required by Chapter 743, solicited input from local elected officials, state legislators, citizens and other affected stakeholders through a series of public meetings and hearings held along the I-81 corridor; and

Approval of the I-81 Corridor Improvement Plan Required by Chapter 743 of the 2018 Session
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WHEREAS, the purposes of Chapter 743 have been satisfied and the study conducted pursuant thereto has resulted in development of the I-81 Corridor Improvement Plan, which identifies targeted improvements of the entire I-81 corridor and evaluates financing solutions.

NOW, THEREFORE, BE IT RESOLVED, the Board approves the I-81 Corridor Improvement Plan Executive Summary, attached hereto as Attachment A, as required by Chapter 743 of the Virginia Acts of Assembly and developed by OIPI, VDOT and DRPT; and

BE IT FURTHER RESOLVED, the Board hereby authorizes the Secretary of Transportation to make such modifications to the I-81 Corridor Improvement Plan as deemed appropriate, provided any modifications do not conflict with the Executive Summary, and take all actions necessary to finalize and present the Plan in the form of an executive summary and report to the General Assembly on or before the first day of the 2019 Regular Session of the General Assembly.

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CTB Decision Brief

Adoption of the I-81 Corridor Improvement Plan

Issue: In accordance with Chapter 743 of the 2018 *Virginia Acts of Assembly*, the General Assembly of Virginia directed the Commonwealth Transportation Board (CTB), to study financing options for improvements to Interstate I-81 (I-81) and with assistance from the Office of Intermodal Planning and Investment (OIPI), develop and adopt an I-81 Corridor Improvement Plan (Plan). Further, the General Assembly set forth key components of such Plan, including:

- 1) an examination of the entire length of I-81
- 2) identification of potential improvements and a targeted set of improvements that can be financed
- 3) examination of potential financing options for such improvements
- 4) corridor-wide incident management strategies
- 5) identifying actions and policies that if implemented minimize the diversion of truck traffic
- 6) assess potential economic impacts on Virginia agriculture, manufacturing, and logistics companies from tolling of heavy commercial trucks.

The General Assembly required public meetings to be completed by November 30, 2018.

Facts: OIPI, VDOT, DMV, Department of State Police, and DRPT (study team) conducted extensive stakeholder and public outreach that included 12 public meetings, focus groups and hearings that resulted in attendance by over 900 individuals and received more than 2000 public comments. Public outreach activities were held throughout the corridor which encompasses the Bristol, Salem, and Staunton Districts.

The study team evaluated all 325 miles of I-81 and based on performance, contributing factors and public input, a prioritization methodology was developed. The study team focused first on identifying problem areas based on severity and evaluated each of those segments for safety (crash rate and frequency), congestion (person hours of delay), and resiliency conditions (incident-related delay and multi-hour lane closures). For each of these problem areas a potential improvement was developed, with the exception of areas where transportation improvements could not address the problem(s). Operational improvements were considered first, then capital improvements were evaluated, scored and prioritized. In total, more than \$4 billion in needs were identified.

Beyond minimum criteria identified by the General Assembly, the Plan identifies related issues that are recommended for further study and evaluation. The study team proposes the creation of task forces to develop comprehensive strategies, and long and short-term solutions that address speed enforcement and truck parking, as well as on-going evaluation of potential multimodal improvements in the corridor.

Based on a data driven evaluation methodology similar to SMART SCALE, \$2.04 billion in capital improvements are recommended for implementation during the next 7-10 years. Based on industry input, \$2 billion during the next 7-10 years is a reasonable amount of work that can be supported by the engineering and construction industries.

Additionally, the Plan identifies \$43 million in immediate operations and incident management improvements. The study team excluded operational improvements from prioritization in alignment with CTB policy to address operational issues first, which were assumed a fundamental element.

However, capital projects identified in Salem, Bristol and Staunton districts were evaluated and prioritized based on the following measures:

- safety -- reduction in the number of fatal and injury crashes (40%)
- congestion mitigation -- decrease in person-hours of delay (40%)
- accessibility -- access to jobs (15%)
- access to jobs -- for disadvantaged populations (5%)

106 potential projects were identified for consideration in the three VDOT Districts, 33, 27, and 46 respectively. After applying weighting scenarios and funding distributions, the portfolio of projects was reduced to 63.

A two-step process was followed for determining the improvements. Step one assumed \$2 billion in improvements were divided 50/50 split between a District allocation and a corridor-wide allocation. The first \$1 billion was distributed by amount of I-81 centerline miles in each District and then projects were sorted by benefit-cost scores.

Step two was to allocate the remaining \$1 billion on a corridor-wide basis. All remaining projects were sorted by their respective benefit-cost score until the \$1 billion was allocated. The result of this distribution:

- Salem – 13 projects estimated at \$875 million
- Bristol – 27 projects estimated at \$285 million
- Staunton – 23 projects estimated at \$838 million

Further, the study team analyzed tolling and other financing methods to support the improvements' implementation. Lastly, the plan includes an analysis of economic impacts on Virginia trucks and specifically Virginia agricultural, manufacturing and logistics industries.

Based on the financial analyses completed, two alternatives appear to provide the necessary financing for these projects, a) two regional taxes and/or b) tolling with an Auto annual pass. Potential regional taxes include a 2.1% regional motor vehicle fuels tax and a 0.7% retail sales and use tax. These are the same rates as those imposed in Hampton Roads and Northern Virginia. Four potential tolling options were considered with three meeting the intent of Chapter 743 and generating sufficient revenues to meet the \$2 billion need, with debt financing, in improvements:

- trucks and non-commuters
- variable tolling between daytime and nighttime for trucks and non-commuters
- variable tolling with an Auto annual pass

Detailed financial analysis was conducted on the variable tolling with an Auto annual pass option. The assumed daytime/nighttime toll rates are: 15¢/7.5¢ per mile for Trucks and for Autos, 7.5¢/5¢ per mile with a \$30 Auto annual pass fee. This option generates an estimated \$145 million in 2020 (if implemented for the entire year) which is sufficient to finance the \$2.04 billion in improvements within the next 10 years. An additional \$100 million has been reserved in FY2021 and FY2022 in the financial analysis to address additional costs associated with solutions that are developed by the speed enforcement and truck parking task forces and potential multimodal improvements.

All financing options require General Assembly approval before they can be implemented. Annual revenues in the first year range from \$145 to \$204 million depending on the preferred option selected. If tolling becomes the preferred option adopted by the General Assembly, the study team recommends that the CTB allocate of \$43 million from the Toll Facilities Revolving Account to fund the tolling infrastructure and establishment of associated business processes.

Recommendations: The study team recommends approval of the I-81 Corridor Improvement Plan Executive Summary attached hereto as Appendix A.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the I-81 Corridor Improvement Plan Executive Summary and subsequently, the final Plan for submission to the House and Senate prior to the first day of 2019 General Assembly Session.

Result, if Approved: If approved, the recommended improvements package in the final Plan will be finalized, posted on the I-81 website by December 21, 2018 and will be submitted to the General Assembly by prior to the first day of the 2019 General Assembly Session. The final Plan will also include economic impact analysis results, truck parking study results and any modifications the Secretary of Transportation deems appropriate, as long as revisions do not conflict with the Executive Summary. If during the 2019 session the General Assembly approves a financing strategy, the CTB and study team will initiate securing necessary federal approvals and operational improvements will commence.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

I-81 CORRIDOR IMPROVEMENT PLAN EXECUTIVE SUMMARY



DECEMBER 3, 2018

Office of
INTERMODAL
Planning and Investment

VDOT

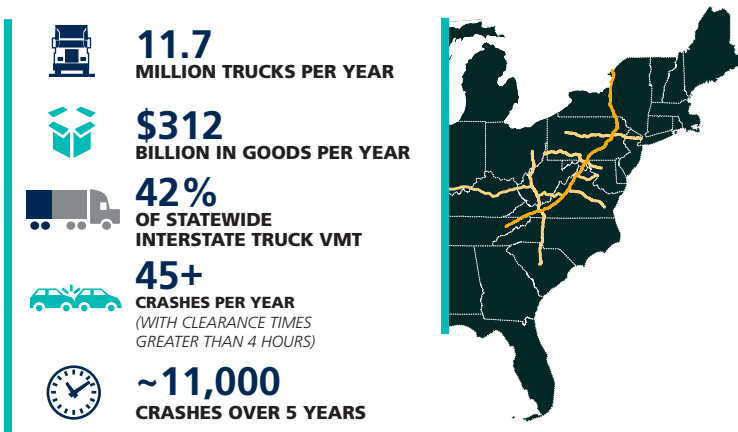
DRPT
Virginia Department of Rail and Public Transportation

I-81 Executive Summary

Overview

As a critical north-south backbone of the East Coast's freight network, the I-81 corridor is vital to the efficient movement of goods through Virginia. More than one-third of all trucks and nearly 50% of the state's value of goods are transported along this 325-mile corridor (*Transearch, 2012*). I-81 has the highest per capita truck volume in Virginia (*VDOT Traffic Monitoring System*). Within Virginia, I-81 connects with five other interstates and traverses 21 cities and towns, 13 counties, and 25 colleges and universities between the Tennessee and West Virginia border. I-81 also runs parallel to the Blue Ridge Parkway, the nation's most visited national park. See **Figure 1** for additional statistics.

Figure 1. I-81 Corridor Significance



These competing travel demands have created a corridor that is plagued by significant safety and reliability issues. There are more than 2,000 vehicle crashes annually with 26% involving heavy trucks, the highest percentage for any interstate in Virginia. The resulting travel delay is unpredictable and impacts both heavy commercial vehicle on-time performance as well as travel for passenger vehicles. For example, in an average year, there are more than 45 major crashes that take more than four hours to clear. The majority of the I-81 corridor is two lanes in each direction—when one lane is blocked there is a 65% reduction in capacity. Contributing factors to the long crash clearance times include: lack of capacity, the rolling terrain, lack of reliable detour routes, and the constrained configuration.

Why the I-81 Corridor Improvement Plan (“the Plan”) is Necessary

I-81 is the main street and key economic artery of western Virginia. Over time, the corridor has been improved to keep up with economic and travel growth. However, in the last decade, as the economy has grown, I-81 has experienced traffic growth, and as a result a degradation in the overall performance of the corridor. It is anticipated that travel will continue to increase on I-81, with truck traffic growing at a faster pace than automobile traffic. Conditions along the corridor are expected to continue to degrade, and by 2040, it is expected that there will be nearly 20 million truck trips carrying three quarters of a trillion dollars' worth of goods every year (*Transearch, 2012*).

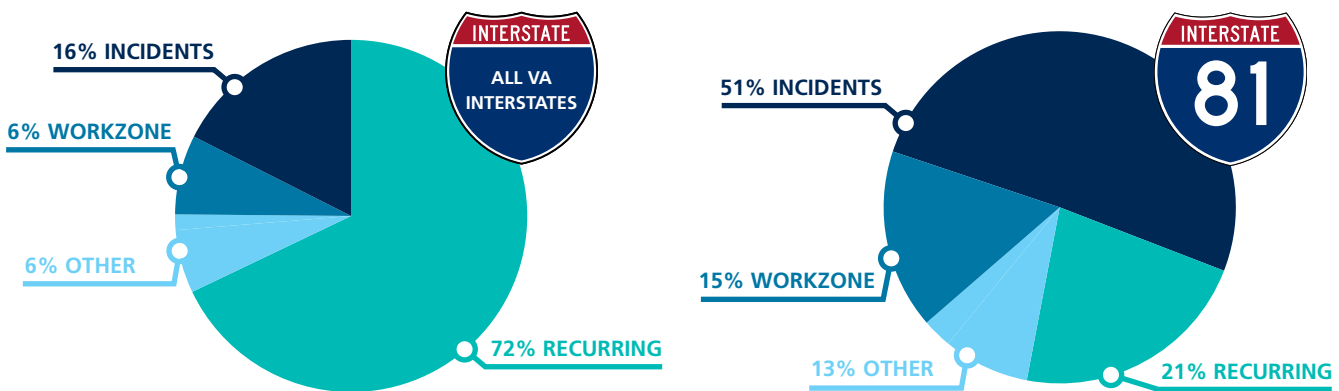
Due to the high percentage of trucks and rolling terrain, I-81 suffers from the highest incident-related delay among interstates in Virginia. Delay is generally classified as recurring delay and non-recurring delay. Recurring delay is typically encountered during the morning or evening commute and people who travel the area frequently know to plan on recurring delay. Non-recurring delay is associated with other planned and/or random factors, such as work zones, incidents (crashes/disabled vehicles on the shoulder), weather, holidays, and/or special events. Travelers cannot plan for non-recurring delay, and therefore such events can be more disruptive to travelers than recurring delay.

Improvements identified in the plan will:

- Reduce annual hours of delay by more than 6 million
- Reduce annual crashes in the corridor by 450

For all other interstates in Virginia, recurring delay comprises approximately 70% and incidents comprise 16% of the delay. For I-81, recurring delay represents just over 20% but incidents comprise more than 50% of the delay. This indicates that most of the motorist delay on I-81 is attributable to a combination of incidents, work zones, and weather (VDOT Operations Planning and VTRC Analysis, 2018). These conditions also lead to highly unreliable travel times on this vital interstate, impacting both citizens’ daily lives and the movement of freight that is essential to our local, state, and national economies. **Figure 2** summarizes the differences between the delay characteristics on I-81 versus all other interstates in Virginia.

Figure 2. Delay Experienced on Virginia Interstates Versus I-81



Chapter 743 and the Plan

With the adoption of Chapter 743 of the 2018 Virginia Acts of the General Assembly, the Commonwealth Transportation Board (CTB) was directed to develop and adopt the Plan including an examination of the entire corridor and methods of financing such improvements. This document addresses the General Assembly’s direction. Since May 2018, the CTB, Office of Intermodal Planning and Investment (OIPI), Virginia Department of Transportation (VDOT), and Virginia Department of Rail and Public Transportation (DRPT) have conducted 12 public meetings and hearings attended by more than 950 individuals, held focus groups, received more than 2,000 public comments, and identified more than \$4.3 billion in recommended improvements in the I-81 corridor. Based on public input, applied prioritization methodology, and available market capacity, this plan recommends implementing \$2.04 billion in improvements during the next 7-10 years. The Plan also identifies \$43 million in immediate operations and incident management improvements (heretofore referred to as operational improvements) and \$2 billion in capital improvements. Methods of financing these improvements are also identified and detailed in **Table 2** and **Table 3** shown on Page 8.

The Plan first identified the top 20% of problem areas along the corridor based on (i) safety, (ii) congestion, and (iii) areas with lane closures greater than one hour. Data was not the only factor in project identification, public comments were also considered. Capital improvements were prioritized based on person-hours of delay, crash frequency, and access to jobs. From an implementation perspective, the critical first step is implementing operational



improvements that can be accomplished within 12 months of the Plan’s legislative approval. The capital improvements are intended to build upon these operational improvements.

Beyond the original scope of this project, the Plan identifies three issues that are recommended for further study—speed enforcement, truck parking, and multimodal transportation options. These topics all require significant coordination with external parties and were not able to be completed prior to submission of this Plan. Speed enforcement and truck parking will be reviewed by task forces, while OIPI and DRPT will finalize the multimodal transportation options. Therefore, \$100 million is reserved in the early years of the Plan to address these issues. For each issue, a comprehensive strategy and implementation plan with funding recommendations will be developed. Finally, potential funding options for the \$2.04 billion Plan are explored as well as the economic impacts as required by Chapter 743.

Public Outreach

Public involvement was encouraged throughout the study and served as a critical component of developing the Plan. Focus groups, public meetings, and hearings were held throughout the corridor, along with CTB updates. A website, www.VA81corridor.org, was created to provide information and to gather input from stakeholders including local governments, the trucking industry, other businesses, and citizens. In addition, an email address was established for receiving comments and a public phone number was made available. During the public meetings and hearings, attendees were able to view maps of the corridor in their respective district, listen to a presentation about the project and its progress, and ask questions. The display boards and presentations were also made available on the website. The website also includes an online mapping tool that allowed comments to be made about a specific location.



Public Outreach

12	Public Input Meetings	2000+	Comments from the Public
5	CTB Briefings		
8	Meetings with Stakeholders	950+	Public Meeting Attendees
1	Project Website		

Operational Improvements Plan

Given the prevalence of non-recurring delay on I-81 and the high level of travel time unreliability, the study team developed a corridor-wide, performance-driven operations and incident management plan (Operational Improvements Plan) with the objective of getting traffic moving again during incidents. The focus of the Operational Improvements Plan is to get traffic moving by detecting, responding, informing travelers of, and clearing incidents. This is an important element, because while many of the capital improvements are intended to reduce incidents, it is not possible to eliminate them entirely. The Operational Improvements Plan serves as the basis for any potential improvement package going forward.

The Operational Improvements Plan developed for the entire I-81 corridor using data-driven and prioritized recommendations with the

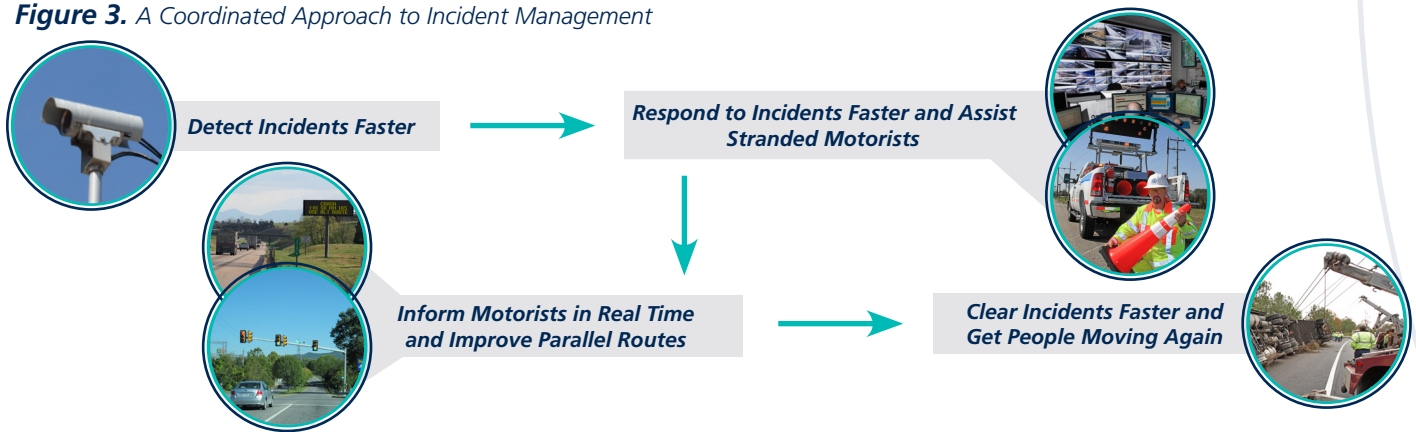


underlying objective of keeping traffic moving. Key components of the Operations Improvement Plan include additional traffic cameras to detect incidents, changeable message signs (CMS) to inform the public, expanded safety service patrols to respond to a crash, contract emergency clearance to remove incidents, and improvements to parallel facilities.

Each of these components contributes to getting traffic moving once an incident occurs, which will significantly improve operations during non-recurring incidents on the I-81 corridor, reduce the time drivers are stuck in congestion, and keep traffic moving along the roadway and the parallel routes.

Figure 3 summarizes the coordinated approach to the enhanced Operational Improvement Plan throughout the corridor.

Figure 3. A Coordinated Approach to Incident Management



Detour Routes and Improvements to Parallel Facilities

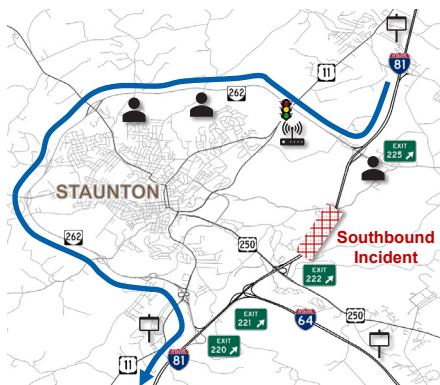
Facilities that are parallel to the I-81 corridor can serve as relief or an alternative route for travelers when there are incidents on the interstate, particularly those requiring lane closures on the mainline. Should the General Assembly pursue a tolling option on the corridor, truck restrictions will likely be placed on parallel routes—it is anticipated that these restrictions would be lifted by law enforcement during emergencies.

Incident Detour Plans (IDPs) were developed for an incident occurring between every exit ramp on the interstate in the northbound and southbound directions as well as directly at each exit. The IDPs identify facilities that are parallel to I-81 that can be used to reroute traffic off the mainline in the case of a lane-closing incident. These plans are intended to alleviate incident delay, secondary crashes, and subsequent congestion. The IDPs primarily propose traffic control personnel and signing recommendations (including portable CMS) necessary to accommodate and guide the detoured traffic. An example IDP is shown in **Figure 4**.

The IDPs were developed in coordination with:

- VDOT (regions, districts, and residencies)
- Virginia State Police
- Local Agencies
 - public works/engineering
 - law enforcement

Figure 4. Sample Detour Plan for a Southbound Incident Between Exit 222 and Exit 225



Message Signs

Inform the public of a change in traffic patterns during an incident



Traffic Control Personnel

Provide manual control of intersections during an incident



Traffic Signal Operations

Provide remote capabilities to traffic signals to adapt to incident traffic patterns

For the sample detour plan shown in **Figure 4**, operational improvements on the detour routes could reduce queues on I-81 by 8 miles and travel time by 45 minutes during a multi-hour full closure

Identification and Prioritization of Capital Improvements

The study team considered performance measures, contributing factors, and public input to develop potential capital improvements. The team also reviewed projects already funded in the CTB's Six-Year Improvement Program (SYIP) to determine how those projects may help improve conditions in the corridor. The study team examined recently constructed projects to determine how those projects may resolve issues in the corridor and whether crashes and delays in those areas may have been due to work zones.

Various capital improvements were recommended in the corridor based on the performance measures and contributing factors (e.g. traffic volume, grade, geometrics, and ramp spacing). The recommendations included:

- ➔ **Auxiliary lanes:** an extra lane constructed to connect on- and off-ramps between closely spaced interchanges to reduce the impacts of traffic entering and exiting the interstate
- ➔ **Truck climbing lanes:** an extra lane to separate trucks and other vehicles on uphill grades. The lane ends on the downhill side of the grade
- ➔ **Widening by one lane:** an extra lane constructed for multiple miles to increase the capacity of the interstate
- ➔ **Acceleration and deceleration lane extensions:** longer lengths to accelerate when entering the interstate and decelerate when exiting the interstate
- ➔ **Shoulder widening:** widening the inside shoulder (to the left of the direction of travel) to 12 feet
- ➔ **Curve improvements:** a variety of improvements that reduce the potential for crashes through horizontal curves, such as LED-lit chevron signs, high-friction surface treatments, and drainage improvements

Chapter 743 requires a targeted set of improvements to be "evaluated using the statewide prioritization process pursuant to § 33.2-214.1 of the Code of Virginia." This process, commonly known as SMART SCALE, was implemented by the CTB in 2015. The SMART SCALE process was not replicated in its entirety for this Plan; rather, the study team implemented practical and applicable measures under the Plan constraints. The operational improvements were assumed to be a stand-alone fundamental element and were excluded from the prioritization.

The following measures were used in the prioritization process:

- ✓ **safety** – reduction in the number of fatal and injury crashes (40%)
- ✓ **congestion mitigation** – decrease in person-hours of delay (40%)
- ✓ **accessibility** – access to jobs (15%) and access to jobs for disadvantaged populations (5%)

The prioritization process determined the projects most appropriate for inclusion in the Plan, which were presented to the public in the October meetings. Following the October public meetings there were refinements to the I-81 prioritized improvement projects based on feedback from the public, direction from the CTB, and a review of potential value engineering opportunities to reduce costs and maximize benefits. **Table 1** summarizes the resulting recommended improvements by district.

The I-81 corridor in Virginia passes through, or is in close proximity to, many important historic and natural resources. During the preliminary engineering phase of project development when the environmental impact analyses are conducted, the impact on these sites will be avoided and/or minimized to the greatest extent possible.

Table 1. Summary of Recommended Capital Improvements by each VDOT District

District	Number of Projects by Type							Total Number of Projects	Total Cost (millions \$)
	Widening	Auxiliary Lane	Truck Climbing Lane	Acceleration Lane Extension	Deceleration Lane Extension	Curve Improvement	Shoulder Widening		
Bristol	1	3	3	6	10	4	0	27	\$285.2
Salem	4	0	0	4	2	3	0	13	\$875.3
Staunton	4	1	2	10	4	1	1	23	\$838.1
Total I-81 Corridor Number of Improvements	9	4	5	20	16	8	1	63	\$1,998.8

Ongoing Initiatives

During the development of the Plan, a few key issues requiring extensive coordination with external parties were highlighted by public feedback and direction from the CTB. These issues included: truck parking, speed enforcement, and multimodal options. Given the need for continuing coordination and advancement of strategies, recommendations include the establishment of two task forces that would meet regularly to identify and address needs in the corridor.

Truck Parking

The I-81 corridor is heavily used as a long-haul route for the movement of goods. Due to the length of the corridor within the Commonwealth, truck drivers often stop for gas and long-term parking. To comply with the federal hours of service regulations, truck drivers must park their vehicles and rest at certain intervals to ensure they are not driving while fatigued. When adequate truck parking is not available, drivers are forced to choose between violating regulations by continuing to drive or by parking in non-designated and often unsafe areas such as highway shoulders, interchange ramps, shopping centers, or vacant lots. These options are not a safe choice. A truck parking evaluation, performed as part of the Plan, identified a 950-truck-parking space deficiency.

Recommended in the Plan is the creation of an I-81 corridor truck parking task force comprised of members representing VDOT, private travel center owners, economic development authorities, trucking associations, and representatives from local and regional governments and planning agencies.



The purpose of the task force would be to:

1. Identify site-specific issues and overcome obstacles to parking development
2. Investigate opportunities to fund the expansion of public and private truck parking facilities in targeted locations
3. Develop a truck parking information system for public rest areas initially and examine opportunities to partner with the private sector
4. Implement mobile technology to assist truck drivers with finding available and reserved parking

Speed Enforcement Initiatives

A theme that emerged during the public outreach process was an overall lack of speed enforcement on the I-81 corridor. Many comments focused on the northern end of the corridor needing additional speed enforcement. During the August public meetings, comments were specifically sought on reducing the posted speed and support for additional speed enforcement on I-81. While only 43% of respondents supported reducing the speed limit, over 70% of respondents indicated that they would support additional speed enforcement.

Recommended in the Plan is the establishment of an I-81 corridor speed enforcement task force comprised of members representing the CTB, Department of State Police, and local law enforcement to determine strategies for enhanced speed enforcement. The task force would examine differences in current speed enforcement practices and evaluate technological solutions to assist in those practices.

Multimodal Options

Another theme that emerged from the public outreach process was the need to consider investments in multimodal enhancements benefitting the I-81 corridor. For multimodal improvements to become a reality, there would need to be cooperation from the railroad industry, Amtrak, local governments, intercity bus operators, and regional planning bodies. Further development of multimodal improvements will be undertaken by OIPI and DRPT.

Financing Options

Chapter 743 of the 2018 General Assembly provided direction on the financing options that were to be considered as part of the Plan. The legislation directed that the CTB evaluate the feasibility of using toll financing and other financing means. In addition, the legislation stated that the Plan could consider tolls on heavy commercial vehicles and High Occupancy Toll (HOT) lanes but could not consider options that toll all users or options that toll commuters. As the study team evaluated financing options, HOT lanes were removed from consideration since there were no pre-existing high occupancy vehicle (HOV) lanes and traffic patterns did not support this option.

As previously discussed, approximately \$2.04 billion in improvements are recommended for the entire I-81 corridor. This includes \$43 million for operational improvements and \$2.0 billion for capital improvements. This \$2.04 billion is in addition to the \$225 million in I-81 and Route 11 improvements already funded in the current SYIP adopted by the CTB. Longer term, an additional \$2.0 billion in capital improvements are recommended to address all identified problems and their contributing factors. The recommended truck parking task force and I-81 speed enforcement task force will likely identify additional costs for addressing short- and long-term solutions as part of their work. Therefore, to ensure that funds are available, \$100 million has been reserved in FY 2021 and FY 2022 for these costs.

Based on the financial analyses, two alternatives appear to provide the necessary financing. These alternatives include two regional taxes and/or tolling an I-81 auto annual pass fee. All financing options require General Assembly approval before they can be implemented. Annual revenues in the first year

range from \$130 to \$204 million depending on the option. If a tolling option is selected, the study team recommends that the CTB allocate \$43 million from the Toll Facilities Revolving Account (TFRA) for implementation of the tolling system, including roadside equipment. TFRA requires a repayment and the Plan's toll financing option assumes this repayment.

The potential tax options are summarized in **Table 2**. The General Assembly has authorized additional motor vehicle fuels tax and retail sales and use taxes in Northern Virginia and Hampton Roads—Planning District Commissions (PDCs) 8 and 23, respectively. If the same additional taxes were imposed in PDCs 3-7, combined, they are forecasted to generate sufficient revenues to pay debt service on the issuance of \$1.5 billion in 35-year bonds and \$502 million in pay-as-you-go revenue to complete the improvements within the 7- to 10-year window.

Table 2. Potential Regional Tax Options for the I-81 Corridor Improvement Plan (in millions)

Regional Tax Option	Rate	Est. Annual Revenue Generated 2020	Est. Annual Revenue Generated 2025	35-Year Bonds Assumed to be Issued
Retail Sales & Use Tax	0.07%	\$105	\$116	
Motor Vehicle Fuels Tax	2.1%	\$60	\$63	
Total		\$165	\$179	\$1,500

Tolling options considered for the I-81 Corridor Improvement Plan include:

1. Trucks only
2. Trucks and non-commuters
3. Variable tolling between daytime and nighttime for trucks and non-commuters
4. Variable tolling with an auto annual pass

Of these four tolling options, options two, three, and four best meet public input, federal and state tolling parameters, and generate enough revenue to meet the \$2.04 billion need with debt financing. Detailed financial analysis for option four is shown in **Table 3** because it is expected to generate the lowest amount of toll revenue.

Table 3. Potential Toll Rates and Resulting Revenue for Tolling Option 4 (in millions)

Toll Option Description	Truck Rate (per mile)	Auto Rate (per mile)	Variable	Auto Annual Pass	Est. Toll Revenue 2020	Est. Toll Revenue 2025
4 Variable Daytime and Nighttime with Auto Annual Pass	15¢ Daytime 7.5¢ Nighttime	7.5¢ Daytime 5¢ Nighttime	Yes	\$30	\$145	\$178

* For the purpose of the analyses, daytime tolling is considered to be the hours between 6:00 a.m. to 9:00 p.m. and nighttime tolling is between the hours of 9:00 p.m. to 6:00 a.m.

This variable tolling option allows for \$1.5 billion in bonds and \$502 million in pay-as-you-go revenues. Long-term revenues will be used to support the on-going costs of the Operational Improvements, tolling costs, and pay debt service on toll revenue bonds. Toll revenue bonds are traditionally issued by the Commonwealth and a general rule of thumb is that \$100 million in 35-year debt can be issued for every \$10 million in annual toll revenue. In later years, additional I-81 improvements can be funded or financed. As discussed previously, another \$2.0 billion is required to fully fund all the I-81 corridor improvements identified during this study (a total of \$4.3 billion).

Economic Impact Analysis

Chapter 743 directs that the Plan will “assess the potential economic impacts on Virginia agriculture, manufacturing, and logistics sector companies utilizing the I-81 corridor from tolling only heavy commercial trucks.” The study team used a three-step process to determine the economic impacts. The first step was to estimate the net reduction to trucking companies’ costs resulting from the future planned improvements on I-81. This involved estimating the reduction in their pecuniary costs due to the capital and operational improvements (such as travel time savings, reductions in vehicle operating costs, etc.) and netting that from the tolls they would have to pay to use I-81. With the recommended \$2.04 billion in operational improvements and capital improvements in place, reductions in trucking costs were estimated using a benefit-cost analysis framework.

The framework assumes all capital and operational improvements are deployed by year 2030. Since tolling on I-81 is assumed to begin in 2020 and continue beyond 2044, the trucking cost reductions were extrapolated to cover a 40-year period of analysis, spanning from 2020 to 2060. The trucking cost reductions are expressed in 2017 dollars. The toll scenario used is the variable tolling with auto annual pass option, with a 15 cents per mile daytime truck toll rate and 7.5 cents per mile nighttime truck toll rate. Any truck toll is an increase in the transportation costs for the trucks that use I-81. The reduction in truck transportation costs are netted out of this increase to generate a net change due to the improvements and the introduction of tolling. The final results are shown in **Table 4**.

Table 4. Economic Impacts Analysis Final Results (in millions)

Share of Transportation Cost Reduction Accruing in Virginia	Share of Toll Impacting Virginia	Net Reduction in Truck Transportation Cost (\$2017)
\$3,419	\$2,303	\$1,116

Based on the measures explained above, throughout the 40-year span of the analysis, the net reduction in truck transportation costs for trucks that serve industries in Virginia is approximately \$1.1 billion or a transportation cost reduction to a toll cost ratio of 1.49. In addition, the analysis indicates that by deploying \$2.04 billion of capital and operational improvements along the I-81 corridor:

- ➔ Annual vehicle hours of delay will be reduced, on average, by more than 6 million
 - ✓ Trucks will capture more than 3.6 million vehicle hours of annual delay reductions
 - ✓ Reductions related to construction of capital improvements are responsible for more than 90% of these results; operational improvements and reductions due to fewer accidents account for remaining share
- ➔ Annual statistical crashes are anticipated to be reduced, on average, by almost 450 crashes across the entire corridor
 - ✓ Approximately 29% of the reduction in annual statistical crashes (representing almost 130 crashes) involve an injury

As directed in Chapter 743, the net change in transportation costs were then transformed into direct economic impacts to the logistics, manufacturing, and agriculture industries within Virginia.

The economic impacts are measured in terms of:

- ➔ **Industry output:** broadest measure, refers to total volume of sales
- ➔ **Value added:** measured as the difference between the amount a company spends to acquire inputs and value of its goods at the time they are sold
- ➔ **Employment:** includes labor income (employee compensation and proprietary income) and jobs (number of jobs created in a year, expressed as job-years)

The analysis involved the estimation of three types of effect, for each of the above impacts. These are referred to as direct effect, indirect effect, and induced effect.

- ✓ **direct effect** – refers to the economic activity occurring as a result of direct spending or hiring by businesses or agencies located in the study area (e.g., number of people employed in industries such as logistics, manufacturing, and agriculture that are affected by improvements and tolling along I-81)
- ✓ **indirect effect** – refers to the economic activity resulting from purchases by local firms who are the suppliers to the directly affected businesses or agencies (e.g., spending by suppliers of industries such as logistics, manufacturing, and agriculture that are affected by improvements and tolling on I-81)
- ✓ **induced effect** – represents the increase in economic activity, over and above the direct and indirect effects, which is associated with increased labor income that accrue to workers—of industries such as logistics, manufacturing, and agriculture that are affected by improvements and tolling along I-81 and all their suppliers—and is spent on household goods and services purchased from businesses within the impact area

These effects (see **Table 5**) are summed to create the total economic impact.

Table 5. *Estimated Economic Impacts*

LOGISTICS					MANUFACTURING				
<i>Impact Metric</i>	<i>Direct</i>	<i>Indirect</i>	<i>Induced</i>	<i>Total</i>	<i>Impact Metric</i>	<i>Direct</i>	<i>Indirect</i>	<i>Induced</i>	<i>Total</i>
Output	\$7.46	\$3.65	\$3.13	\$14.2	Output	\$218.82	\$64.55	\$42.93	\$326.3
Value added	\$3.30	\$2.15	\$1.84	\$7.3	Value added	\$78.30	\$34.63	\$25.25	\$138.2
Labor income	\$2.70	\$1.34	\$1.01	\$5.0	Labor income	\$33.12	\$21.92	\$13.79	\$68.8
Employment	53.9	22.0	21.9	97.8	Employment	466.4	332.2	299.7	1,098.3

AGRICULTURE					ALL-SECTORS (Economy-Wide)				
<i>Impact Metric</i>	<i>Direct</i>	<i>Indirect</i>	<i>Induced</i>	<i>Total</i>	<i>Impact Metric</i>	<i>Direct</i>	<i>Indirect</i>	<i>Induced</i>	<i>Total</i>
Output	\$12.85	\$4.51	\$2.81	\$20.2	Output	\$968.12	\$343.88	\$385.36	\$1,697.4
Value added	\$4.35	\$2.29	\$1.65	\$8.3	Value added	\$582.59	\$206.94	\$231.90	\$1,021.4
Labor income	\$2.43	\$1.22	\$0.90	\$4.6	Labor income	\$359.99	\$127.87	\$143.29	\$631.2
Employment	159.9	29.7	19.6	209.2	Employment	5,893.7	2,093.5	2,346.0	10,333.1

Note: Monetized values are in millions of 2017 dollars./Employment values are in job-years.

It is expected that throughout the 2020-2060 period of analysis the total output of all industries across Virginia will increase by approximately \$1.7 billion because of the net truck transportation cost reductions (i.e., compared to a situation where neither improvements nor tolling occur). Out of that amount, approximately \$326.3 million corresponds to output increases in the manufacturing sector, \$14.2 million to the logistics sector, and \$20.2 million to agriculture.

Next Steps

The following actions will be undertaken by the study team, CTB, and General Assembly:

- ➔ The CTB will be asked to adopt the I-81 Corridor Improvement Plan at their December 5, 2018 action meeting
- ➔ The recommended improvements package and the report will be finalized and the draft final report will be posted on the public website on December 21, 2018. This report will include:
 - \$2B capital improvement package
 - \$43M operational improvement package
 - Funding options recommended for consideration by the General Assembly
 - Economic impact analysis results
 - Truck parking study results
 - Additional recommendations for improvements in the corridor
- ➔ The I-81 Corridor Improvement Plan will be submitted to the General Assembly by January 9, 2019
- ➔ The General Assembly will consider the Plan submitted by the CTB



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 5, 2018

MOTION

Made By: Seconded By: Action:

Title: Location Approval for the Skiffes Creek Connector

WHEREAS, an Environmental Assessment (EA) was developed to study alternatives to the original location and design of the Skiffes Creek Connector project in eastern James City County, as required by the National Environmental Policy Act (NEPA), and was approved by the Federal Highway Administration (FHWA) on June 13, 2018; and

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, a Location Public Hearing was held in James City County on July 18, 2018 at James River Elementary School for the purpose of considering these alternatives and their potential impacts as documented in the EA; and

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations on the alternatives under consideration, and their statements have been duly recorded; and

WHEREAS, the economic, social, and environmental effects of the evaluated alternatives have been examined and given proper consideration and this evidence, along with all other, has been carefully documented in the EA approved by FHWA; and

WHEREAS, James City County has endorsed Build Alternative 1, as identified in the EA, as the Preferred Alternative and the project is consistent with the region's 2040 Long Range Transportation Plan; and

WHEREAS, collaboration among VDOT, FHWA, the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency resulted in the recommendation for Build Alternative 1 to be identified as the Preferred Alternative.

Resolution of the Board
Location Approval for the Skiffes Creek Connector
December 5, 2018
Page 2 of 2

NOW, THEREFORE, BE IT RESOLVED that the location of this project be approved as presented under Build Alternative 1 in the EA.

#####

Commonwealth Transportation Board
Decision Brief
December 5, 2018

Location Approval for the Skiffes Creek Connector
State Project Number: 0060-047-627, P101, R201, C501; UPC 100200

Issue: The Virginia Department of Transportation (VDOT) seeks approval of proposed Build Alternative 1 as set forth on page 30 of the Skiffes Creek Connector Study, Environmental Assessment (EA)– June 2018.8 from the Commonwealth Transportation Board (CTB) pursuant to Virginia Code 33.2-208.

Facts: The proposed Skiffes Creek Connector is located in eastern James City County, Virginia. In 2012, VDOT initiated an EA for the project to study alternatives to the original location and design of the roadway as required by the National Environmental Policy Act (NEPA). Based on federal agency input related to the connected nature between the project and another project (Relocation of Route 60), coupled with the lack of funding to advance either project, the EA study was put on hold. In 2017, a mix of SmartScale and Hampton Roads Transportation Planning Organization (HRTPO) funding was identified to advance the project.

With funding in place, the EA was restarted and included input and involvement from the U.S. Army Corps of Engineers (USACE), the U.S. Environmental Protection Agency (USEPA), and a number of other federal, state, and local agencies with interest in and purview over the project. The study evaluates two build alternatives with total cost estimates of \$41.7 million and \$49.5 million, respectively.

The Department held Citizen Information Meetings in November 2017 and February 2018. The EA was approved by the Federal Highway Administration (FHWA) on June 13, 2018 and published for public review on June 18, 2018. The public and the project team reviewed and discussed the EA and the different alignments under consideration at a Location Public Hearing that was held on July 28, 2018. The public was notified of these meetings and review opportunities through press releases, media advertisements, web site announcements, and mailings. Per state code, all properties within the study area corridors received mailings announcing the EA document availability and the Location Public Hearing 30 days prior to the Location Public Hearing and a public comment period was open through the date of the hearing. Maps, drawings, and other location studies data were presented for public review at the meetings and the hearing, and citizen comments were received and reviewed. Comments received on the EA will be responded to when VDOT requests a Finding of No Significant Impact (FONSI) from the FHWA. The FONSI will be requested following CTB action.

Recommendation:

Based on the findings of the EA and comments received during the public review, the Department recommends that Build Alternative 1 be approved as the location of this project. The recommendation is based on the following factors:

- Build Alternative 1 is endorsed by James City County and is consistent with previous county plans and SmartScale application;

Decision Brief of the Board
Location Approval for Skiffes Creek Connector
December 5, 2018
Page Two

- USACE and USEPA have concurred with this recommendation;
- Build Alternative 1 has a preliminary cost estimate of \$41.7 million and the HRTPO long range transportation plan includes \$50 million for the project.

Action required by the CTB:

Approve a Resolution adopting Build Alternative 1 as presented in the EA for the Project.

Result, if Approved: VDOT will proceed with steps necessary for finalization of NEPA and advance with procurement activities.

Options: Approve, deny, or defer.

Public Comments/Reactions: All respondents at the July 28, 2018 Location Public Hearing supported Build Alternative 1. The CTB was briefed on public comments during its October 2018 workshop.



Smizik, Scott <scott.smizik@vdot.virginia.gov>

Skiffes Creek Connector Preferred Alternative/NAO-2013-011191 message

Fuerst, Lee A CIV USARMY CENAO (US) <Lee.A.Fuerst@usace.army.mil> Wed, Oct 3, 2018 at 9:05 AM
To: "Smizik, Scott" <scott.smizik@vdot.virginia.gov>, "Frost, Mack (FHWA)" <Mack.Frost@dot.gov>
Cc: "Okorn, Barbara" <Okorn.Barbara@epa.gov>, "Prisco-Baggett, Kimberly A CIV USARMY USACE (US)" <Kimberly.A.Baggett@usace.army.mil>, "Rudnick, Barbara" <Rudnick.Barbara@epa.gov>

Dear Mack and Scott,

Good morning. In regards to the Skiffe's Creek Connector Study, we have provided comments and/or questions for clarification on the draft environmental assessment (EA) in a separate email sent on October 2, 2018. We have discussed the two month delay in providing notification to the applicable agencies that the draft EA and associated documentation were ready for review in June 2018. From this, we are assured that appropriate notification will be provided for all other similar studies in the future and that we are back in accordance with the procedures outlined in the Merged Process Agreement. Providing the EA comments fulfills the Corps requirements under Step 4 of the Merged Process Agreement.

During a telephone discussion in September 2018, you requested the Corps concurrence on the preferred alternative. We want to ensure that the process and this study continues to move forward as expeditiously as possible. While we want to ensure that we are not establishing a precedent in accelerating the process, we recognize that for this study we feel that we have sufficient information to provide conditional concurrence.

We have reviewed the information contained in the EA and associated technical reports regarding the alternatives evaluated, including the anticipated impacts to streams and wetlands of the alternatives carried forward. You have provided justification through the NEPA Merged Process meetings, in the EA, and associated documents of the alternatives considered and provided justification for those not retained that did not meet the purpose and need. The remaining Build Alternatives 1 and 2, both meet the purpose and need and appear to be practicable. The proposed jurisdictional impacts are similar with one having additional wetland impacts and the other having additional stream impacts. Build Alternative 1 has estimated impacts of 0.85 acres of wetland impact and 673 linear feet of stream impact and Build Alternative 2 has 0.95 acres of wetland impact and 365 linear feet of stream impact.

Due to the similar estimated jurisdictional impacts and that both alternatives meet the purpose and need, the Corps defers to the applicant's preferred alternative, Build Alternative 1, which appears to address the project purpose and be practicable.

The Corps concurs with the VDOT determination of the preferred alternative, Build Alternative 1, as defined in the Skiffes Creek Connector Environmental Assessment providing that applicable comments and/or suggestions received on the EA will be incorporated within and/or a response provided. This is to include as outlined in the Merged Process Agreement, a review of any additional public comments that FHWA has received on the draft EA.

Providing concurrence on the preferred alternative satisfies Step 5 of the Merged Process Agreement and serves as the preliminary least environmentally damaging practicable alternative (LEDPA) determination. However, the LEDPA for any project is not identified by the Corps until completion of a full public interest review conducted after receipt of a complete permit application. An alternatives analysis will be conducted during the permit review process as part of our determination of the LEDPA, and current information at that time may result in a different conclusion.

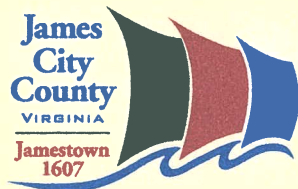
We look forward to continuing to work with you on this study as well as the others involved in the Merged Process.

Thank you.

Sincerely,

Lee A Fuerst
Environmental Scientist
U.S. Army Corps of Engineers
Norfolk District Regulatory Branch
803 Front Street, Norfolk, VA 23510
Office 757-201-7832 / Cell 757-536-5954

The Norfolk District is committed to providing the highest level of support to the public. In order for us to better serve you, we would appreciate you completing our Customer Satisfaction Survey located at http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey. We value your comments.



County Administration
101-D Mounts Bay Road
P.O. Box 8784
Williamsburg, VA 23187-8784
P: 757-253-6728
jamescitycountyva.gov

August 3, 2018

Mr. Scott Smizik
Location Studies Project Manager
Virginia Department of Transportation
Environmental Division
1401 East Broad Street
Richmond, Virginia 23219

RE: Skiffes Creek Connector Study: Recommended Preferred Alternative

Dear Mr. Smizik:

Thank you for the opportunity to comment on the study evaluating potential transportation improvements between Pocahontas Trail (US 60) and Merrimac Trail (VA 143).

James City County supports Alternative 1 (the Preferred Alternative) that provides an approximate one-mile two-lane roadway between US 60 and VA 143. This alternative would tie into US 60 at the existing US 60/Green Mount Parkway signalized intersection, bridge over Skiffes Creek, the CSXT railroad, and VA 143, then turn east to connect at a new intersection with VA 143.

The Preferred Alternative improves local connectivity and based on the 2043 forecasts, would create a well-used efficient connection between VA 143 and US 60. The Preferred Alternative also makes use of an existing intersection that will provide a safe and efficient connection for all traffic, in addition to providing an efficient connection to the employment centers and primary truck origin and destination locations in the study area.

The Preferred Alternative will also allow for alternate routes to be used should crashes or other backups occur on other primary routes, while still meeting VDOT's policies for improvements on a Corridor of Statewide Significance and enhancing the network while still preserving US60 as an arterial.

Further, based on the Location Public Hearing and the Citizen Information meetings, the public is also in favor of Alternative 1.

August 3, 2018
Mr. Scott Smizik
RE: Skiffes Creek Connector Study: Recommended Preferred Alternative
Page 2

Thank you again for your efforts to advance this process and we are looking forward to the completion of this much needed project.

Sincerely,



William Porter
Interim County Administrator

Cc: James City County Board of Supervisors
Paul Holt, Director of Community Development and Planning
Wali Zaman, Assistant District Location and Design Engineer

Smizik, Scott <scott.smizik@vdot.virginia.gov>

Skiffes Creek Connector Preferred Alternative

1 message

Okorn, Barbara <Okorn.Barbara@epa.gov>

Mon, Oct 15, 2018 at 1:44 PM

To: "Frost, Mack (FHWA)" <Mack.Frost@dot.gov>, Scott Smizik <scott.smizik@vdot.virginia.gov>

Cc: "Fuerst, Lee A CIV USARMY CENAO (US)" <Lee.A.Fuerst@usace.army.mil>

Mack and Scott,

Based on the information provided in the NEPA Programs Agency Coordination Meetings and the Environmental Assessment (EA), EPA concurs with VDOT's decision to identify Build Alternative 1 as the Preferred Alternative in the NEPA process, providing our comments on the EA are addressed sufficiently. As discussed during Merged Process Steps 1-4 on this project, additional information and analysis may be necessary for the Section 404 application process.

We look forward to working with you as the project moves forward.

Thank you,

Barb

Barbara Okorn

Office of Environmental Programs

US EPA, Region III

[1650 Arch Street](#) (3EA30)

Philadelphia, PA 19103

215-814-3330



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 5, 2018

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2019-2024

WHEREAS, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs and that the Program shall be based on the most recent official revenue forecasts and a debt management policy; and

WHEREAS, after due consideration the Board adopted a Final Fiscal Years 2019-2024 Program on June 20, 2018; and

WHEREAS, the Board is required by §§ 33.2-214(B) and 33.2-221(C) of the *Code of Virginia* to administer and allocate funds in the Transportation Trust Fund; and

WHEREAS, § 33.2-214(B) of the *Code of Virginia* provides that the Board is to coordinate the planning for financing of transportation needs, including needs for highways, railways, seaports, airports, and public transportation and is to allocate funds for these needs pursuant to §§ 33.2-358 and 58.1-638 of the *Code of Virginia*, by adopting a Program; and

WHEREAS, § 58.1-638 authorizes allocations to local governing bodies, transportation district commissions, or public service corporations for, among other things, capital project costs for public transportation and ridesharing equipment, facilities, and associated costs; and

Resolution of the Board
Addition of Projects to the SYIP
December 5, 2018
Page 2 of 2

WHEREAS, the projects shown in Appendix A were not included in the FY 2019-2024 Program adopted by the Board on June 20, 2018; and

WHEREAS, the Board recognizes that the projects are appropriate for the efficient movement of people and freight and, therefore, for the common good of the Commonwealth.

NOW THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the projects shown in Appendix A are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2019 through 2024 and are approved.

#####

CTB Decision Brief

Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2019 - 2024

Issue: Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program) and allocations in accordance with the statutory formula.

Facts: The CTB must adopt a Program of anticipated projects and programs by July 1st of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On June 20, 2018, after due consideration, the CTB adopted a Final FY 2019-2024 Program. The projects shown in Appendix A were not in the Final FY 2019-2024 Program adopted by the CTB.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2019–2024.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to add the projects listed in Appendix A to the Program for FY 2019–2024 to meet the CTB’s statutory requirements.

Result, if Approved: If the resolution is approved, the projects listed in Appendix A will be added to the Program for FY 2019-2024.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

**Appendix A
Amendments to the FY2019-2024 SYIP**

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
	T-22209	Bristol	Buchanan County	13	Pave State Police Parking Lot (Buchanan County -Vasant)	\$18,000	\$18,000	\$0	Accounts Receivable	Yes
	114410	Bristol	Scott County	65	Rte. 65 Scott Co. Str. #1098 Fed. ID #16600	\$1,300,000	\$1,300,000	\$0	Bridge	Yes
	114098	Northern Virginia	Districtwide	-	CONNECTOR ROAD FROM SUNRISE VALLEY DR TO INNOVATION AVE	\$1,000,000	\$1,000,000	\$0	Accounts Receivable	Yes
13	T-22197	Northern Virginia	City of Fairfax	9999	ELECTRIC VEHICLE CHARGING STATIONS - PURCHASE & INSTALL	\$45,000	\$45,000	\$0	CMAQ	Yes
11	112301	Northern Virginia	City of Manassas	9999	SIGNAL SOFTWARE OPTIMIZATION	\$330,298	\$330,298	\$0	CMAQ	Yes
	112615	Staunton	Frederick County	50	RTE 50 INTERSECTION AT INDEPENDENCE DR (NFCU)	\$1,615,548	\$1,615,548	\$0	TPOF, Accounts Receivable	Yes
						\$4,308,846	\$4,308,846	\$0		



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 4

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

December 5, 2018

MOTION

Made By: Seconded By:

Action:

Title: FY19-24 Six-Year Improvement Program Transfers
for September 20, 2018 through November 8, 2018

WHEREAS, Section 33.2-214(B) of the Code of Virginia requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. On June 20, 2018, a resolution was approved to allocate funds for the Fiscal Years 2019 through 2024 Program; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2019 through 2024 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2019 through 2024 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

Table with 2 columns: Total Cost Estimate and Threshold. Rows include categories like <\$5 million, \$5 million to \$10 million, and >\$10 million with corresponding allocation increase thresholds.

Resolution of the Board

FY19-24 Six-Year Improvement Program Transfers for September 20, 2018 through November 8, 2018

December 5, 2018

Page 2 of 2

WHEREAS, the Board directed that (a) the Commissioner shall notify the Board on a monthly basis should such transfers or allocations be made; and (b) the Commissioner shall bring requests for transfers of allocations exceeding the established thresholds to the Board on a monthly basis for its approval prior to taking any action to record or award such action; and

WHEREAS, the Board is being presented a list of the transfers exceeding the established thresholds attached to this resolution and agrees that the transfers are appropriate.

NOW THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the attached list of transfer requests exceeding the established thresholds is approved and the specified funds shall be transferred to the recipient project(s) as set forth in the attached list to meet the Board's statutory requirements and policy goals.

#####

CTB Decision Brief

FY2019-2024 Six-Year Improvement Program Transfers for September 20, 2018 through November 8, 2018

Issue: Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program) in accordance with statutes and federal regulations. Throughout the year, it may become necessary to transfer funds between projects to have allocations available to continue and/or initiate projects and programs adopted in the Program.

Facts: On June 20, 2018, the CTB granted authority to the Commissioner of Highways (Commissioner), or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2019 through 2024 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2019 through 2024 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

Total Cost Estimate	Threshold
<\$5 million	up to a 20% increase in total allocations
\$5 million to \$10 million	up to a \$1 million increase in total allocations
>\$10 million	up to a 10% increase in total allocations up to a maximum of \$5 million increase in total allocations

In addition, the CTB resolved that the Commissioner should bring requests for transfers of allocations exceeding the established thresholds to the CTB on a monthly basis for its approval prior to taking any action to record or award such action.

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from September 20, 2018 through November 8, 2018 is attached.

Recommendations: VDOT recommends the approval of the transfers exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to adopt changes to the Program for Fiscal Years 2019 – 2024 that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

Result, if Approved: If approved, the funds will be transferred from the donor projects to projects that meet the CTB's statutory requirements and policy goals.

Decision Brief

FY19-24 Six-Year Improvement Program Transfers for September 20, 2018 through November 8, 2018Page 2 of 2

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Six-Year Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
1	Bristol	BRISTOL STP SAFETY/HES BALANCE ENTRY	T16921	Bristol	High Friction Pavement Initiative	109889	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	430,327	959,827	959,827	44.8%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the District Safety Balance Entry line item to fund scheduled project.
2	Bristol	BRISTOL STP SAFETY/HES BALANCE ENTRY	T16921	Bristol	NEW SIDEWALK SW VA MUSEUM/SLEMP LIBRARY; TO BULLITT PARK	113764	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	98,467	231,562	231,562	42.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the District Safety Balance Entry line item to fund a scheduled project.
3	Culpeper	CULPEPER STP SAFETY/HES BALANCE ENTRY, ROUTE 15/17/29 - MEDIAN CLOSURE - OPEN MEDIAN DIRECT. CLOSURE	T16920, 109380	Culpeper	I-64 / ROUTE 29 INTERCHANGE IMPROVEMENTS	111727	HSIP - Bike & Pedestrian (CNF053), HSIP - Highways (CNF052), HSIP - State Match (CNS251), Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	404,222	1,404,222	1,630,099	28.8%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the District Safety Balance Entry line item and a completed project to fund a scheduled project.
4	Culpeper	ROUTE 28 (CATLETT ROAD) FROM US 29 TO US 17	103321	Culpeper	INT. RTE 3 & RTE 20 INTERSECTION MODIFICATIONS	113596	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	166,749	236,749	236,749	70.4%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund an underway project.
5	Hampton Roads	HAMPTON ROADS DISTRICT REGIONAL STP (RSTP) BALANCE ENTRY, HAMPTON ROADS MPO CMAQ BALANCE ENTRY	70714, 70715	Hampton Roads	Pocahontas Trail Reconstruction	102980	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31), RSTP : Hampton Roads (CF2M30), RSTP Match : Hampton Roads (CS2M31)	3,750,000	8,374,066	30,680,519	44.8%	Transfer of surplus funds recommended by District and MPO from the District CMAQ and RSTP Balance Entry line items to fund a scheduled project.
6	Hampton Roads	J CLYDE MORRIS BLVD CORRIDOR BIKE TRAIL PHASE V	83435	Hampton Roads	Newport News Pedestrian Improvements	103059	CMAQ Federal - Urban : Hampton Roads MPO (CNF214), CMAQ Match - Urban : Hampton Roads MPO (CNS214)	257,015	1,257,015	1,257,015	20.4%	Transfer of surplus funds recommended by District and MPO from a completed project to fund a scheduled project.
7	Hampton Roads	Norfolk - Citywide Intersect Safety Improvements - Group 1	102524	Hampton Roads	Chesapeake Blvd/ Cromwell Drive Int. Improvements	108797	HSIP - Highways (CNF052), HSIP - State Match (CNS251)	371,700	637,500	637,500	58.3%	Transfer of surplus funds recommended by the District and Traffic Engineering Division from a completed project to fund a scheduled project.
8	Hampton Roads	Norfolk - Citywide Intersect Safety Improvements - Group 1, Norfolk - Citywide Intersect Safety Improvements - Group 2	102524, 102526	Hampton Roads	Hampton Flashing Yellow Arrow Improvements	109687	HSIP - Highways (CNF052), HSIP - State Match (CNS251), Safety (statewide) (CF3100), Safety Match (statewide) (CS3101)	147,031	392,000	392,000	37.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from completed projects fund a scheduled project.
9	Northern Virginia	NORTHERN VIRGINIA (NOVA) CMAQ BALANCE ENTRY	70716	Northern Virginia	OLD COURTHOUSE ROAD SRTS SIDEWALK - VIENNA	106049	CMAQ : Northern Virginia (CF5M10), CMAQ Federal - Access : Northern Virginia MPO (CNF214), CMAQ Match - Access : Northern Virginia MPO (CNS214), CMAQ Match : Northern Virginia (CS5M11)	450,728	607,470	607,470	74.2%	Transfer of surplus funds recommended by District and NVTVA from the District CMAQ Balance Entry line item to fund a scheduled project.

Six-Year Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
10	Northern Virginia	NORTHERN VIRGINIA (NOVA) CMAQ BALANCE ENTRY, NORTHERN VIRGINIA (NOVA) REGIONAL STP (RSTP) BALANCE ENTRY, RT 28 WIDEN TO 6 LNS & RT 215 REALIGN (Ph1) & TO 4 LNS (Ph2)	70716, 70717, 92080	Northern Virginia	RTE 234 DUMFRIES ROAD SHARED USE PATH EXTENSION	106489	Accounts Receivable - Access (NR), CMAQ Federal - Access : Northern Virginia MPO (CNF214), CMAQ Match - Access : Northern Virginia MPO (CNS214), Federal STP Regional - Northern Virginia (CNF273), Local Project Contributions - Access (NOPO23), Northern Virginia (CNF214), RSTP - Primary : Northern Virginia MPO (CNF273), RSTP : Northern Virginia (CF2M10), RSTP Match - Primary : Northern Virginia MPO (CNS273), RSTP Match : Northern Virginia (CS2M11), State Match Non-Formula - Northern Virginia (CNS273)	1,741,232	5,200,519	5,200,519	33.5%	Transfer of surplus funds recommended by District and MPO from the District CMAQ and RSTP Balance Entry line items and an underway project to fund a scheduled project.
11	Northern Virginia	NORTHERN VIRGINIA (NOVA) CMAQ BALANCE ENTRY	70716	Northern Virginia	SIGNAL SOFTWARE OPTIMIZATION	112301	CMAQ : Northern Virginia (CF5M10), CMAQ Match : Northern Virginia (CS5M11)	330,298	330,298	330,297	100.0%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to fund a scheduled project.
12	Northern Virginia	INDEPENDENT HILL DRIVE & BRISTOW ROAD - INSTALL NEW SIGNAL, LEE ROAD & PENROSE PLACE - INSTALL NEW TRAFFIC SIGNAL	113434, 113435	Northern Virginia	SPRIGGS RD AND RIVERSIDE DRIVE INSTALL NEW SIGNAL	114326	Safety (statewide) (CF3100), Safety Match (statewide) (CS3101)	600,000	600,000	600,000	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a cancelled project and a scheduled project to fund a scheduled project.
13	Northern Virginia	NORTHERN VIRGINIA (NOVA) CMAQ BALANCE ENTRY	70716	Northern Virginia	ELECTRIC VEHICLE CHARGING STATIONS - PURCHASE & INSTALL	T22197	CMAQ Federal - Access : Northern Virginia MPO (CNF214), CMAQ Match - Access : Northern Virginia MPO (CNS214)	45,000	45,000	45,000	100.0%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to fund a scheduled project.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 5, 2018

MOTION

Made By: Seconded By:

Action:

Title: Policy and Guidelines for the Revenue Sharing Program (Revision)

WHEREAS, § 33.2-357 of the *Code of Virginia* (1950), as amended, specifically stipulates that the Commonwealth Transportation Board (Board) shall establish guidelines for the purpose of distributing and administering Revenue Sharing Program funds allocated by the Board; and

WHEREAS, on July 19, 2017 the Commonwealth Transportation Board adopted a revised policy and approved revised guidelines, for the Revenue Sharing Program (Revenue Sharing Policy and Revenue Sharing Program Guidelines, respectively); and

WHEREAS, amendments made by the 2018 session of the General Assembly to § 33.2-357 of the *Code of Virginia* (1950) pursuant to HB 765 (Chapter 828) are inconsistent with the Revenue Sharing Policy as revised on July 19, 2017; and

WHEREAS, modification to the Revenue Sharing Policy is necessary to eliminate inconsistencies with § 33.2-357 of the *Code of Virginia* (1950), as amended by the 2018 General Assembly; and

WHEREAS, the Revenue Sharing Program Guidelines also require modification to ensure consistency with the Revenue Sharing Policy as modified to conform to the changes to § 33.2-357 pursuant to Chapter 828 and to account for proposed program process changes recommended by the Virginia Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby adopts the following revised Revenue Sharing Policy to govern the use of revenue sharing funds pursuant to § 33.2-357 of the *Code of Virginia* (1950), as amended by the 2018 General Assembly:

1. The Revenue Sharing Program shall provide a matching allocation up to \$5 million to any county, city or town for projects designated by the locality for improvement, construction, maintenance or reconstruction of highway systems within such locality with up to \$2.5 million for use by the county, city or town for maintenance projects for highway systems within such county, city or town. The maximum total matching allocation, including transfers, that the Board may approve per project shall not exceed \$10 million.
2. Revenue Sharing funds shall be prioritized and allocated in accordance with the provisions of § 33.2-357 B of the *Code of Virginia* and, then, as further outlined in the Revenue Sharing Program Guidelines.
3. Application for program funding must be made by resolution of the governing body of the jurisdiction requesting the funds. A locality may request funds for a project located within its own jurisdiction or in an adjacent jurisdiction, with a supporting resolution from the governing body of the adjacent locality. Towns not maintaining their own streets are not eligible to receive Revenue Sharing Program funds directly; their requests must be included in the application of the county in which they are located. All requests must include a priority listing of projects.
4. Funds may be administratively transferred by the Department of Transportation from one revenue sharing project to another existing Revenue Sharing project. Upon request of the locality, VDOT will review a requested transfer for eligibility and then seek concurrence by the respective VDOT District Board member. If approved by the Board, revenue sharing funds may also be transferred to an existing project in the Six Year Improvement Program or Secondary Six Year Plan if needed to meet an advertisement or award date scheduled within one year of the request or to address a completed project which is in deficit. The Department may deallocate the transferred funds if the recipient project has not been advertised or awarded within one year. The Department will establish deallocation procedures. Requests for all transfers must be made in writing by the County Administrator or City/Town Manager. All transfer requests must include the reasons for the request and the status of both projects. Funds from a cancelled project will be returned to the statewide Revenue Sharing Program account and these funds can only be reallocated by the Board. Any funds transferred from a project cannot be backfilled by future allocation requests or transfers.
5. The Revenue Sharing Program is intended to provide funding for immediately needed improvements or to supplement funding for existing projects. Larger new projects may also be considered; however, if the estimated project cost exceeds the Revenue Sharing Program funding request, the locality must identify other funding sources and commit locality funding amounts as necessary to complete the project. Projects receiving Revenue Sharing funds shall be initiated and at least a portion shall be expended within one year of the allocation. For any project that has not been initiated within one year, the Board has the discretion to defer consideration of future allocations until the project moves forward. If a project having funds allocated under this program has not been

initiated within two subsequent fiscal years of allocation, the funds may be reallocated at the discretion of the Board.

BE IT FURTHER RESOLVED that the Board approves the Revenue Sharing Program Guidelines as revised and attached hereto.

BE IT FURTHER RESOLVED that the Board will reevaluate this Revenue Sharing Policy and the approved guidelines after two Revenue Sharing Program application cycles and prior to five years from the effective date of this Policy.

BE IT FURTHER RESOLVED that the Board supports funding the Revenue Sharing Program at a minimum of \$100 million annually and supports funding in greater amounts to the extent permissible under subsection D of § 33.2-357, which provides that, subject to appropriation, the total Commonwealth funds allocated by the Board for the Revenue Sharing Program shall not exceed the greater of \$100 million, or seven percent of funds available for distribution pursuant to subsection D of § 33.2-358 prior to the distribution of funds for Revenue Sharing.

BE IT FURTHER RESOLVED that, effective immediately upon approval, the Revenue Sharing Policy adopted herein shall become effective and all Revenue Sharing Program policies previously adopted and guidelines previously approved by the Board governing the use of Revenue Sharing funds shall be rescinded, provided however, that nothing herein is intended to invalidate any actions previously taken pursuant to those policies or guidelines.

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CTB Decision Brief

Policy and Guidelines for the Revenue Sharing Program (Revision)

Issue: § 33.2-357 of the *Code of Virginia* sets forth the statutory requirements relating to the Revenue Sharing Program, a program under which the Commonwealth Transportation Board (CTB), subject to certain conditions and limitations, may make, from revenues made available by the General Assembly, an equivalent matching allocation of funds to a locality that designates funds for improvement, construction, reconstruction, or maintenance of highways within the locality. On July 19, 2017 the CTB adopted a revised Revenue Sharing Program Policy and approved revised Revenue Sharing Program Guidelines. During the 2018 General Assembly session, § 33.2-357 was amended by HB 765 (Chapter 828) such that the latest Revenue Sharing Program Policy and Revenue Sharing Program Guidelines adopted/approved by the CTB are no longer in conformity with the Code and accordingly VDOT is recommending revisions to the Revenue Sharing Program Policy and the Revenue Sharing Program Guidelines to render the Policy and Guidelines consistent with the Code. In addition VDOT is recommending modifications to the Revenue Sharing Program Guidelines to provide for a pre-application process for localities requesting Revenue Sharing Program Allocations.

Facts: The Revenue Sharing Program Policy action, taken by the CTB on July 19, 2017 provided that the Board “should consider increasing the funding provided to the Revenue Sharing Program over a two year period should biennial funding for SMART Scale exceed \$1.2 billion.” However, according to the *Code* as amended in 2018, total allocations to the Revenue Sharing Program shall not exceed the greater of \$100 million or seven percent of funds available for distribution to subsection D of § 33.2-358 (State of Good Repair and SMART Scale) prior to the distribution of funds to the Revenue Sharing Program in a fiscal year. Further, the revised CTB Policy allowed for up to \$5 million of the Revenue Sharing Program allocation to any locality to be used for improvement, construction or reconstruction maintenance of highway systems within such locality; the *Code* § 33.2-357 (as amended) now limits that amount to \$2.5 million for maintenance. The CTB Policy and the Revenue Sharing Program Guidelines will need to be modified to be consistent with the *Code*.

In addition, VDOT has found that the use of a pre-application time-period and process for applications for other funding programs has proven valuable to ensure eligibility and adequacy of funding applications and to allow localities an opportunity to clarify scope and estimate questions prior to submitting final applications. Accordingly, the Local Assistance Division wishes to include a similar pre-application time-period and process for the Revenue Sharing Program. Such a change will require a modification to the Revenue Sharing Program Guidelines.

Recommendation: VDOT recommends that the CTB adopt the proposed Revenue Sharing Program Policy to ensure compliance with § 33.2-357 of the *Code of Virginia* and approve the accompanying Revenue Sharing Program Guidelines which have been revised to comply with the law and revised Policy and to provide for a pre-application process for the Revenue Sharing

CTB Decision Brief
Revised Revenue Sharing Program Policy and Guidelines
December 5, 2018
Page Two

Program. It is recommended that the newly adopted Policy and Guidelines become effective December 5, 2018.

Action Required by CTB: *The Code of Virginia* requires the CTB to establish guidelines for the purpose of distributing and administering revenue sharing program funds.

Result, if Approved: The revised Revenue Sharing Policy and Revenue Sharing Program Guidelines will become effective December 5, 2018.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Revenue Sharing Program Guidelines



For further information, contact

Local VDOT Manager
or

Local Assistance Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219
(804)786-2746



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VDOT GOVERNANCE DOCUMENT

VIRGINIA DEPARTMENT OF TRANSPORTATION
LOCAL ASSISTANCE DIVISION

REVENUE SHARING PROGRAM GUIDELINES

This revised document provides a comprehensive summary of the Revenue Sharing Program as established by the *Code of Virginia* and as governed by the policies of the Commonwealth Transportation Board (CTB). It is intended to serve as a reference for local jurisdictions and VDOT staff in preparation and disposition of applications for program funding guidance.

This document defines eligible projects, summarizes funding limitations, and describes the roles of the parties involved in the application and approval process. The appendices in this publication include the enabling legislation, the Commonwealth Transportation Board's policy, associated forms, and procedural information for the convenience of the user.

The [Locally Administered Projects Manual](#) (LAP) provides guidance on project administration for all locally administered projects. The provisions applicable to state funded projects are noted throughout the LAP Manual. Projects funded solely with Revenue Sharing funds do have specific streamlining opportunities as highlighted in Chapter 5 of the LAP Manual.

These guidelines reflect policy approved by the Commonwealth Transportation Board (CTB) and are modified only by an affirmative vote from the CTB. Occasionally modifications to these Guidelines may be necessary to adjust for changes in Departmental procedures. Where those modifications fully comport with Virginia Code and CTB Policy, they may be made administratively without further approval of the CTB. The CTB will be advised of any administrative updates.

All previous instructions regarding administrative procedures for revenue sharing projects are hereby superseded.

REVENUE SHARING PROGRAM GUIDELINES

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I. Definitions

The following words and terms, when used in this document, shall have the following meanings, unless the context clearly indicates otherwise.

Eligible Project means work including construction, reconstruction, improvement, or maintenance and eligible street additions for which Revenue Sharing Program funds are available. Work must be on roadways that are currently maintained by VDOT or on roadways that are currently maintained by a locality and for which the locality is receiving maintenance payments from VDOT or roads meeting new road or rural addition qualification. For funding purposes, a single construction project is defined as a project with termini that are both logical and independent. Projects cannot be segmented in order to qualify for additional Revenue Sharing allocations. [Multiple, similar scope project activities performed across a locality, commonly referred to as City/Town/County-wide projects, are eligible projects, subject to the limitations outlined in Section V, Application for Funds.](#)

- **Construction Projects** are those projects that change or add to the characteristics of a road, facility or structure to provide a new or significantly modified transportation facility.
- **Reconstruction Projects** are those projects that completely replace an existing facility or significantly improve the functionality of an existing facility. (Examples: replacement through the sub-base of a pavement structure, complete replacement of bridge, or widening a road or bridge).
- **Improvement Projects** are those projects that facilitate or control traffic or pedestrian flow, such as intersection improvements, turn lanes, channelization of traffic, traffic signalization and installation of new sidewalks, upgrading sidewalks to meet ADA standards, trails, curb & gutter, any new installation that will enhance traffic flow or safety, or projects that alleviate roadway drainage issues (replacement or repair of existing drainage assets is considered maintenance).
- **Maintenance Projects** are those projects that involve work in preserving or restoring the roadway facility, sidewalk, or structure to its original condition as nearly as possible. This includes the removal and replacement of a pavement course or a sidewalk.

Local VDOT Manager means the department employee responsible for the administration of the Revenue Sharing Program for that locality. Unless otherwise indicated, the local VDOT Manager for counties is usually the Residency Administrator and for urban localities it is the urban liaison in the VDOT District office. The District Administrator will designate the employee responsible if different from above.

Locality Capital Plan means any plan utilized by the locality that identifies, prioritizes or allocates funding for eligible projects in that locality.

Matching Allocations means funds provided by the Commonwealth which are allocated to eligible items of work in participating localities to supplement, on a dollar-for-dollar basis to match the locality's contribution for eligible projects, within the limits established by the CTB.

Maintenance Needs Analysis means a systematic approach of identifying maintenance needs based on an asset management approach. Condition assessment reviews are conducted on pavements and bridges maintained by VDOT on a regular basis based on established guidelines to determine when those assets are deficient and potentially in need of some corrective action.

Maintenance Performance Target means a desired level of performance for a set of assets (such as pavements and bridges) within the infrastructure network, as established and defined by VDOT. The target is usually expressed as a portion or percentage of the infrastructure network which meets or exceeds a threshold or benchmark rating. Only assets falling below the benchmark rating (target) for bridges and pavements will be considered eligible for priority maintenance projects.

Revenue Sharing Program Fund means the designation given to the fund used to finance the specially funded program. Projects are proposed by the local government in coordination with the Department of Transportation and must be approved by the Commonwealth Transportation Board.

Rural Addition means any subdivision street used as such by the date established under [§ Section 33.2-335](#) of the *Code of Virginia* and eligible for addition into the secondary system by resolution of the County Board of Supervisors.

Six-Year Improvement Plan means either the Six-Year Improvement Program for Interstate, Primary, and Urban Systems, developed by VDOT and the Commonwealth Transportation Board; or the Secondary Six-Year Plan, the official listing of improvements to be constructed on the secondary system, which is developed jointly by the Virginia Department of Transportation (VDOT) and the county governments ([§ Section 33.2-332](#) of the *Code of Virginia*).

State Transportation Plan means the comprehensive review of statewide transportation needs as adopted and updated by the Commonwealth Transportation Board in accordance with § 33.2-353 of the *Code of Virginia*, commonly known as VTRANS.

II. Purpose

The “Revenue Sharing Program” provides additional funding for use by a county, city, or town to construct, reconstruct, improve or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds, with statutory and Commonwealth Transportation Board Policy limitations on the amount of state funds authorized per locality.

The program is administered by the Department of Transportation, in cooperation with the participating localities, under the authority of ~~§ Section~~ 33.2-357 of the *Code of Virginia* ([Appendix A](#)) and the Commonwealth Transportation Board’s Revenue Sharing Program Policy ([Appendix B](#)).

Recognizing the legislative intent, history, and the nature of the Revenue Sharing Program, a CTB Revenue Sharing Program Study Committee established by the Secretary of Transportation in 2017, established a statement on the general purpose and priorities of the Revenue Sharing Program as guidance when establishing Policy, Guidelines, and administrative procedures. The Study Committee also provided their Priorities and Program Recommendations moving forward. The entire document is contained in [Appendix C](#).

An annual allocation of funds for this program is designated by the Commonwealth Transportation Board.

III. Eligible Work

The Revenue Sharing Program may be used to finance eligible work on highway systems within a locality, and may include sidewalks, trails, and other facilities that accommodate pedestrian and/or bicycle access along the highway network. The Revenue Sharing Program is intended to provide funding for immediately needed improvements or to supplement funding for existing projects. Larger new projects may also be considered, provided the locality identifies any additional funding needed to implement the project. Revenue Sharing Program funds are generally expected to be used to finance project costs in the same fiscal year and these projects should be in active development that is leading to their completion within the near term. Additional information about time limits for spending funds is addressed under Timely Implementation of Projects (Section VII.C.).

Below is a list of types of work that will be considered eligible for Revenue Sharing Program financing. All eligible work is then reviewed based on priority criteria identified under Funding Limitations (Section IV.).

A. Supplemental Funding for Projects Listed in the Adopted Six-Year Plan

When additional allocations are determined to be necessary to completely finance a project listed in the adopted Six-Year Improvement Plan, the locality may request that the anticipated deficit be financed by the Revenue Sharing Program. This includes, but is not limited to, such work as signalization, additional preliminary engineering, or acquisition of additional right-of-way. This procedure may be utilized to accelerate the funding of a project and thereby permit its completion earlier than otherwise would have been possible.

B. Construction, Reconstruction or Improvement Projects not included in the Adopted Six-Year Plan

When the designated local VDOT Manager concurs that the proposed work may be eligible for program funding, the locality may request one half of the funds, subject to CTB Policy limitations, to construct a project not currently in the Six-Year Plan. However, in such cases the locality funds, together with the state matching funds, must finance the entire estimated cost of the project within the fiscal year involved. If funds are approved the project will subsequently be adopted by the CTB in the Six Year Plan.

C. Improvements necessary for the Acceptance of Specific Subdivision Streets Otherwise Eligible for Acceptance into the Secondary System for Maintenance (Rural Additions)

Revenue Sharing Program funds may be used to fund the improvements (widening, surface treating, etc.) necessary for the acceptance of certain subdivision streets otherwise eligible under [§ Section 33.2-335, Code of Virginia](#). This section does not authorize the use of Revenue Sharing funds to improve roads in cities and towns so as to render them eligible as additions to the urban system.

D. Maintenance Projects Consistent with the Department's Operating Policies

Eligible types of maintenance work include, but are not limited to, plant mix overlays, bridge or culvert rehabilitation, guardrail replacement, sidewalk repairs, and curb & gutter repair. In order to appropriately evaluate a request for a priority maintenance project with pavement or structure ratings below the Department's maintenance performance targets, the locality is responsible for ~~indicating~~ [providing appropriate documentation to confirm the pavement or structure deficiency with on the detailed its application submission that appropriate documentation is available to confirm the deficiency.](#) ~~This documentation is to be provided by the application submittal deadline.~~

E. New Hardsurfacing (Paving)

The first-time paving of a previously unpaved roadway, usually composed of a multiple course asphalt surface treatment, may be funded by the Revenue Sharing Program. Only roads in the state secondary system are eligible to use Revenue Sharing Program funds for new hardsurfacing. If a project is funded solely with revenue sharing funding, there is no minimum vehicle per day requirement. Urban system roads in cities and towns are not eligible.

F. New Roadway

Revenue Sharing Program funds may be used to establish a new facility to be part of the system of state highways or part of the road system in the locality that is eligible to receive maintenance payments from VDOT pursuant to [§ Section 33.2-319 of the Code of Virginia](#). In order for a new roadway to be eligible for Revenue Sharing Program funding, it must be a part of a locally adopted plan such as the locality's Comprehensive Plan and must be expected to divert sufficient traffic from existing public roads so that those roads will not need to be improved in the foreseeable future. Projects may also need to be included in the regional Constrained Long Range Plan in air quality non-attainment areas. Qualifying projects should provide an immediate benefit to the overall transportation network with a connection between two existing major

public roads, based on current transportation needs. Projects that exclusively serve private developments or commercial establishments are not eligible.

G. Deficits on Completed Construction, Reconstruction or Improvement Projects

When a project in the CTB's Six-Year Improvement Plan is completed with a deficit, the locality may request that the deficit be financed by the Revenue Sharing Program.

IV. Funding Limitations

~~The total funds available each fiscal year will be determined by the Commonwealth Transportation Board. The maximum allocation the CTB may make to the Revenue Sharing Program is \$200 million annually. The minimum allocation the CTB may make to the Revenue Sharing Program is \$15 million annually.~~ The total amount allocated each fiscal year by the Commonwealth Transportation Board for the Revenue Sharing Program cannot exceed the greater of \$100 million or seven percent of funds available for distribution pursuant to subsection D of § 33.2-358 of the Code of Virginia.

A locality may apply for a maximum of \$5 million in matching allocations per fiscal year (\$10 million per biennial cycle) and the maximum lifetime matching allocation per project is limited to \$10 million in matching allocations. This limitation includes any allocations transferred to the project. Up to ~~\$5~~ 2.5 million of these requested funds may be specified for maintenance projects. In accordance with Virginia Code requirements, priority will be given first to construction projects that have previously received Revenue Sharing funding. After funding those requests, priority will be given to projects that meet a transportation need identified in the Statewide Transportation Plan (VTRANS) or to projects that can accelerate advertisement of a project in a locality's capital improvement plan. After these projects have been funded, projects that address pavement resurfacing and bridge rehabilitation where the maintenance analysis determines the infrastructure does not meet the Department's maintenance performance target will be funded. The condition ratings that define the Department's maintenance performance targets are described in detail in [Appendix D](#) of these Guidelines. In order to appropriately evaluate a request for a maintenance project with pavement or a structure below the Department's maintenance performance targets, the locality is responsible for providing the appropriate documentation to confirm the deficiency. This documentation is to be provided by the application submittal deadline.

Construction and maintenance projects will be evaluated and prioritized for funding as follows:

Priority 1 – Construction Projects that have previously received Revenue Sharing funding as part of the Program application process *

- Locality requests up to a total of \$1 million will be evaluated first and funded first.
- Locality requests over \$1 million and up to \$5 million per fiscal year (\$10 million per biennial cycle) will be evaluated next and funded next

Priority 2 – Construction Projects that meet a transportation need identified in the Statewide Transportation Plan (VTRANS) or when funding will accelerate advertisement of a project in a locality's capital improvement plan

- Locality requests up to a total of \$1 million will be evaluated first and funded first

- Locality requests over \$1 million and up to \$5 million per fiscal year (\$10 million per biennial cycle) will be evaluated next and funded next

Priority 3 – Projects that address deficient pavement resurfacing and bridge rehabilitation (as described in [Appendix D](#)).

- Locality requests up to \$1 million will be evaluated first and funded first.
- Locality requests over \$1 million up to ~~\$5~~2.5 million per fiscal year (~~\$10~~5 million per biennial cycle) will be evaluated next and funded next.

Priority 4 – All other eligible projects (projects not meeting priority criteria described above)

- Locality requests up to \$1 million will be evaluated first and funded first
- Locality requests over \$1 million will be evaluated and funded next

Notes: If funds are depleted prior to completely funding all projects within a priority, any remaining funds may be pro-rated within that priority or allocated as otherwise directed by the Commonwealth Transportation Board.

Also, in any fiscal year that all priority categories were not funded, transfers affecting those fiscal year allocations can only be made to projects meeting the same priority selection criteria that received funding originally.

*Any project established as a revenue sharing project outside of the application process will not be recognized as an existing Revenue Sharing project for allocation prioritization purposes during the next application cycle.

V. Application for Funds

Applications for Revenue Sharing funding are accepted on a biennial basis through VDOT's SMART Portal as described in [Appendix E](#). Preliminary project information must be provided with a pre-application form also submitted through VDOT's SMART Portal. ~~Pre-application form also submitted through VDOT's SMART Portal. , which contains the information necessary to complete a SMART Portal application, can be found in Appendix F. Prior to progressing to the application stage, Review of the Pre-application form prior to submittal through SMART Portal is strongly encouraged. Establishment of the pre-application for each anticipated project request is a required step to ensure coordination between the locality and local VDOT office staff regarding the project concept, eligibility, and preliminary funding priority determination. in which priority selection criteria the project will meet.~~

A resolution from the governing body which identifies the allocation request, provides the locality's commitment to fully fund the project(s), and provides signatory authority to an authorized local officer, is also necessary to apply for program funding. An example of an acceptable resolution can be found in ~~Appendix H~~[Appendix F](#).

A locality may request funds for a project located within its own jurisdiction or in an adjacent jurisdiction, with concurrence from the governing body of the other locality. Regardless of where the project may be located, the funding limitations for each locality outlined in the previous section apply. Towns not maintaining their own streets may not directly apply for Revenue Sharing Program funds but may include their requests as part of the package submitted

by the county in which they are located. After an affirmative vote, the Commonwealth Transportation Board allocates project funding through an approved resolution.

Requested funds should cover the entire cost of the project or the application must indicate ~~where the source of any~~ additional funds ~~are coming from~~ necessary to fully fund the project. Indicating “future revenue sharing funds” is not acceptable, even if the intent is to reapply in future application cycles for additional Revenue Sharing allocations. The Revenue Sharing Program is approved on a biennial basis and Program funding for specific projects in future years should not be expected and cannot be guaranteed.

Applications for multiple, similar-scope projects (such as traffic calming, ADA ramps, sidewalks, drainage improvements), generally referred to City/Town/County-wide projects, may be submitted. These applications must be accompanied by a list which identifies the location and specific scope for each project. Additional projects or funding cannot be added to the original request during subsequent application cycles and these projects are not eligible for funding transfers.

Note:

The Locality must commit to their matching allocations at the time their application for funding is submitted. A resolution from the Locality which includes their commitment to fully fund the project is also required.

Projects may be administered by either the Locality or by VDOT; however VDOT will evaluate the locality’s ability to administer the project during the application process if the locality requests to administer the project. If the locality is requesting that VDOT administer the project, the locality needs to coordinate with the local VDOT Manager during the application process on the project’s scope, schedule, and estimate.

VI. Approval

During the on-line application submittal process, the designated local VDOT Manager will review the on-line application from each locality for eligibility and accuracy. Once the localities’ requests are found to be eligible, the Local Assistance Division will develop the recommended statewide Program allocation for submission to the Commonwealth Transportation Board for approval. The Local Assistance Division will review and coordinate with other divisions as necessary and appropriate.

The Commonwealth Transportation Board approves the statewide Revenue Sharing Program, including allocations to specific projects in consideration of each locality’s request. The Commissioner of Highways, or his designee, may approve transactions, such as locality/state agreements, for Revenue Sharing Program projects prior to Commonwealth Transportation Board approval; however, no project work should be conducted for which reimbursement from the requested Revenue Sharing Program funds is expected prior to approval of Revenue Sharing Program allocations by the CTB and prior to the beginning of the fiscal year for which the funding is approved.

Note: Any work done prior to CTB approval is done so at the locality’s risk.

VII. Implementation

Upon Commonwealth Transportation Board approval of the statewide program, development of the individual projects begins. The state matching funds for the approved projects are reserved and allocated, accordingly, to each of the approved projects. Projects may be developed and constructed by VDOT or by the locality under an agreement with the Department.

A. VDOT Administered Work

After approval of the annual statewide Program allocation, ~~and~~ [and at the request of the locality](#), VDOT will provide an invoice to the locality for its share of the estimated cost of work to be performed. The local matching funds must be collected prior to the beginning of work. For projects exceeding \$500,000 in total estimated cost, VDOT and the locality may enter into an agreement so that the local match may be provided by project phase (i.e., preliminary engineering, right of way, or construction). VDOT may agree to a payment schedule for the Construction phase when the construction estimate exceeds \$5 million. The locality must request such a payment schedule prior to advertisement and any agreement must be modified to address the revised payment schedule. After the project is completed, the Local VDOT Manager will review the actual costs incurred to determine if there is a surplus or deficit. If a deficit exists, the locality may request surplus funds from other Revenue Sharing projects be transferred to cover the deficit and, if necessary, request a final billing for its share. Additional funding can also be transferred from other VDOT fund sources as applicable. If the locality's share of the actual cost is less than the amount received from the locality, the difference will be refunded to the locality upon written request or the locality may request transfer all the remaining funds to another existing Revenue Sharing project as noted in the section describing transfer of funds (Section VIII.) ~~Appendix I~~ [Appendix G](#) provides the steps for initiating project funding and invoicing. Surplus funds should be addressed within six (6) months following project completion to ensure funds do not become de-allocation candidates, thereby limiting transfer options.

If a local government wishes to cancel a project begun under the Revenue Sharing Program during the Preliminary Engineering (PE) or Right of Way (RW) phases but prior to the Construction (CN) phase, it may do so by resolution of the local governing body. The Department retains the sole option to require reimbursement by the locality of all state matching funds spent from the time the project was begun until it is canceled. Reimbursement will be required for any project cancelled after the construction plans have been approved unless an exception is granted by the Commissioner.

B. Locally Administered Work

VDOT has published the Locally Administered Projects (LAP) Manual that provides general guidance for locally administered projects, which includes provisions for Revenue Sharing and other state funded projects. This guide is available on the Local Assistance Division webpage: http://www.virginiadot.org/business/resources/LAP_Guide.pdf. The Local Assistance Division, working with the designated local VDOT Manager will prepare the appropriate locality/state agreement that governs the performance of work administered by the locality. In addition to CTB approval, an agreement must be executed by both the locality and VDOT prior to incurring any cost to be financed from Revenue Sharing Program funds. If the project is funded entirely

with Revenue Sharing funds and local funds, a streamlined process is available. Should the locality opt to utilize this streamlined process for state-aid (only) projects, the locality will submit the completed state certification form (~~Appendix J~~[Appendix H](#)) to the local VDOT Manager prior to advertisement but no later than prior to project award. This document should be uploaded into VDOT's Integrated Project Manager (iPM) system by the Project Coordinator or designee.

Once the project begins, the locality ~~may~~[must](#) submit, no more frequently than monthly and no later than 90 days after incurring eligible project expenses, invoices to VDOT for eligible costs incurred. After all work is completed, the locality makes a final billing to VDOT for VDOT's share of the actual eligible costs incurred. If the actual cost is less than anticipated in the agreement, the locality may request that the remaining VDOT share of Revenue Sharing Program funds to be transferred (along with the remaining local share) to another existing project as noted in the section describing transfer of funds (Section [VIII](#)) or, if the locality desires, returned to VDOT's statewide fund for the Revenue Sharing Program. ~~Appendix I~~[Appendix G](#) provides the steps for initiating project funding and invoicing. Surplus funds should must be addressed within six (6) months following project completion to ensure funds do not become de-allocation candidates, thereby limiting transfer options.

If a local government wishes to cancel a locally administered project begun under the Revenue Sharing Program before it is completed, it may do so by resolution of the local governing body. The Department retains the sole option to require reimbursement by the locality of all state matching funds spent from the time the project was begun until it is canceled. Reimbursement of any state funds expended will be required for any project cancelled after the plans have been approved unless an exception is granted by the Commissioner.

C. Timely Implementation of Projects

All requests for Revenue Sharing funding are expected to be for viable projects with work anticipated in the near future. Any project having funds allocated under this program shall be initiated where at least a portion of the Revenue Sharing funds have been expended within one year of allocation. Localities are advised to give careful consideration in applying for Revenue Sharing funds, particularly if the project has other VDOT managed funds, to ensure that at least a portion of the Revenue Sharing funds can be expended within one year of allocation. For any project that has not been initiated within one year, the Board has the discretion to defer consideration of future allocations until the project moves forward. If Revenue Sharing Program funds are allocated for a project and that project is not initiated within the two fiscal years subsequent to allocation, the funds may be reallocated at the discretion of the Commonwealth Transportation Board.

Local Assistance Division has developed a de-allocation process to address funding that may be removed from a project under certain conditions. The following outlines the criteria to identify projects that may be subject to deallocation.

- Project completed with allocations remaining and no activity for six (6) months
- Project which has not been initiated within two (2) fiscal years of its allocation.
- Project which is on-going, where, for 24 months, no portion of allocated revenue sharing funds has been expended or project has been inactive.

No funds will be de-allocated without a notification to the locality. The administrative process for deallocating these projects is explained in ~~Appendix K~~[Appendix I](#). Any project that is new or on-going, where no portion of allocated revenue sharing funds have been expended within one (1) year of allocation, will receive notification and may not be eligible for future allocations until the project moves forward.

VIII. Transfer of Funds

Revenue Sharing funding is allocated to specific projects through an application process and the allocations are generally not intended to be transferred to supplement other Revenue Sharing projects or become a revenue source for other projects which have not received Revenue Sharing allocations. However, under limited circumstances as outlined below, Revenue Sharing allocations may be transferred to other projects:

1. Surplus Revenue Sharing funds from a completed project may be transferred to an existing revenue sharing project within the same locality with the concurrence of the District Commonwealth Transportation Board member.
2. Surplus funds from a cancelled project must be deallocated and returned to the statewide Revenue Sharing program account; these funds can only be reallocated by the Commonwealth Transportation Board.
3. All other Revenue Sharing transfers must meet the conditions of the deallocation process, which limits transfers to projects which need the additional funding to meet an advertisement date or award date within one (1) year of the transfer request, or that addresses an existing deficit on a completed project. The following requirements also apply:
 - When a transfer is requested to another existing Revenue Sharing project, concurrence from the District Commonwealth Transportation Board member is required.
 - When a transfer is requested to a non-Revenue Sharing project, approval from the Commonwealth Transportation Board is required. Any non-Revenue Sharing project that receives Revenue Sharing allocation outside the application cycle will not be considered an existing Revenue Sharing project for allocation prioritization purposes.

~~Appendix K~~[Appendix I](#) provides administrative procedures to complete each transfer.

When, as a condition of allocation transfer, the locality is required to advertise or award a project within 12 months, the Department may deallocate the transferred funding after consultation with the District CTB Member, if the advertisement or award is not complete. If a locality fails to meet any other conditions established for any transfer of Revenue Sharing funds, those funds may also be de-allocated after consultation with the District CTB Member.

Notes: Any project established as a revenue sharing project outside of the application process will not be recognized as an existing Revenue Sharing project for allocation prioritization purposes during the next application cycle.

Transferring funds between construction and maintenance projects should not be assumed but will be evaluated on a case-by-case basis. In any fiscal year that all priorities were not funded, transfers for those fiscal years can only be made to projects in that priority that received funding.

Localities may not submit funding applications or otherwise transfer other Revenue Sharing funding to replace allocations that have been transferred from a Revenue Sharing project.

IX. Supplemental Allocations

For any fiscal year in which less than the full program allocation has been allocated, those localities requesting the maximum allocation may request an additional allocation subject to the discretion of the Commonwealth Transportation Board.

The CTB may also elect to provide supplemental allocations, within the policy's guidelines, during non-application years should additional or deallocated funding become available.

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APPENDIX A

§ 33.2-357 OF THE CODE OF VIRGINIA

§ 33.2-357. Revenue-sharing funds for systems in certain localities.

A. From revenues made available by the General Assembly and appropriated for the improvement, construction, reconstruction, or maintenance of the systems of state highways, the Board may make an equivalent matching allocation to any locality for designations by the governing body of up to \$10 million for use by the locality to improve, construct, or reconstruct the highway systems within such locality with up to \$5 million for use by the locality to maintain the highway systems within such locality. After adopting a resolution supporting the action, the governing body of the locality may request revenue-sharing funds to improve, construct, reconstruct, or maintain a highway system located in another locality or between two or more localities or to bring subdivision streets, used as such prior to the date specified in § 33.2-335, up to standards sufficient to qualify them for inclusion in the primary or secondary state highway system. All requests for funding shall be accompanied by a prioritized listing of specified projects.

B. In allocating funds under this section, the Board shall give priority to projects as follows: first, to projects that have previously received an allocation of funds pursuant to this section; second, to projects that (i) meet a transportation need identified in the Statewide Transportation Plan pursuant to § 33.2-353 or (ii) accelerate a project in a locality's capital plan; and third, to projects that address pavement resurfacing and bridge rehabilitation projects where the maintenance needs analysis determines that the infrastructure does not meet the Department's maintenance performance targets.

C. The Department shall contract with the locality for the implementation of the project. Such contract may cover either a single project or may provide for the locality's implementation of several projects. The locality shall undertake implementation of the particular project by obtaining the necessary permits from the Department in order to ensure that the improvement is consistent with the Department's standards for such improvements. At the request of the locality, the Department may provide the locality with engineering, right-of-way acquisition, construction, or maintenance services for a project with its own forces. The locality shall provide payment to the Department for any such services. If administered by the Department, such contract shall also require that the governing body of the locality pay to the Department within 30 days the local revenue-sharing funds upon written notice by the Department of its intent to proceed. Any project having funds allocated under this program shall be initiated in such a fashion that at least a portion of such funds have been expended within one year of allocation. Any revenue-sharing funds for projects not initiated after two subsequent fiscal years of allocation may be reallocated at the discretion of the Board.

D. Total Commonwealth funds allocated by the Board under this section shall be no less than \$15 million and no more than \$200 million in each fiscal year, subject to appropriation for such purpose. For any fiscal year in which less than the full program allocation has been allocated by the Board to specific governing bodies, those localities requesting the maximum allocation under subsection A may be allowed an additional allocation at the discretion of the Board.

E. The funds allocated by the Board under this section shall be distributed and administered in accordance with the revenue-sharing program guidelines established by the Board.

2006, c. 827, § 33.1-23.05; 2008, c. 608; 2011, cc. 830, 868; 2012, cc. 729, 733; 2014, c. 805; 2015, c. 684.

§ 33.2-357. Revenue-sharing funds for systems in certain localities.

A. From revenues made available by the General Assembly and appropriated for the improvement, construction, reconstruction, or maintenance of the systems of state highways, the Board may make an equivalent matching allocation to any locality for designations by the governing body of up to \$5 million for use by the locality to improve, construct, maintain, or reconstruct the highway systems within such locality with up to \$2.5 million for use by the locality to maintain the highway systems within such locality. After adopting a resolution supporting the action, the governing body of the locality may request revenue-sharing funds to improve, construct, reconstruct, or maintain a highway system located in another locality or between two or more localities or to bring subdivision streets, used as such prior to the date specified in § 33.2-335, up to standards sufficient to qualify them for inclusion in the primary or secondary state highway system. All requests for funding shall be accompanied by a prioritized listing of specified projects.

B. In allocating funds under this section, the Board shall give priority to projects as follows: first, to projects that have previously received an allocation of funds pursuant to this section; second, to projects that (i) meet a transportation need identified in the Statewide Transportation Plan pursuant to § 33.2-353 or (ii) accelerate a project in a locality's capital plan; and third, to projects that address pavement resurfacing and bridge rehabilitation projects where the maintenance needs analysis determines that the infrastructure does not meet the Department's maintenance performance targets.

C. The Department shall contract with the locality for the implementation of the project. Such contract may cover either a single project or may provide for the locality's implementation of several projects. The locality shall undertake implementation of the particular project by obtaining the necessary permits from the Department in order to ensure that the improvement is consistent with the Department's standards for such improvements. At the request of the locality, the Department may provide the locality with engineering, right-of-way acquisition, construction, or maintenance services for a project with its own forces. The locality shall provide payment to the Department for any such services. If administered by the Department, such contract shall also require that the governing body of the locality pay to the Department within 30 days the local revenue-sharing funds upon written notice by the Department of its intent to proceed. Any project having funds allocated under this program shall be initiated in such a fashion that at least a portion of such funds have been expended within one year of allocation. Any revenue-sharing funds for projects not initiated after two subsequent fiscal years of allocation may be reallocated at the discretion of the Board.

D. Total Commonwealth funds allocated by the Board under this section shall not exceed the greater of \$100 million or seven percent of funds available for distribution pursuant to subsection D of § 33.2-358 prior to the distribution of funds pursuant to this section, whichever is greater, in each fiscal year, subject to appropriation for such purpose. For any fiscal year in which less than the full program allocation has been allocated by the Board to specific governing bodies, those localities requesting the maximum allocation under subsection A may be allowed an additional allocation at the discretion of the Board.

E. The funds allocated by the Board under this section shall be distributed and administered in accordance with the revenue-sharing program guidelines established by the Board.

2006, c. 827, § 33.1-23.05; 2008, c. 608; 2011, cc. 830, 868; 2012, cc. 729, 733; 2014, c. 805; 2015, c. 684; 2018, c. 828.

The chapters of the acts of assembly referenced in the historical citation at the end of this section may not constitute a comprehensive list of such chapters and may exclude chapters whose provisions have expired.

APPENDIX B

Commonwealth Transportation Board REVENUE SHARING PROGRAM POLICY
(December 5, 2018~~July 19, 2017~~)

**RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD**

~~July 19, 2017~~December 5, 2018

MOTION

**Made By: Seconded By:
Action:**

Title: Policy and Guidelines for the Revenue Sharing Program (Revision)

WHEREAS, § 33.2-357 of the *Code of Virginia* (1950), as amended, specifically stipulates that the Commonwealth Transportation Board (Board) shall establish guidelines for the purpose of distributing and administering revenue sharing program funds allocated by the Board; and

WHEREAS, on July 19, 2017 the Commonwealth Transportation Board adopted a revised policy and approved revised guidelines, for the Revenue Sharing Program (Revenue Sharing Policy and Revenue Sharing Program Guidelines, respectively); and~~it is the sense of the Board that the existing Revenue Sharing Program Policy and the program guidelines should be amended to provide additional clarification in administration of the revenue sharing program.~~

WHEREAS, amendments made by the 2018 session of the General Assembly to §33.2-357 of the Code of Virginia (1950) pursuant to HB 765 (Chapter 828) are inconsistent with the Revenue Sharing Policy as revised on July 19, 2017; and

WHEREAS, modification to the Revenue Sharing Policy is necessary to eliminate inconsistencies with § 33.2-357 of the Code of Virginia (1950), as amended by the 2018 General Assembly; and

WHEREAS, the Revenue Sharing Program Guidelines also require modification to ensure consistency with the Revenue Sharing Policy as modified to conform to the changes to § 33.2-357 pursuant to Chapter 828 and to account for proposed program process changes recommended by the Virginia Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby adopts the following revised Revenue Sharing Policy to govern the use of revenue sharing funds pursuant to § 33.2-357 of the *Code of Virginia* (1950), as amended by the 2018 General Assembly:

1. The Revenue Sharing Program shall provide a matching allocation up to \$5 million to any county, city or town for projects designated by the locality for improvement, construction, maintenance or reconstruction of highway systems within such locality with up to \$2.5 million for use by the county, city or town for maintenance projects for highway systems within such county, city or town. The maximum total matching allocation, including transfers, that the Board may approve per project shall not exceed

\$10 million.

2. Revenue Sharing funds shall be prioritized and allocated in accordance with the provisions of § 33.2-357 B of the *Code of Virginia* and, then, as further outlined in the Revenue Sharing Program Guidelines.
3. Application for program funding must be made by resolution of the governing body of the jurisdiction requesting the funds. A locality may request funds for a project located within its own jurisdiction or in an adjacent jurisdiction, with a supporting resolution from the governing body of the adjacent locality. Towns not maintaining their own streets are not eligible to receive Revenue Sharing Program funds directly; their requests must be included in the application of the county in which they are located. All requests must include a priority listing of projects.
4. Funds may be administratively transferred by the Department of Transportation from one revenue sharing project to another existing revenue sharing project. Upon request of the locality, VDOT will review a requested transfer for eligibility and then seek concurrence by the respective VDOT District Board member. If approved by the Board, revenue sharing funds may also be transferred to an existing project in the Six Year Improvement Program or Secondary Six Year Plan if needed to meet an advertisement or award date scheduled within one year of the request or to address a completed project which is in deficit. The Department may deallocate the transferred funds if the project has not been advertised or awarded within one year. The Department will establish deallocation procedures. Requests for all transfers must be made in writing by the County Administrator or City/Town Manager. All requests must include the reasons for the request and the status of both projects. Funds from a cancelled project will be returned to the statewide Revenue Sharing Program account and these funds can only be reallocated by the Board. Any funds transferred away from a project cannot be backfilled by future allocation requests or transfers.
5. The Revenue Sharing Program is intended to provide funding for immediately needed improvements or to supplement funding for existing projects. Larger new projects may also be considered; however, if the estimated project cost exceeds the Revenue Sharing Program funding request, the locality must identify other funding sources and commit locality funding amounts as necessary to complete the project. Projects receiving revenue sharing funds shall be initiated and at least a portion shall be expended within one year of the allocation. For any project that has not been initiated within one year, the Board has the discretion to defer consideration of future allocations until the project moves forward. If a project having funds allocated under this program has not been initiated within two subsequent fiscal years of allocation, the funds may be reallocated at the discretion of the Board.

BE IT FURTHER RESOLVED that the Board approves the Revenue Sharing Program Guidelines as revised and attached hereto.

BE IT FURTHER RESOLVED that the Board will reevaluate this Policy and the approved guidelines after two Revenue Sharing application cycles and prior to five years from the effective date of this Policy.

BE IT FURTHER RESOLVED that the Board supports funding the Revenue Sharing Program at a minimum of \$100 million annually and supports funding in greater amounts to the extent permissible under subsection D of § 33.2-357, which provides that, subject to appropriation, the total Commonwealth funds allocated by the Board for the Revenue Sharing Program shall not exceed the greater of \$100 million, or seven percent of funds available for distribution pursuant to subsection D of § 33.2-358 prior to the distribution funds for revenue sharing.

~~**BE IT FURTHER RESOLVED** that the Board should consider increasing the funding provided to the Revenue Sharing Program over a two-year period should biennial funding for SMART Scale exceed \$1.2 billion.~~

BE IT FURTHER RESOLVED that, effective immediately upon approval, the Revenue Sharing Policy adopted herein shall become effective and all revenue sharing program policies previously adopted and guidelines previously approved by the Board governing the use of revenue sharing funds shall be rescinded, provided however, that nothing herein is intended to invalidate any actions previously taken pursuant to those policies or guidelines ~~the above policy shall become effective August 1, 2017, and all revenue sharing program policies previously adopted heretofore by the Board governing the use of revenue sharing funds shall be rescinded simultaneously.~~

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APPENDIX C

**STATEMENT OF PURPOSE, PRIORITIES AND RECOMMENDATIONS
for the Revenue Sharing Program**

CTB Revenue Sharing Program Study Committee

Statement of Purpose, Priorities and Recommendations for the Revenue Sharing Program

The Revenue Sharing program is implemented in accordance with requirements established in Virginia Code. Within that framework, the Commonwealth Transportation Board (CTB) establishes policies to support the most effective and equitable use of Revenue Sharing funds, as well as the most effective and expeditious administration of the Program. As stated in the CTB Revenue Sharing Policy, the Revenue Sharing Program is intended to provide funding for immediately needed improvements or to supplement funding for existing projects. Larger new projects may also be considered, provided the locality commits to any additional funding needed to implement the project within limits of Policy.

General Priorities of the Program:

- Provide funding support for projects of local importance where allocations are expended as set out by the Code of Virginia and projects are completed in a relatively short period of time.
- Provide funding to support projects that focus on immediately needed improvements and will be completed in a relatively short period of time.
 - Provide funding to leverage other projects that support Regionally or Statewide significant projects;

Committee's Priorities for Program Recommendation

- Recommend policies that emphasize fair and equitable distribution of funds, whether initial allocations or subsequent transfers of existing allocations, which support the priorities of the program.
- Recommend policies that, to the best degree possible, provide a high level of funding predictability and certainty for all stakeholders.
- Recommend policies that, as allowable by the Code of Virginia and other State policies, allow Revenue Sharing allocations to be used as financial leverage for other transportation funding programs.
- Recommend policies to ensure the effective use of Revenue Sharing allocations and expeditious completion of Revenue Sharing projects.
- In accordance with the Code of Virginia, policies and processes established by the Board shall be developed with the understanding that allocations are provided to localities for specified projects and are not allocations to localities for their general use on other transportation projects thereafter.

Other Recommendations

- The Study Committee recommends the Board re-evaluate the Policy changes after two subsequent application cycles. This recommendation is included in the updated CTB Policy.
- The Study Committee also recommends that every two years the CTB should evaluate the appropriate funding level of the Revenue Sharing Program. Further, the Committee recommends that should the biennial funding for SMART Scale exceed \$1.2 billion, an appropriate percentage of the increase should go to funding the Revenue Sharing Program; however, the Study Committee recommends that the Revenue Sharing Program should be funded annually at a minimum of \$100 million irrespective of the SMART Scale funding.

APPENDIX C -1

SUMMARY OF 2017 REVENUE SHARING PROGRAM POLICY CHANGES

SUMMARY OF 2017 REVENUE SHARING POLICY CHANGES

Policy Topic	2017 Policy Revision	Impact / Purpose
Initial Allocation from Application		
<ul style="list-style-type: none"> Locality Allocation Request Limitation 	\$5M per locality annually (\$10M per biennial application cycle).	Provide immediate impact of reducing Priority 1 requests allowing more localities and additional projects to receive Revenue Sharing allocations.
<ul style="list-style-type: none"> Project Allocation Limitation 	\$10M per project (statewide match) lifetime, including transfers.	Provide long-term benefits by ensuring very large projects do not continue to exhaust limited Revenue Sharing funding at the disadvantage of smaller projects.
Transfer of Revenue Sharing Funds		
<ul style="list-style-type: none"> Surplus funds from a completed project to existing Revenue Sharing Project 	Recipient project must be viable and in the current Six Year Improvement Plan with concurrence of District CTB Member.	Provide additional oversight but with minimal delay. Provide some benefit of successfully completing project under budget and reduce future need on existing projects.
<ul style="list-style-type: none"> Transfer from on-going Revenue Sharing project to on-going Revenue Sharing project 	Must meet deallocation process requirements: recipient project must be viable and in the current Six Year Improvement Plan; transfer can only go to a project which needs funding to go to advertisement or award within the next 12 months or to address a deficit on a completed project; District CTB member must provide concurrence.	Ensure transfers are made only to projects with an immediate need and minimizes the ability to use Revenue Sharing program as funding source for projects which have not gone through application process. Ensure additional transparency and oversight with minimal delay.
<ul style="list-style-type: none"> Surplus funds from a completed project to non-Revenue Sharing project 	Must meet deallocation process requirements: recipient project must be viable and in the current Six Year Improvement Plan; transfer can only go to a project which needs funding to go to advertisement or award within the next 12 months or to address a deficit on a completed project; approved by CTB action.	Ensure transfers are made only to projects with an immediate need and minimizes the ability to use Revenue Sharing program as funding source for projects which have not gone through application process.
<ul style="list-style-type: none"> Transfer from on-going Revenue Sharing project to non-Revenue Sharing project 	Must meet deallocation process requirements: project must be viable and in the current Six Year Improvement Plan; transfer can only go to a project which needs funding to go to advertisement or award within the next 12 months or to address a deficit on a completed project; approved by CTB action.	Ensure transfers are made only to projects with an immediate need and minimizes the ability to use Revenue Sharing program as funding source for projects which have not gone through application process.
<ul style="list-style-type: none"> Surplus funds from a cancelled project 	Surplus funds must be returned to Revenue Sharing Program Balance Entry; Funds may be reallocated only by CTB action.	Ensures funding which is no longer needed for an approved project returns to the Revenue Sharing Program balance.
<ul style="list-style-type: none"> Miscellaneous Provisions 	Clarification that a Locality may not request additional funds during application cycle to replace funds transferred off a Revenue Sharing project.	Prevent misuse of transfer process eliminating the replacement of funds that have been transferred to other projects; ensures localities plan and estimate for funding provided during application cycle.
Other		
<ul style="list-style-type: none"> Deallocation process - Surplus funds after project completion 	Project subject to deallocation 6 months after projects is completed.	Ensure timely reallocation of surplus funds.
<ul style="list-style-type: none"> Timely expenditure of funding; requirement to expend funds within one year of CTB allocation 	The CTB will have discretion to defer future project allocations when a project has not expended a portion of their Revenue Sharing Funds within one year of CTB allocation.	Ensure timely implementation of projects.

APPENDIX D

CRITERIA FOR MAINTENANCE PRIORITY PROJECTS

Criteria for Maintenance Priority Projects

A locality may apply for a maximum of \$5 million in matching allocations per fiscal year (\$10 million per biennial cycle) and up to \$2.5 million (\$5 million per biennial cycle) of these requested funds may be specified for maintenance projects. ~~A locality may apply for up to \$10 million in matching allocations with up to \$5 million of these requested funds may be specified for maintenance projects.~~ The criteria for determining if a pavement resurfacing or bridge rehabilitation project meets the priority is described below and is based on the Department's performance targets.

Pavement Resurfacing Projects

Any proposed pavement maintenance project to address a pavement section that was rated as "deficient" (Critical Condition Index (CCI) below 60 or comparable criteria) is eligible for consideration as a maintenance priority project. Any proposed bridge maintenance project to address a poor rating (General Condition Rating (GCR) of 4 or below) on a VDOT or locality maintained bridge or structure is eligible for consideration as a maintenance priority project.

It will be the responsibility of the requesting locality to indicate on the detailed application if a project for which funds are requested meets the priority criteria. VDOT will provide the condition data to verify that determination for all VDOT maintained facilities. For locally maintained facilities, the locality will submit their condition rating data to the local VDOT Manager for review. Any questions about the condition assessment data and whether a project qualifies for priority funds will be determined by the District Maintenance Engineer.

Pavement condition assessments are based on the surface distresses, such as roughness, cracking, patching, rutting, potholes, etc. The detailed findings are summarized into a CCI rating which is based on a scale of 0 to 100, with 100 being assigned to a pavement section with no visible distresses. Any pavement section receiving a CCI rating below 60 is termed "deficient" and can potentially be considered for maintenance activities. The type of maintenance activity is usually selected based on the extent and the severity of distresses present. Any pavement with a CCI rating below 60 can qualify for the established priority criteria.

Bridge Rehabilitation Projects

Bridge Condition Assessments are based on the condition of structures as defined by GCRs that are assigned to each structure during regularly scheduled inspections. These inspections are required by VDOT policy and by the federally mandated National Bridge Inspection Program. For each bridge or culvert, GCR are used to describe the existing, in-place structure as compared to its as-built condition. Evaluations are provided for the physical condition of the deck, superstructure, and substructure, or culvert components of a structure (therefore bridges will usually have three GCR and culverts have one). General Condition Ratings are based on a scale of 0 to 9, with 0 being the worst condition and 9 being the best condition. Virginia categorizes the structure inventory into three categories of Good, Fair, and Poor. They are defined as:

- Good – lowest GCR is greater than or equal to 6. Structures in this category are typically in need of preventive maintenance work such as bridge cleaning, deck sealing, sealing joints, thin deck overlays, and spot/zone painting.
- Fair – lowest GCR is equal to 5. Structures in this category are typically in need of restorative maintenance actions such as deck patching, rigid deck overlays,

reconstructing/closing joints, substructure repairs, fatigue retrofitting, over-coating or re-coating, scour repairs, cathodic protection and electrochemical chloride extraction.

- Poor – lowest GCR is less than or equal to 4. Structures in this category are typically in need of rehabilitation work actions such as deck replacements, superstructure replacements, and culvert rehabilitation, or complete structure replacement.

Virginia performs an annual needs assessment of the structure inventory in order to determine the resources required to address the structures in each condition category. Bridges and culverts that are in the poor condition category can qualify for the established priority criteria, providing the items deemed as poor are being addressed. While bridges and culverts that are in the fair and good condition categories do not meet the primary criteria for priority consideration, maintenance projects are encouraged for these structures as system preservation activities, and these projects would qualify for Revenue Sharing funding.

The requesting locality is responsible for indicating on the application if the project meets the priority criteria. VDOT will provide the condition data to verify that determination for all VDOT maintained facilities. For locally maintained facilities, the locality submits its condition rating data to the local VDOT Manager for review. Any questions regarding the condition assessment data and whether a project qualifies for priority funding will be determined by the District Maintenance Engineer (DME). If a secondary pavement condition assessment is several years old (with latest assessment above deficient determination) the DME will determine if a new assessment can be added to the current review schedule. Interim bridge ratings will not usually be considered and the latest regularly scheduled rating should be the basis for evaluation of the priority criteria. Failure to provide the rating documentation will result in the roadway or bridge ~~project request being determined to being classified as not deficient and would~~ not meet ~~P~~priority 3 selection criteria.

APPENDIX E

REVENUE SHARING APPLICATION PROCESS

APPLICATION PROCESS

The application process generally begins with an announcement or invitation letter, from the Director of Local Assistance, via email and other announcements, to County Administrators and City/Town Managers to participate in the upcoming biennial application cycle. The announcement will include a timeframe in which applications will be accepted through VDOT's SMART Portal.

[A pre-application submittal for each project is required through the SMART Portal in order to be considered for funding during the open application period. This will provide an opportunity for the local VDOT Project Manager to review the eligibility, scope and estimate prior to the final application submittal.](#)

After determining that it will participate in the program, the locality should coordinate closely with their local VDOT Manager to review potential projects. The local VDOT Manager will provide support regarding eligibility, estimates, and scheduling. If the locality is requesting VDOT administration of the project, the locality must coordinate with the local VDOT Manager to obtain the Department's concurrence with the project's scope, schedule, and estimate.

~~A Pre-Application Coordination Form is provided in Appendix F so that the locality may ensure that it has all the information necessary for the SMART Portal application. The locality is encouraged to review the Pre-Application Form early and familiarize themselves with the SMART Portal during the application process.~~

When submitting multiple project applications, localities will be required to prioritize the applications.

A resolution from the governing body, indicating their desire to participate in the Revenue Sharing program, their commitment to fully funding the projects, and providing appropriate signatory authority, is also required as part of the application process. A sample resolution is provided in [Appendix H](#).

Applications submitted late or left in pending status will not be accepted.

There is no limit on the amount of funds the locality may contribute; however, the locality may receive no more than the maximum amount of state Revenue Sharing funding allocation stipulated by statute or by Commonwealth Transportation Board Policy. Funding provided through other VDOT Programs cannot be used to match Revenue Sharing Program funds. If the locality uses other non-VDOT grant funds as match, the locality must determine if the work being performed is eligible under those non-VDOT programs and the locality is required to meet the requirements of those programs.

During the application process or after final submittal, the designated local VDOT Manager will review the SMART Portal application to make an initial project eligibility determination. If locally administered, the local VDOT Manager will also make an initial determination regarding the ability of the locality to effectively complete the project. Please note that this review also takes the place of the Request to Administer (RtA) Project form used for most other projects and

represents VDOT's concurrence with the locality administering the project, if applicable. While an RtA is not required, it is highly recommended that any locality submitting an application that exceeds \$5 million in construction cost should use the self-evaluation form in the LAP Manual to assist in assessing their ability to manage a more complex transportation project. If federal funds are added to the project, the typical RtA process as outlined in Chapter 10 of the LAP Manual must be followed. For questions regarding eligibility on maintenance performance targets or general condition ratings the designated VDOT Manager should contact the District Maintenance Engineer (DME). If a pavement condition assessment is several years old (with latest assessment above deficient determination) the District needs to work with their DME to see if a new assessment can be added to the review schedule. Bridges have regularly scheduled inspections, but if the condition of the bridge has degraded since the last regularly scheduled assessment the District should contact the DME to see if a new assessment can be requested ahead of schedule. All documentation related to deficient roadways and bridges must be received by the prescribed deadline ~~or the~~in order for the roadway or bridge roadway or bridge will be classified as not deficient project request to be determined to meet Priority 3 selection criteria.

~~The local VDOT Project Manager may reach out to the locality for additional information during this initial review process and may make modifications to the locality's application, with the locality's concurrence.~~The Local VDOT Project Manager is responsible for reviewing the application to confirm the project scope, estimate is and funding is accurate eligible, meets required criteria, all funding is accurate, and supporting documents are submitted.

VDOT's Local Assistance Division will review the final applications and will notify the designated local VDOT Manager of the amount of state matching funds available for use on specified projects in their localities, subject to the approval of the Commonwealth Transportation Board.

After the Local Assistance Division has reviewed the submitted detailed applications, the Local Assistance Division will request the designated local VDOT Manager to enter the data from the detailed application into VDOT's Project Pool and obtain the permanent UPC. A permanent UPC is required for all projects being recommended for approval by the CTB. The District office is responsible for ensuring that the correct scheduling template is chosen when establishing the project in the Department's Project Pool.

~~APPENDIX F~~

~~PRE-APPLICATION COORDINATION FORM~~

REVENUE SHARING PRE-APPLICATION COORDINATION FORM

A SEPARATE FORM SHOULD BE COMPLETED REPRESENTING EACH PROJECT TO BE CONSIDERED FOR ALLOCATION

A locality's combined total request cannot exceed \$5M per year.

Projects receiving funding under this program are to be initiated and a portion of the Revenue Sharing funds expended within one year of allocation
Please use mouse or the 'Tab' key to move to the next field in filling in information (do not use 'Enter' key)

Locality Applicant: >select< of _____	District: >select<
# of Applications Locality is submitting this application cycle: _____	

PROJECT INFORMATION: (Please TAB from field to field)

Locality's Priority #: _____	Route #: _____	and local road name, if available: _____
Has project previously received Revenue Sharing funding? >select< If "Yes", indicate Fiscal Year(s) _____		
State Project Number: _____	UPC #: _____	
Does project meet a transportation need identified in CTB's Statewide Transportation Plan (VTrans)? >select<		
Is project in Locality's capital improvement plan and only by receipt will these funds advance the project advertisement date? >select< If "Yes", indicate date of Current Advertisement: _____ and date of Advanced Advertisement: _____		
Is project work for pavement resurfacing or bridge rehabilitation where the maintenance analysis determines the infrastructure does not meet the Department's performance guidelines? >select< If "Yes", supporting documentation must be included with application. <i>Requests for pavement resurfacing or bridge rehabilitation (maintenance) lacking this documentation will not meet the higher priority selection criteria.</i>		
Scope of Work: >select one<		
Description of work: _____		
Length: _____ (miles)	From: _____	To: _____

PROJECT ESTIMATES (Please TAB from field to field) (cursor on & right click on \$ 0 & select "Update Field" to calculate Total)
Please note that all project work items may not be eligible under the Revenue Sharing Program. Please refer to the [Revenue Sharing Program Guidelines](#) for guidance in considering projects to be developed utilizing Revenue Sharing Program funding.

PHASE	Anticipated Schedule Start Date	Estimated Project Cost	Estimated VDOT Project Costs	Projects administered by the locality may require some VDOT oversight; please coordinate with your local VDOT office for an estimate of this amount.
PE		\$ 0	\$ 0	Estimated VDOT charges, if applicable, must be included as part of the Estimated Project Cost for each phase of the project.
RW		\$ 0	\$ 0	
CN		\$ 0	\$ 0	
TOTAL		\$ 0	\$ 0	

PROJECT TO BE ADMINISTERED BY - >select<- If "Locality", please note below:

Indicating any phase of project work to be administered by the locality and reimbursed using Revenue Sharing Program funding constitutes a "Locally Administered Project". Submission of this application represents the locality's request to administer (RtA) the project work. The RtA form is not required – however, for an application for a project exceeding \$5M estimated construction costs it is recommended that the locality use the [project delivery self-evaluation form](#) in the [Locally Administered Projects Manual](#) to assist in assessing its ability to manage a complex project. Local administration of a complex project will be at VDOT's discretion.

PROJECT FINANCIAL INFORMATION (Please TAB from field to field) (cursor on & right click on >SELECT< or \$ 0 below & select "Update Field")

Revenue Sharing (state) matching funds requested for this Project for FY >select<:	\$ 0
Revenue Sharing (state) matching funds requested for this project for FY >select<:	\$ 0
Revenue Sharing matching TOTAL (state) allocation to be requested this biennial application cycle :	\$ 0
Total Locality Match corresponding to TOTAL (state) allocation requested this biennial application cycle:	\$ 0
Total of other state / federal / local funds (enter amount to the right to include previously approved state & local revenue sharing funds):	\$ 0
Total of all previous funding and this application cycle's Revenue Sharing Program funding to be programmed on Project (this amount should equal TOTAL Estimated Project Cost amount indicated in Project Estimates section of application)	\$ 0
If amount above is less than the TOTAL Estimated Project Cost, the locality must commit to funding this balance	\$ 0

Applicant Locality Representative

I certify this information is accurate and the locality is prepared to commit to providing the required funding to match the amount being requested, if approved, and any balance necessary to fully fund the project.		
>name of locality official<	>title of locality official<	(date)

VDOT Reviewer

<input type="checkbox"/>	The pre- application project information is accurate and project work meets eligibility requirements under the Revenue Sharing Program.
<input type="checkbox"/>	The locality has or will establish that this request meets a need in VTrans, or
<input type="checkbox"/>	The locality has or will sufficiently document that the requested project is in its capital improvement plan and receipt of the requested state match funding, together with the locality's matching funds, will advance the project's advertisement date, or
<input type="checkbox"/>	The locality has or will establish that maintenance analysis has determined that the [pavement or bridge] does not meet the Department's performance guidelines and the requested project will address this deficiency.
>name of VDOT official<	>title of VDOT official<
(date)	

Revised June 2017

APPENDIX G

SUMMARY OF PROJECTS FORM

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APPENDIX ~~H~~F

SAMPLE RESOLUTION

SAMPLE RESOLUTION

Please note that specific language regarding the locality’s commitment to the funding is a requirement on all resolutions.

At a regularly scheduled meeting of the [name of locality (City/Town Council or County Board of Supervisors)] held on [month & day], 20_____, on a motion by [name of Council or Board member], seconded by [name of Council or Board member], the following resolution was adopted by a vote of [#] to [#]:

WHEREAS, the [name of locality (City/Town Council or County Board of Supervisors)] desires to submit an application for an allocation of funds of up to [enter amount locality intends to provide as its match] through the Virginia Department of Transportation Fiscal Year 20xx-xx, Revenue Sharing Program; and,

WHEREAS, [enter amount locality intends to provide as its match] of these funds are requested to fund [description of work], [termini]; and,

WHEREAS: The [name of locality (City/Town Council or County Board of Supervisors)] hereby supports this application for an allocation of [enter amount locality intends to provide as its match] through the Virginia Department of Transportation Fiscal Year 20xx-xx Revenue Sharing Program.

NOW THEREFORE BE IT RESOLVED, that the Council/Board of Supervisors of the City/Town/County of _____ hereby commits to fund its local share of preliminary engineering, right-of-way and construction (as applicable) of the project(s) under agreement with the Virginia Department of Transportation in accordance with the project financial document(s).

BE IT FURTHER RESOLVED, that the (City/Town Manager/County Administrator/or other named position designee) is authorized to execute all agreements and/or addendums for any approved projects with the Virginia Department of Transportation.

ADOPTED this [day] day of [month year].

A COPY ATTEST

[name] [title]

|

APPENDIX ~~I~~G

IMPLEMENTATION PROCESS

IMPLEMENTATION PROCESS

VDOT's Local Assistance Division coordinates with the Infrastructure Investment Division to program the state matching funds for the approved specific revenue sharing projects.

VDOT Administered Projects

1. Prior to proceeding with the development of the project, the locality and VDOT will coordinate the project schedule. The appropriate designated local VDOT Manager will notify the locality of the required share of the estimated cost of work and, at the request of the locality, VDOT will provide an invoice to the locality for its share of the work. ~~request payment from the locality for its share of the estimated cost of work to be performed prior to work commencing.~~ The local VDOT Manager will send a request to the Revenue Sharing Program Manager with the appropriate information for billing the locality. The locality is required to provide their ~~match share~~ match share prior to project initiation. ~~The local VDOT Manager will send a request to the Revenue Sharing Program Manager with the appropriate information for billing the locality.~~ For projects with an estimated cost of over \$500,000, the locality can request to be invoiced by phase. ~~It will be up to~~ The local VDOT Manager to will track when additional billings should be sent. Full payment of the phase is required prior to opening the phase.
2. After the project is completed, the Local VDOT Manager will review the actual costs incurred to determine if there is a surplus or deficit. If a deficit exists, the locality may request surplus funds be transferred from other Revenue Sharing projects or request a final billing for its share. A transfer of other VDOT managed funds (if applicable) may also be requested to cover the deficit. If the locality's share of the actual cost is less than the funding received, the difference may, if desired by the locality, be refunded to the locality or transferred to another existing project as noted in the section describing Transfer of Funds in this guide. The local VDOT Manager must coordinate with the Revenue Sharing Program Manager in order to return any surplus local funding to the locality or to transfer the funds. Any unused matching funds that will be refunded to the locality need to be coordinated with the Revenue Sharing Program Manager prior to processing.
3. Upon completion of a project the District should follow their prescribed close-out procedure. Any surplus revenue sharing funds should be transferred to another qualifying project only in accordance with CTB Policy and these Guidelines (as outlined in ~~Appendix K~~ Appendix I) to prevent the funds from becoming a candidate for de-allocation.

Locally Administered Projects

1. VDOT has published a Locally Administered Projects (LAP) Manual that provides general guidance for locally administered projects, including those being funded through the Revenue Sharing program. The LAP Manual is available on the Local Assistance Division webpage on the VDOT website.
2. For those projects identified as being locally administered and funded solely with Revenue Sharing funds, VDOT will draft the Programmatic Project Administration Agreement, Appendix A, and Appendix B that governs the performance of work administered by the locality and will cover all projects being administered by the locality. The agreement must be executed by the locality and VDOT prior to incurring any cost to

be financed from the Revenue Sharing Program. Any costs incurred prior to the agreement being executed ~~will~~may not be eligible for reimbursement. Note that a Standard Project Administration Agreement can be used instead if the locality prefers a separate agreement for each project. The Request to Administer (RtA) form is not required, since the application identifies whether or not the project is to be locally administered. It is highly recommended that a locality submitting an application that exceeds \$5 million in construction cost should use the Self-Evaluation form in the LAP Manual to assist in assessing their ability to manage more complex transportation projects. Although uncommon, VDOT may deny a locality's request to administer a project. Please refer to Chapter 2 of the LAP Manual for further explanation.

3. Upon execution of the agreement, and at the request of the District, the project will be opened for a minimal time for VDOT to perform SERP, scoping or inspection if applicable and as provided in the agreement. As invoices are received for payment, the proper phase will be opened for a minimal time to allow the invoice to be processed. Locally administered projects are not opened for extended periods of time.
4. As part of the streamlined process for locally administered projects, prior to award, the locality will forward to the designated Project Coordinator the State Certification Form (for projects funded solely with Revenue Sharing Funds), indicating all applicable laws and regulations pertaining to locally administered state funded projects has been met.

The designated Project Coordinator will provide a letter or email to the locality giving their approval to proceed with the award process. Note that Local Assistance Division will not open the construction phase of a project until the State Aid Certification form has been received and is uploaded into VDOT's Integrated Project Manager (iPM) system.

5. Once the project begins, a project level invoice, accompanied by supporting documentation, ~~should~~must be submitted to the VDOT Project Coordinator no more frequent than monthly, but within 90 days of incurred costs. The supporting documentation ~~should~~must include copies of invoices paid by the locality and a ~~te~~datecurrent project summary schedule, tracking payment requests and any adjustments. In lieu of copies of invoices paid by the locality, a one-page summary of what documentation the locality has on file may be used, provided that the locality's Director of Finance or (equivalent official) similar position signs it. A request is then forwarded to Local Assistance Division from the local VDOT office requesting the phase opened and the funds authorized for payment. No invoice should be processed for payment without authorization from Local Assistance Division. After all work is completed the locality makes a final billing to VDOT for its share of the actual eligible costs incurred. If the actual cost is less than that provided by the agreement, the difference may be transferred to another revenue sharing project in the locality, or, if the locality desires, refunded to the VDOT Revenue Sharing Program Fund.
6. Any updates to the project's status, schedule, or estimate shall be done by the designated local VDOT Manager or Project Coordinator during the course of the project.
7. Upon completion of a project the District ~~should~~will follow its prescribed close-out procedure. Any surplus revenue sharing funds should be transferred to another qualifying project (as outlined in ~~Appendix K~~Appendix I) to prevent the funds from becoming a candidate for de-allocation. Surplus funds may be transferred only in accordance with CTB Policy and these Guidelines

APPENDIX [JH](#)

CERTIFICATION FORM FOR STATE FUNDED PROJECTS

Certification Form for State Funded Projects

Project Number: _____

UPC: _____

This certification form is to be used to certify adherence to all applicable laws and regulations pertaining to locally administered state funded projects. This certification form will not be used for projects utilizing any federal funds. The signature at the bottom will certify that **>INSERT LOCAL GOVERNMENT NAME<** has met the following requirements for state funded projects. VDOT may perform project audits to verify compliance with this certification. False or inaccurate statements identified by VDOT or other state regulatory agencies may result in the requirement to return state aid and/or other penalties as allowed by State law.

Initials	Certification Statement
	Check applicable statement: <input type="checkbox"/> For highways maintained by the LPA, project plans have been designed in accordance with AASHTO standards and signed and sealed by a Virginia registered P.E. in accordance with DPOR; OR <input type="checkbox"/> For highways which will be operated and maintained by VDOT, project plans have been designed in accordance with VDOT Standards and that VDOT has reviewed the plans in accordance with the agreed upon schedule and all necessary design variances/waivers have been attained and the plans have been signed and sealed by a Virginia registered P.E. in accordance with DPOR.
	All required regulatory agency coordination has been made and applicable permits or approvals have been acquired.
	Where VDOT will operate and maintain the highway, that the LPA has performed appropriate due diligence to identify environmental hazards on new right of way and to the best of our knowledge, any existing environmental hazards have been identified and mitigated or a plan for mitigation during construction has been made.
	Project was developed in accordance with State laws and regulations governing public involvement so that adequate and appropriate public notice and opportunity for public comment was provided.
	All right of way has been obtained and that the LPA has legal right of entry onto each and every parcel for the advertisement and construction of the referenced Project.
	The LPA has complied with the Code of Virginia requirements pertaining to relocations and the acquisition of real property.
	All affected utilities have been relocated or companies authorized to relocate their facilities. If not, they are included as in-plan work to be performed by the road contractor.
	The project was advertised in accordance with the Virginia Public Procurement Act and that the advertisement package included all appropriate EEO provisions.
	All environmental regulations as are applicable to local government capital improvement projects and as required by State or federal laws applicable to non federal-aid projects have been met or provisions to meet continuing requirements during construction have been made.

>INSERT LOCAL GOVERNMENT NAME< acknowledges that failure to fulfill its legal obligations associated with those requirements identified in this certification may result in project delays and/or delays or forfeiture of State reimbursements. **>INSERT LOCAL GOVERNMENT NAME<** further acknowledges that obligations associated with those requirements identified in this certification may be subject to audit by VDOT or State oversight agencies.

 Local Government Manager (City Manager, County Administrator, City Engineer or County Director of Public Works or designated authority to sign)

 Date

cc: Project file
 VDOT Project Coordinator
 VDOT Local Assistance Director

(Please refer to the [Locally Administered Projects \(LAP\) Manual](#) for the most current form)

APPENDIX ~~K~~I

**REVENUE SHARING PROGRAM
PROJECT TRANSFER AND DEALLOCATION PROCESS**

REVENUE SHARING PROGRAM PROJECT TRANSFER AND DEALLOCATION PROCESS

Revenue Sharing funding is allocated to specific projects through an application process and the allocations are generally not intended to be transferred to supplement other Revenue Sharing projects or become a revenue source for other projects which have not received Revenue Sharing allocations. However, under limited circumstances Revenue Sharing allocations may be transferred to other projects in accordance with the following procedures:

1. Surplus funds from a completed project may be transferred to an existing Revenue Sharing project within the same locality that needs funds to meet an advertisement or award date within 1 year of request or to meet a deficit on a completed project with approval of the Commonwealth Transportation Board District member.

- Within six months of project completion, the locality's County Administrator or City/Town Manager, as applicable, must submit a request, in writing, requesting such a transfer to their local VDOT Manager. [Project completion is typically identified by a submitted C-5 or can also be indicated by other approved documentation when the C-5 is not reflective of project completion, such as when there are outstanding claims or on-going condemnation procedures. These are reviewed and approved by the Revenue Sharing Program Manager.](#)
- The local VDOT Manager will notify the Local Assistance Division (LAD) Revenue Sharing Program Manager of such request to ensure that funding is available to be transferred and that no outstanding issues exist that would preclude such a transfer. The LAD Revenue Sharing Program Manager reviews project allocations, expenditures, and pending VDOT charges to determine amount available for transfer (in coordination with the Infrastructure Investment Division). The LAD Revenue Sharing Program Manager also verifies that there are no restrictions applicable to the particular fiscal year's funding which would disallow the requested transfer.
- After receiving concurrence from LAD, the local VDOT Manager will request written concurrence from the District Commonwealth Transportation Board (CTB) member. The local VDOT Manager will forward the concurrence to LAD Revenue Sharing Program Manager, along with a complete IID-24.
- The LAD Revenue Sharing Program Manager will review the IID-24 and forward to the Infrastructure Investment Division for processing in PAM and Cardinal and record the transfer in the Revenue Sharing database.
- An email is then sent to the designated local VDOT Manager indicating that the transfer of funding has been completed. If applicable, project agreements are modified (or request made of project manager to do so) and are transmitted with the transfer approval letter.

2. Surplus funds may be transferred to an existing non-Revenue Sharing Project in the Six Year Improvement Program or Secondary Six Year Plan that needs funds to meet advertisement or award date within 1 year of request or to address a deficit on a completed project, with the approval of the Commonwealth Transportation Board.

- Within six months of project completion, the locality's County Administrator or City/Town Manager, as applicable, must submit a written request for a transfer to their local VDOT Manager.

- The local VDOT Manager will notify the LAD Revenue Sharing Program Manager of such request to ensure that funding is available to be transferred and that no outstanding issues exist that would preclude such a transfer. The LAD Revenue Sharing Program Manager reviews project allocations, expenditures, and pending VDOT charges to determine amount available for transfer (in coordination with the Infrastructure Investment Division). The LAD Revenue Sharing Program Manager also verifies that there are no restrictions applicable to the particular fiscal year's funding which would disallow the requested transfer.
- After receiving concurrence from LAD, the local VDOT Manager will ensure that the District CTB member is aware of the pending request.
- The Revenue Sharing Program Manager will coordinate with the local VDOT Manager to prepare a CTB Resolution and decision brief and will present the request at the next possible CTB Meeting for CTB action.
- If concurrence is provided by the CTB, the local VDOT Manager will prepare an IID-24 and provide to the Revenue Sharing Program Manager. After review, the Revenue Sharing Program Manager forwards the IID-24 to the Infrastructure Investment Division for processing in PAM and Cardinal and records transfer in Revenue Sharing database.
- An email is sent to the designated local VDOT Manager indicating the transfer of funding has been completed. If applicable, project agreements are modified (or request made of project manager to do so) and is transmitted with the transfer approval letter.

3. Surplus funds from a cancelled project must be deallocated and returned to the statewide Revenue Sharing program account; these funds can only be reallocated by the Commonwealth Transportation Board.

- After receiving an email from the locality that a project is to be cancelled, the LAD Revenue Sharing Program Manager prepares an IID-24 that is transferring funds from the cancelled project to the Revenue Sharing Balance Entry account, and forwards to the Infrastructure Investment Division for processing in PAM and Cardinal financial systems.
- The LAD Revenue Sharing Program Manager records the transfer in Revenue Sharing database.

4. All other transfers must meet the conditions of the deallocation process, which limits transfers to projects which need the additional funding to meet an advertisement date or award date within one (1) year of the transfer requests, or that addresses an existing deficit on a completed project. The following requirements also apply as necessary:

- When a transfer is requested to another existing Revenue Sharing project, concurrence from the District CTB member is required.
- When a transfer is requested to a non-Revenue Sharing project, approval from the CTB is required. Any non-Revenue Sharing project that receives a Revenue Sharing allocation outside the application cycle will not be considered an existing Revenue Sharing project for allocation prioritization purposes.

The transfer process is outlined in paragraphs 1 and 2 above, as applicable.

For any transfer to a project which requires advertisement or award within one (1) year of request or CTB approval, the LAD Revenue Sharing Program Manager will notify the locality of the upcoming

deadline, in writing, at least two months prior to the advertisement or award deadline, if advertisement or award has not yet been completed. The LAD Revenue Sharing Program Manager will copy the local VDOT Contact and the District CTB member. If locality cannot meet the deadline, the LAD Revenue Sharing Program Manager will initiate deallocation unless an exception is provided.

If the terms of the transfer, including the requirement to advertise or award the project, cannot be met by the locality, the locality may request to retain their funding. Such request must be submitted to the Director of Local Assistance, in writing, by the County Administrator or City/Town Manager at least 15 business days prior to the deadline. The request must include reasons for the inability to meet the transfer terms, including actions taken to meet the terms of the transfer and when the terms will be met.

Coordination with the local VDOT Manager regarding the request is strongly recommended. The Director of Local Assistance will consult with District CTB Member prior to the final decision to approve the locality request or to deallocate, as pertinent. The final decision will be provided to the locality and the local VDOT Manager in writing, with a copy to the District CTB Member.

De-allocation

Identification of Projects Subject to De-allocation:

- § 33.2-357 was modified in 2008 to include a provision establishing timeframes for the expenditure of funds with an additional modification made in 2012. The language indicates that any project having funds under the revenue sharing program shall be initiated in such a fashion where at least a portion of the funds have been expended within one year of allocation. Any revenue sharing funds for projects not initiated after two subsequent years of allocations may be reallocated at the discretion of the Commonwealth Transportation Board. Criteria for identifying projects for potential de-allocation:
 - Project completed with allocations remaining and no activity for 6 months
 - Project which has not been initiated within two (2) fiscal years of allocation
 - Project which is on-going, where for 24 months no portion of allocated revenue sharing funds has been expended or project has been inactive.

Process for de-allocation:

- At the end of each fiscal year, the Revenue Sharing Program Manager will obtain from the Revenue Sharing database a list of revenue sharing projects that received allocations for that fiscal year and have had no project expenditure activity.
- The Revenue Sharing Program Manager will discuss these projects with the local VDOT PIM and determine which projects have not yet been initiated. Once those have been identified, the Revenue Sharing Program Manager will send a letter to the locality advising the of the potential that project funding may be de-allocated if the project is not initiated within the next twelve (12) months and of the possibility that no additional funds may be allocated by CTB until the project is initiated.
- Each spring, the Revenue Sharing Program Manager reviews a list of revenue sharing projects obtained from the Revenue Sharing database that have had no activity in past 24 months [and projects that have been completed for 6 months or more with surplus funds](#), for the formal de-allocation review.
- The Revenue Sharing Program Manager will provide to the designated local VDOT Manager a list of potential projects for de-allocation.
- The designated local VDOT Manager will coordinate with each affected locality to determine the

project status and provide an action plan and recommendation whether funds should be de-allocated or whether there is justification to retain the funds. This action plan and recommendation will be provided back to the LAD Revenue Sharing Program Manager within 45 days.

- Projects that are identified by the designated local VDOT Manager as complete will be closed and the designated local VDOT Manager will be asked to provide proper documentation within 45 days to transfer funds to another qualifying project, in accordance with CTB Policy. A qualifying project is a revenue sharing project that is completed and in deficit, or an on-going project that needs additional funds to meet a scheduled advertisement or award within 12 months.
- Once a project is identified for de-allocation a list will be presented at the January CTB meeting for consideration in the removal of Revenue Sharing project funds. Localities will be notified of proposed de-allocations at least 30 days prior to presentation to the CTB.
- If the decision is made to de-allocate the funds, those funds will be removed from the project and made available for statewide redistribution at a later date. Any locality matching funds that had been provided to VDOT by the locality for the funds being de-allocated will be refunded to that locality through the respective District office.
- ~~For completed projects, after notification that a project has been completed, the Revenue Sharing Program Manager will notify the locality of the amount of surplus funds and that the Locality has six (6) months from the project's completion date (as identified by a submitted C-5, final invoice, or other notification by the District Office) to request a transfer of those funds in accordance with the CTB Policy and these Guidelines, or those funds will be subject to deallocation. Prior to the six-month deadline, the locality's County Administrator or City/Town Manager, as applicable, must submit a written request for a transfer to their local VDOT Manager, or provide written justification to their local VDOT Manager for a deferral of the deallocation. Deferrals will only be provided under extenuating circumstances.~~

As previously noted, surplus funds from a cancelled project must be deallocated and returned to the statewide Revenue Sharing program account; these funds can only be reallocated by the Commonwealth Transportation Board.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda Item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 5, 2018

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Economic Development Access to
Buena Vista Industrial Park
Project ECON-103-240 – City of Buena Vista**

WHEREAS, § 33.2-1509 of the *Code of Virginia* provides a fund to "...be expended by the Board for constructing, reconstructing, maintaining or improving access roads within localities to economic development sites on which manufacturing, processing, research and development facilities, distribution centers, regional service centers, corporate headquarters, or other establishments that also meet basic employer criteria as determined by the Virginia Economic Development Partnership in consultation with the Virginia Department of Small Business and Supplier Diversity will be built under firm contract or are already constructed ..." and, "in the event there is no such establishment or... firm contract, a locality may guarantee to the Board by bond or other acceptable device that such will occur and, should no establishment or airport acceptable to the Board be constructed or under firm contract within the time limits of the bond, such bond shall be forfeited."; and

WHEREAS, the Buena Vista City Council has, by appropriate resolution, requested Economic Development Access Program funds to serve Columbia Gas of Virginia, Inc. to be located within the Buena Vista Industrial Park property, located off of South Magnolia Avenue (U.S. Highway 501) and said access is estimated to cost approximately \$357,000; and

WHEREAS, it appears that this request falls within the intent of § 33.2-1509 of the *Code of Virginia* and complies with the provisions of the Commonwealth Transportation Board's (CTB) policy on Economic Development Access.

NOW, THEREFORE, BE IT RESOLVED, that \$357,000 of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to Columbia Gas of Virginia, Inc. within Buena Vista Industrial Park, located off of South Magnolia Avenue (U.S. Highway 501), Project ECON-103-240, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between the City of Buena Vista (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Design, administration, construction and maintenance of this project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - c. Provision by the LOCALITY of either i) documentation of a least \$1,785,000 of eligible capital outlay attributed to qualifying business on property served exclusively by this project, or ii) should documentation of capital outlay be insufficient, an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before January 5, 2024, without written permission of VDOT. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Economic Development, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of establishments served by the project. If, by January 5, 2024, at least \$1,785,000 of eligible capital outlay on property served exclusively by this project has not been expended or committed by firm contract by a qualified establishment or establishments, then an amount equal to 20% of the eligible capital outlay of up to \$1,785,000 will be credited toward the project's Economic Development Access Program allocation utilized in the project's construction and the balance of the utilized allocation not justified by eligible capital outlay will be returned to VDOT and the Economic Development, Airport and Rail Access Fund. This surety may be released or reduced accordingly at an earlier date upon provision of documentation of eligible capital outlay by a qualified establishment, or establishments; and
3. Determination by VDOT of eligible capital outlay in accordance with current policy and procedures for administering the Economic Development Access Program.

#####

CTB Decision Brief

Economic Development Access – City of Buena Vista Columbia Gas of Virginia, Inc.

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* and the Economic Development Access Policy of the Commonwealth Transportation Board (CTB), the Buena Vista City Council has requested funds from the Economic Development Access (EDA) Program to assist in constructing road access to Columbia Glass of Virginia, Inc. for its development within the Buena Vista Industrial Park. Allocation of the requested funds by the CTB is sought.

Facts: § 33.2-1509 of the *Code of Virginia* authorizes the CTB to expend funds set aside for constructing access roads to economic development sites on which certain establishments as prescribed by the *Code* or other establishments that meet the basic employer criteria as determined by the Virginia Economic Development Partnership in consultation with the Virginia Department of Small Business and Supplier Diversity will be built under firm contract or are already constructed. In the event there is no such establishment already constructed or construction of such establishment is not under firm contract, a locality may guarantee to the CTB by bond or other acceptable device that such will occur.

The CTB's Economic Development Access Fund Policy (CTB Policy) sets forth certain criteria which must be met for projects to be eligible for such funding and directs the Commissioner of Highways to establish administrative procedures to administer to assure adherence to the CTB Policy and legislative requirements. The Commissioner established such administrative procedures in the Economic Development Access Program Guide administered by the Local Assistance Division of the Virginia Department of Transportation (VDOT).

Columbia Gas of Virginia plans to construct a Mobile Operating Deployment Facility to act as a regional base to manage transmission infrastructure on a 6.46-acre parcel, located off of South Magnolia Avenue (Route 501). The Columbia Gas facility is expected to result in an investment of \$3.4 million and will provide 10 employee jobs. The Economic Development Partnership has determined that the Columbia Gas facility operation is a qualifying business establishment warranting the use of Economic Development Access Program funds. The property does not currently have public access. The City of Buena Vista will administer design and construction of the proposed access road project.

The City's plans for the proposed access road will provide for a 24-foot wide asphalt roadway to include shoulder and ditches, within 50 feet of right of way, extending northwest from Route 501 (South Magnolia Avenue) approximately 0.13 mile in length to provide adequate access to the parcel on which Columbia Gas of Virginia will develop. VDOT Staunton District staff concurs with the plans for the project and with the estimated project cost for eligible items and quantities of \$357,000. The City of Buena Vista will be responsible for all project costs exceeding the state EDA Program allocation. Qualifying capital investment of \$1,785,000 or provision of appropriate surety from the City of Buena Vista will be required prior to funding authorization.

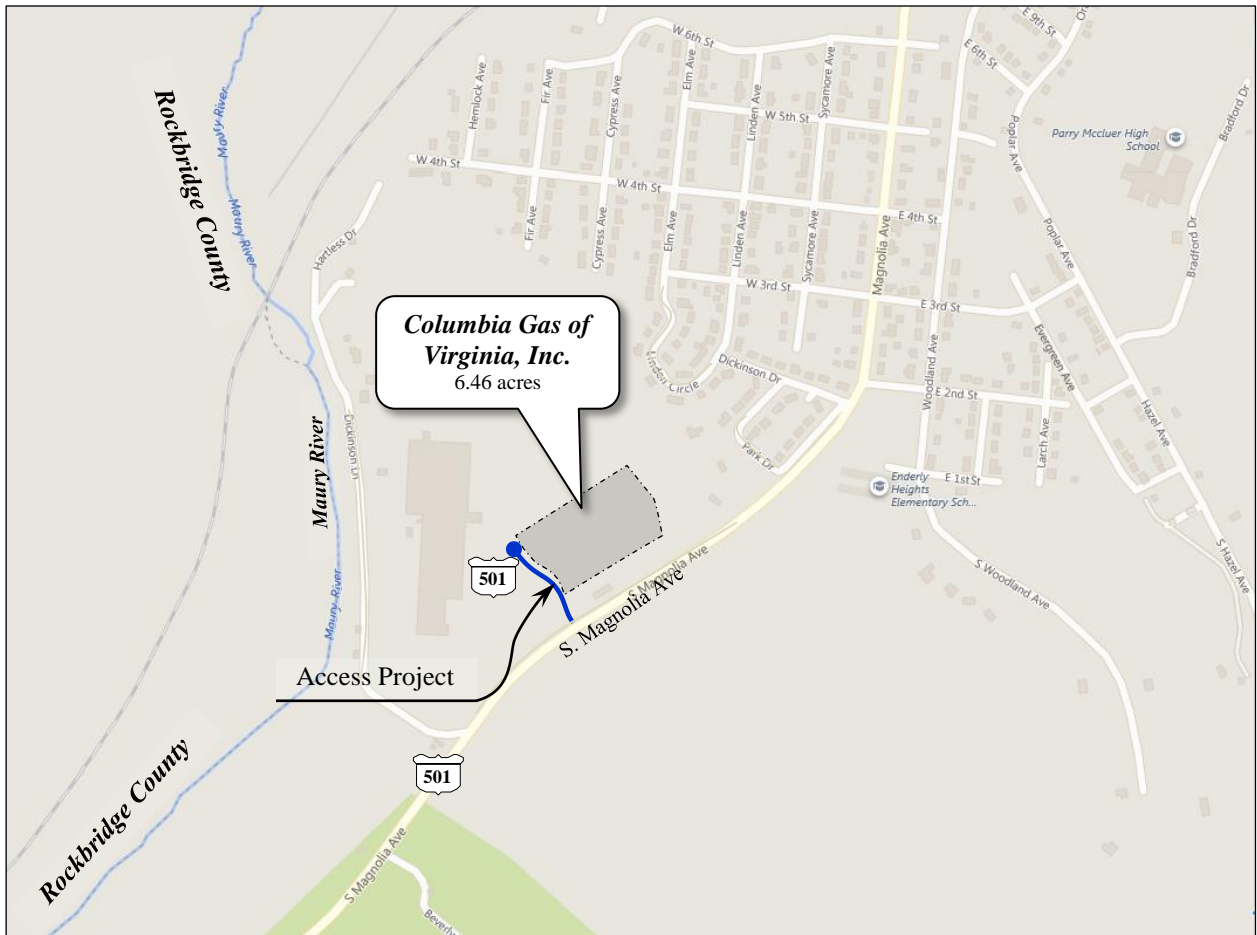
Recommendation: VDOT recommends an allocation of \$357,000 from the Economic Development, Airport and Rail Access Fund be approved for construction of this project, subject to certain contingencies as set forth in the accompanying resolution.

Action Required by the CTB: The *Code of Virginia* and the CTB's Economic Development Access Fund Policy specify that the CTB shall approve of the allocation of funds for the construction of the access road project. A resolution is provided for formal vote.

Result, if Approved: VDOT and the City of Buena Vista will proceed with the Economic Development Access road project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



PROPOSED ECONOMIC DEVELOPMENT ACCESS PROJECT
Columbia Gas of Virginia, Inc.
Project ECON-103-240
City of Buena Vista

Economic Development Facility / Site

Development on approximately 6.46 acres to include construction of proposed 8,000 square-foot mobile operating deployment facility.

Anticipated Traffic: 131 vpd / 20 trucks

Capital Investment: \$3.4 million

Employment: 10

Access Project

Length: 0.135 mile

Pavement Width: 24 feet

R/W Width: 50 feet

Estimated Cost: \$357,000

Proposed Allocation: \$357,000

RESOLUTION

At a regularly scheduled meeting of the Buena Vista City Council held on Thursday, November 1, 2018, on a motion by Councilman Henson, seconded by Councilman Coffey, the following resolution was adopted by a vote of 7 to 0:

WHEREAS, the City of Buena Vista desires to assist in the development of property for the purpose of economic development located off of South Magnolia Avenue (U.S. Highway 501) in the City of Buena Vista, Virginia, within the Buena Vista Industrial Park; and

WHEREAS, Columbia Gas of Virginia, Inc. is expected to enter into a long-term lease agreement to run its planned operations on property within the Buena Vista Industrial Park for the purpose of constructing a Mobile Operating Deployment Facility; and

WHEREAS, this new facility is expected to involve new private capital investment in land, building, and equipment of approximately \$3.4 million and Columbia Gas of Virginia, Inc. is expected to employ 10 persons at this facility; and

WHEREAS, operations are expected to begin at this new facility on or about December 1, 2019; and

WHEREAS, the subject property has no access to a public street or highway and will require the construction of a new roadway to connect with South Magnolia Avenue (U.S. Highway 501); and

WHEREAS, the City of Buena Vista hereby guarantees that the necessary environmental analysis, mitigation, and fee simple right of way and utility relocations or adjustments for this improvement, if necessary, will be provided at no cost to the Economic Development, Airport and Rail Access Fund; and

WHEREAS, the City of Buena Vista acknowledges that no land disturbance activities may occur within the limits of the proposed access project prior to appropriate notification from the Department of Transportation as a condition of the use of the Economic Development, Airport and Rail Access Fund; and

WHEREAS, the City of Buena Vista hereby acknowledges that the Virginia Department of Transportation's Economic Development Access (EDA) Program may provide up to a maximum of \$650,000 for a project and requires matching funding, up to \$150,000 from the City of Buena Vista, for estimated eligible project costs over \$500,000, up to \$800,000.

WHEREAS, the City of Buena Vista hereby guarantees that financing of all ineligible project costs, project costs exceeding the EDA Program project allocation, EDA Program required locality matching funds, if applicable, and all costs not justified by eligible capital outlay will be provided from sources other than those administered by the Virginia Department of Transportation.


NOW, THEREFORE, BE IT RESOLVED THAT: The Buena Vista City Council hereby requests that the Commonwealth Transportation Board provide Economic Development Access Program funding to provide adequate road access to the planned Columbia Gas of Virginia, Inc. facility operation on property within the Buena Vista Industrial Park;

BE IT FURTHER RESOLVED THAT: The City Manager and/or his designee(s) is authorized to act on behalf of the Buena Vista City Council to execute any and all documents necessary to secure the funding sought through the Economic Development Access Program up to the maximum amount of funding eligible under the Economic Development Access Program; and

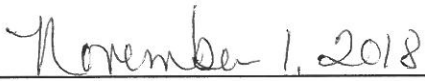
BE IT FURTHER RESOLVED THAT: The City of Buena Vista will request the new roadway, so constructed, to be added to receive maintenance payments in accordance with the provisions of Section §33.2-319 of the *Code of Virginia*, and such request for street additions for municipal assistance payments will be submitted, together with a copy of this resolution and such maps and other documents as may be necessary in the manner prescribed by the Department.



Bill Fitzgerald, Mayor
City of Buena Vista

Attest: 

Dawn Wheeler, Clerk of the Council
City of Buena Vista



Date:



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 5, 2018

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Economic Development Access to
Waterford Business Park
Project ECON-020-852 – Chesterfield County

WHEREAS, § 33.2-1509 of the *Code of Virginia* provides a fund to "...be expended by the Board for constructing, reconstructing, maintaining or improving access roads within localities to economic development sites on which manufacturing, processing, research and development facilities, distribution centers, regional service centers, corporate headquarters, or other establishments that also meet basic employer criteria as determined by the Virginia Economic Development Partnership in consultation with the Virginia Department of Small Business and Supplier Diversity will be built under firm contract or are already constructed ..." and, "in the event there is no such establishment or... firm contract, a locality may guarantee to the Board by bond or other acceptable device that such will occur and, should no establishment or airport acceptable to the Board be constructed or under firm contract within the time limits of the bond, such bond shall be forfeited."; and

WHEREAS, the Chesterfield County Board of Supervisors has, by appropriate resolution, requested Economic Development Access Program funds to serve ERNI Electronics, Inc. to be located within the Waterford Business Park property, located off of Tredegar Lake Parkway (Route 5870) and said access is estimated to cost approximately \$820,000; and

WHEREAS, it appears that this request falls within the intent of § 33.2-1509 of the *Code of Virginia* and complies with the provisions of the Commonwealth Transportation Board's (CTB) policy on Economic Development Access.

Resolution of the Board

Economic Development Access Program – ERNI Electronics, Inc. – Chesterfield County

December 5, 2018

Page Two

NOW, THEREFORE, BE IT RESOLVED, that \$650,000 (\$500,000 unmatched and \$150,000 matched) of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to eligible property within Waterford Business Park property development, located off of Tredegar Lake Parkway (Route 5870), Project ECON-020-852, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between the County of Chesterfield (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Design, administration, construction and maintenance of this project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - c. Provision of the required matching funds, up to \$150,000, by the LOCALITY for appropriately documented eligible project costs; and
 - d. Provision by the LOCALITY of either i) documentation of a least \$3,250,000 of eligible capital outlay attributed to qualifying business on property served exclusively by this project, or ii) should documentation of capital outlay be insufficient, an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before January 5, 2024, without written permission of VDOT. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Economic Development, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of establishments served by the project. If, by January 5, 2024, at least \$3,250,000 of eligible capital outlay on property served exclusively by this project has not been expended or committed by firm contract by a qualified establishment or establishments, then an amount equal to 20% of the eligible capital outlay of up to \$3,250,000 will be credited toward the project's Economic Development Access Program allocation utilized in the project's construction and the balance of the utilized allocation not justified by eligible capital outlay will be returned to VDOT and the Economic Development, Airport and Rail Access Fund. This surety may be released or reduced accordingly at an earlier date upon provision of documentation of eligible capital outlay by a qualified establishment, or establishments; and
3. Determination by VDOT of eligible capital outlay in accordance with current policy and procedures for administering the Economic Development Access Program.

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CTB Decision Brief

Economic Development Access – Chesterfield County ERNI Electronics, Inc.

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* and the Economic Development Access Policy of the Commonwealth Transportation Board (CTB), the Chesterfield County Board of Supervisors has requested funds from the Economic Development Access (EDA) Program to assist in constructing road access to eligible property located within the Waterford Business Park property development. Allocation of the requested funds by the CTB is sought.

Facts: § 33.2-1509 of the *Code of Virginia* authorizes the CTB to expend funds set aside for constructing access roads to economic development sites on which certain establishments as prescribed by the *Code* or other establishments that meet the basic employer criteria as determined by the Virginia Economic Development Partnership in consultation with the Virginia Department of Small Business and Supplier Diversity will be built under firm contract or are already constructed. In the event there is no such establishment already constructed or construction of such establishment is not under firm contract, a locality may guarantee to the CTB by bond or other acceptable device that such will occur.

The CTB's Economic Development Access Fund Policy (CTB Policy) sets forth certain criteria which must be met for projects to be eligible for such funding and directs the Commissioner of Highways to establish administrative procedures to administer to assure adherence to the CTB Policy and legislative requirements. The Commissioner established such administrative procedures in the Economic Development Access Program Guide administered by the Local Assistance Division of the Virginia Department of Transportation (VDOT).

ERNI Electronics, Inc. plans to construct a facility for the purpose of manufacturing vertical connectors and fabrication of printed circuit board assemblies on an 11-acre parcel, located off of Tredegar Lake Parkway (Route 5870). The ERNI Electronics facility is expected to result in an investment of \$25-30 million, will retain 30 existing employees currently at its Richmond, Virginia location and add up to 105 new jobs within the next three years. The Economic Development Partnership has determined that the ERNI Electronics operation is a qualifying business establishment warranting the use of the Economic Development Access Program funds. The property does not currently have public access. Chesterfield County will administer design and construction of the proposed access road project.

Chesterfield County's plans for the proposed access road will provide for a 24-foot wide asphalt roadway with curb and gutter, beginning with a realignment/modification at the Tredegar Lake Parkway/Waterford Lake Drive intersection, extending east from Route 5870 (Tredegar Lake Parkway) approximately 0.16 mile in length within 60 feet of right of way to provide adequate access to the parcel on which ERNI Electronics will develop. VDOT Richmond District staff concurs with the plans for the project and with the estimated project cost for eligible items and quantities of \$820,000, exceeding the maximum EDA allocation. Chesterfield County will be responsible for financial arrangements to provide for the required EDA Program matching funds, as appropriate, and all project costs exceeding the state EDA Program allocation to fully fund the

project. Documentation of qualifying capital investment of \$3,250,000 or provision of appropriate surety from the County will be required prior to funding authorization.

Recommendation: VDOT recommends the maximum allocation of \$650,000 (\$500,000 unmatched and \$150,000 matched) from the Economic Development, Airport and Rail Access Fund be approved for construction of this project, subject to certain contingencies as set forth in the accompanying resolution.

Action Required by the CTB: The *Code of Virginia* and the CTB’s Economic Development Access Fund Policy specify that the CTB shall approve of the allocation of funds for the construction of the access road project. A resolution is provided for formal vote.

Result, if Approved: VDOT and the County of Chesterfield will proceed with the Economic Development Access road project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

CHESTERFIELD COUNTY: At a regular meeting of the Board of Supervisors, held in the Public Meeting Room at the Chesterfield Administration Building on September 26, 2018, at 6 p.m.

On motion of Ms. Haley, seconded by Mr. Winslow, the Board adopted the following resolution:

WHEREAS, Chesterfield County desires to assist in the development of property for the purpose of economic development located off of Tredegar Lake Parkway (Route 5870) in Chesterfield County, Virginia, within the Waterford Business Park; and

WHEREAS, ERNI Electronics, Inc. ("ERNI") has entered into a contract to purchase property located in Chesterfield County, Virginia and will soon enter into a firm contract to construct its facilities on that property for the purpose of manufacturing vertical connectors for board-to-board and wire-to-board applications and fabrication of cable assemblies and finished printed circuit board assemblies; and

WHEREAS, this new facility is expected to involve new private capital investment in land, building, and equipment of approximately \$12,875,000 and ERNI is expected to employ 105 persons at this facility; and

WHEREAS, operations are expected to begin at this new facility on or about November 1, 2019; and

WHEREAS, the subject property has no access to a public street or highway and will require the construction of a new roadway to connect with Tredegar Lake Parkway (State Route 5870); and

WHEREAS, Chesterfield County hereby guarantees that the necessary environmental analysis, mitigation, and fee simple right of way and utility relocations or adjustments for this improvement, if necessary, will be provided at no cost to the Economic Development, Airport and Rail Access Fund; and

WHEREAS, Chesterfield County acknowledges that no land disturbance activities may occur within the limits of the proposed access project prior to appropriate notification from the Department of Transportation as a condition of the use of the Economic Development, Airport and Rail Access Fund; and

WHEREAS, Chesterfield County hereby acknowledges that the Virginia Department of Transportation's Economic Development Access (EDA) Program may provide up to a maximum of \$650,000 for a project and requires matching funding, up to \$150,000 from Chesterfield County, for estimated eligible project costs over \$500,000, up to \$800,000; and

WHEREAS, Chesterfield County hereby guarantees that financing of all ineligible project costs, project costs exceeding the EDA Program project allocation, EDA Program required locality matching funds, if applicable, and all costs not justified by eligible capital outlay will be provided from sources other than those administered by the Virginia Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED that the Chesterfield County Board of Supervisors hereby requests that the Commonwealth Transportation Board provide Economic Development Access Program funding to provide adequate road access to this property;


AND, BE IT FURTHER RESOLVED that the County Administrator and/or his designee(s) be authorized to act on behalf of the Board of Supervisors to execute any and all documents necessary to secure the funding sought through the Economic Development Access Program up to the maximum amount of funding eligible under the Economic Development Access Program; and

AND, BE IT FURTHER RESOLVED that the Chesterfield County Board of Supervisors hereby requests that the new roadway so constructed will be added to and become a part of the secondary system of state highways pursuant to Section 33.2-1509, paragraph C., of the Code of Virginia.

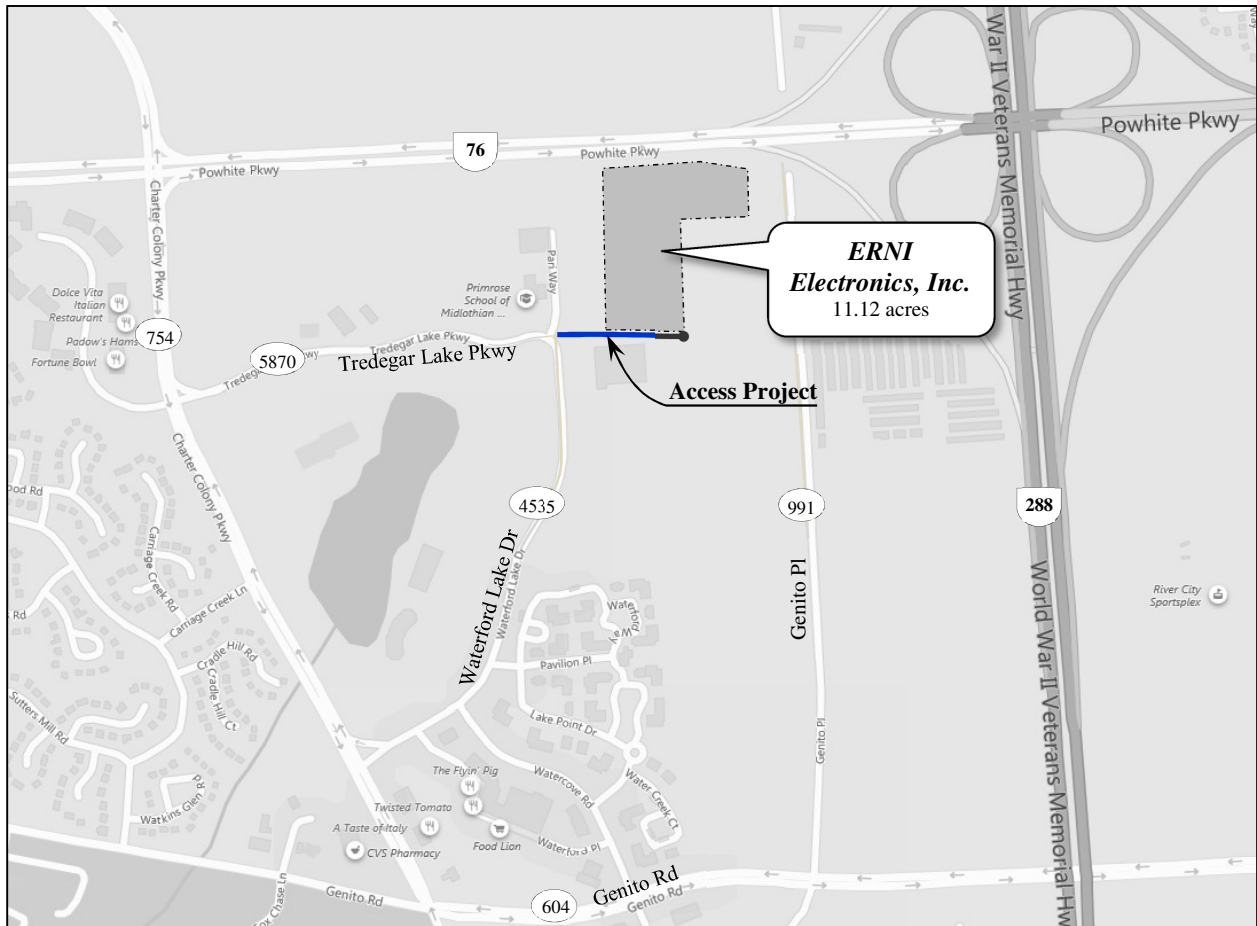
Ayes: Jaeckle, Haley, Winslow, Holland and Elswick.

Nays: None.

Certified by:



Janice Blakley, Clerk to the
Board of Supervisors



PROPOSED ECONOMIC DEVELOPMENT ACCESS PROJECT
ERNI Electronics, Inc.
Project ECON-020-852
Chesterfield County

Economic Development Facility / Site

Planned development on approximately 11 acres to include a 55,000 square-foot facility for manufacturing vertical connectors and fabrication of printed electronic circuit board assemblies

Anticipated Traffic: 220 vpd / 30 trucks

Capital Investment: \$25-\$30 million

Employment: 30 (retained);
105 (new, next 3 years)

Access Facility

Project Length: 0.16 mile

Pavement Width: 24 feet

R/W Width: 60 feet

Estimated Cost: \$650,000

Proposed Allocation: \$650,000 (bonded)
(\$650,000 unmatched, \$150,000 matched)



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 5, 2018

MOTION

Made By: Seconded By: Action:

Title: Location Approval for Waynesboro Southern Corridor, City of Waynesboro

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held on August 14, 2018 at the Yancey Municipal Building for the purpose of considering the proposed location for the Waynesboro Southern Corridor in the City of Waynesboro from the end of the existing Shenandoah Village Drive to Route 624 (South Delphine Avenue); and

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, their statements being duly recorded; and

WHEREAS, the economic, social and environmental effects of the proposed Project have been duly examined and given proper consideration and this evidence, along with all other, has been carefully reviewed.

NOW THEREFORE BE IT RESOLVED, that the location of the Waynesboro Southern Corridor is approved on the new alignment from the end of the existing Shenandoah Village Drive to Route 624 (South Delphine Avenue) as proposed and presented at the August 14, 2018 public hearing.

#####

CTB DECISION BRIEF

Location Approval for Waynesboro Southern Corridor City of Waynesboro

Issue: The purpose of the project is to realign the Waynesboro Southern Corridor to alleviate congestion at I-64 exits 94 and 96, while improving access to numerous industrial, commercial and residential properties in the southern portion of Waynesboro. Establishment of the location of this route requires the approval of the Commonwealth Transportation Board (the “CTB”).

Facts: The Waynesboro Southern Corridor Road Project has been identified as a key regional road improvement by the Staunton-Augusta-Waynesboro Metropolitan Planning Organization. The project will serve three critical functions; (1) provide alternative access for some of the City’s largest industrial, office and retail users along Shenandoah Village Drive, (2) serve as the primary access road for the City’s new Exit 96 Industrial Park, and (3) reduce congestion along I-64 as well as Rosser Avenue.

In accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held for the above mentioned project on August 14, 2018, between 4:00 p.m. and 7:00 p.m. at the Yancey Municipal Building located in the City of Waynesboro.

Citizens were provided the following information in the form of a project brochure:

- The project is State funded and thus does not require a NEPA analysis. A Preliminary Environmental Inventory was completed in June 2017 as part of the State Environmental Review Process.
- The existing typical section provides 2-12’ lanes, and 4’ paved shoulders.
- The proposed typical section will provide 2-12’ lanes, and 4’ and 5’ paved shoulders in some areas.
- The current average daily traffic is 440 vehicles per day and this is anticipated to increase to 1970 vehicles per day from Lyndhurst to South Oak Lake and 7650 on the new roadway by the design year of 2043.
- The construction of the project will not displace any families, businesses or non-profit organizations.
- The Waynesboro Southern Corridor project cost is estimated at \$2,716,342 for preliminary engineering, \$1,247,044 for right-of-way and utilities and \$13,408,000 for construction. The total estimated cost is \$17,371,386.
- The tentative schedule for advertisement for construction is late 2021, utilizing 88% State and 12% City funds.

Recommendations: VDOT recommends approval of the location of the Waynesboro Southern Corridor as presented at the August 14, 2018 public hearing.

Decision Brief
Location Approval for Waynesboro Southern Corridor
City of Waynesboro
December 5, 2018
Page 2 of 2

Action Required by the CTB: The *Code of Virginia* §33.2-208, requires a majority vote of the Commonwealth Transportation Board to locate and establish the routes to be followed by the roads comprising systems of state highways between the points designated in the establishment of such systems. The CTB will be presented with a resolution for a formal vote, to approve the location of the Waynesboro Southern Corridor as proposed and presented at the August 14, 2018 public hearing.

Result, if Approved: If approved by the CTB, the project will move forward to development and implementation of the major design features.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: Nine written, 3 emailed, and 2 oral comments were received as a result of the public hearing. The two persons providing oral comments also provided written comments, so a total of 12 comments were considered. Six commenters were in support of moving the project forward as proposed and presented, 2 supported the project as proposed and presented with modifications and 4 expressed opposition to the project as a whole.

CTB PUBLIC HEARING SUMMARY

Waynesboro Southern Corridor

City of Waynesboro

State Project: U000-136-344, P101, R201, C501, D601, D602, D603

UPC: 105097

Federal Project: N/A

Fr: The end of the existing Shenandoah Village Drive

To: Route 624 (South Delphine Avenue)

Project Length: 1.6 miles

PROJECT PURPOSE – The purpose of the project is to realign the Waynesboro Southern Corridor to alleviate congestion at I-64 exits 94 and 96, while improving access to numerous industrial, commercial and residential properties in the southern portion of Waynesboro.

TYPICAL SECTION – The proposed typical section will provide 2-12' lanes, and 4' and 5' paved shoulders in some areas.

PUBLIC HEARING

Type – Combined Location and Design

Date – August 14, 2018

Time – 4:00 pm until 7:00 pm

Location – Yancey Municipal Building

ATTENDANCE – Twenty-four (24) citizens attended the public hearing.

COMMENTS RECEIVED – There were 9 written, 3 emailed, and 2 oral comments received for the record. The two persons providing oral comments also provided written comments, so a total of 12 comments were considered. Six supported the project as proposed and presented, 2 supported the project as proposed and presented with modifications and 4 opposed the project as a whole.

ESTIMATED COST

Preliminary Engineering	-	\$ 2,716,342
Right of Way and Utilities	-	\$ 1,247,044
Construction	-	\$13,408,000
Total estimated cost	-	\$17,371,386

ADVERTISEMENT – Construction is tentatively scheduled for late 2021.

RIGHT OF WAY – No families, businesses or non-profit organizations will be displaced as a result of this project's development.

ENVIRONMENTAL DATA – The project is State funded thus does not require a NEPA analysis. A Preliminary Environmental Inventory (PEI) was completed in June 2017 as part of the State Environmental Review Process (SERP).

TRAFFIC DATA – It is anticipated that in the design year of 2043 the average daily traffic volume will be 1970 vehicles per day from Lyndhurst to South Oak Lake and 7650 on the new roadway.

COUNTY RESOLUTION – The Waynesboro City Council, by resolution dated November 25, 2013, are in support the project as presented at the August 14, 2018 Combined Location and Design Public Hearing.

STAFF RECOMMENDS – Approval of the location of the Waynesboro Southern Corridor on new alignment as proposed and presented at the August 14, 2018 public hearing.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

811 Commerce Road
Staunton, VA 24401-9029
www.VirginiaDOT.org

Stephen C. Brich, P.E.
Commissioner

November 15, 2018

REQUEST FOR COMBINED LOCATION AND DESIGN PUBLIC HEARING APPROVAL

From: Randy Kiser, P.E.
District Administrator or Designee

To: State Location and Design Engineer
Attention: Mr. Terry Knouse, P.E.
Assistant State Location and Design Engineer

Project #: U000-136-344

Federal Project #: N/A

UPC: 105907

County/City: Augusta / Waynesboro

In accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a **Combined Location and Design Public Hearing** was held for the above mentioned project on August 14, 2018, between 4:00 p.m. and 7:00 p.m. at the Yancy Municipal Building located in the City of Waynesboro.

The Southern Corridor is proposed as a 1.6-mile new roadway, positioned south of Interstate 64 between Exits 94 and 96. It will create a direct, multi-modal linkage between Rt. 340 (Rosser Avenue) and Rt. 624 (South Delphine Avenue). It performs 3 critical functions: It is an alternative, parallel route that pulls local traffic off I-64 and reduces congestion at Exit 96. It provides alternative access to Lyndhurst Road for the City's largest industrial, office, and retail users and allows an existing industry direct access to a planned rail siding which will enable the facility to immediately increase production and, potentially, to expand. It creates access to multiple undeveloped parcels within the southern portion of Waynesboro including: 2 city-owned industrial parks and

WE KEEP VIRGINIA MOVING

an 80-acre commercial tract adjacent to a major regional shopping center. This corridor can be considered as 4 distinct sections: (Section 1) The existing 1.03 mile Shenandoah Village Drive, which is a 2-lane, urban-section. (Section 2) A 0.65 mile 2-lane extension of Shenandoah Village Drive to Lyndhurst Road. This portion will have a shared use path and intersect Lyndhurst Road with a roundabout. (Section 3) A 0.37 mile reconstruction of the 20-foot wide N. Oak Lane into a 2-lane, urban-section road maintaining the shared use path. (Section 4) A 0.58 mile connection between N. Oak Lane and S. Delphine Ave. Proposed as a 2-lane collector intersecting at S. Delphine Ave. The Southern Corridor Project will foster local economic expansion, perhaps most notably, development of the City's 170-acre Exit 96 Business and Industrial Park.

Citizens were provided the following information in the form of a project brochure:

- The construction of the project will not displace any families, businesses or non-profit organizations (see brochure for project specific information).
- The project cost is estimated at \$2,716,342 for preliminary engineering, \$1,247,044 for right-of-way and utilities and \$13,408,000 for construction. The total estimated cost is \$17,371,386.
- The tentative schedule for advertisement for construction is late 2021, utilizing 88% State and 12% City funds.

24 citizens attended the hearing. There were 9 written, 3 email, and 2 oral comments received for the record. 6 supported the project as proposed and presented, 2 supported the project as proposed and presented with modifications and 4 opposed the project as a whole.

The following is a summary of the comments which were received as a result of the public hearing and staffs recommended action for each concern:

1. Issue – Addition and impacts of the shared use path
 - a. Comment: Don't favor the bike/walking path – no one walks to the river now.
 - b. Response: The roadway has been shifted to minimize the impacts of the proposed shared use path on the adjacent property owners. It is being constructed to tie into the planned pedestrian facility along the south river.
2. Issue – Construction of the roundabout
 - a. Comment: Don't favor the roundabout
 - b. Response: The intersection of Lyndhurst Ave and North Oak Ln was evaluated construct the most efficient and safest design. The future traffic projections show the traffic below the threshold to warrant a traffic signal. The roundabout will also work more efficient then a four way stop at this intersection.

3. Issue – Traffic increase and ingress/egress of roadways adjacent to the project
 - a. Comment: The increase traffic along Delphine Ave will cause an impact to the ingress/egress of Chinquapin Dr. and cause more individual to turn down Chinquapin Dr.
 - b. Response: Delphine Ave has access to I-81 per the Exit 96 interchange. While the traffic is projected to increase, the increase at the time that the Connector is to be opened is not significant enough to warrant any traffic devises or accommodations along Delphine Ave.
4. Issue – Property impacts
 - a. Comment: Property was impacted by the previous project and would like to be impacted as little as possible.
 - b. Response: Impacts to properties have been looked at and minimized. Required impacts and compensations will be negotiated at a later date.

Based on the documentation provided, I recommend location approval and that the major design features of this project be approved as proposed and presented at the public hearing.

Uploaded in iPM for your use in consideration of this project are the public hearing compliance documents, public hearing transcript, approved scoping report and a project location map.



District Project Development Engineer or District Construction Engineer

Date: 11/15/18



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219 2000

November 16, 2018

Stephen Brich
Commissioner

MEMORANDUM

COMBINED LOCATION AND DESIGN PUBLIC HEARING APPROVAL

Re: REQUEST FOR LOCATION APPROVAL

From: Susan H. Keen, P.E.
State Location and Design Engineer

To: Garrett W. Moore, P.E.
Chief Engineer

Project #: U000-136-344, P101, R201, C501, D601, D602, D603
Federal Project #: N/A
UPC: 105907
City: Waynesboro

In accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a **Combined Location and Design Public Hearing** was held for the above mentioned project on August 14, 2018, between 4:00 p.m. and 7:00 p.m. at the Yancey Municipal Building located in City of Waynesboro.

The purpose of this project is to realign the Waynesboro Southern Corridor to alleviate congestion at I-64 exits 94 and 96, while improving access to numerous industrial, commercial and residential properties in the southern portion of Waynesboro. Establishment of the location of this route requires the approval of the Commonwealth Transportation Board.

Citizens were provided the following information in the form of a project brochure:

- The project is State funded thus does not require a NEPA analysis. A Preliminary Environmental Inventory (PEI) was completed in June 2017 as part of the State Environmental Review Process (SERP).
- The existing typical section provides 2-12' lanes, and 4' paved shoulders.
- The proposed typical section will provide 2-12' lanes, and 4' and 5' paved shoulders in some areas.

- The current average daily traffic is 440 vehicles per day and this is anticipated to increase to 1970 vehicles per day from Lyndhurst to South Oak Lake and 7650 on the new roadway by the design year of 2043.
- The construction of the project will not displace any families, businesses or non-profit organizations.
- The Waynesboro Southern Corridor project cost is estimated at \$2,716,342 for preliminary engineering, \$1,247,044 for right-of-way and utilities and \$13,408,000 for construction. The total estimated cost is \$17,371,386.
- The tentative schedule for advertisement for construction is late 2021, utilizing 88% State and 12% City funds.

24 citizens attended the hearing. There were 9 written, 3 emailed, and 2 oral comments received for the record. The two persons providing oral comments also provided written comments, so a total of 12 comments were considered. Six supported the project as proposed and presented, 2 supported the project as proposed and presented with modifications and 4 opposed the project as a whole.

The District Project Development Engineer, Terry Jackson, P.E., by letter dated September 27, 2018 has recommended location approval as proposed and presented at the public hearing held on August 14, 2018.

The Assistant State Location and Design Engineer, Theron Knouse, P.E., has reviewed the submitted documents and concurs with District staffs' recommendation for location approval as proposed and presented at the public hearing held on August 14, 2018.

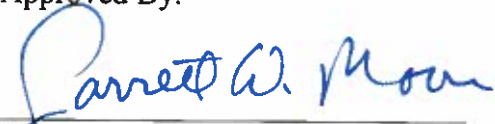
Based on the documentation provided, I recommend and seek your approval to present the above project to the Commonwealth Transportation Board for location approval.



Susan H. Keen, P.E.
State Location and Design Engineer

Date: 11/16/18

Approved By:



Garrett W. Moore, P.E.
Chief Engineer

Date: 11/16/18

Attachments

FUR

RESOLUTION



BY THE CITY COUNCIL OF WAYNESBORO, VIRGINIA
FOR URBAN PROJECT PROGRAMMING^(R13-30)

WHEREAS, in accordance with Virginia Department of Transportation construction allocation procedures, it is necessary that a request by Council resolution be made in order that the Department program certain urban highway projects in the City of Waynesboro; and,

WHEREAS, in accordance with Virginia Department of Transportation construction allocation procedures, a public hearing was conducted before the Waynesboro City Council, meeting in regular session on Monday, November 25, 2013 on the following projects.

NOW THEREFORE BE IT RESOLVED, that the Council of the City of Waynesboro, Virginia, requests the Virginia Department of Transportation to establish urban system highway projects for

- 1) The extension of Shenandoah Village Drive from its current terminus to South Delphine Avenue, a distance of approximately 1.6 miles.
- 2) The extension of Tiffany Drive from Rosser Avenue to Lew DeWitt Boulevard, a distance of approximately 0.7 miles.
- 3) The replacement/rehabilitation of the South Bayard Avenue Bridge.

BE IT FURTHER RESOLVED, that the Council of the City of Waynesboro, Virginia, requests that the Virginia Department of Transportation remove from the current Six-Year Improvement Program a project to widen West Main Street (Route 250) to four lanes, recognizing that no Department funds have been expended on this project to date.

BE IT FURTHER RESOLVED, that the Council of the City of Waynesboro hereby agrees to pay its share of the total cost for preliminary engineering, right of way and construction of these projects in accordance with Section 33.1-44 of the Code of Virginia, and that, if the City of Waynesboro subsequently elects to cancel any of these projects, the City of Waynesboro hereby agrees to reimburse the Virginia Department of Transportation for the total amount of the costs expended by the Department through the date the Department is notified of such cancellation.

Adopted this 25th day of November, 2013
City of Waynesboro, Virginia

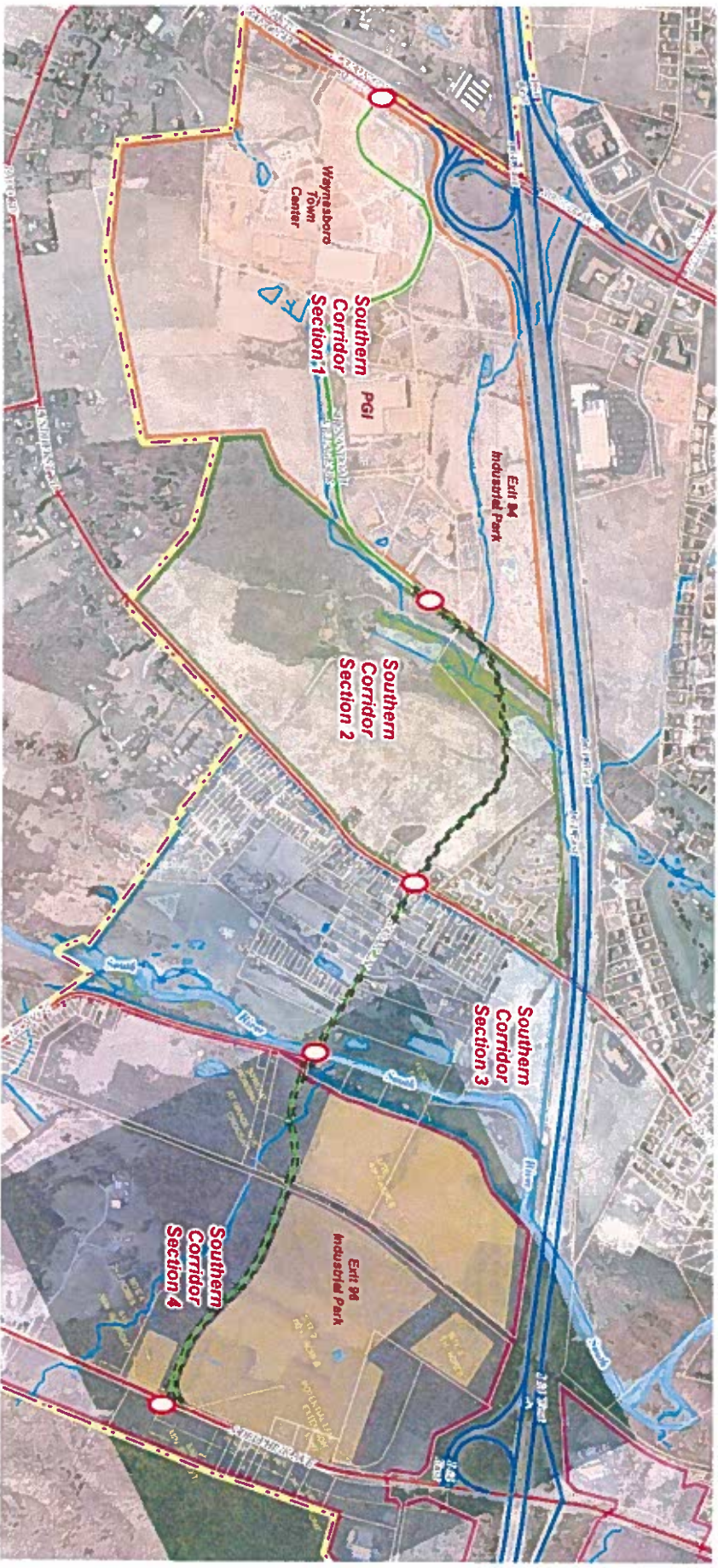
SIGNED: _____

Bruce A. [Signature]
MAYOR

ATTEST: _____

Julia Bortle [Signature]
CLERK OF COUNCIL

Coyner Springs Park is depicted in Section 2





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 5, 2018

MOTION

Made By: _____ **Seconded By:** _____

Action: _____

Title: Bridge Naming: "Lieutenant Bradford T. Clark, Hanover Fire—EMS, Memorial Bridge"

WHEREAS, the Hanover County Board of Supervisors wishes to honor the life, contributions and service of Lieutenant Bradford T. Clark, who was born and raised in Mechanicsville, Virginia, served his country honorably in the United States Army and served for 13 years with the Hanover County Fire—EMS; and

WHEREAS, the Hanover County Board of Supervisors wishes to honor the life and sacrifice of Lt Clark who was killed in the line of duty on October 11, 2018 while responding bravely to a motor vehicle emergency on Interstate 295 on a stormy night while trying to rescue a traveler trapped inside a wrecked vehicle; and

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Hanover County Board of Supervisors has requested, by resolution dated November 14, 2018, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life, contributions and sacrifice of Lieutenant Bradford T. Clarke, name the bridge on Route 627, Pole Green Road, over Interstate 295, Hanover County as the "Lieutenant Bradford T. Clark, Hanover Fire--EMS Memorial Bridge"; and

WHEREAS, § 33.2-213 provides that the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they

Resolution of the Board

Bridge Naming: "Lieutenant Bradford T. Clark Memorial Bridge"

December 5, 2018

Page 2 of 2

are located or by the private entity whose name is attached to the transportation facility so named; and

WHEREAS, by resolution, Hanover County has agreed to pay VDOT for the costs of producing, placing, and maintaining the signs calling attention to this naming.

NOW THEREFORE, BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 627, Pole Green Road, over Interstate 295, Hanover County as the "Lieutenant Bradford T. Clark Memorial Bridge"; and

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming, and secure payment from Hanover County for these costs as required by law.

#####

CTB Decision Brief

Bridge Naming: “Lieutenant Bradford T. Clark, Hanover Fire—EMS, Memorial Bridge”

Issue: Commemorative naming of the bridge on Route 627, Pole Green Road, over Interstate 295, Hanover County as the “Lieutenant Bradford T. Clark, Hanover Fire—EMS, Memorial Bridge”.

Facts: Hanover County enacted a resolution on November 14, 2018 memorializing the life and service to his country and community of Lt Brad Clark. Based on that resolution, Lt Clark was born and raised as a devoted son, husband, father and a career public servant for Hanover County. He served his country honorably in the United States Army before becoming a Firefighter Medic for Hanover County Fire—EMS in 2005. He was promoted to Lieutenant on July 16, 2015.

While serving his community and responding bravely to a motor vehicle emergency on Interstate 295 on a stormy night and while attempting to rescue a traveler trapped in a wrecked vehicle, he lost his life in the line of duty on October 11, 2018.

Recommendations: The Virginia Department of Transportation (VDOT) recommends this request be approved.

Action Required by CTB: The *Code of Virginia* requires a majority of the CTB members to approve a resolution naming a highway or bridge, as appropriate. A resolution will be provided for the Board’s consideration.

Result if Approved: The bridge on Route 627, Pole Green Road, over Interstate 295, Hanover County will be named as the “Lieutenant Bradford T. Clark, Hanover Fire—EMS, Memorial Bridge”. In accordance with law and by local resolution, Hanover County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT is not aware of any opposition to this proposal.

VIRGINIA: At a regular meeting of the Board of Supervisors for Hanover County held in the Board Room of the Hanover County Administration Building on the 14th day of November, 2018, at 3:00 p.m.

Present: Mr. Sean M. Davis, Chairman
Mr. W. Canova Peterson, Vice-Chairman
Mr. Wayne T. Hazzard
Mrs. Angela Kelly-Wiecek
Ms. Faye O. Prichard
Mr. Aubrey M. Stanley
Mr. Scott A. Wyatt
Mr. Cecil R. Harris, Jr., County Administrator
Mr. Sterling Rives, County Attorney

RESOLUTION
Hanover County Board of Supervisors
November 14, 2018

Request to Name Bridge over Interstate Route 295,
on Route 627, Pole Green Road, in Hanover County as the
Lieutenant Bradford T. Clark, Hanover Fire – EMS, Memorial Bridge.

WHEREAS Lieutenant Bradford T. Clark (April 13, 1975 – October 11, 2018) was born and raised in Mechanicsville, Virginia, where he resided as a devoted son, husband, and father and a career public servant for Hanover County; and

WHEREAS Lt. Clark served his country honorably in the United States Army before becoming a Firefighter Medic for Hanover County Fire-EMS, beginning on July 16, 2005, and he was promoted to Lieutenant on July 16, 2015; and

WHEREAS Lt. Clark, while serving his community and responding bravely to a motor vehicle emergency on Interstate 295 on a stormy night and while attempting to rescue a traveler trapped in a wrecked vehicle, was killed in the line of duty; and

WHEREAS Board of Supervisors of Hanover County wants to honor and recognize this sacrifice of a first responder who gave his life while working to save the lives of others; and

WHEREAS the State Route 627 Bridge over Interstate 295 is near the scene of the accident and the naming of this bridge in honor of Lt. Clark would be a most fitting and

visible tribute to his family and friends and a lasting reminder to all who travel across or under this bridge of his ultimate sacrifice for his community; and

WHEREAS Section 33.2-213 of the *Code of Virginia* authorizes the Commonwealth Transportation Board (CTB) and recognizes the authority of the General Assembly to give suitable names to state highways, bridges, interchanges, and other transportation facilities and change the names of any highways, bridges, interchanges, or other transportation facilities forming a part of the systems of state highways; and

WHEREAS Section 33.2-213 provides that the Virginia Department of Transportation shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located.

NOW, THEREFORE, BE IT RESOLVED that the Hanover County Board of Supervisors, in accordance with the requirements of Section 33.2-213 of the *Code of Virginia*, does hereby request that the Commonwealth Transportation Board and the Virginia General Assembly name the bridge on Route 627, Pole Green Road, over Interstate 295 in Hanover County as the “Lieutenant Bradford T. Clark, Hanover Fire – EMS, Memorial Bridge” in memory of Lt. Clark’s ’s dedication, service and sacrifice to ensure public safety; and

BE IT FURTHER RESOLVED that Hanover County agrees to pay the costs of producing, placing and maintaining the signs bearing this name.


The undersigned certifies that this is a correct copy of the Resolution of the Board of Supervisors.

On motion of Mr. Peterson, seconded by Mrs. Kelly-Wiecek, the members of the Board of

Supervisors voted to approve this Resolution, as follows:

	Vote:
Sean M. Davis	Aye
W. Canova Peterson	Aye
Wayne T. Hazzard	Aye
Angela Kelly-Wiecek	Aye
Faye O. Prichard	Aye
Aubrey M. Stanley	Aye
Scott A. Wyatt	Aye

Date: November 15, 2018


Cecil R. Harris, Jr.
County Administrator / Clerk
Hanover County Board of Supervisors



Hanover County

Proposed Bridge Naming
"Lieutenant Bradford T. Clark,
Hanover Fire – EMS,
Memorial Bridge"

VDOT
Virginia Department of Transportation
Maintenance Division
CTB MEETING: December 05, 2018

Hanover County
Proposed Bridge Naming:
**"Lieutenant Bradford T. Clark,
Hanover Fire – EMS, Memorial Bridge"**



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 5, 2018

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Bridge Naming: “James W. Stowers Memorial Bridge”

WHEREAS, the Giles County Board of Supervisors wishes to honor the life and contributions of James W. Stowers, who was a lifelong resident of Giles County and served his community as a member and Treasurer of the Wolf Creek Ruritan Club and as a member of the Board of Trustees of the First Methodist Church of Narrows; and

WHEREAS, the Giles County Board of Supervisors wishes to honor the life and contributions of Mr. James W. Stowers who passed away on July 18, 2018, leaving a legacy of care and service to his community; and

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Giles County Board of Supervisors has requested, by resolution dated August 16, 2018, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life of James W. Stowers, name the bridge on Route 673, Penvir Road, over Wolf Creek, Giles County as the “James W. Stowers Memorial Bridge”; and

WHEREAS, § 33.2-213 provides that the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the transportation facility so named; and

Resolution of the Board
Bridge Naming: "James W. Stowers Memorial Bridge"
December 5, 2018
Page 2 of 2

WHEREAS, by resolution, Giles County has agreed to pay VDOT for the costs of producing, placing, and maintaining the signs calling attention to this naming.

NOW THEREFORE, BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 673, Penvir Road, over Wolf Creek, Giles County as the "James W. Stowers Memorial Bridge"; and

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming, and secure payment from Giles County for these costs as required by law.

#####

CTB Decision Brief

Bridge Naming: “James W. Stowers Memorial Bridge”

Issue: Commemorative naming of the bridge on Route 673, Penvir Road, over Wolf Creek, Giles County as the “James W. Stowers Memorial Bridge”.

Facts: Giles County enacted a resolution on August 16, 2018 memorializing the life and contributions to his community of James Stowers. Based on that resolution, Mr. Stowers was a lifelong resident of Giles County in the Penvir area and utilized this bridge in his daily life. He served his community as a member and Treasurer of the Wolf Creek Ruritan Club and a member of the Board of Trustees of First Methodist Church of Narrows. Mr. Stowers passed away on July 18, 2018, leaving a legacy of care and giving for his family and community.

Recommendations: The Virginia Department of Transportation (VDOT) recommends this request be approved.

Action Required by CTB: The *Code of Virginia* requires a majority of the CTB members to approve a resolution naming a highway or bridge, as appropriate. A resolution will be provided for the Board’s consideration.

Result if Approved: The bridge on Route 673, Penvir Road, over Wolf Creek, Giles County will be named as the “James W. Stowers Memorial Bridge”. In accordance with law and by local resolution, Giles County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT is not aware of any opposition to this proposal.

County of Giles

Jeffrey Morris
Central District Supervisor

Larry "Jay" Williams
Eastern District Supervisor

John Lawson
Western District Supervisor



Paul "Chappy" Baker
At-Large Supervisor

Richard McCoy
At-Large Supervisor

Board of Supervisors

315 NORTH MAIN STREET
PEARISBURG, VIRGINIA 24134

Resolution Naming the Bridge on Route 673, Penvir Road, over Wolf Creek in Giles County as the James W. Stowers Memorial Bridge

WHEREAS, James W. Stowers was a lifelong resident of Giles county and the Penvir area of Wolf Creek utilizing the bridge in the Penvir area in his daily life; and

WHEREAS, Mr. Stowers served his community as a member and former Treasurer of the Wolf Creek Ruritan Club and member of the First Methodist Church of Narrows where he served on the Board of Trustees; and

WHEREAS, Mr. Stowers was a citizen with good moral character giving of his time and resources to those in need; and

WHEREAS, James W. Stowers passed away on July 18, 2018, leaving a legacy of care and concern for family and community; and

WHEREAS, Section 33.2-213 of the Code of Virginia authorizes the Commonwealth Transportation Board (CTB) to give suitable names to state highways, bridges, interchanges, and other transportation facilities and change the names of any highways, bridges, interchanges, or other transportation facilities forming a part of the systems of state highways; and

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located.

NOW, THEREFORE, BE IT RESOLVED, that Giles County, in accordance with the requirements of Section 33.2-213 of the Code of Virginia, does hereby request that the Commonwealth Transportation Board name the bridge on Route 673, Penvir Road, over Wolf Creek in Giles County as the James W. Stowers Memorial Bridge;

BE IT FURTHER RESOLVED, that Giles County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Signature

Jeffrey L. Morris, Chairman

Date 8-16-18



CTB MEETING: December 05, 2018

Giles County

Proposed Bridge Naming:

"James W. Stowers Memorial Bridge"



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

Agenda item #11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 5, 2018

MOTION

Made By: _____ **Seconded By:** _____

Action: _____

Title: Bridge Naming: "Arlington Veterans Bridge"

WHEREAS, the Arlington County Board of Supervisors wishes to express gratitude to the generations of men and women military service members throughout our nation's history, and to their family members and loved ones for their commitment and sacrifice. The State Route 27 bridge over State Route 110 incorporates design elements to honor our nation's military, including a bronze medallion on each of the six bridge pillars bearing the crests of the United States Army, the United States Navy, the United States Marine Corps, the United States Air Force, the United States Coast Guard and the National Guard of the United States; and

WHEREAS, the Arlington County Board of Supervisors wishes to honor its native sons and daughters with an enduring symbol of their affection for them and their abiding regard for their service to their community; and

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Arlington County Board of Supervisors has requested, by resolution dated July 17, 2018, that the Commonwealth Transportation Board (CTB), to honor and memorialize the lives and service of generations of their veterans, name the bridge on State Route 27, Washington Boulevard, over State Route 110, Jefferson Davis Highway, Arlington County as the "Arlington Veterans Bridge"; and

WHEREAS, § 33.2-213 provides that the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they

Resolution of the Board
Bridge Naming: "Arlington Veterans Bridge"
December 5, 2018
Page 2 of 2

are located or by the private entity whose name is attached to the transportation facility so named; and

WHEREAS, by resolution, Arlington County has agreed to pay VDOT for the costs of producing, placing, and maintaining the signs calling attention to this naming.

NOW THEREFORE, BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on State Route 27, Washington Boulevard, over State Route 110, Jefferson Davis Highway, Arlington County as the "Arlington Veterans Bridge"; and

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming, and secure payment from Arlington County for these costs as required by law.

#####

CTB Decision Brief

Bridge Naming: “Arlington Veterans Bridge”

Issue: Commemorative naming of the bridge on State Route 27, Washington Boulevard, over State Route 110, Jefferson Davis Highway, Arlington County as the “Arlington Veterans Bridge”.

Facts: Arlington County enacted a resolution on July 17, 2018 memorializing the lives and contributions of the generations of men and women who served their country in the United States Armed Forces. During a VDOT project to repair and upgrade the State Route 27 bridge over State Route 110, design elements were incorporated to honor our nation’s military. Bronze medallions were placed on each of the six bridge pillars bearing the crest of the United States Army, the United State Navy, the United States Marine Corps, the United States Air Force, the United States Coast Guard and the National Guard of the United States.

VDOT has sought the County’s partnership in determining a name that will honor our nation’s military, and the Arlington County Military and Veterans Affairs Committee has recommended the proposed commemorative naming.

Recommendations: The Virginia Department of Transportation (VDOT) recommends this request be approved.

Action Required by CTB: The *Code of Virginia* requires a majority of the CTB members to approve a resolution naming a highway or bridge, as appropriate. A resolution will be provided for the Board’s consideration.

Result if Approved: The bridge on State Route 27, Washington Boulevard, over State Route 110, Jefferson Davis Highway, Arlington County will be named as the “Arlington Veterans Bridge”. In accordance with law and by local resolution, Arlington County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT is not aware of any opposition to this proposal.



KENDRA M. JACOBS
CLERK TO THE COUNTY BOARD

ARLINGTON COUNTY, VIRGINIA
OFFICE OF THE COUNTY BOARD

2100 CLARENDON BOULEVARD, SUITE 300
ARLINGTON, VIRGINIA 22201-5406
(703) 228-3130 • FAX (703) 228-7430
E-MAIL: countyboard@arlingtonva.us



MEMBERS
KATIE CRISTOL
CHAIR
CHRISTIAN DORSEY
VICE CHAIR

ERIK GUTSHALL
LIBBY GARVEY
JOHN VIHSTADT

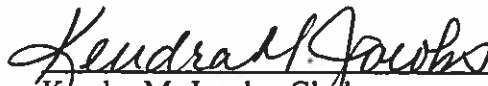
**CERTIFICATE OF THE CLERK
OF THE COUNTY BOARD OF
ARLINGTON COUNTY, VIRGINIA**

At a regular meeting of the County Board of Arlington County, Virginia, held on the 17th day of July, 2018 the following County Board members were present as shown:

PRESENT: Katie Cristol, Chair
Christian Dorsey, Vice Chair
Libby Garvey, Member
Erik Gutshall, Member
John Vihstadt, Member

I hereby certify that on a motion by Katie Cristol, seconded by Erik Gutshall and carried by a vote of 5 to 0, the voting recorded as follows: Katie Cristol - Aye, Christian Dorsey – Aye, Libby Garvey- Aye, Erik Gutshall– Aye, and Mr. Vihstadt – Aye, the County Board of Arlington, Virginia adopted the attached **Resolution to Name the Route 27 Bridge Over Route 110 as the “Arlington Veterans Bridge”**.

Given under my hand this 27th day of August, 2018.


Kendra M. Jacobs, Clerk
Arlington County Board

[SEAL]



**RESOLUTION REGARDING NAMING THE ROUTE 27 BRIDGE OVER ROUTE 110
AS THE**

“ARLINGTON VETERANS BRIDGE”

Adopted by the Arlington County Board on July 17, 2018

WHEREAS, Arlington County expresses gratitude to the generations of men and women military service members throughout our nation’s history, and to their family members and loved ones for their commitment and sacrifice.; and

WHEREAS, the Virginia Department of Transportation (VDOT) completed a project to repair and upgrade the Route 27 bridge over Route 110, located adjacent to the Pentagon; and

WHEREAS, the bridge incorporates design elements to honor our nation’s military, including a bronze medallion on each of the six (6) bridge pillars bearing the crest of the United States Army, the United States Navy, the United States Marine Corps, the United States Air Force, the United States Coast Guard and the National Guard of the United States; and

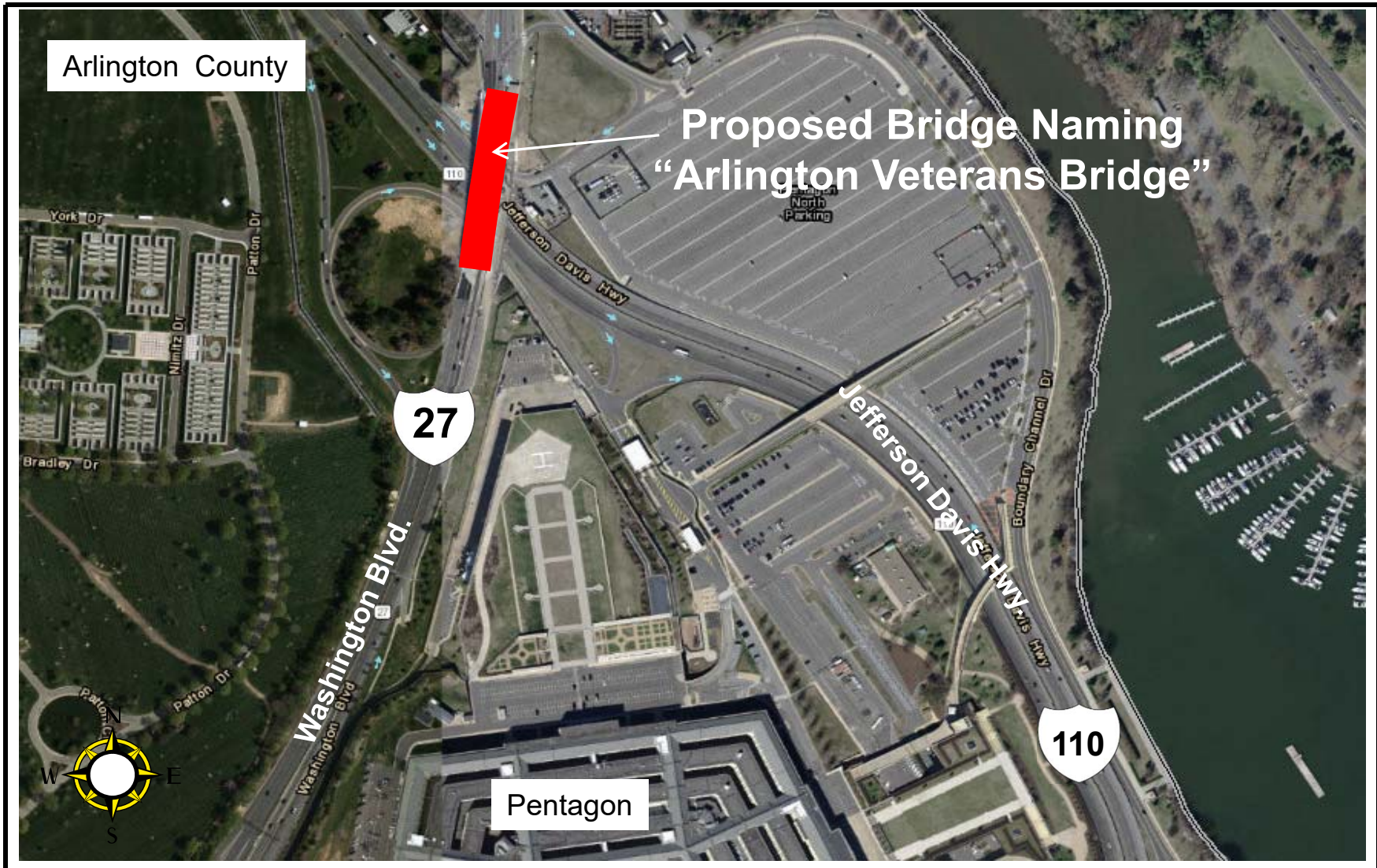
WHEREAS, whereas VDOT has sought the County’s partnership in determining a name that will honor our nation’s military, and the Arlington County Military and Veterans Affairs Committee has recommended naming the bridge “Arlington Veterans Bridge”; and

WHEREAS, Section 33.2-213 of the Code of Virginia authorizes the Commonwealth Transportation Board (CTB) to give suitable names to state highways, bridges, interchanges, and other transportation facilities and change the names of any highways, bridges, interchanges, or other transportation facilities forming a part of the systems of state highways; and

WHEREAS, Section 33.2-213 provides that VDOT shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing and maintaining such signs shall be paid by the localities in which they are located;

NOW, THEREFORE BE IT RESOLVED, THAT THE ARLINGTON COUNTY BOARD:

1. Recognizes and honors the sacrifice of our military service members and their families; and
2. In accordance with the requirements of Section 33.2-213 of the Code of Virginia, does hereby:
 - a) request that the CTB name the Route 27 Bridge over Route 110 in Arlington County as the “Arlington Veterans Bridge”; and
 - b) agrees to pay the costs of producing, placing and maintaining the signs calling attention to this naming.





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
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Agenda item #12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 5, 2018

MOTION

Made By: _____ **Seconded By:** _____

Action: _____

Title: Bridge Naming: "Dixon Ferry Bridge"

WHEREAS, the Carroll County Board of Supervisors wishes to honor the lives of the Dixon family members that lived on the New River and operated the Dixon Ferry until it was flooded in 1940. The bridge in this commemorative naming was constructed in 1950, no signage has been placed since construction, and the ferry service never resumed after the 1940 flood; and

WHEREAS, the Carroll County Board of Supervisors wishes to honor the members of its native family with an enduring symbol of their affection for them and their abiding regard for their service to their community; and

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Carroll County Board of Supervisors has requested, by resolution dated August 13, 2018, that the Commonwealth Transportation Board (CTB), to honor and memorialize the lives of the Dixon family, name the bridge on Route 606, Fries Road, over the New River, Carroll County as the "Dixon Ferry Bridge"; and

WHEREAS, § 33.2-213 provides that the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the transportation facility so named; and

Resolution of the Board
Bridge Naming: "Dixon Ferry Bridge"
December 5, 2018
Page 2 of 2

WHEREAS, by resolution, Carroll County has agreed to pay VDOT for the costs of producing, placing, and maintaining the signs calling attention to this naming.

NOW THEREFORE, BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 606, Fries Road, over the New River, Carroll County as the "Dixon Ferry Bridge"; and

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming, and secure payment from Carroll County for these costs as required by law.

#####

CTB Decision Brief
Bridge Naming: “Dixon Ferry Bridge”

Issue: Commemorative naming of the bridge on Route 606, Fries Road, over the New River, Carroll County as the “Dixon Ferry Bridge”.

Facts: Carroll County enacted a resolution on August 13, 2018 memorializing the lives and contributions to the community of the Dixon family. Based on that resolution, members of the Dixon family have lived on the New River since 1835. Members of the Dixon family operated the Dixon Ferry until it was flooded in 1940. The bridge in this commemorative naming was constructed in 1950 and no signage has been placed since construction.

Recommendations: The Virginia Department of Transportation (VDOT) recommends this request be approved.

Action Required by CTB: The *Code of Virginia* requires a majority of the CTB members to approve a resolution naming a highway or bridge, as appropriate. A resolution will be provided for the Board’s consideration.

Result if Approved: The bridge on Route 606, Fries Road, over the New River, Carroll County will be named as the “Dixon Ferry Bridge”. In accordance with law and by local resolution, Carroll County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT is not aware of any opposition to this proposal.

Bridge Naming Resolution
Carroll County Boards of Supervisors

Bridge Naming on Fries Road, over the New River in Carroll County as the Dixon Ferry Bridge

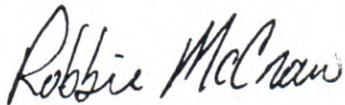
WHEREAS, members of the Dixon family have lived on the New River since 1835. Members of the Dixon family operated the Dixon Ferry until it was flooded in 1940. The bridge was constructed in 1950 and no signage has been placed since construction;

WHEREAS, Section 33.2-213 of the *Code of Virginia* authorizes the Commonwealth Transportation Board (CTB) to give suitable names to state highways, bridges, interchanges, and other transportation facilities and change the names of any highways, bridges, interchanges, or other transportation facilities forming a part of the systems of state highways; and

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located.

NOW, THEREFORE, BE IT RESOLVED, that Carroll County, in accordance with the requirements of Section 33.2-213 of the *Code of Virginia*, does hereby request that the Commonwealth Transportation Board name the bridge on Fries Road, over the New River in Carroll County as the Dixon Ferry Bridge;

BE IT FURTHER RESOLVED, that Carroll County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.



Board of Supervisors Chairman

8-13-18

Date



Grayson County

Carroll County



Virginia Department of Transportation
Maintenance Division

CTB MEETING: December 5, 2018

Carroll County

Proposed Bridge Naming:
"Dixon Ferry Bridge"



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 13

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 5, 2018

MOTION

Made By: Seconded By: Action:

Title: Rail Industrial Access – Superb Solutions for You, Inc.

WHEREAS, funding is provided by the General Assembly for Industrial, Airport, and Rail Access projects; and

WHEREAS, Section 33.2-1600 of the *Code of Virginia* declares it to be in the public interest that access railroad tracks and facilities be constructed to certain industrial commercial sites where rail freight service is or may be needed by new or substantially expanded industry; and

WHEREAS, Superb Solutions For You, Inc. has submitted an application for Rail Industrial Access grant funds in the amount of \$230,810 toward rehabilitation of two miles of track to serve a facility in the County of Sussex; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) has evaluated the project in accordance with the Board's Rail Industrial Access policy and, because the project scores 60 points, has recommended approval of the project; and

WHEREAS, the County of Sussex, Virginia has, by resolution dated April 19, 2018, shown support for the application of up to \$230,810 in Industrial Access Railroad Track funds for assistance in expanding track facilities to serve the proposed Superb Solutions For You, Inc. facility located in the County of Sussex; and

WHEREAS, Norfolk Southern, by letter dated May 16, 2018 has indicated its support for the project and has agreed to serve the facility; and

WHEREAS, the funding request falls within the intent of Section 33.2-1600, and because the project is in accordance with the provisions of the Board’s policy on the use of Industrial Access Railroad Track funds, funding may be allocated to this project; and

WHEREAS, the Board believes that this project is for the common good of a region of the Commonwealth and serves a public purpose;

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$230,810 of the Industrial, Airport, and Rail Access Fund be provided to rehabilitate approximately two miles of track subject to the following requirements:

1. All necessary right of way and utility adjustments must be provided at no cost to the Commonwealth.
2. All costs above the \$230,810 industrial rail access grant must be borne by Superb Solutions For You, Inc. or sources other than those administered by DRPT.
3. Execution of an agreement acceptable to the Director of DRPT.
4. Execution of a contractual commitment by Superb Solutions To You, Inc. to perpetually maintain the track and make payment of any costs related to the future relocation or removal of such track and facilities, in form acceptable to the Director of DRPT.

#####

CTB Decision Brief

Rail Industrial Access Applicant

Location: County of Sussex, Virginia

Superb Solutions For You, Inc.

Summary: Superb Solutions For You, Inc. has submitted an application for Rail Industrial Access grant funds in the amount of \$230,810 to rehabilitate rail operations at their new facility in the County of Sussex, Virginia. The project will support their \$2.3 million capital investment by importing raw materials and exporting their finished product by rail.

Superb Solutions For You, Inc. is a start-up manufacturer of a better class of water treatment chemicals which will help to meet a growing market demand for more environmentally friendly ways to produce the chemicals that mitigate harmful agricultural waste, purify drinking water, and treat wastewater.

Facts:

- DRPT has evaluated the project in accordance with the CTB's Rail Industrial Access policy. The project scores 60 points. Projects must reach a 50 point threshold to receive a recommendation by DRPT staff.
- The Applicant will commit to 260 rail carloads annually.
- The minimum threshold for carloads is 10 carloads annually.
- The Applicant will commit to 25 new jobs with this start-up.
- The Applicant's track rehabilitation of approximately two miles will remove approximately 884 trucks from Virginia highways per year.
- Railcar versus truckload ratio for this project is approximately 55% shipping by rail of in and outbound materials.
- Total Capital Investment in the expanded facility is estimated at \$2.3 million.
- Total railroad track construction cost is estimated at \$360,810.
- There will be a claw-back provision in the grant agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

Source of State Funds: FY 2019 Industrial, Airport, and Rail Access Fund

Recommendation: In accordance with the CTB Rail Industrial Access policy, DRPT recommends the Board approve the project.

Action Required by CTB: CTB policy for Rail Industrial Access requires Board action on the resolution.

Options: Approve, Deny, or Defer



Virginia Department of Rail and Public Transportation

Rail Industrial Access Program Application Briefing

Superb Solutions For You, Inc.

Town of Waverly, County of Sussex, Virginia

Michael McLaughlin
Chief of Rail

Project Location:

Superb Solutions For You, Inc.
Waverly, VA



Project Location:

Superb Solutions For You, Inc.
Waverly, VA



Project Summary

- **Superb Solutions For You, Inc. is a start-up water treatment chemical company which will be located in Waverly, VA.**
- **The new facility will allow shipment of 260 carloads per year and help divert in and outbound truck traffic from secondary roads and highways.**



Project Summary



- **Application for \$230,810 in Rail Industrial Access Funds**
 - **\$2.3M Total Estimated Capital Expenditure**
 - **Track rehabilitation and connection to mainline**
 - **Purchase of existing industrial facility in Waverly, VA**
 - **\$360,810 Estimated Rail Project Cost**
 - **Capital expenditures outside the \$230,810 grant will be paid for by the applicant**
 - **Cost overruns responsibility of applicant**

Public Benefits

- **Public Benefits:**
 - **260 railcars annually due to the new facility**
 - **25 newly created jobs associated with this start-up business**
 - **55% of in and outbound shipping will be by rail**
- **Application scores 60 of 100 points**
- **Minimum threshold will be 10 new carloads**



Questions?

Jeremy Latimer

jeremy.latimer@drpt.virginia.gov

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804-786-4440





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 14

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 5, 2018

MOTION

Made By: _____ **Seconded By:** _____

Action: _____

Title: Approval of the Report on the Commonwealth's Large and Unique Bridge and Tunnel Structures (VITAL Infrastructure)

WHEREAS, Item 450, H. of Chapter 2, (2018 Appropriations Act) enacted during the 2018 Special Session 1 of the Virginia General Assembly, requires the Commonwealth Transportation Board (Board) to report no later than December 1, 2018 to the Chairmen of the House and Senate Committees on Transportation, the Joint Transportation Accountability Commission, the House Committee on Appropriations and the Senate Committee on Finance, on the overall condition and funding needs of large and unique bridge and tunnel structures in the Commonwealth; and

WHEREAS, as part of its review pursuant to Item 450. H., the Board is required to make recommendations addressing funding of such projects within the State of Good Repair Program and in developing these recommendations the Board is required to assess the impact of establishing a set aside from the State of Good Repair Program funding, limited use of the provisions § [33.2-369](#) B of the *Code of Virginia*, which allows for waivers of district minimum caps in a single year, or such other options as the Board identifies; and

WHEREAS, the Virginia Department of Transportation (VDOT) has performed a review in response to the requirements set forth in Item 450.H. relating to the overall condition and funding needs of large and unique bridge and tunnel structures, referred to as Very Large, Indispensable Transportation Asset List (or VITAL) Infrastructure, and has prepared a draft

Resolution of the Board Approval of the Report on the Commonwealth's Large and Unique Bridge and Tunnel Structures (VITAL Infrastructure)

December 5, 2018

Page 2 of 2

report (VITAL Infrastructure Report) (attached hereto as Appendix A) in response for the Board's consideration; and

WHEREAS, VDOT has advised that the draft VITAL Infrastructure Report was developed over a short time period to address specific, legislatively-mandated issues and that the reviews conducted in preparing the draft report have demonstrated that a more broad-based approach is required to evaluate the impacts of integrating an asset management strategy for VITAL Infrastructure into VDOT's existing programs; and

WHEREAS, VDOT has further advised that additional time is needed to perform the necessary assessments and to produce a more comprehensive report using a broad-based approach relating to VITAL Infrastructure and accordingly, the draft VITAL Infrastructure Report includes a proposal that, over the course of the next year, the Board review investment strategies for VITAL Infrastructure and provide a supplemental report to the General Assembly in December 2019; and

WHEREAS, the Board may offer additional edits and comments to the draft VITAL Infrastructure Report, and in order to facilitate timely submission of the Report, the Commissioner of Highways will need authority to update the report with the edits requested by the Board prior to submission.

NOW, THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the VITAL Infrastructure Report (Attached hereto as Appendix A), which may be amended by the Commissioner to incorporate edits and changes requested by the Board and other non-substantive modifications as deemed appropriate by the Secretary of Transportation, is approved.

BE IT FURTHER RESOLVED, that the Secretary of Transportation or her designee is authorized to take all actions necessary to submit the VITAL Infrastructure Report to the General Assembly.

BE IT FURTHER RESOLVED, that VDOT shall engage in the analyses and provide information necessary to enable the Board to review, over the course of the next year, investment strategies for VITAL Infrastructure and to provide to the General Assembly a more comprehensive supplement to the VITAL Infrastructure Report in December 2019.

####

CTB Decision Brief

Approval of the Report on the Commonwealth's: Large and Unique Bridge and Tunnel Structures (VITAL Infrastructure)

Issue: Item 450. H. of Chapter 2 of the 2018 Session of the General Assembly (2018 Appropriation Act) requires the Commonwealth Transportation Board (Board) to review and report no later than December 1, 2018 to the Chairmen of the House and Senate Committees on Transportation, the Joint Transportation Accountability Commission, the House Committee on Appropriations and the Senate Committee on Finance, on the overall condition and funding needs of large and unique bridge and tunnel structures in the Commonwealth. In response to the legislation, the Virginia Department of Transportation (VDOT) has prepared a draft report for the Board's consideration. Board approval of the report is necessary before the report may be submitted to the General Assembly.

Facts: During Special Session 1 of the 2018 Virginia General Assembly, Item 450.H. was enacted as part of the Appropriation Act and provides:

H. The Commonwealth Transportation Board shall, no later than December 1, 2018, review and report to the Chairmen of the House and Senate Committees on Transportation, the Joint Transportation Accountability Commission, the House Committee on Appropriations and the Senate Committee on Finance, on the overall condition and funding needs of large and unique bridge and tunnel structures in the Commonwealth. As part of the review, the Board shall make recommendations addressing funding of such projects within the State of Good Repair program. In developing these recommendations the Board shall assess the impact of establishing a set aside from the State of Good Repair funding pot, limited use of the provisions of § [33.2-369 B.](#), Code of Virginia, which allows for the waiving of district minimum caps in a single year, or such other options as they might identify.

The Virginia Department of Transportation (VDOT) reviewed the structure inventory maintained throughout the Commonwealth of Virginia and identified 25 structures as unique. For purposes of this review and the report prepared in response to Item 450 H., these structures have been designated as "VITAL" Infrastructure (Very Large, Indispensable, Transportation Asset List). VITAL Infrastructure consists of tunnels, movable bridges and large complex fixed span structures.

All tunnels and movable bridges were included in the list because they are highly complex and have specialty parts that, in the event of failure, may require months to procure. Some parts have procurement times of over two years. The remaining structures were selected because of their economic impact, length, traffic volumes, length of detour, construction type and maintenance needs.

A preliminary VITAL Infrastructure 30-Year Plan was created, using an asset management approach, which focuses on timely rehabilitation and preservation actions to maintain the VITAL Infrastructure in fair or good condition. VDOT, in reviewing information and preparing a draft report (VITAL Infrastructure Report) for the Board's consideration in response to Item 450. H., has determined that in order to fully satisfy the requirements set out in Item 450. H., additional time is required to perform necessary assessments and to produce a more informed and comprehensive report.

Specifically, as noted in the draft VITAL Infrastructure Report, (attached hereto as Appendix A), the report was developed over a short time period to address specific, legislatively mandated questions. The analysis conducted in preparing the draft VITAL Infrastructure Report has demonstrated that a more broad-based approach is required to evaluate the impacts of integrating an asset management strategy for VITAL Infrastructure into VDOT's existing programs. This involves examining asset investment strategies to include the prioritization of funding based on current and projected performance of all highway assets, including VITAL Infrastructure.

Accordingly, based on the draft VITAL Infrastructure Report, it is proposed that, over the course of the next year, the Board review investment strategies for VITAL Infrastructure and provide a supplemental report to the General Assembly in December 2019. This supplemental report will summarize a thorough investigation, wherein VDOT will evaluate its investment strategies and analyze asset needs and performance targets while operating within existing funding constraints. The review will take a programmatic, long-term approach to optimizing asset conditions and roadway network performance.

Finally, it is anticipated that the Board may offer edits in the December 2018 Board meeting to the draft VITAL Infrastructure Report. To the extent edits or comments are added by the Board, the Commissioner will need authority to incorporate the edits into the draft VITAL Infrastructure Report prior to its submission.

Recommendations: Based on VDOT's findings and analysis, it is recommended that the Board approve and authorize submission of the VITAL Infrastructure Report (Appendix A) with a request for an additional year (by December 2019) to submit a supplemental, comprehensive report on potential investment strategies for VITAL Infrastructure.

Action Required by CTB: A resolution that provides the Board's approval of the VITAL Infrastructure Report, attached hereto as Appendix A, and authorizes the Commissioner to modify the report based on any edits requested by the Board and any non-substantive edits deemed appropriate by the Secretary of Transportation, prior to submission to the General Assembly, will be presented to the Board for a formal vote. The resolution will also authorize the Secretary or her designee to take all actions necessary to submit the VITAL Infrastructure Report to the General Assembly. Finally, the resolution will direct VDOT over the course of the next year to engage in analyses and provide information that will enable the Board to review, investment strategies for VITAL Infrastructure and to provide to the General Assembly in December 2019 a more comprehensive supplement to the VITAL Infrastructure Report.

Result, if Approved: The legislative requirement that the Board submit the VITAL Infrastructure report will be satisfied and VDOT will engage in the requisite reviews and analyses for a draft supplemental report for the Board's consideration in late 2019.

Options: N/A.

Public Comments/Reactions: N/A

APPENDIX A

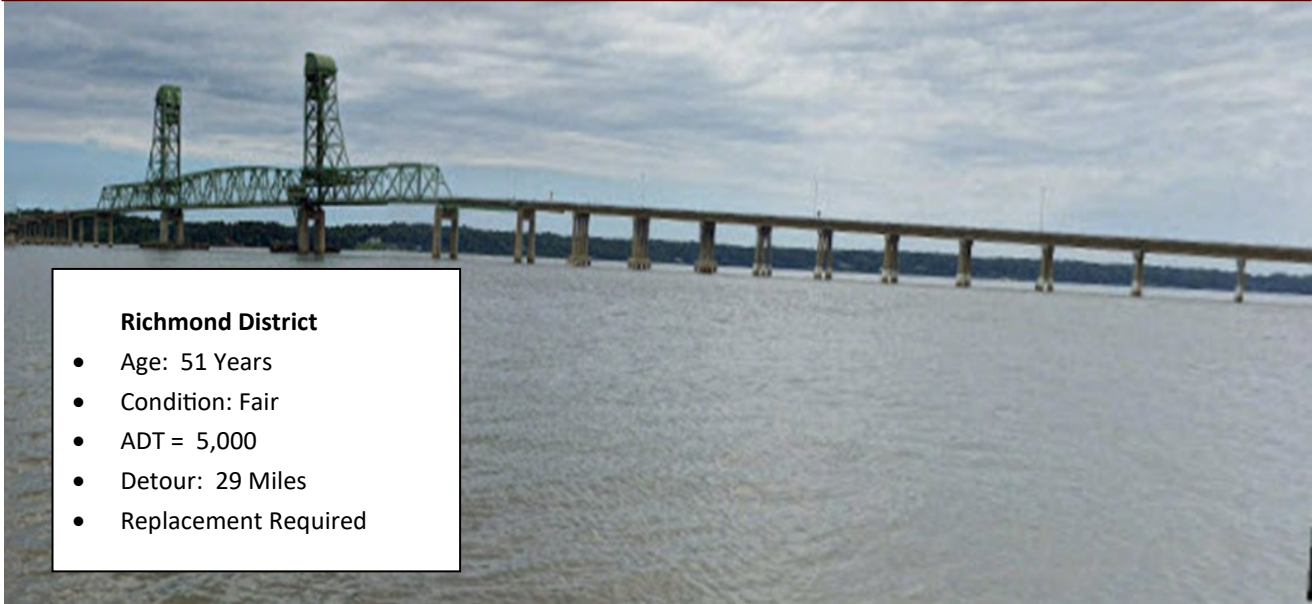
DRAFT

VDOT's VITAL Infrastructure: Condition, Age and Type of Structure

Type	No.	Structure	Age	Route Carried	Feature Intersected	Condition*
Movables	1	Benjamin Harrison	51	Rt. 156	James River	Fair
	2	Chincoteague	8	Rt. 175	Black Narrows Channel	Fair
	3	High Rise	49	I-64	Elizabeth River	Fair
	4	Berkley	64 & 28	I-264	Elizabeth River	Fair
	5	Coleman	66	Rt. 17	York River	Fair
	6	James River Bridge	38	Rt. 17	James River	Fair
	7	Eltham	11	Rt. 33	Pamunkey River	Fair
	8	Gwynn's Island	80	Rt. 223	Milford Haven	Fair
Tunnels	9	Big Walker Tunnel	46	I-77	Appalachian Mountains	Fair
	10	East River Tunnel	44	I-77	Appalachian Mountains	Fair
	11	Tunnels of Hampton Roads Bridge Tunnel	60 & 44	I-64	Hampton Roads	Fair
	12	Tunnel of Monitor Merrimac Memorial Bridge Tunnel	26	I-664	James River	Fair
	13	Elizabeth River Midtown Tunnel	2 & 56	Rt. 58	South Branch Elizabeth River	Good
	14	Elizabeth River Downtown Tunnel	32 & 66	I-264	South Branch Elizabeth River	Good
	15	Rosslyn Tunnel	35	I-66	Gateway Park & Ft. Meyer Dr.	Fair
Large and Complex	16	460 Connector	1	Rt. 460	Grassy Creek	Good
	17	Smart Road Bridge	17	SMART Hwy	Wilson Creek	Good
	18	Varina-Enon	28	I-295	James River	Fair
	19	895/Pocahontas Parkway	16	895	James River	Good
	20	HRBT Approaches	60 & 44	I-64	Hampton Roads	3-Fair, 1-Poor
	21	Willoughby Bay	46	I-64	Willoughby Bay	Fair
	22	MMMBT Approaches	26	I-64	James River	Fair
	23	James River Bridge Approaches	38	Rt. 17	James River	Fair
	24	High Rise Bridge Approaches	49	I-64	Elizabeth River	Fair
	25	Norris Bridge	61	Rt. 33	Rappahanock River	Fair

Moveable Bridges

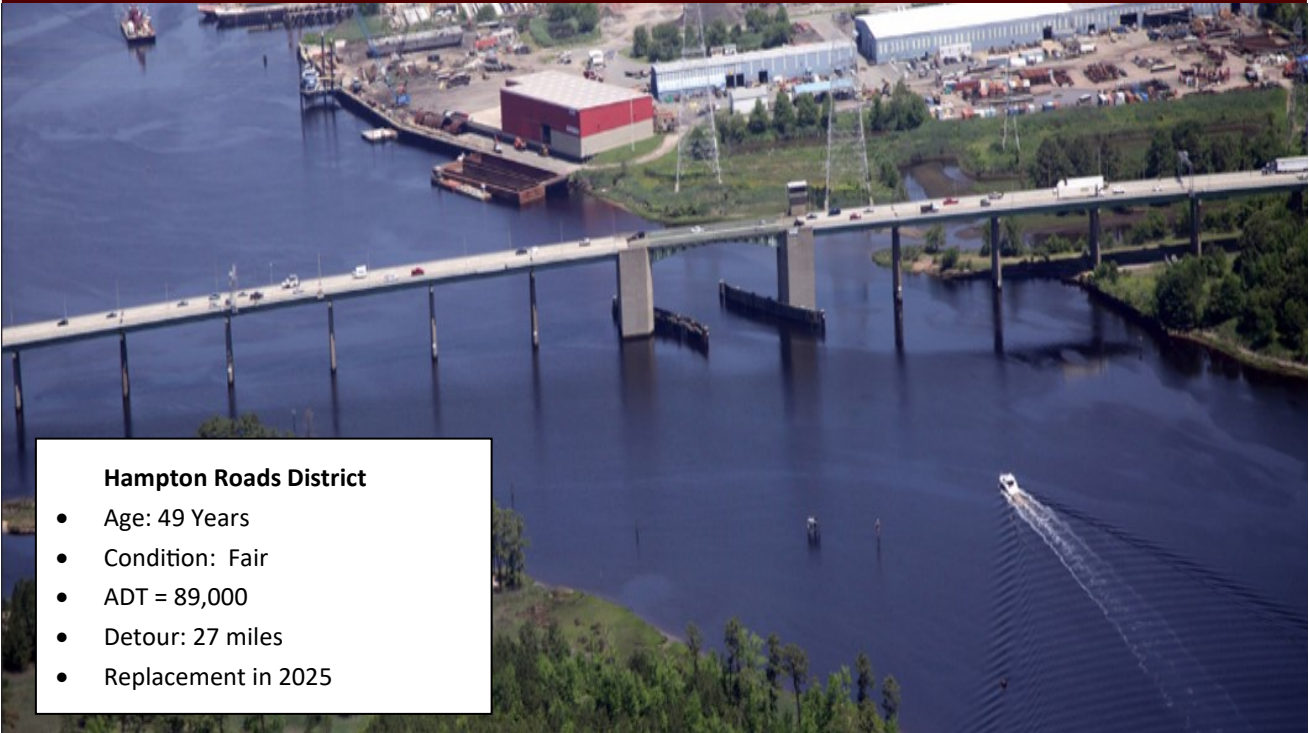
Benjamin Harrison Bridge: Route 156 over James River (#1)



Chincoteague Bridge: Route 175 over Blackwater Channel (#2)



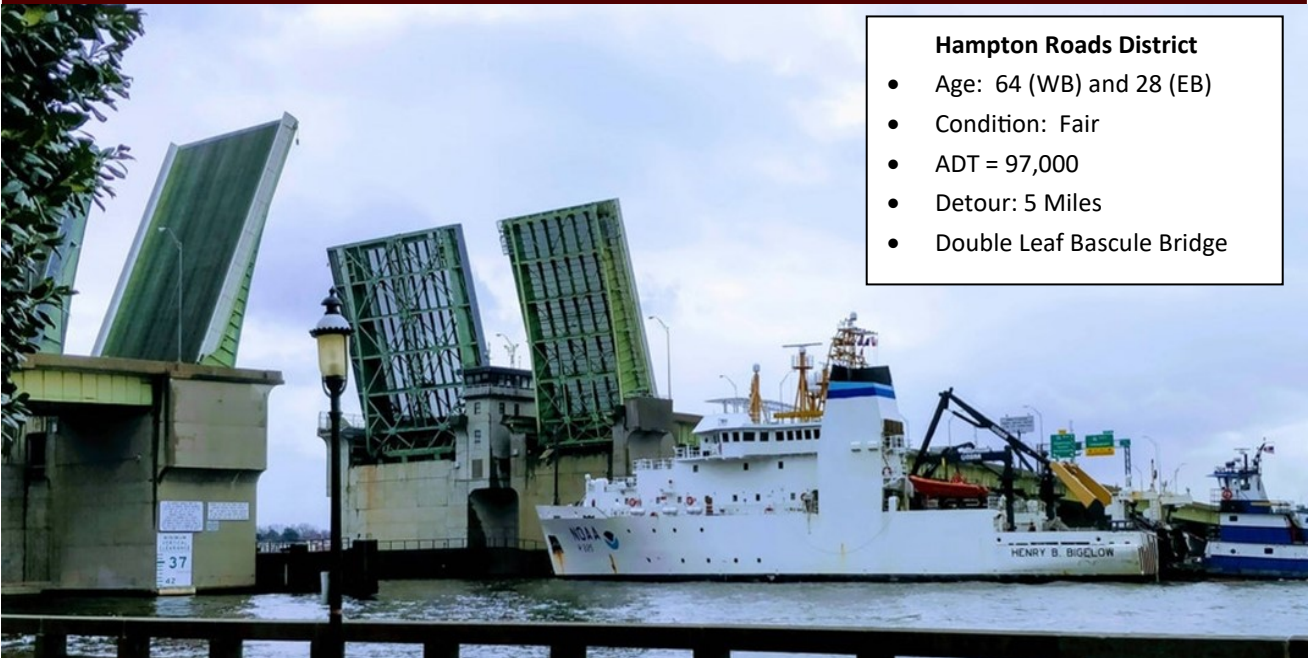
High Rise Bridge: I-64 over Elizabeth River
Movable Portion (#3), Large and Fixed Span (#24)



Hampton Roads District

- Age: 49 Years
- Condition: Fair
- ADT = 89,000
- Detour: 27 miles
- Replacement in 2025

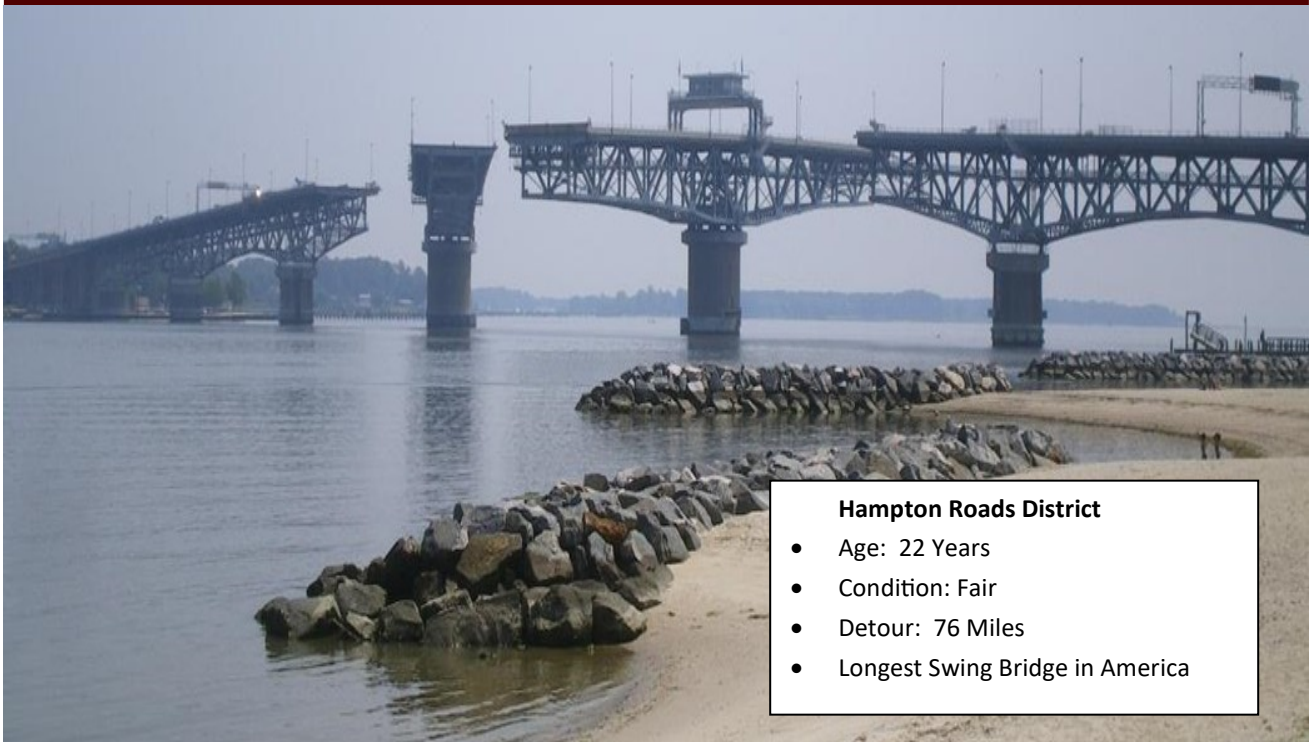
Berkley Bridge: I-264 over Elizabeth River (#4)



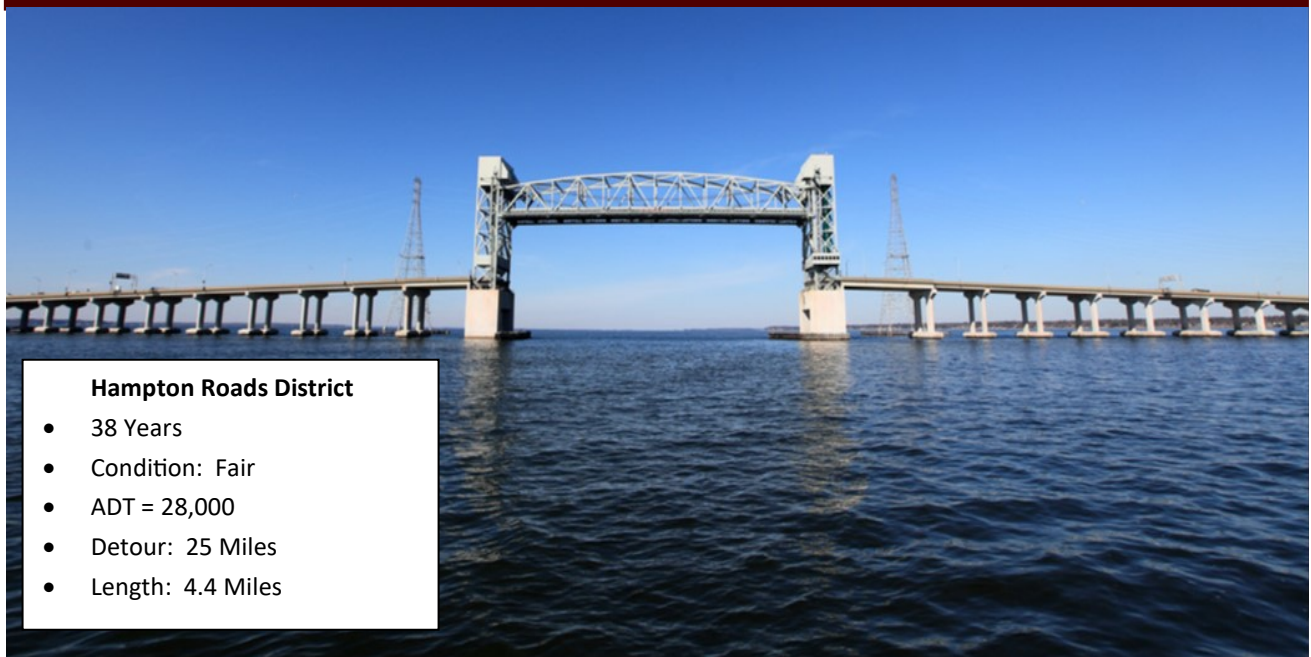
Hampton Roads District

- Age: 64 (WB) and 28 (EB)
- Condition: Fair
- ADT = 97,000
- Detour: 5 Miles
- Double Leaf Bascule Bridge

Coleman Bridge: Route 17 over York River (#5)



James River Bridge: Route-17 over James River Movable (#6), Large and Complex (#23)



Eltham Bridge: Route 33 over Pamunkey River (#7)



Fredericksburg District

- Age: 11 Years
- Condition: Fair
- ADT = 18,000
- Detour: 83 Miles
- Double Leaf Bascule Bridge

Gwynn's Island Bridge: Route 223 over Milford Haven (#8)

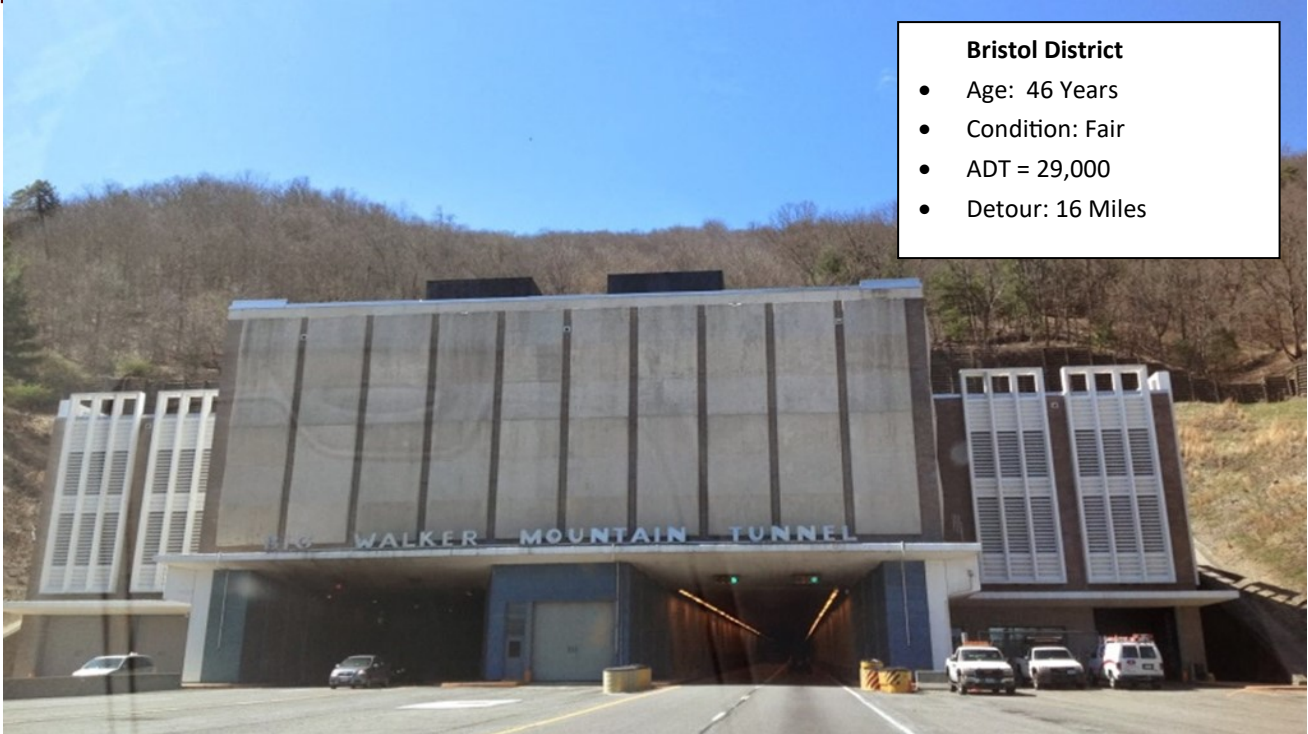


Fredericksburg District

- Age: 80 Years
- Condition: Fair
- Bypass: no other access
- Replacement Required

Mountain Tunnels

Big Walker Mountain Tunnel: I-77 through Appalachians (#9)



Bristol District

- Age: 46 Years
- Condition: Fair
- ADT = 29,000
- Detour: 16 Miles

East River Mountain Tunnel: I-77 through Appalachians (#10)



Bristol District

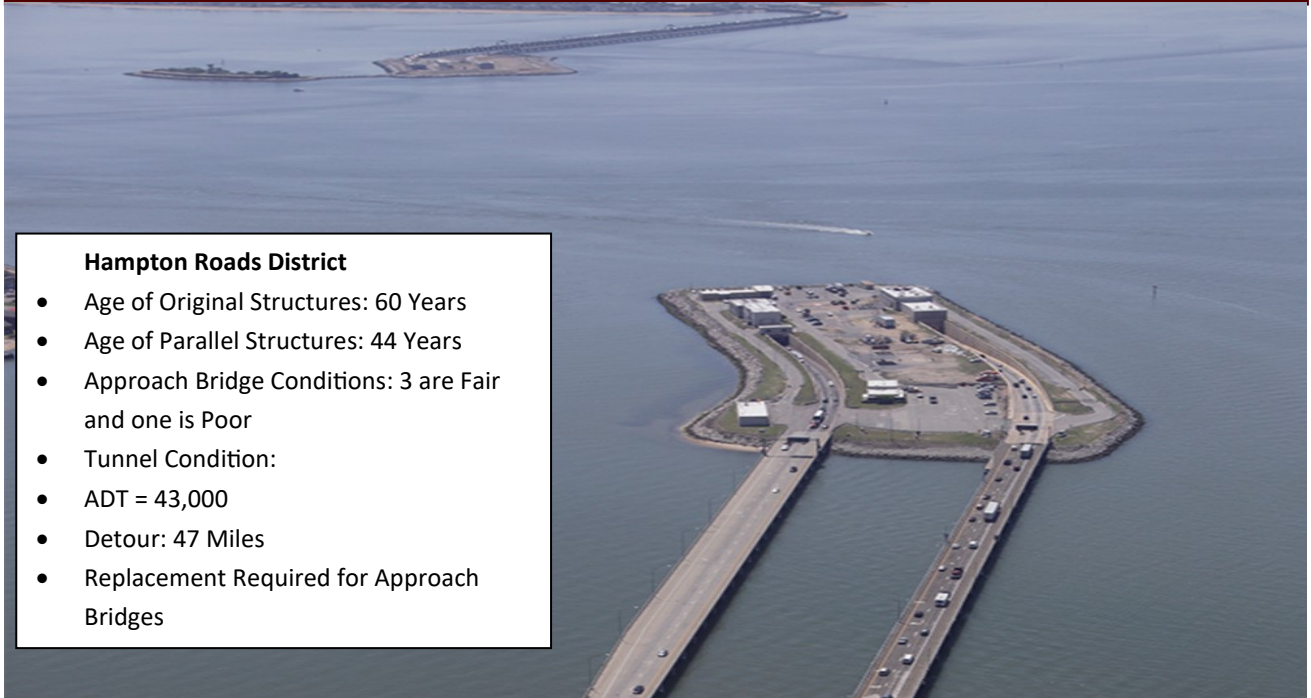
- Age: 44 Years
- Condition: Fair
- ADT = 29,000
- Detour: 13 Miles

Tunnels with Associated Approach Bridges

Hampton Roads Bridge-Tunnel (#11) and Approach Bridges (#20): I-64 over/under James River

Hampton Roads District

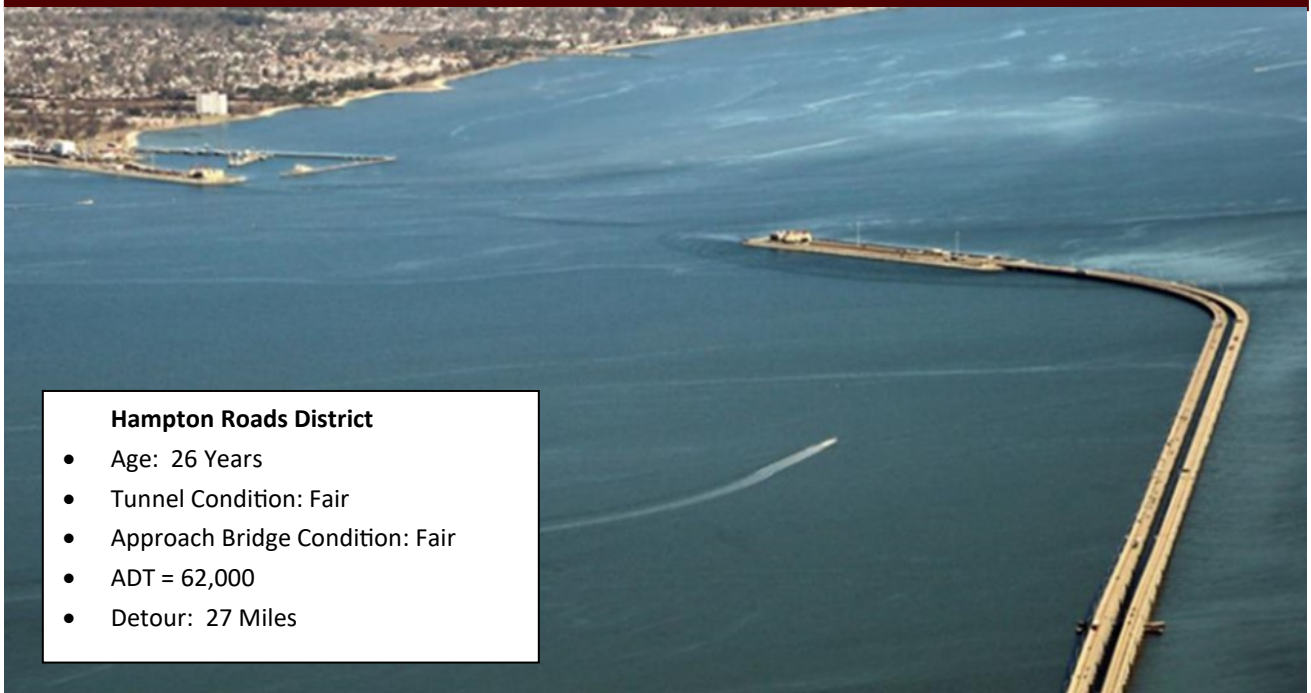
- Age of Original Structures: 60 Years
- Age of Parallel Structures: 44 Years
- Approach Bridge Conditions: 3 are Fair and one is Poor
- Tunnel Condition:
- ADT = 43,000
- Detour: 47 Miles
- Replacement Required for Approach Bridges



Monitor Merrimac Memorial Bridge-Tunnel (#12) & Approach Bridge (#22) I-664 over/under James River

Hampton Roads District

- Age: 26 Years
- Tunnel Condition: Fair
- Approach Bridge Condition: Fair
- ADT = 62,000
- Detour: 27 Miles



Urban Tunnels

Midtown Tunnel: Rt. 58 under Elizabeth River (#13)

Hampton Roads District

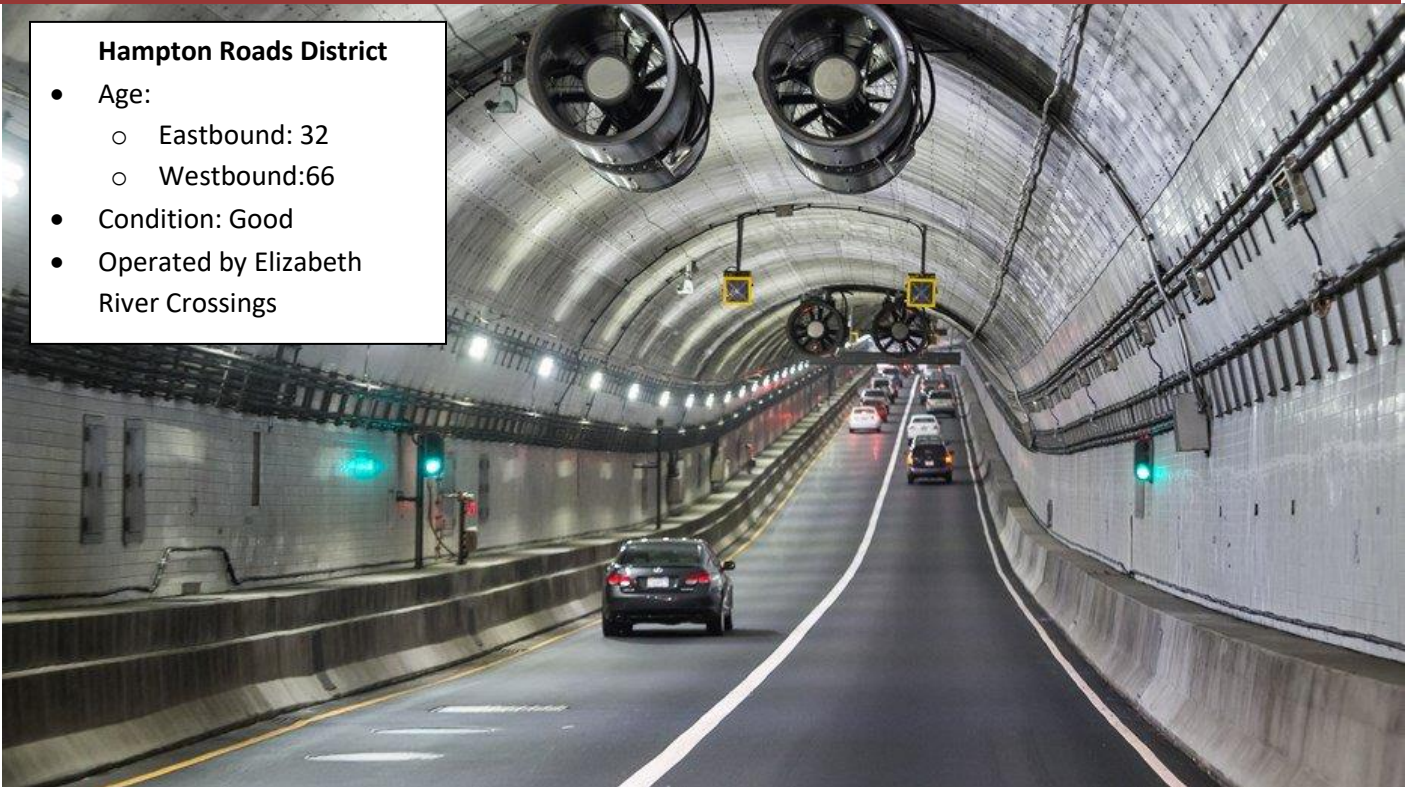
- Age:
 - Eastbound: 56
 - Westbound: 2
- Condition: Good
- Operated by Elizabeth River Crossings



Downtown Tunnel: I-264 under Elizabeth River (#14)

Hampton Roads District

- Age:
 - Eastbound: 32
 - Westbound: 66
- Condition: Good
- Operated by Elizabeth River Crossings



Rosslyn Tunnel: I-66 under Gateway Park & Fort Meyer Drive (#15)



Northern Virginia District

- Age: 35
- Condition: Fair
- ADT = 96,000
- Detour: 13 Miles

Large and Complex Structures

Route 460 over Grassy Creek (#16)



Bristol District

- Age: 1 Year
- Condition: Good
- Segmental Construction

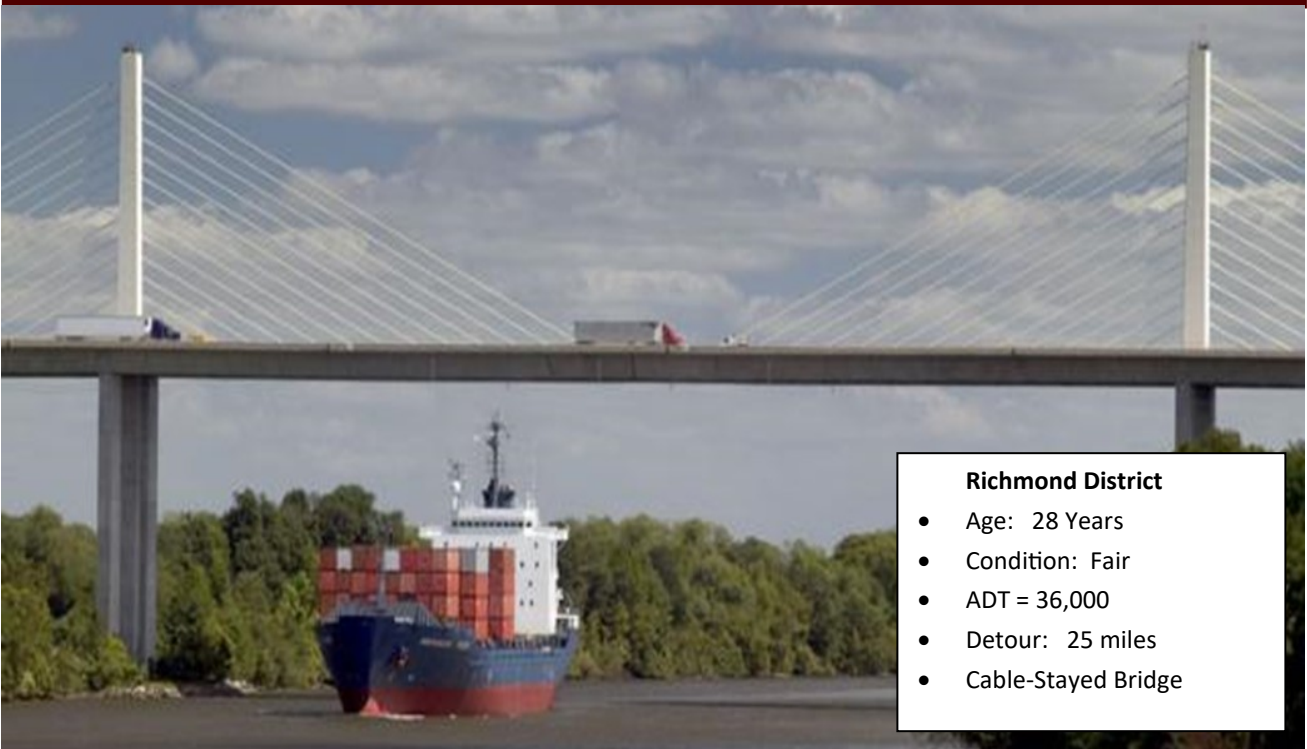
SMART Road Bridge (#17)



Salem District

- Age: 17 Years
- Condition: Good
- Segmental Construction

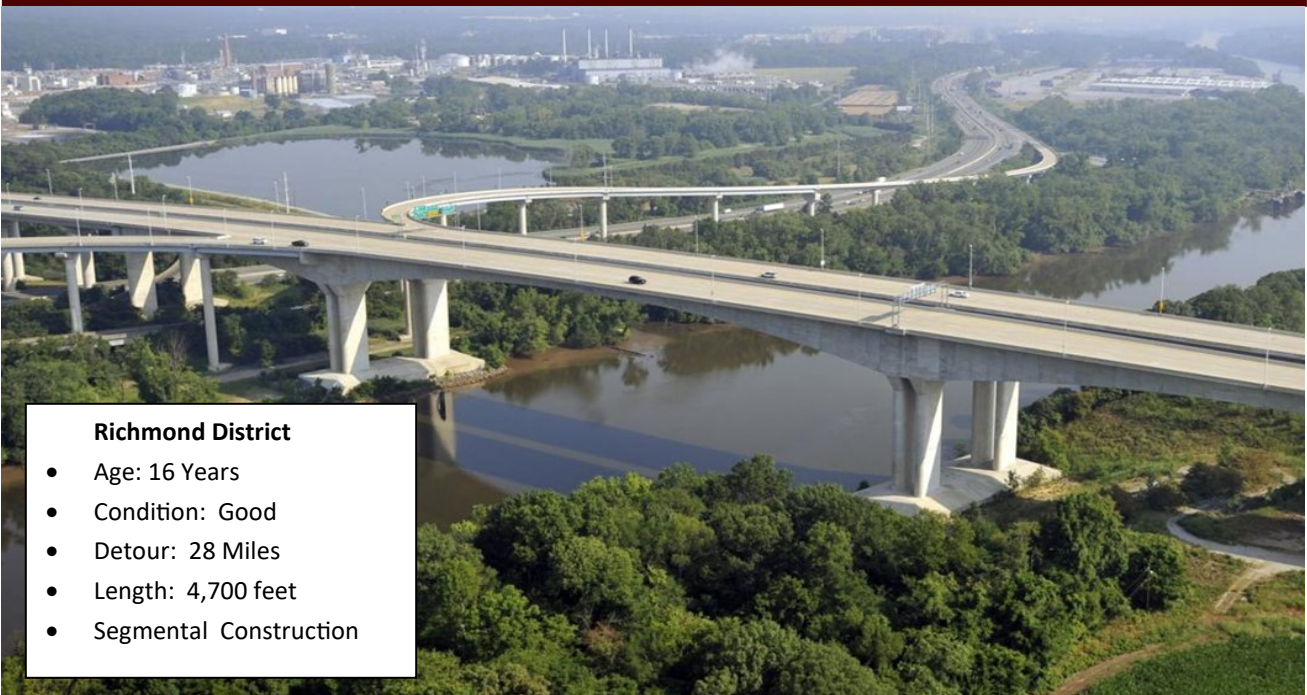
Varina-Enon Bridge: I-295 over James River (#18)



Richmond District

- Age: 28 Years
- Condition: Fair
- ADT = 36,000
- Detour: 25 miles
- Cable-Stayed Bridge

Pocahontas Parkway: 895 over James River (#19)



Richmond District

- Age: 16 Years
- Condition: Good
- Detour: 28 Miles
- Length: 4,700 feet
- Segmental Construction

I-64 over Willoughby Bay (#21)



Hampton Roads District

- Age: 46 Years
- Condition: Fair
- ADT = 87,000
- Detour: 47 miles
- Length: 5,000 feet

Norris Bridge: Route 3 over Rappahannock River (#25)



Fredericksburg District

- Age: 61
- Condition: Fair
- ADT = 9,000
- Detour: 90 miles
- Length: 1.9 miles

APPENDIX B

DRAFT

APPENDIX C

DRYFET

Practices in Other States

Pennsylvania Department of Transportation (PennDOT)

BACKGROUND

Pennsylvania's population of state-owned bridges is among the largest and oldest in the nation. In 2014, PennDOT prioritized transportation investments to repair and replace structurally deficient bridges. PennDOT developed a program in 2015 called the Rapid Bridge Replacement Project (RBRP) under a public-private partnership to help address the state's nearly 4,200 structurally deficient bridges. The \$889 million Rapid Bridge Replacement (RBR) Project is a key component to obtaining the goal of replacing structurally deficient bridges.

PROGRAM / PROJECT SUMMARY

To identify bridges for inclusion in the RBRP, of the state's 4,200 structurally deficient bridges PennDOT scanned 2,000 bridges within its inventory and identified 900 bridges, which it ranked and prioritized for replacement. PennDOT reviewed the bridge inventory for projects that would have minimal right-of-way, environmental and utility concerns. In addition, PennDOT reviewed for "shovel ready" bridge work to begin construction in 2015 and 2016. The selected group of bridges (558) included within the project are relatively small; many single span, two-lane structures, of similar characteristics.

How does RBRP work? With the RBRP, PennDOT makes availability payments, not tolls, to the concessionaire with a concession term of 28.5 years (42 months construction/25 years for maintenance responsibility for each bridge). The P3 includes 558 bridges with an average cost of \$2.1 million and an average age of 50 years.

Through the RBRP, PennDOT will replace 558 structurally deficient bridges around the state while minimizing impacts to the traveling public. The RBRP is unique because it is the first of its kind in the nation to bundle the replacement of hundreds of bridges in a public-private partnership (P3) agreement. No other P3 project in the country has embarked on a multi-asset, multi-location undertaking of this magnitude.

OUTCOMES

PennDOT implemented the RBRP to affect their performance. The results of implementing the RBRP is an improvement in the number of structurally deficient bridges, decreasing from 24.4% structurally deficient in 2014 to 18.3% structurally deficient in 2018.

[https://www.penndot.gov/ProjectAndPrograms/p3forpa/Documents/Rapid%20Bridge%20Replace%20Project/General%20FAQ%27s%20\(Updated%20Nov.%2016,%202015\).pdf](https://www.penndot.gov/ProjectAndPrograms/p3forpa/Documents/Rapid%20Bridge%20Replace%20Project/General%20FAQ%27s%20(Updated%20Nov.%2016,%202015).pdf)

South Carolina Department of Transportation (SCDOT) – 10 Year Plan

BACKGROUND

In 2017, South Carolina's General Assembly passed into law a fuel tax increase directing funds to the Infrastructure Maintenance Trust Fund (IMTF). The fund is reserved for repairs, maintenance and improvements to the existing highway system.

PROGRAM / PROJECT SUMMARY

South Carolina's DOT (SCDOT) developed a strategy for use of the IMTF funds - 10 Year Plan - with four main areas: safety, paving, bridge replacements and interstate widening.

The gas tax increase will increase steadily for six years, beginning with a bump of 2 cents per gallon each year to reach 12 cents per gallon. The increase is the first state gas tax increase in South Carolina since 1987.

OUTCOMES

SCDOT estimates funding will add \$600 million per year over time, to reach \$800 million per year by about 2023. At that point, resurfacing projects would receive the bulk of the funds at \$407 million yearly, followed by interstate widenings, bridge (465 structures) and safety.

<https://www.dot.state.sc.us/projects/ten-year-plan.aspx>

<https://www.equipmentworld.com/s-carolina-sets-out-10-year-transportation-plan-through-increased-funding/>

Georgia Department of Transportation (GDOT) - 2015 Transportation Funding Act

BACKGROUND

The 2015 Georgia (GA) state legislature passed Georgia's Transportation Funding Act (TFA), which is a dedicated transportation fund to improve transportation throughout Georgia and to aid in business investment and development. The shipment of goods from locations within GA equates to approximately \$790 billion annually, demonstrating how important the state's network of roads and bridges are to Georgia's economy. Georgia's expansion of economic development opportunities relies on the quality of the state's transportation systems. Companies looking to locate or expand seek regional options where congestion is mitigated, roads are maintained and multi-modal options are viable.

By passing the TFA, state legislatures estimate an infusion of \$830 million to \$1 billion in revenues annually for investing in the maintenance and enhancement of GA transportation infrastructure.

PROGRAM / PROJECT SUMMARY

The additional revenue source for the TFA funding are as follows:

- Motor fuel tax on distributors
 - \$0.067 increase in gasoline tax
 - \$0.077 increase in diesel fuel
 - Tax on gasoline and diesel fuel are indexed annually for increased vehicle fuel efficiency
 - Taxes on gasoline and diesel fuel were adjusted for increases in the Consumer Price Index (CPI) from 2016 through 2018
- \$200/\$300 Alternative Fuel Motor Vehicle Annual Registration Fee for non-commercial and commercial vehicles
- Hotel/Motel Nightly Fee: \$5 per night lodging fee. (excludes extended stay occupants)
- Heavy Vehicle Annual Impact Fee:
 - \$50 for vehicles 15,500 lbs. to 26,000 lbs.
 - \$100 for vehicles greater than 26,001 lbs.

The TFA includes 11 megaprojects that will create additional capacity, relieving traffic congestion and expand travel options. In addition to new construction, TFA will allow GDOT to address critical infrastructure needs such as pothole repair, striping, guardrail repair, resurfacing of state routes and interstates, bridge replacements and maintenance, safety improvement projects and local maintenance and improvement funding.

OUTCOMES

The GDOT estimates that between 2016 and 2020 an average of 232 bridges will be repaired, replaced or reconstructed as a result of TFA funding. In addition, it will allow GDOT to reduce the share of state-maintained roads in poor or bad condition and to reduce the state-maintained roads in bad or poor condition from 13% in 2016 to 0% in 2019. Unfortunately, TFA funding is not sufficient to prevent state-maintained roads currently in excellent or good condition from declining, falling from 49 percent in 2016 to 15 percent in 2024.

Overall, the TFA has fueled improvement in Georgia’s transportation infrastructure; more work is required to keep up with the expected growth projected for the state and its economy.

(reference: LEGISLATIVE COMMITTEE April 15, 2015 LEGISLATIVE SESSION WRAP-UP- slide presentation at <http://www.dot.ga.gov/AboutGeorgia/Board/Presentations/2015LegislativeSessionWrapUp.pdf#search=HB%20170>) and <http://www.dot.ga.gov/InvestSmart/TransportationFundingAct/Documents/General/WhatIsTFA.pdf>

Rhode Island - RI Bridge Replacement, Reconstruction, and Maintenance Fund Act / “RhodeWorks”

BACKGROUND

In 2016, the Rhode Island General Assembly approved legislation (The Rhode Island Bridge Replacement, Reconstruction, and Maintenance Fund Act or “RhodeWorks”) to invest significant funding into transportation infrastructure such as bridges and improve the economic attractiveness of the state. At that time, when reviewing the condition of bridges within Rhode Island and comparing to the other 49 states, Rhode Island’s bridges ranked 50th out of 50 states when comparing bridge inventory conditions. Legislators passed RhodeWorks to improve the quality of life for its residents, promote economic growth by attracting new businesses to their state and increase jobs.

PROGRAM / PROJECT SUMMARY

RhodeWorks, a 10-year, \$4.7 billion investment program, allows the Rhode Island Department of Transportation (RIDOT) to establish and collect tolls on large commercial trucks traveling on Rhode Island bridges. The revenue source is generated through “truck only” toll lanes (electronic tolling) along specified routes in Rhode Island and prohibits assessing a user fee on cars or smaller trucks. In addition to collecting tolls from commercial vehicles through “truck only” toll lanes, RhodeWorks allows for:

- refinancing and restructuring of existing GARVEE bonds,
- issuance of new GARVEE bonds, not to exceed \$300.0 million

OUTCOMES

The purpose of RhodeWorks is to improve RI’s transportation infrastructure and make RI an attractive place for businesses, and ultimately increase jobs and improve RI’s economy. RhodeWorks establishes a source of revenue generated from “truck only” toll lanes (electronic tolls) that provides funding for transportation infrastructure. With this funding stream, RIDOT targets needed repairs to approximately 150 structurally deficient bridges and to approximately 500 additional bridges to prevent them from falling into a structurally deficient status. The ultimate goal is to have 90% or more of RIDOT’s bridge inventory rated as structurally sufficient by 2025.

<http://www.rilegislature.gov/mwg-internal/de5fs23hu73ds/progress?id=jv27NTevNTTtUR6wAHtkJUXPqCprJWWXOIZpSbzyZa8,orhttps://www.ri.gov/press/view/29697>
<http://www.dot.ri.gov/rhodeworks/>

New Jersey Turnpike Authority

BACKGROUND

New Jersey legislators created the New Jersey Turnpike Authority (NJTA) in 1948 to manage the construction of the New Jersey Turnpike and then, subsequently, its operations, maintenance, repair

and/or replacement. Upon completion of construction, the New Jersey Turnpike opened to traffic on November 30, 1951. Construction of the Garden State Parkway (GSP) began in 1946 after passage of New Jersey's Parkway and Freeway Act. The GSP was started as part of the state highway system and was initially funded with annual highway appropriations. In May 2003, the New Jersey Turnpike Authority Act was amended to consolidate the management and operation of both the New Jersey Turnpike and the Garden State Parkway under the control of the NJTA.

PROGRAM / PROJECT SUMMARY

The New Jersey Turnpike Authority, a State of New Jersey agency, owns, operates and maintains the New Jersey Turnpike and the Garden State Parkway. The New Jersey Turnpike is a limited access toll road that serves as part of the Interstate 95 corridor and consists of 122-mile mainline and two extensions. The Garden State Parkway is a 173-mile limited access toll facility. The New Jersey Turnpike Authority has payment requirements to the State of New Jersey. The payments include state's Transportation Trust Fund (\$22M annual payment), Feeder Road Maintenance Agreement (\$4.5M) and State Transportation Projects (\$166.5M). The payments to the State of New Jersey are subordinate to debt service payments to bondholders.

Using their ability to increase tolls to fund debt service, in 2008, the Board of Commissioners for the NJTA approved a 10 year, \$7 billion Capital Improvement Program to undertake major maintenance to stretches of the NJ Turnpike and GSP and add capacity.

OUTCOMES

When the federal interstate program was established, these two roadways were grandfathered allowing toll collection to continue. The New Jersey Turnpike and the Garden State Parkway using its ability to increase tolls, NJTA included in its Capital Improvement Program a 10 year plan that widens stretches of the NJ Turnpike and Garden State Parkway, improve interchanges, bridges and launch new transportation technologies to improve operations. An increase in tolling fee structures are funding the Program.

https://www.njta.com/media/1661/fin_ann_bdg_2017.pdf

<https://www.njta.com/media/3511/2018-capital-project-investment-plan.pdf>

<https://www.state.nj.us/transportation/publicat/pdf/History/historydriscoll.pdf>

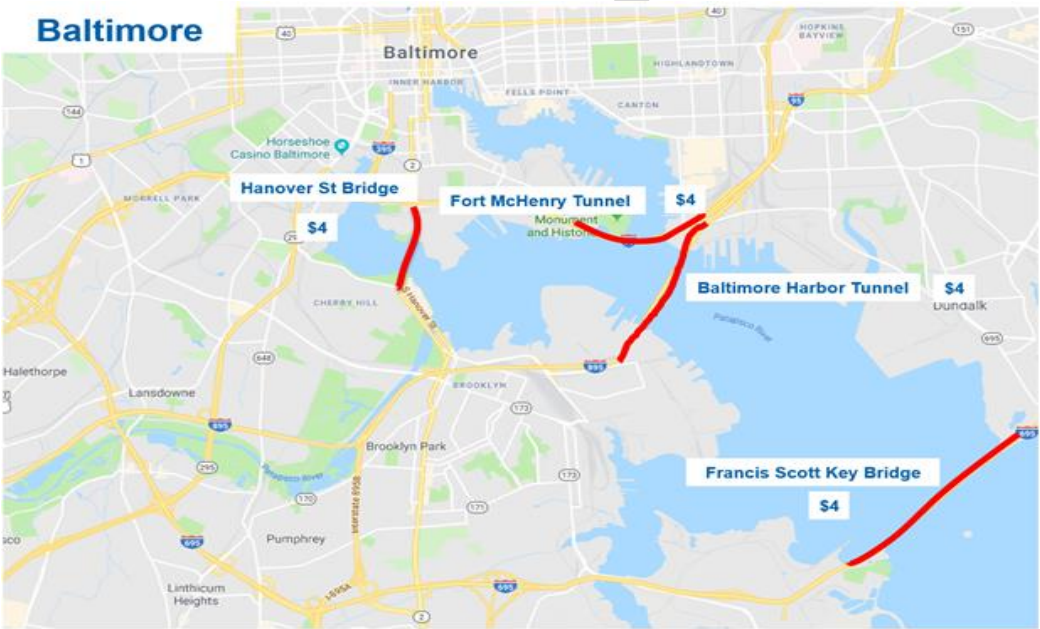
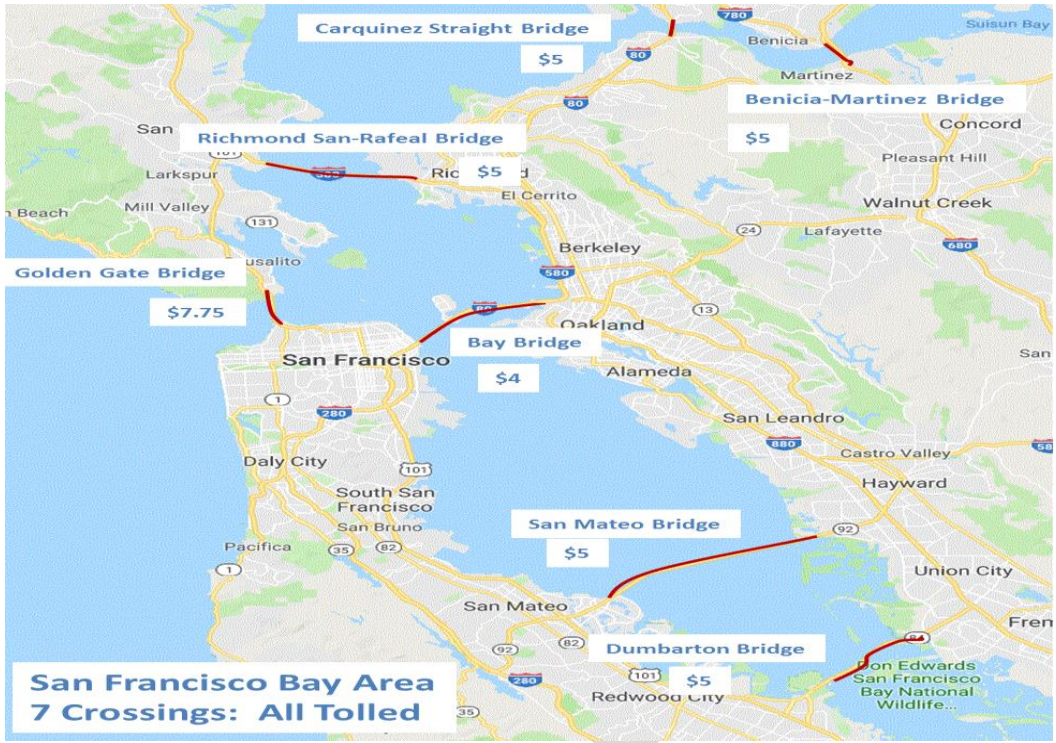
<https://www.njtvonline.org/news/video/where-does-your-toll-money-go/>

https://en.wikipedia.org/wiki/New_Jersey_Turnpike_Authority

https://www.njta.com/media/1661/fin_ann_bdg_2017.pdf

Other Region Practices within States - California, Maryland, New York

As displayed in the maps below, facility tolls are the predominant method for funding large and complex structures.





In most of these states, separate toll authorities have been created for the collection of tolls and maintenance and operation of the facilities. Virginia has had success with this model, as there are currently two toll authorities that operate in the state:

- Chesapeake Bay Bridge Tunnel Authority (CBBTA)
- Richmond Metropolitan Toll Authority (RMTA)

For any toll road, operations and maintenance are expected to be funded *first* with debt service next. In addition, major maintenance, replacement and repair are also to be funded from existing toll revenues or toll increase. RMTA for example is currently undertaking a major rehabilitation of its bridges and pavements. After these are funded, new capacity can be funded. CBBTA is undertaking the new tube following this process.

2018 APPROPRIATIONS ACT, ITEM 450,H.

Stephen C Brich, P.E., Commissioner of Highways
VIRGINIA DEPARTMENT OF TRANSPORTATION
VITAL INFRASTRUCTURE

VITAL INFRASTRUCTURE REPORT

BUDGET ITEM 450, H.

EXECUTIVE SUMMARY

This report addresses the requirements of Chapter 2 of the 2018 General Assembly Item 450, H. (as detailed below), which requires the Commonwealth Transportation Board (“the Board”) to develop a report that addresses the following topics regarding Virginia’s large and unique bridge and tunnel structures:

- The overall condition and funding needs;
- Recommendations addressing funding within the State of Good Repair (SGR) Program; and
- Other options as identified

Budget Language - Chapter 2, 2018 Appropriation Act, Item 450

H. The Commonwealth Transportation Board shall, no later than December 1, 2018, review and report to the Chairmen of the House and Senate Committees on Transportation, the Joint Transportation Accountability Commission, the House Committee on Appropriations and the Senate Committees on Finance, on the overall condition and funding needs of large and unique bridge and tunnel structures in the Commonwealth. As part of the review, the Board shall make recommendations addressing funding of such projects within the State of Good Repair program. In developing these recommendations the Board shall assess the impact of establishing a set aside from the State of Good Repair funding pot, limited use of the provisions of § 33.2-369 B., Code of Virginia, which allows for the waiving of district minimum caps in a single year, or such other options as they might identify.

As part of its ongoing asset management approach, the Virginia Department of Transportation (VDOT) identified a group of structures that, if allowed to deteriorate to poor condition or fail, would pose significant risks to the efficient movement of people and goods. These structures have been assigned the term “**VITAL**” **Infrastructure** (**V**ery Large, **I**ndispensable, **T**ransportation **A**sset **L**ist) which includes tunnels, movable bridges, and large complex fixed-span structures. As of the fall of 2018, 25 structures throughout the Commonwealth met this definition. These 25 structures were built as recently as one year ago to as far back as 80 years ago. Photographs and informational highlights of the individual VITAL Infrastructure identified by VDOT shown in Appendix A.

VDOT developed the VITAL Infrastructure 30-Year Plan (the Plan), using an asset management approach, which focuses on timely rehabilitation and preservation actions to maintain the structures in fair or good condition. However, when VITAL Infrastructure deteriorates to the point where rehabilitation is no longer cost-effective, the Plan includes the replacement cost for the specified structures. The total estimated cost of the unconstrained Plan over 30 years is \$3.6 billion in 2018 dollars.

Included within the Plan are the needs (fiscally unconstrained) for the Hampton Roads Bridge Tunnel (HRBT) trestles and the High Rise Bridge that are part of existing projects. These structures are included in the Plan in case any unforeseen circumstances arise that would preclude these projects coming to fruition. The following table summarizes the unconstrained VITAL Infrastructure Plan needs for the next 30 years in current 2018 dollars in 10 year increments.

VITAL Infrastructure Plan 10 Year Increments (in millions)				
Categories	Year 1 - Year 10	Year 11 - Year 20	Year 21 - Year 30	2018 Amount (in millions)
Movable Bridges	\$227	\$195	\$305	\$727
Tunnels	299	297	455	1,051
Large Complex Fixed-Span Structures	786	672	391	1,849
Total	\$ 1,313	\$ 1,164	\$ 1,152	\$3,628

Note: The HRBT trestles and High Rise Bridge are currently included in the VITAL Infrastructure Plan

In 2015, the General Assembly established new funding allocation processes and programs. One program, the State of Good Repair (SGR) Program was dedicated for pavement and bridge rehabilitation around the Commonwealth on all systems of highways. Current SGR Program allocations for FY 2019 through FY 2024 total \$1.3 billion. Of this \$1.3 billion, \$328 million is available for allocation to pavements rated Poor and below and \$961 million is available for allocation to bridges that are considered structurally deficient or Poor.

Based on VDOT's SGR Program budget presented to the Board in June 2018, the current and projected funding in the SGR Program from FY 2019 - FY 2024 is \$1.3 billion, while the VITAL Infrastructure need in the same time frame is \$1 billion (starting with Year 1 through Year 6 in Appendix B). If the SGR Program were to be used to fully fund the VITAL Infrastructure capital reinvestment needs, the amount of funding remaining for deteriorated pavements and bridges is \$300 million in total over the same six year period.

The purpose of the SGR Program is to fund pavement and bridges rated Poor that are maintained by VDOT and localities through an asset management approach. VITAL Infrastructure is largely excluded from the SGR Program because (i) tunnels are not part of the SGR Program definition in the *Code of Virginia* and (ii) VDOT strives to maintain VITAL Infrastructure to a level where its rating would not trigger the SGR Program or a sufficient condition. By analyzing the impact of funding VITAL Infrastructure needs from the SGR Program, the analysis shows legislative changes would be required to make the VITAL Infrastructure eligible in the SGR Program. In addition, addressing the VITAL Infrastructure needs would consume a majority of the SGR Program funding.

VDOT's Maintenance and Operating Program (the budget appropriations refers to the program as Highway System Maintenance and Operations) supports the ordinary maintenance and operations of these structures and of all other existing highway assets in the Commonwealth under VDOT management. The Maintenance and Operating Program is also used to fund emergency and major rehabilitations/repairs for the VITAL Infrastructure, which diverts funding from planned operations and maintenance activities, requiring VDOT to regularly reprioritize spending. The Maintenance and Operating Program funds services such as paving, safety service patrols, snow and ice removal, and other emergency and incident management activities. The current funding projections reflect the Maintenance and Operating Program will increase annually by the rate of inflation. VDOT's asset management focus and investment since 2012 has emphasized bridges and pavements. This emphasis has impacted the ability to fund other assets, including VITAL Infrastructure.

The Budget Language asked the Board to assess the impact of funding the VITAL Infrastructure through the SGR Program. The magnitude of the need when examined on its own would effectively deplete the SGR Program and nearly eliminate the SGR Program's ability to address deteriorated pavements and deficient bridges. Instead of presenting this impact and outlook with a singular focus on VITAL Infrastructure asset management, VDOT is requesting additional time to examine a holistic approach to integrating pavements, bridges, and VITAL Infrastructure into the existing maintenance and construction programs and determining the resulting impacts. Assessing the impact of funding VITAL Infrastructure independently will not provide a clear view of the true impacts of a VITAL Infrastructure program that is effectively woven into the transportation programs in a programmatic manner.

Conclusion

The report identifies the 25 structures that comprise the VITAL Infrastructure, their conditions, and unconstrained funding needs. These structures were identified to proactively plan for their rehabilitation and replacement, many of which are approaching the latter years of their service life. Given the magnitude of the identified needs, it is clear that funding those unconstrained needs through the SGR Program would severely impact the ability of the SGR Program to accomplish its intended purpose. VITAL Infrastructure needs cannot be viewed and addressed as a standalone issue. Those needs should be intertwined into VDOT's existing programs. Additional due diligence is needed to further examine the whole lifecycle management of the assets before providing additional recommendations.

As part of this additional effort, VDOT is committed to reviewing its current Maintenance and Operating Program funding strategies, performance metrics and priorities and evaluate its investment in existing assets and services. A VITAL Infrastructure program should be integrated into the overall asset management strategy to maximize investments into the highway network. To accomplish this more comprehensive analysis and to explore additional potential funding options, VDOT is recommending that this report serve as an introduction to a more comprehensive, Part 2 report with a target completion of December 2019.

The Part 2 VITAL Infrastructure report will summarize VDOT's review of its program needs and impact of performance measures within current funding constraints. The review will take a holistic, programmatic, long-term approach to optimizing the conditions and performance of the roadway network. More specifically, the comprehensive VITAL Infrastructure report will:

- Refine and prioritize the VITAL Infrastructure needs
- Provide further details on why a dedicated program is needed to support the VITAL Infrastructure
- Examine and present a holistic approach of VDOT's current Highway Maintenance and Operating Program investment strategy to include the VITAL Infrastructure
- Provide a clear, proactive and sustainable approach to addressing the VITAL Infrastructure needs as part of a comprehensive lifecycle management process
- Recommend how the needs could be funded through the SGR Program and/or other programs and the impacts of such options

Virginia Department of Transportation

OVERVIEW

This report addresses one component of Virginia's highway network - large and unique bridge and tunnel structures: tunnels, movable bridges and large complex fixed-span structures or "VITAL" Infrastructure. VDOT maintains the third largest highway network in the United States, behind Texas and North Carolina. Virginia has the financial responsibility for a majority of the Commonwealth's highway network. Cities in Virginia and two counties (Arlington and Henrico) maintain their own local roads, and a portion of VDOT's budget provides financial assistance to these localities for this purpose. Virginia's highway network includes more than 128,000 lane miles, over 19,000 structures, 7 tunnels, and 3 ferry systems. From its existing Maintenance and Operating Program budget, VDOT (i) maintains pavements and bridges, signs, signals, ferries; (ii) operates traffic operations centers along with performing snow and ice removal and (iii) a variety of other services to keep the highway infrastructure safe for the traveling public and in the best possible condition within funding constraints.

VDOT is a national leader in the use and implementation of an asset management approach for the Commonwealth's surface transportation infrastructure. For over 10 years, VDOT has reported annually on the condition of its pavements and bridges and has established performance benchmarks. Internal investment decisions since 2012 have emphasized improving the condition of pavements and bridges statewide while keeping the VITAL Infrastructure somewhat segregated from an asset management approach. Now, VDOT is beginning to holistically evaluate its asset management investment strategy and investigate potential efficiencies.

VDOT identified certain assets that were not just pavement or traditional structures. Rather, these 25 assets include electrical and mechanical components that are integral to their function and require a different asset management strategy. In addition, because of their operational complexity and impact, these assets should be maintained in fair condition and not allowed to become deficient. These 25 assets are known as VITAL Infrastructure and each is described in detail in Appendix A. VDOT has further analyzed the VITAL Infrastructure needs and developed a 30-year unconstrained needs plan. The Plan, in the chart below, totals \$3.6 billion in 2018 dollars.

VITAL Infrastructure Plan 10 Year Increments (in millions)				
Categories	Year 1 - Year 10	Year 11 - Year 20	Year 21 - Year 30	2018 Amount (in millions)
Movable Bridges	\$227	\$195	\$305	\$727
Tunnels	299	297	455	1,051
Large Complex Fixed-Span Structures	786	672	391	1,849
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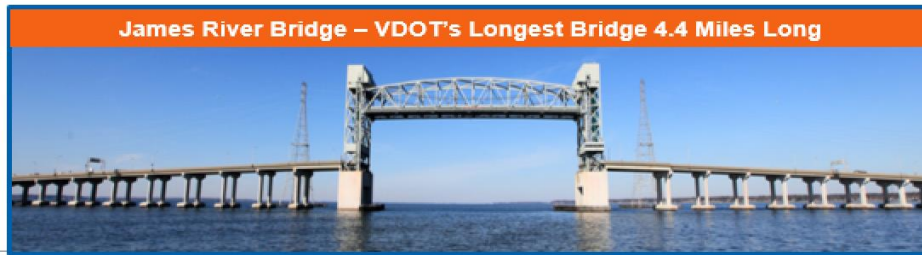
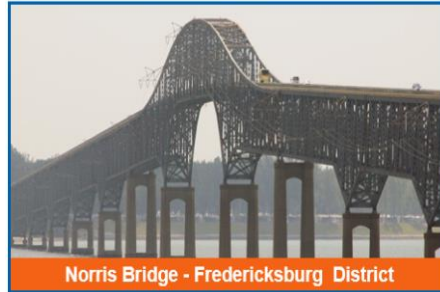
Note: The HRBT trestles and High Rise Bridge are currently included in the VITAL Infrastructure Plan

The needs were developed using an agency-wide, methodical approach that intends to maximize spending efficiencies by optimizing the timing and scope of proposed treatments. If these structures are allowed to deteriorate to poor condition or fail, the risk to the movement of people and goods is high. VITAL Infrastructure has one or more of the following characteristics:

- Failure Risk
- Complexity
- High cost of maintenance and operation and/or replacement
- Importance
 - Long detours
 - High traffic
 - Economic significance (shipping and vehicular)
 - Access to critical facilities (military and ports)

VDOT's VITAL Infrastructure includes three distinct types of structures (see below pictures):

1. **Tunnels:** VDOT maintains five tunnels, and two additional tunnels are maintained by a concessionaire. Tunnels are categorized as underwater, mountain, or urban.
2. **Movable Bridges** (bridges that open to allow maritime traffic): VDOT maintains and operates eight movable bridges. Each has a unique movable section. They include swinging spans, bascules (draw bridges), and/or vertical lifts.
3. **Large Complex Fixed-Span Structures:** These structures possess one or more of the following characteristics: Unusual size, complexity, importance, fracture-critical elements.



All tunnels and movable bridges were included in the list because they are highly complex and have specialty parts (see pictures below) that in the event of failure will require months to procure. Some parts have procurement times of over two years. The remaining structures were selected because of their economic impact, length, traffic volumes, length of detour, construction type and maintenance needs.

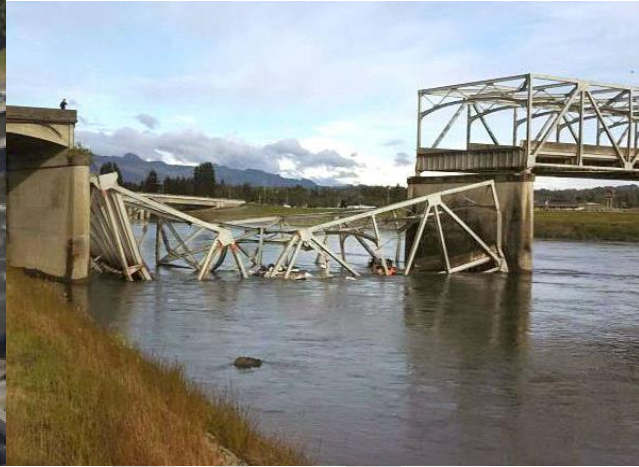


RISK AND THE NEED FOR RESILIENCY

Risk is one of the common elements for all VITAL Infrastructure. It is important to note that many of the structures (all movable bridges and Norris Bridge) on the list are “fracture-critical”. A fracture-critical bridge has a steel member whose failure could cause a portion of or the entire bridge to collapse. Two of the most notable domestic bridge failures in recent years occurred on aging, fracture-critical bridges: I-35W in Minnesota (2007) and the Skagit River Bridge in Washington (2013) (see picture below). Such structures pose risks not only for safety but also for economic impact.



I-35W in Minnesota



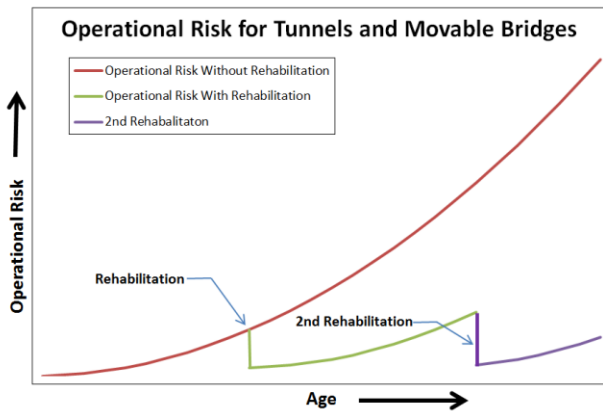
Skagit River Bridge

As shown in the following conceptual graph, risk avoidance becomes exponentially more expensive as it approaches zero.



Potential for operational failures present another significant element of risk for VITAL Infrastructure. These risks are particularly pronounced for tunnels and movable structures. When operational failures occur, they can present life safety risks while adversely affecting motorists who must navigate the extensive detours required by even a short-term disruption to the roadway network. Unfortunately, the risks posed by movable bridges affect both maritime and vehicular traffic, since a movable bridge could fail to operate in either the “open” or “closed” position. Virginia’s movable bridges cross waterways that are used by commercial vessels to gain access to the Port of Virginia’s Richmond Terminal (James River Bridge and Benjamin Harrison Bridge), one of the nation’s largest ports, as well as naval vessels that require access to the Naval facilities such as the Naval Weapons Station (Coleman Bridge).

The graph below provides a conceptual illustration of the operational risks to tunnels and movable bridges as they age. The operational risks increase exponentially with time and reach an unsustainable level if major components are not addressed systematically.



Aging Generator at Gwynn's Island Bridge

The operational risks to these structures is real, as it has occurred with greater frequency in recent years. Three examples of incidents illustrate some of the potential problems facing VITAL Infrastructure:

1. **Control System Failure at the James River Bridge (July 2018).** The James River Bridge, a moveable bridge, experienced a failure of the control cards for the thyristor motor drive systems that allow the bridge to open and shut, resulting in the inability to open the bridge to maritime traffic. Additionally, the tachometer that allows the bridge to remain level during opening and closing failed. The simultaneous failure of both the primary and alternate control systems caused a complete shutdown of shipping traffic to the Port of Richmond Terminal. Parts for the antiquated control system are no longer readily available and must be custom-ordered with an extended lead-time for replacement. While VDOT keeps spare parts on hand, the fragility of these systems makes it difficult to predict the cause(s) of the next system failure.
2. **Fire in the East River Tunnel (July 2014).** A tractor-trailer travelling through the tunnel overheated and caught fire, shutting down all lanes of traffic on I-77 for 16 hours, requiring trucks and autos to take a 13-mile detour through steep, winding mountain secondary roads. Unfortunately, there was no dedicated fire brigade available at the time, so assistance was required from nearby municipalities in West Virginia and Virginia.
3. **Tanker Impact on Benjamin Harrison Bridge (1977).** In February 1977, a tanker collided with the Benjamin Harrison Bridge. About 350 feet of the trestle was destroyed, one section falling into the river and the other landing on the deck of the ship. In March 1977, the north tower section of the bridge collapsed. The tower failure damaged the wiring, which lead to an explosion and fire in an oil drum near the bridge tender's house. While this event was not in the recent past, it does illustrate the vulnerability of the VITAL Infrastructure bridges to vessel impact. The relatively new structure (10 years old at the time) required reconstruction after the impact (see photo below).

Additional electrical and mechanical failures have occurred at the 80-year-old Gwynn's Island Bridge and the now 50-year old Benjamin Harrison Bridge, causing marine and/or vehicular traffic interruptions. If a similar event were to occur on the Berkley Bridge, which opens on average twice per day to serve marine traffic while carrying more than 110,000 vehicles per day, the impacts would be severe. The Berkley

Bridge is in critical need of a rehabilitation project that would greatly reduce operational risk. This project is needed to address deficiencies in the bridge's mechanical, electrical, and power supply systems.



East River Tunnel Fire - July 2104



1977 Tanker Impact to Benjamin Harrison Bridge

By rehabilitating our tunnels and movable bridges in a timely manner, Virginia will build resiliency into high-risk, critical elements of the transportation network.

CURRENT APPROACH

As previously stated, VDOT's Maintenance and Operating Program funds are necessary for the ordinary maintenance and operations of the VITAL Infrastructure. Ordinary maintenance and operations of the structures includes inspection of components (e.g. drive gears), sweeping for debris and contaminants, painting to slow deterioration, etc. However, the investment mechanism and prioritization of the major repairs and replacements have not been identified. The report describes earlier how the VITAL Infrastructure are assets and, as with any asset, preventative maintenance and at some point replacement is required. For example, an individual must periodically perform preventive maintenance on their automobile, such as an oil change; however, once a vehicle's repair costs begin exceeding the value of the automobile the vehicle will likely be replaced. Similarly, VDOT makes every attempt to maximize the life of all assets it maintains while ensuring not to compromise safety. While VDOT performs ordinary maintenance and operations on VITAL Infrastructure, the Department has not been able to tactically, systematically, or proactively address major repairs and replacements.

The three major funding sources (SMART Scale, State of Good Repair and the Maintenance and Operating Program) that are available for addressing projects of this magnitude are not an appropriate fit for this type of work. However, when emergencies (e.g. mechanical components stuck in open/closed position) occur, VDOT re-prioritizes other work and funding in order to ensure the VITAL Infrastructure is functioning and safe for the traveling public. Planned maintenance are then sacrificed and deferred to a later date.

Along with examples of emergency repairs to VITAL Infrastructure, referenced previously documented, recent examples of how VDOT is proactively managing the ordinary maintenance and operations of VITAL Infrastructure assets include:

- **Norris Bridge painting and overlay project** - To preserve the steel beams and slow the process of deterioration, VDOT painted the Norris Bridge with zinc-based paint. In conjunction with the

bridge painting, VDOT undertook a pavement overlay project to increase its service life of the deck by 20 years.

- **Monitor Merrimac Memorial Bridge Tunnel waterproofing project** - The expansion joints connecting the concrete sections in the approach portion of the Monitor Merrimac Memorial Bridge tunnel have been leaking, and a project is currently underway to address the leakage and keep the sections water tight.
- **Hampton Roads District tunnels ventilation refurbishment project** - Tunnels require a ventilation system for air quality within the facility. To extend the service life of the ventilation systems in several Hampton Roads tunnels, VDOT refurbished the tunnels' ventilation systems.

VDOT maximizes the use of its current resources (e.g. funding and labor force) to assist in the continued operations of the VITAL Infrastructure. Nevertheless, any structure nearing the end of its service life will eventually need to be replaced and consideration for the necessary resources must be prioritized and planned.

VITAL STRUCTURES NEEDS

The Plan identified a focused strategy for addressing the major repairs, rehabilitation, and replacement requirements and is segmented into three ten-year increments without considering impacts of other programs. The unconstrained needs total \$3.6 billion with \$1.3 billion identified in the first 10 years. The 30-year horizon was selected to correspond with a window in which deterioration can be reasonably predicted. The Plan is based on realistic expectations for an adequate level of service for the structures. The Plan also represents a long-term asset management investment strategy, in that it proposes appropriate interventions at the time when they can have maximum effect for reducing life-cycle costs. The consequences of inaction or delay for the majority of the work will have the dual effect of increasing long-term (life-cycle) costs and increasing operational and safety risks.

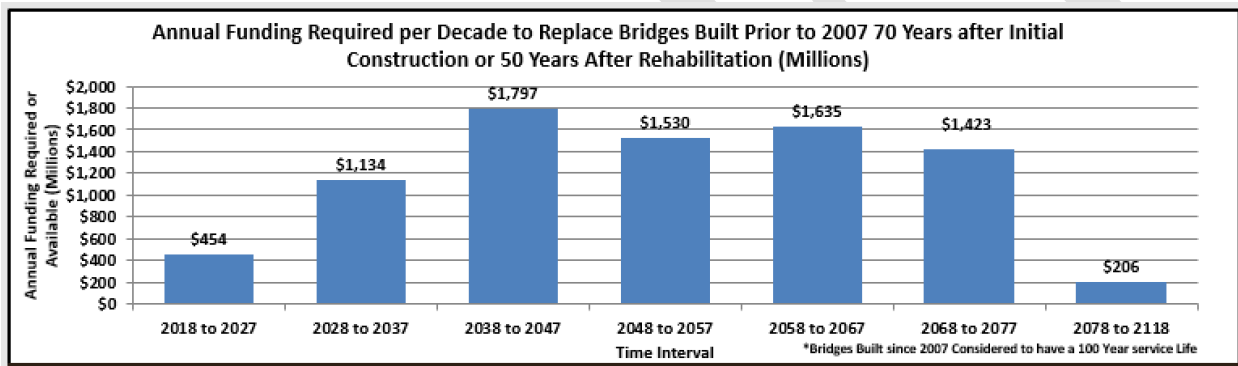
While this report addresses VDOT-maintained structures, it is important to note that there are several other structures owned by localities and other jurisdictions that meet the criteria used to identify VDOT's VITAL Infrastructure. They are maintained by localities or jointly maintained by Virginia and Maryland. They include:

- Woodrow Wilson Bridge: Owned/Operated by Maryland
- American Legion Bridge (I-495 over the Potomac River): Owned by Maryland
- Harry Nice Bridge (Rt. 301 over the Potomac River): Owned by Maryland
- Lesner Bridge (post-tensioned, segmental concrete – complex structure): Owned by Virginia Beach
- Three movable bridges in the City of Chesapeake
 - Gilmerton Bridge
 - Centerville Turnpike Bridge
 - Great Bridge Bridge

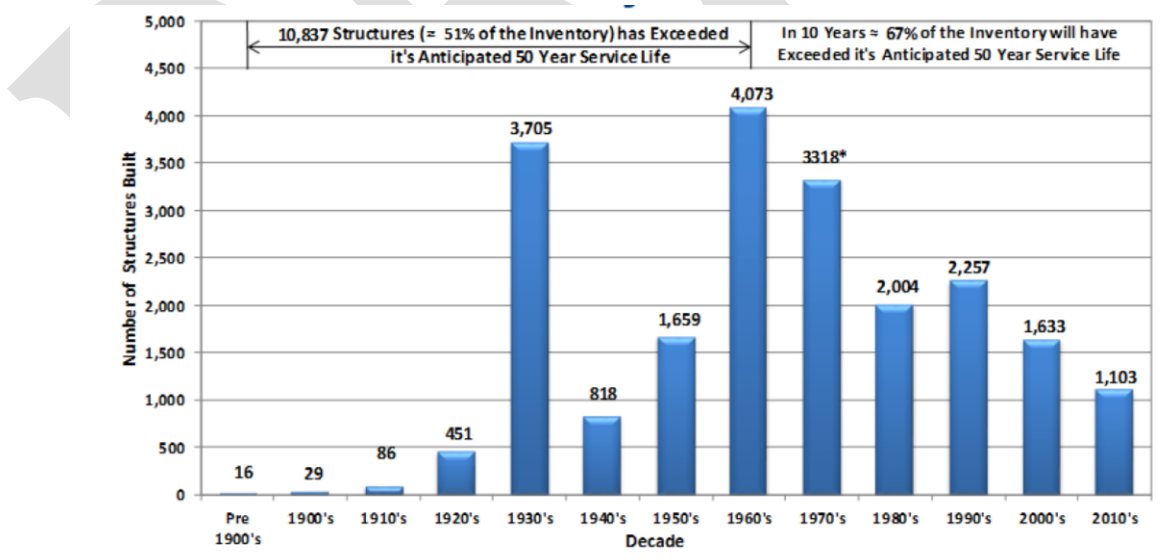
In the past, Virginia has participated in funding for these structures, and in the future, these other entities may request funding for replacements.

VDOT is providing the bridge program as an example. While other examples exist, VDOT used the bridge program as the 25 VITAL Infrastructure includes eight movable bridges and ten large complex fixed-span bridges. Maintaining bridges and pavements at a reasonable condition level is a nationally recognized issue affecting all state departments of transportation and is the greatest challenge facing Virginia's highway structures. For example, the average age of Virginia's bridges is 49 years old with many constructed with a service life of 50 years. In practice, VDOT works to extend their service life including the use of new technologies and efficiencies so that replacement is not required until later in the lifecycle while keeping safety in mind.

To provide some context of the aging bridge problem (including the 18 VITAL bridges), if Virginia were to replace all 50-year service life bridges when they reach age 70, the cost over the next 50 years would exceed \$65 billion in 2018 dollars (through 2067). The following graph displays average annual funding requirements by decade for VDOT maintained structures, including the 18 VITAL bridges.

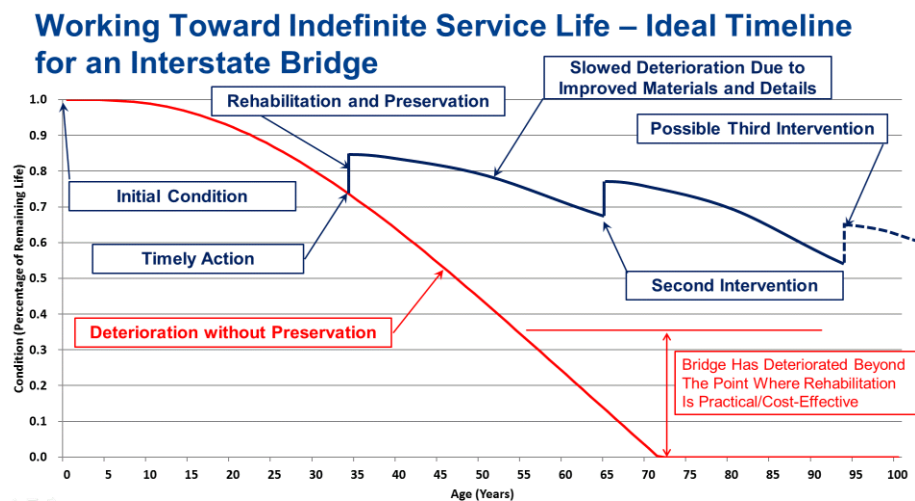


The following graph shows the bridge inventory with the number of structures built by decade:



Timely execution of major repairs and rehabilitation is the best asset management strategy for extending the service lives of an asset including the VITAL assets. While rehabilitation does not fully restore a bridge or tunnel, it can extend service life well beyond that anticipated at the time of construction.

One of the most significant reasons for considering the funding VITAL Infrastructure separately is to allow for planning and funding of rehabilitation efforts so that they can be performed at the appropriate time. The positive effects of timely intervention are displayed in the graph below, which shows how a structure’s service life (the example is for an Interstate bridge) can be extended significantly at a lower cost. It is important to remember that in addition to the “traditional” service life issues of a bridge and tunnel, VITAL Infrastructure have electrical and mechanical components that must also be managed.



A specific example of a bridge where timely intervention extended service life at a low cost is on the 52 year-old bridge carrying I-64 over Dunlop Creek in the Staunton District. While the example is a bridge, VDOT performs similar efficiencies on other assets (e.g. pavements and tunnels). The bridge was originally built in 1966 and received a significant preservation in 1978.

- VDOT’s 2016 rehabilitation cost (deck, joints, bearings and substructure) \$2.5 million, extending the anticipated service life by 40 years
- Forty years from 2016, this bridge can be rehabilitated again at a similar cost, with an anticipated service life extension of an additional 30 years
- Had the rehabilitation not taken place, the bridge would have required replacement in 20 years (at age 70) at a cost of \$35 million (in 2016 dollars)



While rehabilitation is a key component of asset management, once a structure reaches the end of its service life, replacement, rather than rehabilitation, is usually the most cost-effective action. As in the case of a personal automobile, structures eventually reach a point where it is more cost-effective to replace than to continue funding escalating repair costs. This is the case for several of the VITAL Infrastructure that will need to be replaced during the Plan as shown in Appendix B.

Wherever possible, the same approach can and should be used on the VITAL Infrastructure. Some of the VITAL Infrastructure are relatively new and will have minimal long-term needs if they are proactively addressed with the appropriate preservation treatment at the appropriate time. These newer, lower-need structures were included in as VITAL Infrastructure so that they will receive the planning and attention needed to receive timely, cost-effective actions and thereby reduce future deterioration rates. This is asset management in action.

A significant number of the structures in the VITAL Infrastructure have now reached the point on the life-cycle deterioration curve where their replacement will be required within the 30 year Plan. The replacements are part of the unconstrained needs. The table below outlines the strategies for the VITAL Infrastructure.

The Gwynn Island Bridge provides an example of a bridge for which replacement is the most cost-effective investment. Since its original construction 80 years ago, this bridge has received multiple preservation and rehabilitation treatments, including repairs to pivot gears, electrical systems and motors, structural repairs, and painting. However, despite these efforts, the regular repair costs have grown so great that bridge is now at the point where replacement is more economical than repair.

The creation of the VITAL Infrastructure list allows Virginia to track, monitor, and treat these important, expensive assets in the most appropriate manner, whether the facility is in the early or later portion of its service life.

The chart below illustrates the Plan's balanced approach to the management of these assets, rehabilitating where appropriate, and replacing when necessary.

Percentage of Needs by for VITAL Infrastructure by Structure Type and Required Action				
Required Action	Tunnels	Movable Bridges	Large Complex Fixed-Span Bridges	Total
Rehabilitation	29%	13%	24%	65%
Replacement*	0%	7%	28%	35%
Total	29%	20%	51%	100%

As part of the Plan, VDOT intends to standardize electrical service systems for all movable bridges to the maximum extent possible. Electrical service and controls are the most failure-prone components of movable bridges, and by modernizing these bridge elements, VDOT can maintain interchangeable spare parts for the bridge components that are most susceptible to breakdown.

When replacements are required, VDOT will deploy advanced technologies and material improvements that result in anticipated service lives of 75 years and lower annual maintenance costs. While the following is an example of new technologies and materials deployed in the bridge program, VDOT has other asset examples (e.g. tunnels – jet engines used in the ventilation systems). Virginia’s culture of innovation has resulted in significant improvements to the bridge program, and some of the most notable advances implemented on new bridges are listed below:

1. High performance concrete (2003)
2. Corrosion-resistant reinforcement (2009)
3. Jointless bridges (2011)
4. Low-shrinkage, low-cracking, concrete in decks (2015)
5. Latex modified concrete overlays (the addition of hydrodemolition to milling) (2015)
6. Carbon fiber and stainless steel prestressing strands in prestressed concrete piles (2017)

Funding

Many of the VITAL Infrastructure assets were built as toll facilities or with toll funding. Others were constructed with dedicated federal bridge funding or federal earmarks. Today, federal earmarks do not exist and federal funding formulas have changed. In addition, VDOT has different funding programs and formulas. The largest fund sources include the State of Good Repair Program, the High Priority and District Grant Program funds distributed through SMART Scale, and the Maintenance and Operating Program. The following provides more details on the funding sources available.

State of Good Repair Program - The SGR Program (§ 33.2-369 of the *Code of Virginia*) provides funding for the reconstruction and rehabilitation of deteriorated pavements on the interstate, primary and primary extensions (both VDOT and locally maintained/owned), as well as the replacement and/or rehabilitation of structurally deficient or “Poor” (federal and VDOT definition) bridges on all systems. Secondary system pavements can be funded under certain conditions.

Funding available for the SGR Program is distributed under § 33.2-358 of the *Code of Virginia*, setting aside 45 percent of construction funds beginning in FY 2021. Prior to FY 2021, authorization within the 2016 and 2017 Appropriations Acts provided funding to the SGR Program prior to FY 2021, with all nine VDOT districts receiving annual allocations based on the calculated pavement and bridge needs for VDOT and localities. A minimum allocation of 5.5 percent and a maximum allocation of 17.5 percent is established in the *Code of Virginia* for the SGR Program distribution to each district.

The Commonwealth Transportation Board may approve annually two “exceptions” or waivers to the SGR Program funding distribution. The first exception waives the funding cap/maximum share in order to provide funds for an urgent pavement or bridge project resulting from extraordinary circumstances. The second waiver allows the Board to reserve 20 percent of funds for use by the nine districts on secondary pavements if VDOT does not meet secondary pavement statewide performance targets.

VITAL Infrastructure would not typically qualify for SGR Program. First, VDOT makes every effort to maintain its bridges including movable components categorized as VITAL Infrastructure above a rating of structurally deficient. Second, tunnels are not included as an eligible asset for SGR Program funding.

SMART Scale - The SMART Scale selection formula emphasizes projects that provide significant improvements to relieve congestion, improve safety or help the environment in relation to cost. Capital repairs to VITAL Infrastructure do not generally ease congestion or greatly improve safety or the environment, so they will rarely score well in the SMART SCALE process thereby becoming eligible to receive either High Priority and/or District Grant Program funds.

To be eligible for SMART SCALE scoring, projects must first demonstrate that they meet a capacity need on a corridor of statewide significance, regional network, or urban development area. Projects that are determined to meet a VTrans need are evaluated based on 5 factors: Safety, Congestion, Accessibility, Land Use, Economic Development and Environment. Consideration for funding through SMART SCALE must be submitted by an eligible entity: regional planning body (MPO, PDC), locality, or public transit provider. VDOT cannot submit applications. Each eligible entity has a cap on the number of applications that can be submitted in a given round and VITAL Infrastructure replacements are unlikely to rise above other local or regional priorities for submission.

Funding distributed through the SMART SCALE process is estimated to be approximately \$800M for the next round, split equally between the Construction District Grant Program and the High Priority Projects Program. Each district receives a portion of the Construction District Grant Program based on population, VMT, lane miles, and land area. The average amount available to each district in the next round is less than \$45 million. The typical replacement costs of VITAL Infrastructure makes it cost prohibitive to rely on this funding. SMART SCALE process allocates funds available in the last two years of the Six-Year Improvement Program, which creates a delay in starting projects selected for funding. For example, SMART SCALE Round 3 project selections will be made in June 2019, but projects will be unable to begin before July 2023 unless other financial resources are committed to the project.

Maintenance and Operating Program - Each fiscal year VITAL Infrastructure, VDOT suballocates Maintenance and Operating Program funds for the ordinary maintenance and operating costs of these assets. However, funding more costly needs, such as the rehabilitation, reconstruction and/or replacement, will strain the Maintenance and Operating Program that is used for all other highway infrastructure

maintenance and services such as pavement and bridge maintenance, emergencies such as snow and ice, and other services such as Safety Service Patrols.

Condition

VDOT's VITAL Infrastructure detailed in the Appendix A were built between one year to eighty years ago with conditions that range from good to poor in 2018. The unconstrained needs for the VITAL Infrastructure have been developed in the Plan and total \$3.6 billion in 2018 dollars. The VITAL Infrastructure Plan considers the structures along with any components for the movable bridges and tunnels. The needs were developed by knowledgeable stewards of the structures using long-term projections.

Practices in Other States

Maintenance, repair and/or replacement of highway infrastructure is a reinvestment issue facing many states. To finance the reinvestment in strategic transportation infrastructure assets, states are using options such as:

- Public-Private Partnerships
 - Package a group of transportation assets, such as bridges, for a concessionaire to repair or replace and then maintain for an extended period of time, at an established payment amount (availability payments, not tolls) and time interval (e.g. annually).
 - Availability payments “are contractually contained within a P3 procurement, they are likely to be added to a sponsoring government’s debt statement”¹; therefore, considered debt and part of a state’s debt capacity.
 - State DOT retains ownership of the asset, but places the burden of repair or replacement and on-going maintenance onto a concessionaire for a set period of time.
- Increasing existing transportation infrastructure revenue sources to target needed infrastructure reinvestment (i.e. increase the gas tax every year for a set period of time)
- Establishing new sources of revenue targeted for transportation infrastructure reinvestment (e.g. Alternative Fuel Motor Vehicle Annual Registration Fee, “truck only” toll lanes (electronic tolls) or a Heavy Vehicle Impact Fee)

Specific examples are included within the Appendix C.

State of Good Repair Program and Other Options

State of Good Repair Program - Requires changes to the *Code of Virginia*

The use of SGR Program funding for VITAL Infrastructure requires the following legislative changes to amend §33.2-369 of the *Code of Virginia* in order for SGR Program funds to be used for VITAL Infrastructure. The *Code of Virginia* could be revised to include:

- Tunnel structures and all tunnel components
- Bridge structures, all bridge components including movable bridge components, considered structurally deficient

¹Connecting P3s, Bond Ratings, and Debt Calculation, Government Finance Review, December 2015
<http://www.gfoa.org/sites/default/files/1215GFR08.pdf>

- Bridges (structure and components) that are not rated structurally deficient
- To allow continuous annual funding and not one time funding for urgent pavement and/or bridge project as stated in the *Code of Virginia*

State of Good Repair Program Funding

The current funding in the SGR Program from FY 2019 - FY 2024 is \$1.3 billion while the VITAL Infrastructure needs, if viewed independently, for the same time period (as shown in Appendix B) is \$1 billion. If the SGR Program funds were applied towards the VITAL Infrastructure unconstrained needs, the amount of funding remaining for deteriorated pavements and bridges throughout the Commonwealth is expected to be \$300 million over the six years. However, the fiscally unconstrained needs for deteriorated pavements and bridges in the SGR Program is \$5.8 billion in 2018 dollars.

The VITAL Infrastructure funding needs would deplete funding for the intended purpose of deteriorated pavements and bridges (or the worst rated assets). This action essentially removes funding for necessary work on Virginia's pavements and bridges.

Other Options and Recommendations

Following the request made by the General Assembly during the 2018 session, an analysis of the VITAL Infrastructure and their funding needs was initiated. After assessing the needs and evaluating the VITAL Infrastructure Plan, it has been determined that VDOT should review its current Maintenance and Operating Program funding strategies, performance metrics and priorities and evaluate its investment in existing assets and services prior to making funding recommendations on VITAL Infrastructure. A VITAL Infrastructure program should be integrated into the overall asset management strategy to maximize investments into the highway network. To accomplish this more comprehensive analysis and to explore additional potential funding options, VDOT is recommending that this report serve as an introduction to a more comprehensive report with a target completion of December 2019.

Summary

This effort had a short delivery time frame for completion and was required to address specific, legislatively-mandated questions. The results of the efforts to date have revealed that a broad-based approach is required to evaluate the impacts of integrating an asset management strategy for the VITAL Infrastructure into the Department's existing programs. This will include examining the prioritization of funding based on current and projected performance of highway assets, including VITAL Infrastructure. VDOT proposes to provide a follow-up report to the Legislature in December 2019. This report will summarize a thorough investigation, wherein VDOT will review its program needs and performance measures within current funding constraints. The review will take a holistic, programmatic, long-term approach to optimizing the conditions and performance of the roadway network. More specifically, the comprehensive VITAL Infrastructure report will:

- Refine and prioritize the VITAL Infrastructure needs
- Provide further details on why a dedicated program is needed to support the VITAL Infrastructure
- Examine and present a holistic approach in VDOT's current investment strategy to include the VITAL Infrastructure

- Present a follow-up report in December 2019

After review of the SGR Program and VITAL Infrastructure needs, funding VITAL Infrastructure needs through the SGR Program would severely impact the intent of the SGR Program. The approach to addressing and funding VITAL Infrastructure needs should be intertwined into VDOT's existing programs to maximize investment. A more comprehensive review and investigation will assist VDOT in presenting a sustainable approach.

DRAFT



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 15

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 5, 2018

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Approval of the VTrans Implementation Plan

WHEREAS, pursuant to Section 33.2-353 of the *Code of Virginia*, the General Assembly of Virginia has directed the Commonwealth Transportation Board (Board), with assistance from the Office of Intermodal Planning and Investment (OIPI), to conduct a comprehensive review of statewide transportation needs in a Statewide Transportation Plan (VTrans) setting forth assessment of capacity needs for all Corridors of Statewide Significance, Regional Networks, and improvements to promote Urban Development Areas established pursuant to 15.2-2223.1 of the *Code of Virginia*; and

WHEREAS, the General Assembly has directed that VTrans shall be updated as needed, but no less than once every four years and shall establish goals, objectives and priorities that cover at least a 20 year planning horizon; and

WHEREAS, after extensive stakeholder and public outreach, the VTrans Vision and VTrans Needs Assessment for VTrans 2040 were presented to the Board and accepted on December 9, 2015; and

WHEREAS, on October 23, 2017 a presentation was made to the Board regarding VTrans Tier 1 Recommendations and, among other things, noted that OIPI would develop a VTrans Implementation Plan to ensure that the VTrans guiding principles and policy are incorporated into agency plans and protocols; and

WHEREAS, on January 10, 2018, the Board approved the methodology used to develop the VTrans recommendations and adopted the VTrans Tier 1 Recommendations proposed by OIPI; and

WHEREAS, the VTrans Tier I Recommendations focus on critical needs over the next 10 years with solutions based on VTrans guiding principles adopted by the Board; and

WHEREAS, each modal agency under the Transportation Secretariat plays a role in developing guidance, coordinating initiatives with other state agencies, and establishing internal initiatives and protocols that advance the VTrans vision, goals, and guiding principles; and

WHEREAS, OIPI has now developed the VTrans Implementation Plan for the purpose of identifying key initiatives and specific actions for each of the Commonwealth's modal transportation agencies to incorporate into agency business plans or related documents.

NOW, THEREFORE, BE IT RESOLVED, the Commonwealth Transportation Board approves the VTrans Implementation Plan, attached hereto as Appendix A, that shall be undertaken to advance the VTrans guiding principles.

BE IT FURTHER RESOLVED, that the Board directs the Office of Intermodal Planning and Investment to monitor and coordinate initiatives in the VTrans Implementation Plan deemed critical to the advancement of VTrans, and to provide a progress report to the Board twice per calendar year.

###

CTB Decision Brief

Adoption of the VTrans Implementation Plan

Issue: In accordance with §33.2-353 of the *Code of Virginia*, the Commonwealth Transportation Board (Board) conducts a comprehensive review of statewide transportation needs in development of a Statewide Transportation Plan (VTrans) which sets forth assessment of capacity needs for all corridors of statewide significance, regional networks, and improvements to promote urban development areas. The Office of Intermodal Planning and Investment (OIPI) has developed a VTrans Implementation Plan to ensure that the VTrans guiding principles and policy are incorporated into modal agency business plans or related documents. Board approval of the VTrans Implementation Plan is requested.

Facts: After extensive stakeholder and public outreach, the VTrans2040 Vision and VTrans Needs Assessment were presented to the Board and accepted on December 9, 2015. In that same action, the Board, among other things, directed OIPI, under the direction of the Secretary of Transportation, to develop a VTrans action plan that prioritizes the needs identified in the VTrans Needs Assessment and develops recommendations for such prioritized needs based on the VTrans Vision and constrained resources. OIPI then developed and presented to the Board VTrans Tier 1 Recommendations along with the methodology used to develop the recommendations, both of which were adopted by the Board on January 10, 2018. The VTrans Tier I Recommendations focus on critical needs over the next 10 years with solutions based on VTrans guiding principles adopted by the Board.

As a companion to the Board-adopted VTrans2040, OIPI has now developed the VTrans Implementation Plan, attached hereto as Appendix A, for the purpose of identifying key initiatives and specific actions for each of the Commonwealth's modal transportation agencies to incorporate into agency business plans or related documents to ensure advancement of VTrans guiding principles. .

Recommendations: OIPI recommends approval of the VTrans Implementation Plan attached hereto as Appendix A. OIPI further recommends that the Board direct the Office of Intermodal Planning and Investment to monitor and coordinate initiatives in the VTrans Implementation Plan deemed critical to the advancement of VTrans, and to provide a progress report to the Board twice per calendar year.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the VTrans Implementation Plan and to direct OIPI to monitor and coordinate critical initiatives in the VTrans Implementation Plan, and to provide a progress report to the Board twice per calendar year.

Result, if Approved: If adopted, OIPI will monitor and coordinate initiatives in the VTrans Implementation Plan. OIPI will provide Implementation Plan progress reports to the Board twice per calendar year.

Decision Brief
Approval of the VTrans Implementation Plan
December 5, 2018
Page 2 of 2

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Appendix A



VTRANS IMPLEMENTATION PLAN

Introduction

VTrans is Virginia's statewide multimodal plan that lays out the overarching vision and goals for transportation in the Commonwealth. This Implementation Plan summarizes high priority initiatives that shall be undertaken over the next four years to advance the VTrans2040 guiding principles.

Organization of the VTrans Implementation Plan

The description of each initiative lists the lead agency(ies) best suited to implement it, and checkmarks indicating which of the following VTrans2040 Guiding Principles (GP) it supports (abbreviated GP references used in the Implementation Plan are noted in parentheses):

- GP 1: Optimize Return on Investments (ROI)
- GP 2: Ensure Safety, Security, and Resiliency (Safety, Security)
- GP 3: Efficiently Deliver Programs (Program Delivery)
- GP 4: Consider Operational Improvements and Demand Management First (Operations/TDM)
- GP 5: Ensure Transparency and Accountability, and Promote Performance Management (Accountability)
- GP 6: Improve Coordination Between Transportation and Land Use (Land Use Connection)
- GP 7: Ensure Efficient Intermodal Connections (Intermodalism)

Monitoring

Each agency plays a role in developing guidance, coordinating initiatives with other agencies, and establishing internal policies and initiatives that advance the VTrans2040 vision, goals, and guiding principles. This plan includes a total of 12 high-priority strategic actions that will be monitored by the Office of Intermodal Planning and Investment (OIPI). The Commonwealth Transportation Board (CTB) will receive two status updates per calendar year on implementation of the identified actions from OIPI.

Actions to be monitored by Office of Intermodal Planning and Investment

The Office of Intermodal Planning and Investment (OIPI) will monitor the following actions, and report progress to the CTB.

#	Action Item	Lead (Support)	Support to adopted policy, VTrans Guiding Principles						
			GP1: ROI	GP2: Safety, Security	GP3: Program Delivery	GP4: Operations / TDM	GP5: Account- ability	GP6: Land Use Conn.	GP7: Intermo- dalism
1	Evaluate mid- and long-term viability of federal, state, and regional revenues for multimodal transportation investments.	OIPI (VDOT, DRPT)		√	√				
2	Identify surface transportation infrastructure needs and associated policy and legislative requirements to ensure Virginia’s readiness for shared mobility, and autonomous & connected vehicles.	OIPI, OTI (VDOT, DRPT)	√	√			√		
	Evaluate funding needs and strategies.	OIPI							
3	Develop processes to evaluate and monitor performance of SMART SCALE investments.	OIPI (VDOT, DRPT)							
	Recommend modifications to policies and processes based on evaluation of SMART SCALE investments.	OIPI (VDOT, DRPT)	√	√	√		√		
	Evaluate feasibility of evaluating performance of other investments.								
4	Complete a resiliency assessment of Virginia's multimodal network from a transportation planning perspective.	OIPI, Deputy Secretary (VDOT, DRPT)		√				√	√
	Identify associated infrastructure, investment strategies and funding needs to reduce risks/vulnerabilities.	OIPI (VDOT, DRPT)							

#	Action Item	Lead (Support)	Support to adopted policy, VTrans Guiding Principles							
			GP1: ROI	GP2: Safety, Security	GP3: Program Delivery	GP4: Operations / TDM	GP5: Account- ability	GP6: Land Use Conn.	GP7: Intermo- dalism	
5	Promote multimodal planning efforts by making VTrans the planning document for all mid- and long-range statewide modal planning efforts	OIPI (VDOT, DRPT)	√		√					√
6	Evaluate opportunities to establish stronger connections between VTrans and investment decisions,	OIPI (VDOT, DRPT)	√		√			√		√
	Evaluate need for associated policy and procedures.	OIPI (VDOT, DRPT)								
7	Develop a grant program to prepare local jurisdictions and regions for emerging planning trends and to inform VTrans needs assessment.	OIPI			√	√		√		√
	Identify and recommend funding source(s) for the grant program.	OIPI (VDOT, DRPT)								
8	Create and fund a pilot program to collaborate with local jurisdictions and shared mobility companies to fund more effective and efficient delivery of mobility services.	DRPT	√		√	√	√			
	If found successful, evaluate need for policy and administrative changes to utilize existing funding to create a permanent program.	DRPT (OIPI)								
9	Evaluate the feasibility of extending functionality of the SMART PORTAL to the remaining application-based capital and transit operating funding programs administered by OIPI, VDOT, and DRPT.	OIPI, VDOT, DRPT	√		√		√			√
	If found feasible, utilize SMART PORTAL for application intake for development of FY21 Six-Year Improvement Program (SYIP).	OIPI, VDOT, DRPT								

#	Action Item	Lead (Support)	Support to adopted policy, VTrans Guiding Principles						
			GP1: ROI	GP2: Safety, Security	GP3: Program Delivery	GP4: Operations / TDM	GP5: Account- ability	GP6: Land Use Conn.	GP7: Intermo- dalism
10	Evaluate the feasibility of a combined dashboard to monitor performance and delivery of projects, programs, and activities included in SYIP.	OIPI, VDOT, DRPT							
	If found feasible, utilize dashboard to monitor all projects, programs, and activities included in FY21 SYIP.	OIPI, VDOT, DRPT	√		√			√	√
11	Create a state-led training and technical assistance program to promote performance-based planning practices, and build capacity at local and regional agencies, system operators, and mobility service providers.	OIPI, VDOT, DRPT	√			√			
12	Promote multimodalism by developing new processes or modifying existing processes to ensure existing and anticipated multimodal needs are considered where appropriate.	VDOT, DRPT, OIPI	√		√	√		√	√
	Recommend associated policy needs.	VDOT, DRPT (OIPI)							

AWARD

ARTERIAL

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.
N92	94724	FROM: 2.044 MI. N. OF ROUTE 40	DLB ENTERPRISES LLC	7	\$5,471,323.63	\$4,593,230.95
	(NFO) 0122-033-733,C501,B614	TO: 4.790 MI. S. OF ROUTE 116	HILLSVILLE			
	STP-033-2(049)	FRANKLIN	VA			
	Construction/Maintenance Funds	SALEM DISTRICT				
		BRIDGE REPLACEMENT OVER BLACKWATER RIVER				

1 Recommended for AWARD \$5,471,323.63

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.
N75	97565	FROM: 0.473 MILES WEST OF ROUTE 156	CORMAN KOKOSING CONSTRUCTION COMPANY	5	\$24,897,587.54	\$20,686,088.07
	0064-043-744,C501,B618	TO: 0.475 MILES EAST OF ROUTE 156	ANNAPOLIS JUNCTION			
	STP-0643(513)	HENRICO	MD			
	Construction Funds	RICHMOND DISTRICT				
		BRIDGE REPLACEMENT EBL & WBL OVER RTE 156				

1 Recommended for AWARD \$24,897,587.54

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.
627	113055, 113057, 113058	LOCATION: VARIOUS	SLURRY PAVERS, INC.	2	\$5,221,434.23	\$5,383,070.09
	SS6A-966-F19,P401		RICHMOND			
	PM06398		VA			
	Maintenance Funds	FREDERICKSBURG DISTRICT				
		2019 SLURRY SEAL				

1 Recommended for AWARD \$5,221,434.23

AWARD

RURAL

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.
N80	104944	FROM: 0.126 MI. SW OF CAMPBELL / PITTSYLVANIA COUNTY LINE	ENGLISH CONSTRUCTION COMPANY, INCORPORATED	5	\$16,774,676.12	\$19,088,749.73
	(NFO) 0029-162-270, C501, B601	TO: 0.293 MI. NE OF CAMPBELL / PITTSYLVANIA COUNTY LINE	LYNCHBURG			
	STP-5162 (108)	CAMPBELL	VA			
	Construction Funds	LYNCHBURG DISTRICT				
		SGR - BRIDGE REPLACEMENT OVER STAUNTON RIVER & NSRR				

1 Recommended for AWARD \$16,774,676.12

December 2018 CTB Meeting

N92

(NFO)0122-033-733, B614, C501

Franklin County

The purpose of this project is replace the existing structurally deficient bridge on Route 122 over the Blackwater River in Franklin County along with minor approach roadway work in order to complete the required roadway tie-ins. The existing bridge is approximately 217 feet long and has a curb-to-curb width of approximately 24 feet. The existing bridge width provides for 2 – 10 foot travel lanes and 2 foot wide shoulders on each side. The current Bridge Safety Inspection report for this structure notes the general condition rating for the Deck as 4 (Poor), and the GCR for the Superstructure and Substructure as 5 (Fair). As a result, the bridge is considered structurally deficient and it is also currently posted for a restricted load carrying capacity of 27 Tons for two axle trucks and 38 Tons for multi axle trucks.

The replacement bridge will be 175 feet long and has a curb-to-curb width of 34 feet. The proposed bridge width provides for 2 – 11 foot travel lanes and 6 foot wide shoulders on each side. The proposed bridge will be a single span structure that is constructed using four structural steel girders. The bridge will also use “joint less technology” which will improve the expected life of the bridge and reduce the overall future maintenance needs for this bridge. The bridge will be constructed on an offset alignment which allows the current traffic to be maintained on the existing bridge until the new bridge is complete. The functional classification for this roadway is noted as being a Rural Minor Arterial with a Design Speed is 60 MPH and a posted speed limit of 55 MPH.

Fixed Completion Date: November 13, 2020

N75

(NFO)0064-043-744, B618, C501

Henrico County

The purpose of this project is to replace the two structurally deficient I-64 bridges over Route 156 (Airport Dr.) and increase the vertical clearance on Route 156 and all necessary approach work to accommodate this vertical increase. The bridge project is located in Henrico County. The existing, full cloverleaf interchange will be converted to a partial cloverleaf during construction per the sequence of construction and in order to most effectively maintain traffic. Because the partial cloverleaf operates more efficiently by removing the weave sections from mainline I-64 and also presents a cost savings for the department, this partial cloverleaf will remain as the permanent configuration. New, signalized median cross-overs on Route 156 will be constructed to facilitate this interchange reconfiguration. All roadway improvements are expected to occur within existing right of way, and no utility relocations are anticipated. During construction, all traffic heading over the southbound bridge will be moved to the northbound bridge.

Fixed Completion Date: May 11, 2022

N80

(NFO)0029-162-270, B601, C501

Campbell County

The project is located on the Campbell County/Pittsylvania County line and crosses the Staunton River and Norfolk Southern Railway. This is a primary route and the functional classification is Rural Major Collector. In 2012 the Average Daily Traffic (ADT) was 5,913 with 1.37% trucks and a projected Design ADT of 7,510 in the year 2039. The existing structure crossing the Staunton River and Norfolk Southern Railway is in poor condition with a sufficiency rating of 4, resulting in the structure being deemed both structurally deficient and functionally obsolete. The existing bridge has a twelve month inspection frequency. Considering the age, condition, geometrics, and type of structure the only practical and cost effective solution is total bridge replacement.

The purpose of this project is to replace the existing structurally deficient and functionally obsolete bridge, built in 1929, with a new two-lane bridge, along with minimal roadway approach work. The proposed bridge will be replaced approximately on the same alignment. During construction, the existing bridge will be closed and traffic detoured around the site. The existing structure has been identified as a District priority for replacement.

Fixed Completion Date: May 14, 2021