



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

### AGENDA

## MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

VDOT Central Auditorium  
1221 East Broad Street  
Richmond, Virginia 23219

December 11, 2019

9:00 a.m. or upon adjournment of the December 10, 2019 Workshop Meeting if the Workshop Meeting carries over to December 11, 2019.

### Public Comments:

### Approval of Minutes November 20, 2019

### RICHMOND DISTRICT:

***Presenting: Shane Mann***  
***District Administrator***

1. Action on Addition of Certain Street Rights of Way in the City of Richmond to the State Primary Highway System.

### GOVERNANCE AND LEGISLATIVE AFFAIRS:

***Presenting: JoAnne Maxwell***  
***Division Administrator***

2. Action on Periodic Regulatory Review.

### INFRASTRUCTURE INVESTMENT DIVISION:

***Presenting: Kimberly Pryor***  
***Division Director***

3. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2020-2025.

4. Action on FY20-25 Six-Year Improvement Program Transfers For October 19, 2019 through November 15, 2019.

**LOCATION AND DESIGN DIVISION:**

***Presenting: Susan Keen***  
***Division Administrator***

5. Action on Location Approval for the Route 670 Connector Road in Greene County Located in the Culpeper District.

**MAINTENANCE DIVISION:**

***Presenting: Branco Vlacich***  
***Division Administrator***

6. Action on Commemorative naming of the bridge on State Route 16, Stoney Ridge Road, over Horsepen Creek, Tazewell County Located in the Bristol District, as the “Willie “Roger” Griffith Memorial Bridge”.
7. Action on Commemorative naming of the bridge on Route 675, Bixler’s Ferry Road, over the south fork of the Shenandoah River, Page County Located in the Staunton District, as the “Sedwick Memorial Bridge”.

**HAMPTON ROADS DISTRICT:**

***Presenting: Chris Hall***  
***District Administrator***

8. Action on Delegation of Authority for Commissioner of Highways to Enter into an Amendment and Termination of Standard Project Agreement between VDOT and Hampton Roads Transportation Accountability Commission (HRTAC) for the Route 460/58/13 Connector Study/Project (UPC 106694).

**ASSET MANAGEMENT DIVISION:**

***Presenting: Stephen Brich***  
***Commissioner***

9. Action on Approval of Comprehensive Review Report related to the Robert O. Norris Bridge and Statewide Special Structures Fund and Asset Condition Performance Targets.

**OFFICE OF INTERMODAL PLANNING AND INVESTMENT:**

***Presenting: Nick Donohue***  
***Deputy Secretary of Transportation***

10. Action on Approval of Highway Safety Improvement Program Project Prioritization Policy.

11. Action on Approval of I-81 Corridor Improvement Program and Fund Report as required by Chapter 36 of the 2019 General Assembly.

**MAINTENANCE DIVISION:**

***Presenting: Branco Vlalich***  
***Division Administrator***

12. Bids.

**NEW BUSINESS:**

**ADJOURNMENT:**

###



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*Agenda item # 1*

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

**December 11, 2019**

#### **MOTION**

**Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_**

**Action: \_\_\_\_\_**

**Title: Addition of Certain Street Rights of Way in the City of Richmond to the State Primary Highway System**

**WHEREAS**, the Department of General Services (DGS) is currently engaged in a series of major construction and renovation projects in Capitol Square in Richmond, Virginia; and

**WHEREAS**, as part of the plan for Capitol Square, DGS plans to repurpose a significant portion of Bank Street and connecting streets to facilitate pedestrian traffic and access to Capitol Square; and

**WHEREAS**, § 4-5.12 (Seat of Government, Traffic and Pedestrian Safety) of Chapter 854 of the 2019 General Assembly (2019 Appropriations Act) requires the Commonwealth Transportation Board (CTB), by January 1, 2020, to add certain specified portions of street rights of way in the City of Richmond to the state primary highway system, namely:

- Bank Street from 9th Street to 14th Street,
- 10th Street from Main Street to Bank Street,
- 12th Street from Main Street to Bank Street, and
- Governor Street from Main Street to Bank Street

**NOW, THEREFORE, BE IT RESOLVED**, that the CTB hereby adds those portions of

Resolution of the Board

Addition of Certain Street Rights of Way in the City of Richmond to the State Primary Highway System

December 11, 2019

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Bank Street, 10<sup>th</sup> Street, 12<sup>th</sup> Street and Governor Street rights of way in the City of Richmond specified in § 4-5.12 of the 2019 Appropriations Act to the State Primary Highway System.

####

## CTB Decision Brief

### Addition of Certain Street Rights of Way in the City of Richmond to the State Primary Highway System

**Issue:** § 4-5.12 (Seat of Government, Traffic and Pedestrian Safety) of Chapter 854 of the 2019 General Assembly (2019 Appropriations Act) requires the Commonwealth Transportation Board (CTB), by January 1, 2020, to add certain specified portions of street rights of way in the City of Richmond to the state primary highway system. Action by the CTB is sought for purposes of compliance with the 2019 Appropriations Act.

#### Facts:

- The Department of General Services (DGS) is currently engaged in a series of major construction and renovation projects in Capitol Square. One of the projects involves reconstruction and renovation of the General Assembly Building at 9<sup>th</sup> and Broad streets.
- During the renovation, the General Assembly has relocated to the Pocahontas Building which is situated at the corner of 9<sup>th</sup> and Main streets.
- Bank Street is situated between the Pocahontas Building and Capitol Square and is heavily traversed by pedestrians, when the General Assembly is in session and at other times during the year.
- As part of the plan for Capitol Square, DGS plans to repurpose a significant portion of Bank Street and connecting streets to facilitate pedestrian traffic and access to Capitol Square.
- During the 2019 Session, the Virginia General Assembly enacted §4-5.12 of the Appropriations Act to facilitate pedestrian/traffic safety in the “Seat of Government.”
- §4-5.12 requires the CTB to add the following portions of street rights of way in Richmond to the state primary highway system:
  - Bank Street from 9th Street to 14th Street,
  - 10th Street from Main Street to Bank Street,
  - 12th Street from Main Street to Bank Street,
  - Governor Street from Main Street to Bank Street
- DGS and Division of Capitol Police are charged with controlling these rights-of-way and pedestrian and vehicular traffic thereon pursuant to their typical responsibilities.

- Pursuant to §33.2-310 of the Code of Virginia, VDOT will maintain/operate these rights of way and may do so by contracting with private entities or the city of Richmond.

**Recommendation:** That the CTB add the specified portions of Bank, 10<sup>th</sup>, 12<sup>th</sup>, and Governor streets to the state primary highway system as set forth in the 2019 Appropriations Act.

**Action Required by the CTB:** The 2019 Appropriations Act (§4-5.12) requires the CTB to add the specified portions of street rights of way in Richmond to the state primary highway system by January 1, 2020 and a majority vote of the CTB is needed in order to comply with the Act.

**Result, if Approved:** The specified portion of the rights of way located in Richmond will be added to the state primary highway system.

**Options:** Approve, Deny or Defer

**Public Comments/Reactions:** N/A



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*Agenda item # 2*

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

**December 11, 2019**

#### **MOTION**

**Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_**

**Action:** \_\_\_\_\_

#### **Title: Periodic Regulatory Review**

**WHEREAS**, the Virginia Administrative Process Act (the APA), particularly in §§ 2.2-4007.1 and 2.2-4017 of the *Code of Virginia*, requires that all state agencies that adopt regulations periodically review those regulations, including consideration of: 1) the extent to which regulations remain supported by statutory authority and do not duplicate, overlap, or conflict with state or federal law; 2) the nature of complaints or comments received from the public; 3) whether the regulations are necessary for the protection of public health, safety and welfare; 4) whether the regulations are clearly written and easily understandable; 5) whether the regulations' economic impacts on small businesses and families are minimized as much as possible; and 6) the length of time since the regulation has been evaluated; and

**WHEREAS**, Executive Order Number 14 (2018, amended) requires all regulations to be so reviewed every four years and specifies the procedures for conducting such review; and

**WHEREAS**, the Virginia Department of Transportation (VDOT) conducted a periodic review of the regulations listed in the table below, and pursuant to the requirements set forth in the APA and the process established in the Executive Order, notified the public of the regulations' ongoing periodic review on the Virginia Regulatory Town Hall website and solicited comment from the public for a minimum of 21 days; and

**WHEREAS**, VDOT has completed all facets of the regulatory review of the regulations listed in the table below in accordance with the Executive Order 14 and the APA, including the



completion of a Periodic Review Report of Findings for each regulation (attached as Exhibits A through G); and

**WHEREAS**, no public comments were submitted regarding the regulations under periodic review and based upon the results of the review, VDOT recommends action for each regulation as determined in the relevant Periodic Review Report of Findings for each regulation and set forth in the table below:

Chapter	Title	Proposed Disposition
24 VAC 30-41	Rules and Regulations Governing Relocation Assistance	Retain as is
24 VAC 30-200	Vegetation Control Regulations on State Rights-of-Way	Amend
24 VAC 30-240	Certification Procedures for the Disadvantaged and Women-Owned Business Program	Repeal
24 VAC 30-401	Change of Limited Access Control	Retain as is
24 VAC 30-530	Roadway and Structure Lighting	Repeal
24 VAC 30-580	Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways	Amend
24 VAC 30-590	Policies and Procedures for Control of Residential and Non-Residential Cut-Through Traffic	Repeal

; and

**WHEREAS**, the Commonwealth Transportation Board originally adopted the regulations listed in the table below pursuant to its authority in § 33.2-210 of the *Code of Virginia* and other relevant sections of the *Code of Virginia*.

**NOW THEREFORE, BE IT RESOLVED**, that the Commonwealth Transportation Board approves and adopts the respective Periodic Review Report of Findings for each of the regulations listed in the table above, including the proposed disposition for each regulation.

**BE IT FURTHER RESOLVED**, that the Commonwealth Transportation Board directs the Commissioner of Highways or his designees to take all actions necessary to complete the

periodic reviews for the regulations listed in the table above, and for those regulations for which repeal is approved, to complete the process necessary to repeal said regulations.

**BE IT FURTHER RESOLVED**, that the Commonwealth Transportation Board affirms that any current Policies of the Commonwealth Transportation Board relating to those regulations set out at 24 VAC 30-530 (Roadway and Structure Lighting) and 24 VAC 30-590 (Policies and Procedures for Control of Residential and Non-Residential Cut-Through Traffic) for which repeal is approved shall not be affected by this repeal action, however, the Commonwealth Transportation Board directs the Commissioner of Highways or his designees to begin a review of those Policies and to present any recommendations for further revisions or other action on those Policies to the Commonwealth Transportation Board no later than July 31, 2020.

**BE IT FURTHER RESOLVED**, that the Commonwealth Transportation Board directs the Commissioner of Highways or his designees, for the regulation(s) for which amendment is approved, to take all actions necessary to begin the process of amending said regulation(s), submitting to the Board the proposed amendment(s) for approval prior to completing the process to amend the regulation(s).

####

## **CTB Decision Brief**

### **Periodic Regulatory Review**

**Issue:** The Administrative Process Act (APA) requires all state agencies that adopt regulations to periodically review those regulations. Executive Order 14 (2018) mandates that these reviews take place every four years to determine if the regulation should be continued with no changes or be amended or be repealed. In accordance with these requirements, the Virginia Department of Transportation (VDOT) has reviewed the regulations listed below and is providing recommendations as to the action to be taken by the Commonwealth Transportation Board (CTB) for each regulation.

#### **Facts:**

- The APA, particularly in §§ 2.2-4007.1 and 2.2-4017 of the *Code of Virginia*, requires that all state agencies that adopt regulations periodically review those regulations, including consideration of: 1) the extent to which regulations remain supported by statutory authority and do not duplicate, overlap, or conflict with state or federal law; 2) the nature of complaints or comments received from the public; 3) whether the regulations are necessary for the protection of public health, safety and welfare; 4) whether the regulations are clearly written and easily understandable; 5) whether the regulations' economic impacts on small businesses and families are minimized as much as possible; and 6) the length of time since the regulation has been evaluated.
- The Governor's Executive Order Number 14 (2018, amended) requires all regulations to be so reviewed every four years and specifies the procedures for conducting such review. Chapter 444 of the 2018 Acts of Assembly requires the Department of Planning and Budget (DPB) to track and report to the General Assembly annually which agencies are complying with the periodic review requirements.
- VDOT conducted a periodic review of the regulations listed in the table below, and pursuant to the requirements set forth in the APA and the process established in the Executive Order, notified the public of the regulations' ongoing periodic review on the Virginia Regulatory Town Hall website and solicited comment from the public for 25 days, satisfying the minimum requirement of 21 days. No public comments were submitted regarding the regulations under periodic review.
- VDOT has completed all facets of the regulatory review of the regulations listed in the table below, and has completed the Periodic Review Report of Findings for each regulation (Attached as Exhibits A-G), which is to be filed with the Virginia Registrar to complete the periodic review process.
- The regulations reviewed are listed in the table below. The table is followed by a description of each regulation and the findings made by VDOT based upon the review.

Chapter	Title	Proposed Disposition
24 VAC 30-41	Rules and Regulations Governing Relocation Assistance	Retain as is
24 VAC 30-200	Vegetation Control Regulations on State Rights-of-Way	Amend
24 VAC 30-240	Certification Procedures for the Disadvantaged and Women-Owned Business Program	Repeal
24 VAC 30-401	Change of Limited Access Control	Retain as is
24 VAC 30-530	Roadway and Structure Lighting	Repeal (but retain/reevaluate CTB Policy)
24 VAC 30-580	Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways	Amend
24 VAC 30-590	Policies and Procedures for Control of Residential and Non-Residential Cut-Through Traffic	Repeal (but retain/reevaluate CTB Policy)

- **24 VAC 30-41 Rules and Regulations Governing Relocation Assistance**

The Rules and Regulations Governing Relocation Assistance were promulgated by the CTB as authorized by § 25.1-402 of the *Code of Virginia*, which provides assurances to the Federal Highway Administration that VDOT will comply with the Uniform Relocation and Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. §4601 et seq), as amended, and as required in 49 CFR §24.4 in order to receive federal financial assistance. The regulation was last amended in 2014. VDOT is recommending that the regulation be retained as is.

- **24 VAC 30-200 Vegetation Control Regulations on State Rights-of-Way**

VDOT is required, pursuant to § 33.2-1221 (B)(3) of the *Code of Virginia*, to implement and promulgate regulations that allow VDOT to permit vegetation removal, set forth the standards for which vegetation removal shall be permissible, and analyze proposed vegetation removal applications, in order to mitigate any potential adverse impacts on the aesthetics and health of vegetation and state-controlled highways. The regulation currently stipulates that all cuttings to make outdoor advertising signs more visible from the roadway shall be limited to vegetation with trunk base diameters of less than six inches and pruning of limbs up to four inches in diameter, and all cuttings to make a business more visible from the roadway shall be limited to vegetation with trunk base diameters of less than two inches and pruning of limbs up to two

inches in diameter. VDOT has determined that the regulation currently treats business-related vegetation removal differently than that for outdoor advertising signs, thus treating the regulation of outdoor advertising signs and businesses unequally. VDOT has also determined through surveying VDOT roadside managers that the less than two inch in diameter limitation for cutting vegetation in front of businesses is too restrictive and is impractical in many cases, due to the rate of vegetation growth. Therefore, VDOT is recommending that the regulation should be amended to allow the equal treatment and regulation of both outdoor advertising signs and businesses by allowing cutting of vegetation with trunk base diameters of less than six inches.

- **24 VAC 30-240 Certification Procedures for the Disadvantaged and Women-Owned Business Program**

This regulation sets forth the requirements to be followed by firms seeking certification as a Disadvantaged/Women-Owned Business Enterprise (DBE/WBE) as a prerequisite for bidding on contracts awarded by the CTB. The regulation has not been amended since 2001. Since that time, the certification requirements of 24 VAC 30-240 and 49 CFR Part 26 are now implemented by the Department of Small Business and Supplier Diversity (SBSD), which also maintains a database of certified small businesses. The Virginia Department of Transportation and the Department of Rail and Public Transportation direct and encourage entities that want to do business with each respective agency and who may qualify for certification as a DBE or WBE to apply the SBSBD to become certified. VDOT is recommending that the regulation therefore be repealed as unnecessary.

- **24 VAC 30-401 Change in Limited Access Control**

Limited access highways can provide greater vehicle capacity and improved safety over non-limited access highways by reducing the number of interactions with vehicles entering or exiting the highway and by prohibiting pedestrians and other non-motorized traffic from the highway. This regulation specifies the procedures for which the CTB and VDOT will set the limited access boundaries of such highways and adjust those boundaries under certain circumstances and as authorized by § 33.2-401 of the *Code of Virginia*. Many of these procedures are required by current Federal and State laws and regulations addressing the requirements for changes of limited access control on all limited access highways using state and federal funds. VDOT believes that the regulation is clearly written and easily understandable. VDOT is recommending that the regulation be retained as is.

- **24 VAC 30-530 Roadway and Structure Lighting**

The Commissioner of Highways issued a Departmental Memorandum (DM 9-4) in 1995 that specifies the conditions upon which VDOT will pay for the construction and maintenance of roadway lighting, and when those costs should be borne by others, including localities. The CTB adopted DM 9-4 as an official CTB Policy, which is available to the public in the CTB Policy Index on the CTB website. This regulation solely incorporates DM 9-4 by reference. In 2016, the Virginia Code Commission adopted a regulation that prohibits a state agency from incorporating one of its own documents by reference as a regulation except in unique circumstances. VDOT is recommending that the regulation be repealed, although this repeal will have no effect on the validity of DM 9-4 or the CTB's Policy. In response to issues raised by CTB members, VDOT intends to begin the review of the CTB Policy and to propose potential amendments to the Policy for the CTB's consideration by July 31, 2020.

- **24 VAC 30-580 Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways**

Section 46.2-809 of the *Code of Virginia* provides that the CTB, in response to a formal request by a local governing body may, after due notice and a proper hearing, prohibit or restrict through truck traffic on a primary or secondary highway. This regulation specifies the criteria and procedures by which a prohibition or restriction on through truck traffic may be established. In the regulation, the CTB has delegated the authority to impose such through truck restrictions on secondary highways to the Commissioner of Highways after consideration of certain criteria, while the CTB retained this authority for primary highways. In order to streamline the process, the VDOT suggests amending the regulation to allow VDOT District Administrators/Engineers to deny requests without presenting those requests to the Commissioner of Highways or CTB, respectively, only where the request clearly and objectively does not meet the required criteria.

- **24 VAC 30-590 Policies and Procedures for Control of Residential and Non-Residential Cut-Through Traffic**

Section 46.2-809.1 of the *Code of Virginia* provides that the CTB may develop a residential cut-through traffic policy and procedure for the control of residential cut-through traffic on designated secondary highways. The regulation simply references the policy established by the CTB. As noted above, in 2016, the Virginia Code Commission adopted a regulation that prohibits a state agency from incorporating one of its own documents by reference as a regulation except in unique circumstances. VDOT is recommending that the regulation be repealed, although this repeal will have no effect on the validity of the CTB's Policy. In response to issues raised by one or more CTB members, VDOT intends to begin the review of the CTB Policy and to propose potential amendments to the Policy for the CTB's consideration by July 31, 2020.

**Recommendations:** VDOT recommends that the following regulations: Rules and Regulations Governing Relocation Assistance, and Change in Limited Access Control be retained as is. VDOT further recommends that Vegetation Control Regulations on State Rights-of-Way and Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways be amended as specified above. Finally it is recommended that the Certification Procedures for the Disadvantaged and Women-Owned Business Program, the Roadway and Structure Lighting regulation, and the Policies and Procedures for Control of Residential and Non-Residential Cut-Through Traffic be repealed and that the policies relating to the latter two regulations be reviewed over the ensuing months and any proposed revisions be submitted to the CTB.

**Action Required by CTB:** A resolution will be presented for CTB approval to complete the periodic review of these regulations by filing the respective Periodic Review Report of Findings for each regulation listed, and to authorize the Commissioner of Highways or his designee to take any actions necessary to amend or repeal the regulations that are recommended to be so amended or repealed.

**Result, if Approved:** The periodic reviews of the noted regulations will be completed, and the regulations will be retained as is, amended or repealed as recommended.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** There were no comments or other input received from the public.



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## Periodic Review Report of Findings

<b>Agency name</b>	Commonwealth Transportation Board (CTB)
<b>Virginia Administrative Code (VAC) citation</b>	24 VAC 30-41
<b>Regulation title</b>	Rules and Regulations Governing Relocation Assistance
<b>Date this document prepared</b>	08/16/2019

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 14 (as amended, July 16, 2018), the Regulations for Filing and Publishing Agency Regulations (1 VAC7-10), and the *Virginia Register Form, Style, and Procedure Manual for Publication of Virginia Regulations*.

## Acronyms and Definitions

*Please define all acronyms used in this Report. Also, please define any technical terms that are used in the document that are not also defined in the "Definition" section of the regulations.*

CFR – Code of Federal Regulations  
U.S.C. – United States Code  
VAC – Virginia Administrative Code

## Legal Basis

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

This regulation was promulgated by the Commonwealth Transportation Board as authorized by § 25.1-402 of the *Code of Virginia*, which provides assurances to the Federal Highway Administration that the Virginia Department of Transportation will comply with the Uniform Relocation and Assistance and Real



Property Acquisition Policies Act of 1970 (42 U.S.C. §4601 *et seq*), as amended, and as required in 49 CFR §24.4 in order to receive federal financial assistance.

### Alternatives

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

There are no viable alternatives to this regulation.

### Public Comment

*Please summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency response. Ensure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency or board. Please indicate if an informal advisory group was formed for purposes of assisting in the periodic review.*

No public comments were received during the public comment period.

Commenter	Comment	Agency response

### Effectiveness

*Pursuant to § 2.2-4017, please indicate whether the regulation meets the criteria set out in Executive Order 14 (as amended, July 16, 2018), including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.*

This regulation is necessary for the protection of public health, safety and welfare by providing relocation benefits and advisory assistance to persons displaced by a highway construction project and to ensure that they are treated fairly and equitably. The regulation provides for timely relocation of displaced persons and personal property to meet project schedules. The regulation is clearly written and easily understandable.

### Decision

*Please explain the basis for the rulemaking entity’s decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).*

The Commonwealth Transportation Board is proposing to retain this regulation without making any changes.

### Small Business Impact

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

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There is a continued need for this regulation because it is required to implement the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. §4601 *et seq.*) in order for the Virginia Department of Transportation to receive federal financial assistance and it provides a system of benefits with the following objectives: “To ensure that person displaced as a direct result of Federal or federally-assisted projects are treated fairly, consistently, and equitably so that such displaced persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole; and to ensure that Agencies implement these regulations in a manner that is efficient and cost effective.” (49 CFR §24.1(b&c))

This regulation is not overly complex and is consistent with the federal law codified at 42 U.S.C. §4601 *et seq.* and the related federal regulations in 49 CFR, part 24. The regulation does not impact small businesses but does provide eligible relocation benefits and advisory assistance when affected by a state project.



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## Periodic Review Report of Findings

<b>Agency name</b>	Commonwealth Transportation Board (Virginia Department of Transportation)
<b>Virginia Administrative Code (VAC) citation</b>	24 VAC 30-200
<b>Regulation title</b>	Vegetation Control Regulations on State Rights-of-Way
<b>Date this document prepared</b>	August 6, 2019

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 14 (as amended, July 16, 2018), the Regulations for Filing and Publishing Agency Regulations (1 VAC7-10), and the *Virginia Register Form, Style, and Procedure Manual for Publication of Virginia Regulations*.

## Acronyms and Definitions

*Please define all acronyms used in this Report. Also, please define any technical terms that are used in the document that are not also defined in the "Definition" section of the regulations.*

"VDOT" means the Virginia Department of Transportation, the Commissioner of Highways, or a designee.  
"CTB" means the Commonwealth Transportation Board.

## Legal Basis

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

VDOT has the authority to promulgate this regulation pursuant to § 33.2-1221 (B)(3) of the Code of Virginia, which states in part, "[t]he Commissioner of Highways shall promulgate such regulations as he

deems necessary or desirable to carry out the provisions of this section.” The CTB originally adopted this regulation in 1991, and has amended the regulation in 1998, 2007, 2011 and 2014.

## Alternatives

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

VDOT is required to implement and promulgate regulations that allow VDOT to permit vegetation removal, set forth the standards for which vegetation removal shall be permissible, and analyze proposed vegetation removal applications, in order to mitigate any potential adverse impacts on the aesthetics and health of vegetation and state-controlled highways. The regulation currently stipulates that all cuttings to make outdoor advertising signs more visible from the roadway shall be limited to vegetation with trunk base diameters of less than six inches and pruning of limbs up to four inches in diameter, and all cuttings to make a businesses more visible from the roadway shall be limited to vegetation with trunk base diameters of less than two inches. VDOT has determined that the regulation currently treats business-related vegetation removal differently than that for outdoor advertising signs, thus treating the regulation of outdoor advertising signs and businesses unequally. VDOT has also determined through surveying VDOT roadside managers that the less than two inch in diameter limitation for cutting vegetation in front of businesses it too restrictive and is impractical in many cases, due to the rate of vegetation growth. Therefore, VDOT contends that the regulation should be amended to allow the equal treatment and regulation of both outdoor advertising signs and businesses.

The alternatives considered by the VDOT are as follows:

1. Amend the regulation to allow cutting and pruning in front of businesses to be consistent with that for outdoor advertising signs, by limiting cutting to vegetation with trunk base diameters of less than six inches and pruning of limbs up to four inches in diameter. This option was selected because issues have been identified that require making changes to the regulation to reduce hardships on the regulated community without sacrificing the public health, safety, and welfare of the citizens of the Commonwealth. Specifically, it was determined that this regulation currently subjects businesses to more restrictive regulation in comparison to outdoor advertising signs, thus creating an inequitable regulation.
2. Amend the regulation to stipulate that all cuttings to make outdoor advertising signs more visible from the roadway shall be limited to vegetation with trunk base diameters of less than two inches, which is consistent with regulatory requirement for businesses. VDOT has determined that this is not a viable alternative, as a more restrictive regulation of outdoor advertising signs with respect to cutting and pruning would be in conflict of § 33.2-1221(B)(1)(b) of the Code of Virginia.
3. Retain the regulation without amendment. This option was not chosen, because VDOT has determined there is inequity in the regulation as to how outdoor advertising signs and businesses are regulated. VDOT has also determined through surveying VDOT roadside managers that the less than two inch in diameter limitation for cutting vegetation in front of businesses it too restrictive and is impractical in many cases, due to the rate of vegetation growth.
4. Repeal the regulation. This option was not selected because the regulation is still needed to protect public health, safety, and welfare, and to protect the aesthetics and health of vegetation.

## Public Comment

*Please summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency response. Ensure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency or board. Please indicate if an informal advisory group was formed for purposes of assisting in the periodic review.*

No comments were received during the public comment period.

Commenter	Comment	Agency response

## Effectiveness

*Pursuant to § 2.2-4017, please indicate whether the regulation meets the criteria set out in Executive Order 14 (as amended, July 16, 2018), including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.*

The regulation establishes procedures by which the outdoor advertising industry and businesses can remove vegetation to increase their visibility from a highway, in accordance with agency policies, procedures, and criteria concerning aesthetics and health of vegetation.

With that in mind, VDOT believes this regulation is necessary to protect the public's health, safety, and welfare with the least possible cost and intrusiveness to the citizens and businesses of the Commonwealth. VDOT also believes that the administration of this regulation intends to protect the aesthetics and health of vegetation, and ensures that all work performed on VDOT rights-of-way shall comply with the Virginia Work Area Protection Manual.

The regulation allows cutting of vegetation with up to six inches in diameter and pruning of limbs up to four inches in diameter for vegetation in front of outdoor advertising signs, but limits the cutting of vegetation in front of businesses to a maximum of two inches in diameter.

The regulation is clearly written and easily understandable.

## Decision

*Please explain the basis for the rulemaking entity's decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).*

VDOT proposes to amend the regulation to allow vegetation removal in front of businesses to be consistent with that for outdoor advertising signs, by increasing the allowable diameter to six inches or less for vegetation and pruning of limbs up to four inches in diameter that can be cut to increase the visibility of businesses from the roadway. VDOT chose this alternative in order to eliminate the regulatory disparities between the outdoor advertising industry and businesses.

## Small Business Impact

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

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There is a continued need for the regulation, as it establishes procedures by which the outdoor advertising industry and businesses can remove vegetation to increase the visibility of outdoor advertising signs and businesses in accordance with agency policies, procedures, and criteria concerning aesthetics and health of vegetation. There have been no complaints received from the public to date. VDOT believes the regulation is not overly complex, and there is no overlap, duplication, or conflict with federal, state laws, or regulations.

The last full evaluation of this regulation was in 2007. Since then, there have been technical amendments to the regulation in 2011 and 2014. Through the examination of the regulation, VDOT has determined that the proposed regulatory change will minimize the economic impact of regulation on small businesses and thereby minimize the impact on existing and potential Virginia employers and their ability to maintain and increase the number of jobs in the Commonwealth. VDOT contends that the proposed regulatory change will also be helpful for businesses that are subject to this regulation, as it will be less restrictive and create a more equitable regulation.



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## Periodic Review Report of Findings

<b>Agency name</b>	Commonwealth Transportation Board
<b>Virginia Administrative Code (VAC) citation</b>	24 VAC 30-240
<b>Regulation title</b>	Certification Procedures for the Disadvantaged and Women-Owned Business Program
<b>Date this document prepared</b>	September 10, 2019

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 14 (as amended, July 16, 2018), the Regulations for Filing and Publishing Agency Regulations (1 VAC7-10), and the *Virginia Register Form, Style, and Procedure Manual for Publication of Virginia Regulations*.

## Acronyms and Definitions

*Please define all acronyms used in this Report. Also, please define any technical terms that are used in the document that are not also defined in the "Definition" section of the regulations.*

"CTB" means the Commonwealth Transportation Board.  
"CFR" means the Code of Federal Regulations.  
"DBE" means a Disadvantaged Business Enterprise.  
"SBSD" means the Department of Small Business and Supplier Diversity.

## Legal Basis

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

1) Promulgating entity is the Commonwealth Transportation Board.

2) *Code of Virginia* § 33.2-209 grants the CTB the power and duty to let all contracts to be administered by the Department of Transportation or the Department of Rail and Public Transportation for the construction, maintenance, and improvement of the highways comprising systems of state highways and for all activities related to passenger and freight rail and public transportation in excess of \$5 million.

*Code of Virginia* § 33.2-210 grants the CTB the power and duty to make regulations that are not in conflict with the laws of the Commonwealth for the protection of and covering traffic on and for the use of systems of state highways and shall have the authority to add to, amend, or repeal such regulations.

*Code of Virginia* § 33.2-215 grants the CTB the power and duty to review and approve policies and transportation objectives of the Department of Transportation and the Department of Rail and Public Transportation, to assist in establishing such policies and objectives, to oversee the execution thereof, and to report on these policies and objectives to the Commissioner of Highways and the Director of the Department of Rail and Public Transportation, respectively.

The Code of Federal Regulations, Title 49, Part 26 (49 CFR 26) requires that recipients of federal-aid highway funds establish procedures for designation as a Disadvantaged Business Enterprise using polices and guidelines set forth in Part 26.

### Alternatives

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

No alternatives were considered.

### Public Comment

*Please summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency response. Ensure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency or board. Please indicate if an informal advisory group was formed for purposes of assisting in the periodic review.*

There have been no public comments received.

Commenter	Comment	Agency response



## Effectiveness

*Pursuant to § 2.2-4017, please indicate whether the regulation meets the criteria set out in Executive Order 14 (as amended, July 16, 2018), including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.*

This regulation is not necessary for the protection of the public health, safety and welfare because the certification of disadvantaged business enterprises and small businesses is now performed by SBSB.

## Decision

*Please explain the basis for the rulemaking entity's decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).*

The requirements of 24 VAC 30-240 and 49 CFR 26 are now implemented by SBSB, which also then maintains a database of certified small businesses. The Virginia Department of Transportation and the Department of Rail and Public Transportation direct and encourages entities that want to do business with the agency and who may qualify for certification as a DBE to the SBSB to become certified and then uses those businesses on Department of Transportation and the Department of Rail and Public Transportation contracts that have been certified. Therefore, the CTB recommends repeal of this regulation.

## Small Business Impact

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

The Department of Transportation and the Department of Rail and Public Transportation use certified small businesses and direct their contractors to use certified small business to the greatest extent possible. However, the certification process is now administered by SBSB. Therefore, 24 VAC 30-240 is no longer necessary and should be repealed.



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## Periodic Review Report of Findings

<b>Agency name</b>	Commonwealth Transportation Board
<b>Virginia Administrative Code (VAC) citation</b>	24VAC30-401
<b>Regulation title</b>	Change of Limited Access Control
<b>Date this document prepared</b>	August 1, 2019

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 14 (as amended, July 16, 2018), the Regulations for Filing and Publishing Agency Regulations (1 VAC7-10), and the *Virginia Register Form, Style, and Procedure Manual for Publication of Virginia Regulations*.

## Acronyms and Definitions

*Please define all acronyms used in this Report. Also, please define any technical terms that are used in the document that are not also defined in the "Definition" section of the regulations.*

No special acronyms are used in this reporting.

## Legal Basis

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

The regulation was promulgated by the Commonwealth Transportation Board based on several Federal and State statutory authorities as found in 23 U.S.Code 106, and sections 33.2-210 and 33.2-401 of the Code of Virginia.

### Alternatives

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

No proposed alternatives were considered viable or are being proposed as part of this review.

### Public Comment

*Please summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency response. Ensure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency or board. Please indicate if an informal advisory group was formed for purposes of assisting in the periodic review.*

No comments were received from the public during the public comment period.

Commenter	Comment	Agency response

### Effectiveness

*Pursuant to § 2.2-4017, please indicate whether the regulation meets the criteria set out in Executive Order 14 (as amended, July 16, 2018), including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.*

Limited Access highways can provide greater vehicle capacity and improved safety over non-limited access highways by reducing the number of interactions with vehicles entering or exiting the highway and by prohibiting pedestrians and other non-motorized traffic from the highway. This regulation specifies the procedures for which the Commonwealth Transportation Board and the Virginia Department of Transportation will set the limited access boundaries of such highways and adjust those boundaries under certain circumstances. Many of these procedures are required by current Federal and State laws and regulations regarding the requirements for changes of limited access control on all limited access control roadways using state and federal funds. The Commonwealth Transportation Board believes that the regulation is clearly written and easily understandable.

### Decision

*Please explain the basis for the rulemaking entity’s decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).*

The Commonwealth Transportation Board has chosen to retain the regulation, as is.

### Small Business Impact

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

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The regulation is needed for purposes of complying with state and federal laws and regulations regarding changes of limited access control on all limited access control roadways. The regulation is not overly complex, complements state and federal laws and regulations and is structured to support their policy goals and objectives. The last substantive review of the regulation was in 2006.



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## Periodic Review Report of Findings

<b>Agency name</b>	Commonwealth Transportation Board
<b>Virginia Administrative Code (VAC) citation</b>	24 VAC 30-530
<b>Regulation title</b>	Roadway and Structural Lighting
<b>Date this document prepared</b>	09/10/2019

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 14 (as amended, July 16, 2018), the Regulations for Filing and Publishing Agency Regulations (1 VAC7-10), and the *Virginia Register Form, Style, and Procedure Manual for Publication of Virginia Regulations*.

## Acronyms and Definitions

*Please define all acronyms used in this Report. Also, please define any technical terms that are used in the document that are not also defined in the "Definition" section of the regulations.*

"VDOT" means the Virginia Department of Transportation.

"CTB" means the Commonwealth Transportation Board.

There are no complex technical terms used in this document that require a definition.

## Legal Basis

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

Section 33.2-210 of the *Code of Virginia* authorizes the CTB to make regulations that are not in conflict with the laws of the Commonwealth for the protection of and covering traffic on and for

the use of systems of state highways. Additionally, the CTB has the power and duty to review and approve policies and transportation objectives of VDOT and the Department of Rail and Public Transportation, to assist in establishing such policies and objectives, to oversee the execution thereof, and to report on these policies and objectives to the Commissioner of Highways and the Director of the Department of Rail and Public Transportation, respectively, pursuant to § 33.2-215 of the *Code of Virginia*.

### Alternatives

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

The Commissioner of Highways issued a Departmental Memorandum (DM 9-4) in 1995 that specifies the conditions for when VDOT will pay for the construction and maintenance of roadway lighting, and when those costs should be borne by others, including localities. The CTB adopted DM 9-4 as an official CTB Policy, which is available to the public in the CTB Policy Index on the CTB website.

### Public Comment

*Please summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency response. Ensure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency or board. Please indicate if an informal advisory group was formed for purposes of assisting in the periodic review.*

There were no comments received during the public comment period following the publication of the Notice of Periodic Review.

Commenter	Comment	Agency response

### Effectiveness

*Pursuant to § 2.2-4017, please indicate whether the regulation meets the criteria set out in Executive Order 14 (as amended, July 16, 2018), including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.*

This regulation is not necessary for the protection of public health, safety and welfare, because the objectives of the regulation can be achieved through other means, such as the CTB Policy. The current regulation merely references, by description, the underlying CTB Policy in DM 9-4, and has no additional substantive obligations. In 2009, the Attorney General’s Regulatory Reduction Task Force identified this regulation as unnecessary and recommended its repeal for those reasons..

### Decision

*Please explain the basis for the rulemaking entity's decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).*

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The CTB is proposing to repeal this regulation while maintaining the underlying policy as it had previously adopted.

### Small Business Impact

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

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This regulation is not necessary, as its objectives may be met through other means, however repeal of this regulation but continued reliance on the underlying CTB Policy does not impact small businesses.



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## Periodic Review Report of Findings

<b>Agency name</b>	Commonwealth Transportation Board
<b>Virginia Administrative Code (VAC) citation</b>	24VAC30-580
<b>Regulation title</b>	Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways
<b>Date this document prepared</b>	09/10/2019

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 14 (as amended, July 16, 2018), the Regulations for Filing and Publishing Agency Regulations (1 VAC7-10), and the *Virginia Register Form, Style, and Procedure Manual for Publication of Virginia Regulations*.

## Acronyms and Definitions

*Please define all acronyms used in this Report. Also, please define any technical terms that are used in the document that are not also defined in the "Definition" section of the regulations.*

"CTB" means Commonwealth Transportation Board.

There are no complex technical terms that require a definition.

## Legal Basis

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



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

### Alternatives

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

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

### Public Comment

*Please summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency response. Ensure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency or board. Please indicate if an informal advisory group was formed for purposes of assisting in the periodic review.*

No comments were received during the public comment period.

Commenter	Comment	Agency response

### Effectiveness

*Pursuant to § 2.2-4017, please indicate whether the regulation meets the criteria set out in Executive Order 14 (as amended, July 16, 2018), including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.*

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

### Decision

*Please explain the basis for the rulemaking entity's decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).*

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The CTB recommends amending the regulation. As stated above, while the regulation is effective, in order to streamline the process, the CTB suggests amending the regulation to allow VDOT District Administrators/Engineers to deny requests without presenting those requests to the Commissioner of Highways or CTB, respectively, only where the request clearly and objectively does not meet the required criteria..

### Small Business Impact

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

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Retaining and amending the regulation does not impact small businesses. The regulation is not complex, nor does it duplicate or conflict with federal or state laws. The regulation was adopted in 2003, and has not been amended since.



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## Periodic Review Report of Findings

<b>Agency name</b>	Commonwealth Transportation Board
<b>Virginia Administrative Code (VAC) citation</b>	24VAC30-590
<b>Regulation title</b>	Policy and Procedures for Control of Residential Cut-Through Traffic
<b>Date this document prepared</b>	09/10/2019

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 14 (as amended, July 16, 2018), the Regulations for Filing and Publishing Agency Regulations (1 VAC7-10), and the *Virginia Register Form, Style, and Procedure Manual for Publication of Virginia Regulations*.

## Acronyms and Definitions

*Please define all acronyms used in this Report. Also, please define any technical terms that are used in the document that are not also defined in the "Definition" section of the regulations.*

No acronyms are present in 24VAC30-590. There are no complex technical terms that require a definition.

## Legal Basis

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

The Commonwealth Transportation Board is the promulgating entity. Section 46.2-809.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board may develop a

residential cut-through traffic policy and procedure for the control of residential cut-through traffic on designated secondary highways. The Commonwealth Transportation Board has general authority, pursuant to § 33.2-210 of the *Code of Virginia*, to make regulations that are not in conflict with the laws of the Commonwealth for the protection of and covering traffic on and for the use of systems of state highways

### Alternatives

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

No alternatives are necessary and thus were not considered. The Commonwealth Transportation Board has adopted a policy on this topic that is available on its website.

### Public Comment

*Please summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency response. Ensure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency or board. Please indicate if an informal advisory group was formed for purposes of assisting in the periodic review.*

No comments were received during the public comment period.

Commenter	Comment	Agency response

### Effectiveness

*Pursuant to § 2.2-4017, please indicate whether the regulation meets the criteria set out in Executive Order 14 (as amended, July 16, 2018), including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.*

24VAC 30-590 does not establish but only references the policy established by the Commonwealth Transportation Board under Section 46.2-809.1. Therefore, this regulation is not necessary for the protection of public health, safety, and welfare because it is duplicative of the policy.

### Decision

*Please explain the basis for the rulemaking entity’s decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).*

The Commonwealth Transportation Board recommends repeal of this regulation. As stated above, the regulation simply references the policy established by the Commonwealth Transportation Board under Section 46.2-809.1. Further, a statement that a policy is on file at a specific address does not appear to meet the definition of a “regulation” under §2.2-4001 of the *Code of Virginia*, as they are not a “statement of general application, having the force of law, affecting the rights or conduct of any person, adopted by an agency...” Nor does the policy itself affect the rights of any person; it simply states internal agency procedures and guidance for agency staff in setting residential cut through traffic restrictions.

### Small Business Impact

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

---

Repealing this regulation does not impact small businesses.



# 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 # 3*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 11, 2019

#### MOTION

**Made By:** \_\_\_\_\_ **Seconded By:** \_\_\_\_\_

**Action:** \_\_\_\_\_

#### **Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2020-2025**

**WHEREAS**, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1<sup>st</sup> 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 2020-2025 Program on June 19, 2019; 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

**WHEREAS**, the projects shown in Appendix A were not included in the FY 2020-2025 Program adopted by the Board on June 19, 2019; 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 2020 through 2025 and are approved.

#####

## CTB Decision Brief

### Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2020 - 2025

**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 1<sup>st</sup> of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On June 19, 2019, after due consideration, the CTB adopted a Final FY 2020-2025 Program. The projects shown in Appendix A were not in the Final FY 2020-2025 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 2020–2025.

**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 2020–2025 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 2020-2025.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** None



**Appendix A**  
**Amendments to the FY2020-2025 SYIP**

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
NA	116480	Northern Virginia	Loudoun County	705	Rte. 705 Lighthridge Farm Road - Rural Rustic Road	\$ 1,000,000	\$ 1,000,000	\$0	Accounts Receivable	Yes
NA	116488	Salem	Botetourt County	81	High Friction Surface Treatment	\$ 1,000,000	\$ 1,000,000	\$0	CTB High Priority State	Yes
						\$ 2,000,000	\$ 2,000,000	\$ -		



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Richmond, Virginia 23219

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

Agenda item # 4

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

December 11, 2019

MOTION

Made By: Seconded By:

Action:

Title: FY20-25 Six-Year Improvement Program Transfers
for October 19, 2019 through November 15, 2019

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 19, 2019, a resolution was approved to allocate funds for the Fiscal Years 2020 through 2025 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 2020 through 2025 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 2020 through 2025 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

FY20-25 Six-Year Improvement Program Transfers for October 19, 2019 through November 15, 2019

December 11, 2019

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

### FY2020-2025 Six-Year Improvement Program Transfers for October 19, 2019 through November 15, 2019

**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 19, 2019, 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 2020 through 2025 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 2020 through 2025 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

<b>Total Cost Estimate</b>	<b>Threshold</b>
<\$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 October 19, 2019 through November 15, 2019 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 2020– 2025 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

FY20-25 Six-Year Improvement Program Transfers for October 19, 2019 through November 15, 2019

December 11, 2019

Page 2 of 2

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** None

**Six-Year Improvement 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	US 58 Rumble Strips - Lee County	106513	Bristol	U.S. 58 Rumble Stripe Initiative	109924	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$855,000	\$3,965,000	\$3,965,000	21.6%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to a scheduled project.
2	Hampton Roads	Signal System Upgrade - Phases 2, 3, 4	97720	Hampton Roads	Install Emergency Vehicle Preemption Software & Hardware	113830	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31)	\$97,809	\$301,809	\$301,809	32.4%	Transfer of surplus funds recommended by District and MPO from a completed project to a scheduled project.
3	Northern Virginia	I395 AUXILIARY LANE - SOUNDWALLS	110729	Northern Virginia	I-395 NORTHERN EXTENSION PROJECT OWNER COST (2A) LANDSCAPING	116423	Access PTF (CNS246)	\$350,000	\$631,250	\$631,250	55.4%	Transfer of surplus funds recommended by District and Financial Planning Division from an underway project to fund a scheduled project.
4	Richmond	INSTALL FLASHING YELLOW ARROWS - DISTRICTWIDE (PHASE 1)	107034	Richmond	INSTALLATION OF FLASHING YELLOW ARROWS - DW (CN-ONLY)	115723	Open Container Funds - Statewide (CNF221)	\$600,000	\$600,000	\$873,430	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to a scheduled project.
5	Richmond	SYSTEMIC ROADWAY DEPARTURE TREATMENTS CN - DISTRICTWIDE	116034	Richmond	SYSTEMIC ROADWAY DEPARTURE TREATMENTS - DISTRICTWIDE	116323	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$2,000,000	\$2,000,000	\$2,000,000	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a cancelled project to a scheduled project.
6	District-wide	STATEWIDE STP SAFETY INCENTIVE BALANCE ENTRY	70702	Richmond	Ashland to Petersburg Trail	T23465	Intoxicated Driver Penalty (CNF205)	\$349,887	\$349,887	\$4,000,000	100.0%	Transfer of legacy funds recommended by District and Traffic Engineering Division to fund a scheduled project.
7	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Staunton	ROUTE 7 WEST BOUND RAMP WIDENING TO ROUTE 340 NORTH	116467	STP &lt;5K (CF2700), STP &lt;5K Soft Match (CF2701), STP 5-200K (CF2600), STP 5-200K Soft Match	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a scheduled project.
8	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Staunton	ROUTE 7 DYNAMIC FLASHERS AT ROUTE 601 INTERSECTION	116474	STP &lt;5K (CF2700), STP &lt;5K Soft Match (CF2701), STP 5-200K (CF2600), STP 5-200K Soft Match	\$100,000	\$100,000	\$100,000	100.0%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a scheduled project.
9	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Staunton	ENHANCED LAW ENFORCEMENT - ROUTE 9 CLOSURE	116475	STP &lt;5K (CF2700), STP &lt;5K Soft Match (CF2701)	\$21,472	\$21,472	\$21,472	100.0%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a scheduled project.

**Six-Year Improvement 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
A	Bristol	BRISTOL - ENHANCEMENT - BALANCE ENTRY	T4975	Bristol	Town of Grundy Revitalization and Redevelopment Rte. 83	97812	Local Funds for Enhancement Projects (NPL206), TAP <5K (CF6700)	\$16,985	\$790,724	\$637,615	2.1%	Transfer of surplus funds recommended by District and Local Assistance Division from the District Enhancement Balance Entry line item to fund a completed project.
B	Statewide	ADA REQUIREMENTS	T15522	Fredericksburg	ADA Compliance	106349	Discretionary State CN (CNS298)	\$22,028	\$595,297	\$595,297	3.7%	Transfer of surplus funds recommended by District from the Statewide ADA Requirements Balance Entry line item to fund a completed project.
C	Statewide, Fredericksburg	ADA REQUIREMENTS, DISTRICT CLOSEOUT BALANCE ENTRY	T15522, T11506	Fredericksburg	CONCRETE REPAIR/REPLACEMENT ASSOCIATED ADA RAMP INSTALLATION	108301	STP Statewide 80/20 (CF2100), STP Statewide Soft Match 80/20 (CF2101), Bond Proceeds - Capital Projects Revenue (CNB267), Discretionary State CN (CNS298)	\$95,450	\$1,346,869	\$1,346,869	7.1%	Transfer of surplus funds recommended by District from the Statewide ADA Requirements and District Closeout Balance Entry line items to fund a completed project.



# 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 # 5*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 11, 2019

#### MOTION

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

**Title: Location Approval for the Route 670 Connector Road**

**WHEREAS**, State Highway Project 9999-039-591, P101, R201, C501 (the "Project") will relocate existing Route 670, referred to as the Route 670 Connector Road, to connect to U.S. Route 29 and construct a Restricted Crossing U-Turn (RCUT) intersection along U.S. Route 29 in Greene County; and

**WHEREAS**, in accordance with §33.2-208 of the Code of Virginia and the policies and regulations of the Commonwealth Transportation Board (CTB), including 24VAC 30-380-10, a Location Public Hearing was held on May 21, 2019 from 4:30 pm to 6:30 pm at the Holiday Inn Express & Suites in Ruckersville, Virginia for the purpose of considering alternative alignments to the preferred alignment (Alternative B) for the Route 670 Connector Road as shown on the attached exhibit; and

**WHEREAS**, proper notice of the Location Public Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations on the alternative alignments under consideration, and their statements have been duly recorded; and



**WHEREAS**, the economic, social and environmental effects of the evaluated alternative alignments have been examined and given proper consideration and this evidence, along with all other relevant evidence has been carefully reviewed; and

**WHEREAS**, on September 10, 2019 the Greene County Board of Supervisors adopted a Resolution of Support for Alternative B as the preferred alignment. See attached;

**WHEREAS**, the Virginia Department of Transportation's (VDOT's) Environmental Division has completed environmental reviews and coordination to identify environmental resources in the project vicinity, provide natural and historic resource agencies an opportunity to review and comment on the project during development, determine the potential for environmental impacts upon the local community and surrounding area and identifies opportunities for avoidance and minimization of potential and unavoidable environmental impacts; and

**WHEREAS**, the proposed Project is not programmed with any federal funding, and as such the National Environmental Policy Act (NEPA) does not apply to this Project; and

**WHEREAS**, a review of all data, including the May 2019 Traffic Engineering Analysis prepared by the Culpeper District Traffic Engineering Office, resulted in VDOT's recommendation that Alternative B be approved as the location for the Route 670 Connector Road.

**NOW, THEREFORE, BE IT RESOLVED**, that the CTB hereby approves Alternative B as the location for the Route 670 Connector Road as presented at the May 21, 2019 Location Public Hearing.

#####

## Commonwealth Transportation Board (CTB) Decision Brief

### Route 670 Connector Road in Greene County

**Issue:** The Route 670 Connector Road project will involve construction of a new two-lane roadway on new alignment to connect U.S. Route 29 to Route 670 along with a Restricted Crossing U-Turn (RCUT) intersection along U.S. Route 29.

**Facts:** The purpose of the project is as follows:

1. Improve connectivity and accommodate future commercial and residential growth<sup>(1)</sup> within the Corner Store Mixed Use Village Center Urban Development Area (UDA) in Greene County.
2. Mitigate congestion and address safety needs along a Corridor of Statewide Significance<sup>(2)</sup> by increasing peak period person throughput, reducing peak period delays, improving travel time reliability and reduce the number of fatal and injury crashes.<sup>(3)</sup>

(1) See Code of Virginia §15.2-2223.1.F.

(2) See attached SMART SCALE Project Scorecard (Application ID #1167).

**Recommendations:** The Virginia Department of Transportation recommends approval of Alternative B as the location for the Route 670 Connector Road as presented at the Location Public Hearing and shown on the attached exhibit.

**Action Required by CTB:** *Code of Virginia* §33.2-208, requires a majority vote of the CTB to locate and establish the routes to be followed by the roads comprising systems of state highways between points designated in the establishment of such systems.

**Result, if Approved:** If approved by the CTB, the Route 670 Connector Road project will move forward to the final design phase.

**Options:** Approve, Deny or Defer

**Public Comments/ Reaction:** A Location Public Hearing was held May 21, 2019 from 4:30 pm to 6:30 pm at the Holiday Inn Express & Suites in Ruckersville, Virginia. Citizens who attended were able to view displays for two potential alignments for the proposed Route 670 Connector Road, labeled as Alternatives A and B as shown on the attached exhibits. A No-Build option was presented as Alternative C.

A total of 65 citizens attended the Location Public Hearing. A total of 44 comments (not counting duplicates) were received during the comment period. A review of the comments revealed the following results:

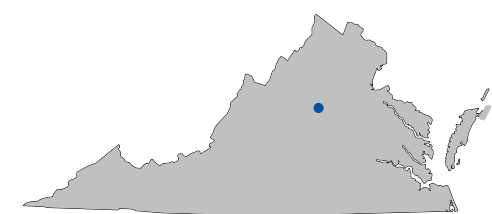
- 1 Person expressed support for Alternative A (with modifications)
- 8 People expressed support for Alternative B
- 27 People expressed support for Alternative C (No Build)
- The remaining 8 people who provided comments did not indicate a preference.

On September 10, 2019 the Greene County Board of Supervisors adopted a Resolution of Support for Alternative B as the preferred alignment. See attached.



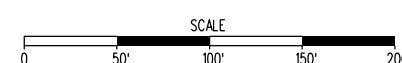
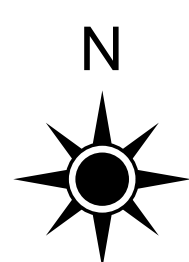
Virginia Department of Transportation

# Route 670 Connector Road Alternative A



Ruckersville  
Greene County

North Arrow & Scale



Legend

- Proposed Road
- Existing Right of Way
- Proposed Sidewalk, Raised Median
- Proposed Right of Way Line
- Proposed Gravel Entrance
- Proposed (Grass)
- Proposed Storm Water Management Pond
- Ex. Property Line
- Proposed Limits of Construction - Cut
- Proposed Limits of Construction - Fill

## Contact Information

John Rose  
Project Manager  
Virginia Department of Transportation  
1601 Orange Road  
Culpeper, Va 22701

Comments may also be sent to:  
John.Rose1@VDOT.Virginia.gov

Route 670 Connector Road  
Ruckersville, Virginia

State Project Number: 9999-039-591  
UPC: 111650

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way. Additional easements for utility relocations may be required beyond the proposed right-of-way shown on these plans.

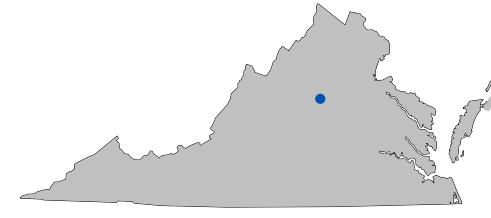
Imagery Courtesy of the Commonwealth of Virginia copyright 2019.





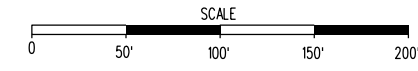
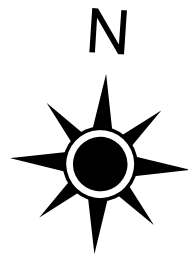
Virginia Department of Transportation

# Route 670 Connector Road Alternative B



Ruckersville  
Greene County

North Arrow & Scale



Legend

- Proposed Road
- Proposed Sidewalk, Raised Median
- Proposed Gravel Entrance
- Proposed (Grass)
- Proposed Storm Water Management Pond
- Ex. Property Line
- Proposed Limits of Construction - Cut
- Proposed Limits of Construction - Fill
- Existing Right of Way
- Proposed Right of Way Line

Contact Information

John Rose  
Project Manager  
Virginia Department of Transportation  
1601 Orange Road  
Culpeper, Va 22701

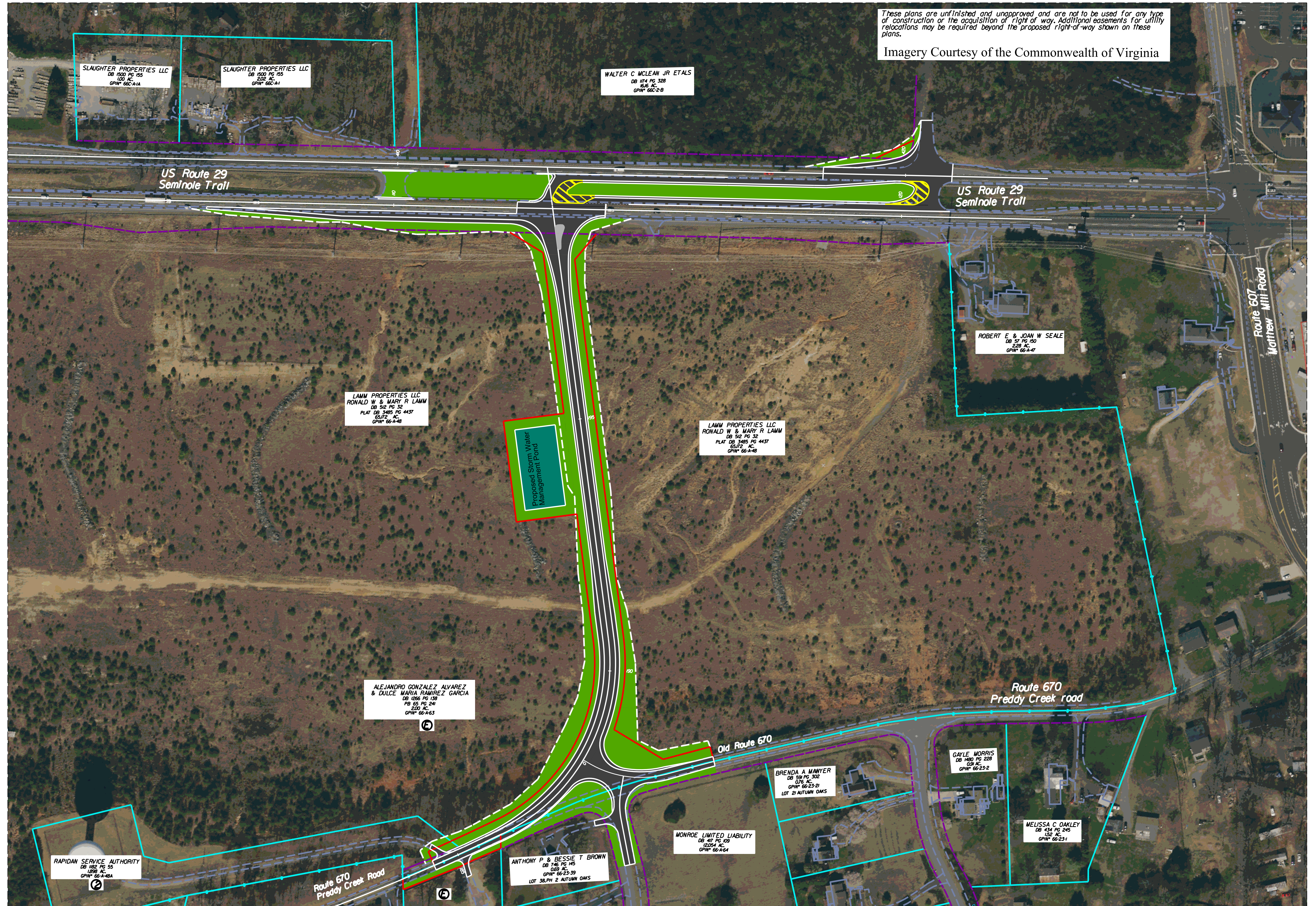
Comments may also be sent to:  
John.Rose1@VDOT.Virginia.gov

Route 670 Connector Road  
Ruckersville, Virginia

State Project Number: 9999-039-591  
UPC: 111650

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way. Additional easements for utility relocations may be required beyond the proposed right-of-way shown on these plans.

Imagery Courtesy of the Commonwealth of Virginia copyright 2019.



**RESOLUTION OF SUPPORT FOR  
ROUTE 670 CONNECTOR ROAD IMPROVEMENTS (ALTERNATIVE B)**

**WHEREAS**, Greene County considers a connection from Route 670 to US 29 to be a priority road improvement; and

**WHEREAS**, the Commonwealth Transportation Board approved funding necessary to complete the connector road to be awarded to Greene County through the Smart Scale program based on Greene County's 2018 Grant application; and

**WHEREAS**, the Virginia Department of Transportation worked extensively with Greene County staff, which received a letter of intent from a property owner willing to donate Right of Way for the proposed alignment of the connector road; and

**WHEREAS**, the Virginia Department of Transportation advertised and held a Location Public Hearing for the project on May 21st, 2019 at which sixty-five (65) citizens attended and reviewed two (2) preliminary design and alignment alternatives (Alternatives A and B) in addition to a third No-Build alternative (Alternative C); and

**WHEREAS**, the public comments received by the Virginia Department of Transportation on the three project alternatives included one (1) person expressing support for Alternative A (with modifications), eight (8) people expressing support for Alternative B, and twenty-six (26) people expressing support for Alternative C (the No-Build alternative).

**NOW, THEREFORE, BE IT RESOLVED**, that the Greene County Board of Supervisors hereby fully endorses and supports the proposed Alternative B as presented by the Virginia Department of Transportation for the Route 670 Connector Improvements; and


**BE IT FURTHER RESOLVED**, that the Board of Supervisors hereby respectfully requests the Commonwealth Transportation Board to approve the proposed alignment for design and construction.


**ADOPTED BY THE GREENE COUNTY BOARD OF SUPERVISORS ON SEPTEMBER 10, 2019**

Motion: Dale Herring  
Second: Michelle Flynn

Recorded Vote:

Bill Martin	<u>Yes</u>
Michelle Flynn	<u>Yes</u>
David Cox	<u>Yes</u>
Marie Durrer	<u>Yes</u>
Dale Herring	<u>Yes</u>

  
\_\_\_\_\_  
William Bryan Martin, Chair  
Greene County Board of Supervisors

  
\_\_\_\_\_  
Mark B. Taylor, Clerk  
Greene County Board of Supervisors



# COMMONWEALTH of VIRGINIA

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

**Stephen Brich**  
Commissioner

December 1, 2019

The Honorable Shannon Valentine  
The Honorable Stephen C. Brich, P. E.  
The Honorable Jennifer Mitchell  
The Honorable Jerry L. Stinson II  
The Honorable Mary Hughes Hynes  
The Honorable Allison DeTuncq  
The Honorable Bert Dodson, Jr.  
The Honorable W. Sheppard Miller III  
The Honorable Carlos M. Brown  
The Honorable Cedric Bernard Rucker  
The Honorable Stephen A. Johnsen  
The Honorable F. Dixon Whitworth, Jr.  
The Honorable E. Scott Kasprovicz  
The Honorable Raymond D. Smoot, Jr.  
The Honorable Marty Williams  
The Honorable John Malbon  
The Honorable Greg Yates

Subject: Location Approval of the Route 670 Connector Road in Greene County

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for Location Approval for your consideration. The proposed Location Approval on State Highway Project 9999-039-591, P101, R201, C501 has been recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that this request should be considered by the Board.

Sincerely,

A handwritten signature in blue ink that reads "Barton A. Thrasher".

Barton A. Thrasher, P.E.  
Chief Engineer

# PROJECT SCORECARD

For more information on how to read a scorecard, click here.

Route 670 Connector Road

App Id: 1167

Connector road from Route 670 to Route 29 to address congestion and safety issues. The design for the Route 607 improvements take this proposed connector road into consideration.

Project Location..... Greene County  
 SMART SCALE Area Type..... C  
 Submitting Entity..... Greene County  
 Preliminary Engineering..... Not Started  
 Right of Way..... Not Started  
 Construction..... Not Started  
 Expenditures to Date..... N/A  
 Key Fund Sources..... N/A  
 Administered By..... VDOT  
 Eligible Funding Program(s)..... District Grant  
 VTrans Need..... Corner Store UDA  
 ( Click for details )



<h1>8.6</h1> <p>SMART SCALE SCORE</p>	<h2>#88</h2> <p>OF 404 STATEWIDE</p>
	<h2>#3</h2> <p>OF 35 DISTRICTWIDE</p>

SMART SCALE Requested Funds..... **\$5,400,000**  
 Total Project Cost..... **\$5,400,000**  
 Project Benefit..... **4.6**  
 Project Benefit / Total Cost..... **8.6**

Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use
	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Square Feet of Commercial/Industrial Development Supported	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Other Factor Values Scaled by Potential Acreage Impacted	Support of Transportation-Efficient Land Development
Measure Value	1,788.0 persons	744.0 person hrs.	30.5 EPDO	108.5 EPDO / 100M VMT	0.4 jobs per resident	0.5 jobs per resident	0.0 adjusted users	32,247.3 thousand adj sq. ft.	7,423.7 thousand adj daily tons	999,718.9 adj. buffer time index	0.0 adjusted points	3.4 scaled points	adjusted jobs & pop.
Normalized Measure Value (0-100)	17.6	22.9	9.3	0.6	0.0	0.0	0.0	0.1	0.4	0.1	0.0	6.6	
Measure Weight (% of Factor)	50%	50%	50%	50%	60%	20%	20%	60%	20%	20%	50%	50%	N/A
Factor Value	20.3		4.9		0.0			0.2			3.3		0.0
Factor Weight (% of Project Score)	15%		25%		25%			25%			10%		N/A
Weighted Factor Value	3.0		1.2		0.0			0.0			0.3		
Project Benefit	4.6												
SMART SCALE Cost	\$5,400,000												
SMART SCALE Score (Project Benefit per \$10M SMART SCALE Cost)	<b>8.6</b>												



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# CTB PUBLIC HEARING SUMMARY

## Route 670 Connector Road

### Greene County

---

State Project: 9999-039-591  
UPC: 111650  
Fr: Route 670  
To: U.S. Route 29  
Project Length: 0.2790 Miles

### **PROJECT HISTORY**

Greene County applied for this project in 2016 through the Smart Scale prioritization process (Project ID 1167). The project will construct a new two-lane connector road on new alignment from Route 670 to US Route 29 to address congestion and safety issues. The project satisfies VTrans2040 Needs by addressing connectivity within the Corner Store Mixed Use Village Center Urban Development Area (UDA) and mitigating safety and congestion on the US Rte. 29 corridor. The project received a SMART SCALE score of 8.6 and was funded by the CTB in FY18.

### **PROJECT PURPOSE**

The purpose of the project is to improve connectivity and accommodate future commercial and residential growth<sup>(1)</sup> within the Corner Store Mixed Use Village Center Urban Development Area (UDA) in Greene County by constructing a new east-west roadway to connect US Route 29 with Route 670 (Preddy Creek Road). The project will also mitigate congestion and address safety needs along a Corridor of Statewide Significance<sup>(2)</sup> by increasing peak period person throughput, reducing peak period delays, improving travel time reliability, and reducing the number of fatal and injury crashes.<sup>(3)</sup>

(1) See Code of Virginia §15.2-2223.1.F.

(2) See attached SMART SCALE Project Scorecard (App ID 1167)

### **TYPICAL SECTION**

The proposed typical section will consist of two variable width (10-14 ft.) travel lanes with 8 ft. shoulders (4 ft. paved) within a 50-60 ft. right of way. A design speed of 35 mph is currently proposed.

### **PUBLIC HEARING**

Type - Location

Date - May 21, 2019

Time - 4:30 PM to 6:30 PM

Location – Holiday Inn Express & Suites (5920 Seminole Trail) in Ruckersville, Virginia

Public Hearing Summary  
Route 670 Connector Road  
December 11, 2019

## **ATTENDANCE**

65 citizens attended the Location Public Hearing.

## **COMMENTS RECEIVED**

44 comments (not counting duplicates) were received during the comment period which ended on May 31<sup>st</sup> 2019. Of the 44 comments received, one supported Alternative A (with modifications), eight supported Alternative B, 27 supported Alternative C (No-Build), and eight provided comments which did not indicate a preference.

## **ENVIRONMENTAL DATA**

The environmental effects of the evaluated alternative alignments have been examined and given proper consideration and this evidence, along with all other relevant evidence has been carefully reviewed. The Virginia Department of Transportation's (VDOT's) Environmental Division has completed environmental reviews and coordination to identify environmental resources in the project vicinity, provide natural and historic resource agencies an opportunity to review and comment on the project during development, determine the potential for environmental impacts upon the local community and surrounding area and identifies opportunities for avoidance and minimization of potential and unavoidable environmental impacts. The Project is not programmed with any federal funding, and as such the National Environmental Policy Act (NEPA) does not apply to this Project.

## **ESTIMATED COST**

Preliminary Engineering	- \$ 676,570
Right of Way and Utilities	- \$ 850,000
Construction	- \$ 3,700,000
Total estimated cost	- \$ 5,226,570

## **ADVERTISEMENT**

Construction is currently scheduled for October 2022.

## **RIGHT OF WAY**

As currently proposed, five property owners and parcels will be affected by acquisition of right-of way and /or easements along the preferred alignment. The project is not expected to require displacement and relocation of any businesses nor residences along the Connector Road. No non-profit organizations are being impacted with this project.

## TRAFFIC DATA

It is anticipated that in the design year of 2048 the average daily traffic volume will be 2460 vehicles per day on the new roadway. See Traffic Operation Analysis (Build vs No Build) below.



➤ Traffic Operation Analysis Build Versus No-Build:

Intersection analysis for the build versus no-build has been conducted for the signalized intersection of US 29 and Rte 607 and the un-signalized intersection of Rte 607 and Rte 670.

Table 4: US 29 and Rte 607 Signalized Intersection

Intersection	No- Build	Delay (veh/sec)	LOS	Build	Delay (veh/sec)	LOS	Percent Delay Reduction Build Vs. No- Build
US 29 (Seminole Trail) and Rte 607 (Cedar Grove Rd/ Matthew Mill Rd)	2022 No-Build AM Peak	46.7	D	2022 Build AM Peak	34.9	C	25%
	2022 No-Build PM Peak	51.7	D	2022 Build PM Peak	34.4	C	33%
	2048 No-Build AM Peak	96.1	F	2048 Build AM Peak	54.4	D	43%
	2048 No-Build PM Peak	110.5	F	2048 Build PM Peak	53.9	D	51%

As shown in Table 4 above for the impact on the signalized intersection of US 29 and Rte 607, for the 2022 build-out year, the Connector Rd will result in an intersection delay reduction of 25% during the AM peak and 33% during the PM peak. Similarly, for the 2048 design year, the construction of the Connector Rd will result in 43% delay reduction during the AM peak and 51% during the PM peak. It is anticipated that the overall intersection delay reduction will lead to shorten the queue length on the mainline US 29, which will enhance the traffic signal operation at this location.

Table 5: Rte 607 and Rte 670 Un-Signalized Intersection

Intersection	Movement		No- Build	Delay (veh/sec)	LOS	95th Queue (ft)	Build	Delay (veh/sec)	LOS	95th Queue (ft)	Percent Delay Reduction Build Vs. No- Build	Percent Queue Reduction Build Vs. No- Build
Rte 670 (Paddy Creek Rd) and Rte 607 (Matthew Mill Rd)	NB	L/R	2022 No-Build	17.9	C	67.5	2022 Build AM Peak	11.7	B	12.5	35%	81%
	Intersection Overall		AM Peak	6.0	A		Peak	2.1	A		65%	
	NB	L/R	2022 No-Build	16.6	C	25	2022 Build PM Peak	12	B	7.5	28%	70%
	Intersection Overall		PM Peak	2.1	A		Peak	1.2	A		43%	
	NB	L/R	2048 No-Build	30.7	D	147.5	2048 Build AM Peak	13.2	B	17.5	57%	88%
	Intersection Overall		AM Peak	10.7	B		Peak	2.5	A		77%	
	NB	L/R	2048 No-Build	23.4	C	50	2048 Build PM Peak	13.8	B	12.5	41%	75%
	Intersection Overall		PM Peak	3.1	A		Peak	1.4	A		55%	

The intersection of Rte 607 and Rte 670 will be positively impacted by the construction of the Connector Rd. Not only the intersection delay will be reduced, but also the queue lengths will be significantly shortened. The intersection overall delay will be reduced by 65% during the AM peak and reduced by 43% during the PM peak in the build-out year of 2022. In addition, the queue lengths will be shortened by 81% during the AM peak and 70% during the PM peak in the build-out year of 2022. Similarly, for the 2048 design year, the intersection delay will be reduced by 77% and 55% during the AM and PM peak, respectively. Furthermore, the queue lengths will be shortened by 88% and 75% for the AM and PM peak, respectively.

Conclusion and Recommendation:

As explained throughout the document, the construction of the Connector Rd will relieve some of the traffic from approaching the signalized intersection of US 29 and Rte 607 to reach US 29. In addition, the Connector Rd will result in overall intersection delay reduction at the signalized intersection of US 29 and Rte 607 and the un-signalized intersection of Rte 607 and Rte 670.

Alternative B design will have the following advantages compared to Alternative A:

- Less intersection conflict points at the intersection of Rte 670 and the Connector Road.
- Eliminates the need for left turn lane on Rte 670 and right turn lane on the Connector Road.
- Results in overall intersection delay reduction at the intersection of Rte 670 and the Connector Rd.

Based on the analysis above, Traffic Engineering recommends that Alternative B is the preferred Alternative.

Public Hearing Summary  
Route 670 Connector Road  
December 11, 2019

**STAFF RECOMMENDS**

The Virginia Department of Transportation recommends approval of Alternative B as the preferred location for the Route 670 Connector Road.



## 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 # 6*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 11, 2019

#### MOTION

**Made By:** \_\_\_\_\_ **Seconded By:** \_\_\_\_\_

**Action:** \_\_\_\_\_

#### **Title: Bridge Naming: “Willie “Roger” Griffith Memorial Bridge”**

**WHEREAS**, the Tazewell County Board of Supervisors wishes to honor and memorialize the life and ultimate sacrifice of Specialist 4<sup>th</sup> Class Willie “Roger” Griffith. He grew up and went to school in Tazewell County. As a soldier in the United States Army he was a member of Special Four B Company, 2<sup>nd</sup> Battalion, 502<sup>nd</sup> Infantry, 101<sup>st</sup> Airborne Division USARV. While on a search and destroy mission in Vietnam on May 18, 1967, with his platoon under heavy fire, Specialist 4<sup>th</sup> Class Griffith charged through enemy fire to an exposed position to enable his comrades to find covered positions. He was killed in action following that act of heroism, which earned him acclaim from the United States government and from the Republic of South Vietnam; and

**WHEREAS**, Specialist 4<sup>th</sup> Class Griffith received two medals from the South Vietnamese government and at that time was one of only a few American soldiers to be awarded a medal by a foreign government. He received the Vietnamese military medal of merit and the military medal with an Oak Leaf cluster. He was also awarded a Bronze Star for valor, a Bronze Star with an Oak Leaf cluster and a Purple Heart by the United States government. He is also memorialized on the Vietnam Veteran’s Memorial in Washington, DC. His name is inscribed on Panel 20E Line 28; and

**WHEREAS**, in accordance with § 33.2-213 of the *Code of Virginia*, the Tazewell County Board of Supervisors has requested, by resolution dated November 7, 2019, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and ultimate sacrifice of Specialist 4<sup>th</sup> Class Willie “Roger” Griffith, name the bridge on State Route 16,

Resolution of the Board  
Bridge Naming: "Willie "Roger" Griffith Memorial Bridge"  
December 11, 2019  
Page 2 of 2

Stoney Ridge Road, over Horsepen Creek, Tazewell County as the "Willie "Roger" Griffith 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

**WHEREAS**, by resolution, Tazewell 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 16, Stoney Ridge Road, over Horsepen Creek, Tazewell County as the "Willie "Roger" Griffith 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 Tazewell County for these costs as required by law.

#####

## CTB Decision Brief

### Bridge Naming: “Willie “Roger” Griffith Memorial Bridge”

**Issue:** Commemorative naming of the bridge on State Route 16, Stoney Ridge Road, over Horsepen Creek, Tazewell County as the “Willie “Roger” Griffith Memorial Bridge”.

**Facts:** Tazewell County enacted a resolution on November 7, 2019 to honor the life and sacrifice of Specialist 4<sup>th</sup> Class Willie “Roger” Griffith. Mr. Griffith attended schools in Amonate, Bishop and Tazewell County, Virginia. He was a member of Special Four B Company, 2<sup>nd</sup> Battalion, 502<sup>nd</sup> Infantry, 101<sup>st</sup> Airborne Division USARV.

On May 18, 1967, while on a search and destroy mission in Vietnam, with his platoon under heavy fire, Specialist 4<sup>th</sup> Class Willie “Roger” Griffith charged through enemy fire to an exposed position to enable his comrades to find covered positions. He was killed in action following that act of heroism which earned him acclaim from the United States government and from the Republic of South Vietnam. He received 2 medals from the South Vietnamese government and at the time was one of only a few American soldiers to be awarded a medal by a foreign government.

He received the Vietnamese military medal of merit and the military medal with an Oak Leaf cluster. An Oak Leaf cluster, which is the highest ranking cluster, is placed on military awards and decoration to denote those who have received more than one bestowal of a particular decoration. He was also awarded a Bronze Star for valor, a Bronze Star with an Oak Leaf cluster and a Purple Heart by the United States government.

Specialist 4<sup>th</sup> Class Willie “Roger” Griffith is also memorialized on the Vietnam Veteran’s Memorial in Washington, DC. His name is inscribed on Panel 20E Line 28.

**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 16, Stoney Ridge Road, over Horsepen Creek, Tazewell County will be named as the “Willie “Roger” Griffith Memorial Bridge”. In accordance with law and by local resolution, Tazewell 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.

## WILLIE "ROGER" GRIFFITH MEMORIAL BRIDGE RESOLUTION

Bridge Naming on Route 16 "Stoney Ridge Road", over Horsepen Creek in the Bishop Community of Tazewell County as the "Willie Roger Griffith Memorial Bridge".

**WHEREAS**, Willie "Roger" Griffith (July 7, 1946 – May 18, 1967), known as Roger to his family, friends and comrades attended schools in Amonate, Bishop and Tazewell High School in Tazewell, County Virginia. Mr. Griffith was a member Special Four B Company, 2<sup>nd</sup> Battalion, 502<sup>nd</sup> Infantry, 101<sup>st</sup> Airborne Division USARV; and

**WHEREAS**, Specialist 4th Class Willie "Roger" Griffith was killed 2 months before he was old enough to vote. At the age of 20 he was killed on May 18, 1967 in Vietnam following an act of heroism which won him acclaim from the United States government and the Republic of South Vietnam; and

**WHEREAS**, in 1967 Roger's parent's Mr. & Mrs. Willie Griffith of Bishop VA, received 2 medals awarded to their son from the South Vietnamese government. The occasion at this time marked one of the few, if not the only, time a local soldier had been awarded metals by a foreign government; and

**WHEREAS**, the two medals, the Vietnamese military medal of merit and the military medal with an Oak cluster, were awarded after this description of Specialist 4th Class Griffith's heroic actions. An Oak Leaf Cluster, the highest ranking cluster, is placed on military awards and decorations to denote those who have received more than one bestowal of a particular decoration; and

**WHEREAS**, While on a search and destroy mission on May 18, 1967, with his platoon under heavy fire, Sergeant Griffith charged through enemy fire to an exposed position to enable his comrades to find covered positions; and

**WHEREAS**, SP4 Griffith was also awarded a Bronze Star for valor, a Bronze Star with an Oak Leaf cluster and a Purple Heart by the United States of America government; and

**WHEREAS**, by his courage, intrepid fighting spirit and selfless devotion to duty, SP4 Griffith contributed immeasurably to the accomplishments of his unit's mission and sustained as well as enhanced traditions of the United States Army. SP4 Griffith valiantly gave his life in service and defense of the United States of America, the Commonwealth of Virginia, Tazewell County and for his fellow soldiers; and

**WHEREAS**, Mr. Griffith is honored on the Vietnam Veteran's Memorial in Washington DC and his name inscribed on Panel 20E Line 28; and

**WHEREAS**, The Board of Supervisors of Tazewell County Virginia wishes to memorialize the life and ultimate sacrifice of Specialist 4th Class Willie "Roger" Griffith; 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 Tazewell 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 16, "Stoney Ridge Road", over Horsepen Creek in the Bishop Community of Tazewell County as the "Willie "Roger" Griffith Memorial Bridge";

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

**IN WITNESS WHEREOF** the Board of Supervisors have caused this Resolution to be duly executed on its behalf by its Chairman and attested by its Clerk

**IT IS RESOLVED** this the 7<sup>th</sup> day of November 2019



Travis Hackworth, Chairman  
Tazewell County Board of Supervisors







Esri, HERE, Garmin, (c) OpenStreetMap contributors, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, VDOT, FFD, CO, Richmond, VA, GIS SIG, Annex, 3th floor

Notes

Location Reference:  
 VDOT Structure #1011  
 Route 16 mile marker: 77.57  
 37° 12' 24" Lat.  
 -81° 33' 39" Long.

**TAZEWELL CO. (092)**  
**Route 16 Bridge Dedication**  
**Bridge over Jacobs Fork Creek**  
**"WILLIE ROGER GRIFFITH MEMORIAL BRIDGE"**





Virginia Department of Transportation  
Maintenance Division  
CTB MEETING: December 11, 2019

Tazewell County  
Proposed Bridge Naming:  
**“Willie Roger Griffith  
Memorial Bridge”**



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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*Agenda item #7*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 11, 2019

#### MOTION

**Made By:** \_\_\_\_\_ **Seconded By:** \_\_\_\_\_

**Action:** \_\_\_\_\_

#### **Title: Bridge Naming: "Sedwick Memorial Bridge"**

**WHEREAS**, the Page County Board of Supervisors wishes to honor and memorialize the lives and sacrifices of the Sedwick family. Elmer Nathan Sedwick and his brother Richard P. Sedwick served in the United States Army. Their brother Julian R. Sedwick served in the United States Navy and the fourth brother, James G. Sedwick, served in the United States Marines. All four men served during World War II; and

**WHEREAS**, Elmer Sedwick was the recipient of the Silver Star and Purple Heart medals. Mr. Sedwick made the ultimate sacrifice for his country when he was killed in action at the Battle of the Bulge in 1944. He is buried in Arlington National Cemetery; and

**WHEREAS**, in 1969, Richard Sedwick donated the soil for footers at the western end of this bridge replacing the low water bridge over the Shenandoah River. He also donated the land located on the west side of the Shenandoah River adjacent to the bridge for use as a boat landing by the Department of Game and Inland Fisheries. Additionally, the Richard and Ann Sedwick Family Trust contributed to the Virginia Department of Transportation for the road improvement project on Serenity Ridge Road near this bridge; and

**WHEREAS**, in accordance with § 33.2-213 of the *Code of Virginia*, the Page County Board of Supervisors has requested, by resolution dated September 3, 2019, that the Commonwealth Transportation Board (CTB), to honor and memorialize the Sedwick family, name the bridge on Route 675, Bixler's Ferry Road, over the south fork of the Shenandoah River, Page County as the "Sedwick Memorial Bridge"; and

Resolution of the Board  
Bridge Naming: "Sedwick Memorial Bridge"  
December 11, 2019  
Page 2 of 2

**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

**WHEREAS**, by resolution, Page 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 675, Bixler's Ferry Road, over the south fork of the Shenandoah River, Page County as the "Sedwick 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 Page County for these costs as required by law.

#####

## CTB Decision Brief

### Bridge Naming: "Sedwick Memorial Bridge"

**Issue:** Commemorative naming of the bridge on Route 675, Bixler's Ferry Road, over the south fork of the Shenandoah River, Page County as the "Sedwick Memorial Bridge".

**Facts:** Page County enacted a resolution on September 3, 2019 to honor and memorialize the lives and sacrifices of the Sedwick family. Elmer N. Sedwick, Richard P. Sedwick, Julian R. Sedwick and James G. Sedwick are four brothers who served in various branches of the United States Armed Forces.

Elmer Sedwick was the recipient of the Silver Star and Purple Heart medals. Mr. Sedwick made the ultimate sacrifice for his country when he was killed in action at the Battle of the Bulge in 1944. He is buried in Arlington National Cemetery.

In 1969, Richard Sedwick donated the soil for footers at the western end of this bridge replacing the low water bridge over the Shenandoah River. He also donated the land located on the west side of the Shenandoah River adjacent to the bridge for use as a boat landing by the Department of Game and Inland Fisheries. Additionally, the Richard and Ann Sedwick Family Trust contributed to the Virginia Department of Transportation for the road improvement project on Serenity Ridge Road near this bridge.

**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 675, Bixler's Ferry Road, over the south fork of the Shenandoah River, Page County will be named as the "Sedwick Memorial Bridge". In accordance with law and by local resolution, Page 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 PAGE

103 South Court Street, Suite F  
Luray, Virginia 22835  
(540) 743-4142  
Fax: (540) 743-4533

Board of Supervisors:

Morgan Phenix – Chairman – At- Large  
D. Keith Guzy, Jr. – District 1  
David Wiatrowski – District 2  
Mark Stroupe – District 3  
Larry Foltz – District 4  
Jeff Vaughan – District 5

County Administrator:

Amity Moler

#2019-09

## RESOLUTION FOR BRIDGE NAMING

**Naming of the bridge on Route 675, Bixler's Ferry Road, from the bridge, known as Bixler's Ferry Bridge, which crosses the South Fork of the Shenandoah River to the intersection of Bixler's Ferry Road, and Route 684, Page Valley Road at the foot of the Massanutten Mountain west of Luray in Page County as the "Sedwick Memorial Bridge"**

**WHEREAS**, Elmer Nathan Sedwick (U. S. Army), Julian R. Sedwick (U. S. Navy), Richard P. Sedwick (U. S. Army), and James G. Sedwick (U. S. Marines) are all brothers who served in the military in World War II; and

**WHEREAS**, Elmer Nathan Sedwick was the recipient of the Silver Star & Purple Heart medals and was killed in action at the Battle of the Bulge in 1944 and is buried at Arlington National Cemetery; and

**WHEREAS**, in 1969, Richard P. "Rick" Sedwick donated the soil for footers at the western end of this bridge replacing the low water bridge over the Shenandoah River; and

**WHEREAS**, Richard P. "Rick" Sedwick donated the land located on the west side of the Shenandoah River adjacent to the bridge for use as a boat landing by the Department of Game & Inland Fisheries; and

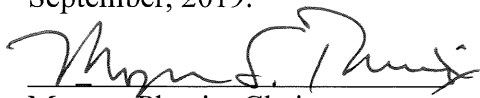
**WHEREAS**, the Richard & Ann Sedwick Family Trust contributed to Virginia Department of Transportation for the road improvement project on Serenity Ridge Road near the bridge; and

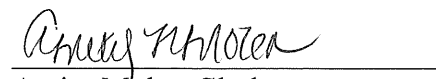
**WHEREAS**, this Board wishes to memorialize the service and sacrifices of the Sedwick family.

**NOW, THEREFORE, BE IT RESOLVED**, that Page County, in accordance with Section 33.2-213 of the *Code of Virginia*, does hereby request that the Commonwealth Transportation Board name the bridge on Route 675, Bixler's Ferry Road, from the bridge, known as Bixler's Ferry Bridge, which crosses the South Fork of the Shenandoah River to the intersection of Bixler's Ferry Road, and Route 684, Page Valley Road at the foot of the Massanutten Mountain west of Luray in Page County as the "Sedwick Memorial Bridge".

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

This Resolution was adopted by the Page County Board of Supervisors on this 3<sup>rd</sup> day of September, 2019.

  
Morgan Phenix, Chairman

  
Amity Moler, Clerk



Virginia Department of Transportation  
Maintenance Division  
CTB MEETING: December 11, 2019

Page County

Proposed Bridge Naming:  
**"Sedwick Memorial Bridge"**



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

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Richmond, Virginia 23219

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*Agenda item # 8*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 11, 2019

#### MOTION

**Made By:** \_\_\_\_\_ **Seconded By:** \_\_\_\_\_

**Action:** \_\_\_\_\_

**Title: Delegation of Authority for Commissioner of Highways to Enter into an Amendment and Termination of Standard Project Agreement between VDOT and Hampton Roads Transportation Accountability Commission (HRTAC) for the Route 460/58/13 Connector Study/Project (UPC 106694)**

**WHEREAS**, the Virginia General Assembly, pursuant to Chapter 26 of Title 33.2 of the Code of Virginia, established the Hampton Roads Transportation Accountability Commission (HRTAC), a political subdivision of the Commonwealth; and

**WHEREAS**, the Virginia General Assembly, pursuant to §33.2-2600 of the Code of Virginia also established the Hampton Roads Transportation Fund (HRTF) to fund new construction projects on new or existing highways, bridges, and tunnels in the localities comprising Planning District 23; and

**WHEREAS**, pursuant to §33.2-2608 the HRTAC may enter into contracts or agreements necessary or convenient for the performance of its duties and the exercise of its powers under Chapter 26; and

**WHEREAS**, §33.2-214 (C) of the Code of Virginia empowers the Commonwealth Transportation Board (Board) to enter into contracts with local districts, commissions, agencies, or other entities created for transportation purposes; and

**WHEREAS**, in accord with approval and delegation by the Board, dated July 28, 2016, the Commissioner of Highways executed a Standard Project Agreement, dated as of November



Resolution of the Board  
Delegation of Authority for Commissioner of Highways to Execute Amendment and  
Termination of Standard Project Agreement with HRTAC for Route 460/58/13 Connector  
Project – UPC 106694  
December 11, 2019  
Page 2 of 2

9, 2016, between VDOT and HRTAC for Funding and Administration of the Route 460/58/13 Connector Study (UPC 106694) (the “Project” or “Study”), whereby HRTAC provided \$5,000,000 in funding for the Study; and

**WHEREAS**, VDOT utilized a portion of the HRTAC Funding to perform a traffic analysis relating to the Route 460/58/13 Connector Study and concluded that the existing facilities accommodate travel demands through 2040 and no further study is required at this time; and

**WHEREAS**, VDOT has notified HRTAC that all invoices arising from work on the Project have been paid and that there remains \$3,904,632.42 in unexpended HRTAC-controlled funds that were obligated for the Study; and

**WHEREAS**, HRTAC and VDOT staff have developed an Amendment and Termination document, which makes technical amendments to the Standard Project Agreement, to allow and provide for termination of the Standard Project Agreement and release of the unexpended funding for the Study to HRTAC for other uses (“Amendment and Termination of Standard Project Agreement”); and

**WHEREAS**, the Amendment and Termination of Standard Project Agreement was approved by the HRTAC on November 21, 2019; and

**WHEREAS**, VDOT has requested that the Board authorize the Commissioner to execute the Amendment and Termination of Standard Project Agreement, attached hereto as Exhibit A, in order to terminate the Standard Project Agreement with HRTAC regarding preliminary engineering relating to the Route 460/58/13 Connector Study and to release the unexpended portion of the HRTAC-controlled funds, totaling \$3,904,632.42, for other uses.

**NOW, THEREFORE, BE IT RESOLVED**, the Commonwealth Transportation Board hereby approves and authorizes the Commissioner of Highways to execute the Amendment and Termination of Standard Project Agreement, in substantially the same form as Exhibit A with such changes and additions as the Commissioner deems necessary, in order to terminate the Standard Project Agreement with HRTAC regarding administration and funding for the Route 460/58/13 Connector Study and to release the unexpended portion of the HRTAC-controlled funds obligated thereto, totaling \$3,904,632.42, for other uses.

#####

## CTB Decision Brief

### Delegation of Authority for Commissioner of Highways to Enter into an Amendment and Termination of the Standard Project Agreement between VDOT and Hampton Roads Transportation Accountability Commission (HRTAC) for Route 460/58/13 Connector Study/Project

**Issue:** On November 9, 2016 and in accord with approval and delegation by the Commonwealth Transportation Board (CTB), dated July 28, 2016, the Commissioner of Highways executed a Standard Project Agreement between VDOT and HRTAC for Funding and Administration of the Route 460/58/13 Connector Study (UPC 106694) (the “Project” or “Study”), whereby HRTAC provided \$5,000,000 in funding for the Study. Subsequently and pursuant to the Standard Project Agreement, VDOT performed a traffic analysis of the Route 460/58/13 connector and concluded that the existing facilities accommodate travel demands through 2040 and no further study is required at this time. Accordingly, to release HRTAC funds remaining on the project, amendment and termination of the Standard Project Agreement between VDOT and HRTAC is necessary and VDOT seeks approval of and authorization by the CTB for the Commissioner of Highways to execute the amendment and termination document.

**Facts:** HRTAC and VDOT entered into a Standard Project Agreement, dated as of November 9, 2016, for Funding and Administration of the Route 460/58/13 Connector Study (UPC 106694). Since that time, VDOT has performed a traffic analysis of the Route 460/58/13 connector and concluded that the existing facilities accommodate travel demands through 2040 and that no further study is required at this time. Accordingly, VDOT recommended to the Hampton Roads Transportation Planning Organization (“HRTPO”) and HRTAC that the Project be terminated and that the unexpended HRTAC-Controlled Funds provided pursuant to and addressed by the Standard Project Agreement be released to HRTAC.

The HRTPO responded to VDOT’s recommendation by taking action on November 14, 2019 to approve termination of the Project. VDOT has notified HRTAC that all invoices arising from work on the Study have been paid and that the resulting unexpended portion of the HRTAC-controlled funds (none of which is in VDOT’s possession) totals \$3,904,632.42.

HRTAC staff concurs with the amount of the unexpended portion of the HRTAC-Controlled funds. Accordingly, HRTAC and VDOT staff have developed an Amendment and Termination document, attached hereto as Exhibit A, which makes technical amendments to the Standard Project Agreement to allow and provide for termination of the Standard Project Agreement, and release of the unexpended funding for the Route 460/58/13 Study to HRTAC for other uses (“Amendment and Termination of Standard Project Agreement”). The Amendment and Termination of Standard Project Agreement was approved by the HRTAC on November 21, 2019.

Section 33.2-214 C of the *Code of Virginia* empowers the CTB to enter into contracts (agreements) with local districts, commissions, agencies or other entities created for transportation purposes and VDOT seeks approval and delegation of the CTB for the Commissioner to execute the Amendment and Termination of Standard Project Agreement, relating to termination and release of funding for the Route 460/58/13 Connector Study, attached hereto as Exhibit A.

**Recommendation:** VDOT recommends that the CTB approve and authorize the Commissioner to execute the Amendment and Termination of Standard Project Agreement, relating to termination of and release of funding for the Route 460/58/13 Connector Study.

**Action Required by the CTB:** Approve by majority vote the resolution providing for termination of the standard project agreement and release of HRTAC funds for the Route 460/58/13 Connector Study, in the amount of \$3,904,632.42.

**Result, if Approved:** The Commissioner will have authority to execute the Amendment and Termination of Standard Project Agreement, relating to termination of and release of funding for the Route 460/58/13 Connector Study, and upon, execution, HRTAC funding in the amount of \$3,904,632.42 will be released for other uses.

**Options:** Approve, Deny or Defer

**Public Comments/Reactions:** N/A

EXHIBIT A

**AMENDMENT TO AND TERMINATION OF  
STANDARD PROJECT AGREEMENT  
FOR FUNDING AND ADMINISTRATION**

THIS AMENDMENT TO AND TERMINATION OF THE STANDARD PROJECT AGREEMENT FOR FUNDING AND ADMINISTRATION (this "Amendment and Termination"), dated as of November \_\_\_, 2019 (the "Effective Date"), is made by and between the VIRGINIA DEPARTMENT OF TRANSPORTATION ("VDOT"), and the HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION ("HRTAC").

**RECITALS:**

A. The parties entered into a Standard Project Agreement for Funding and Administration of the Route 460/58/13 Connector Study (UPC 106694), dated as of November 9, 2016 (the "Project Agreement").

B. Pursuant to the Project Agreement, VDOT performed a traffic analysis of the Route 460/58/13 connector and concluded that the existing facilities accommodate travel demands through 2040 and no further study is required at this time.

C. VDOT has recommended to the Hampton Roads Transportation Planning Organization ("HRTPO") and HRTAC that the Project be terminated and that the unexpended HRTAC-Controlled Moneys committed pursuant to and addressed by the Project Agreement are no longer needed for purposes of this Project.

D. VDOT has notified HRTAC that all invoices arising from work on the Project have been paid and the resulting unexpended portion of the committed HRTAC-Controlled Moneys (none of which is in VDOT's possession) amounts to \$3,904,632.42 ("Remaining Agreement Funding").

E. In accordance with Section I(a) of the Project Agreement, the Parties now desire to amend and terminate the Project Agreement on the terms and conditions set forth below.

NOW, THEREFORE, in consideration of the premises, the mutual covenants and agreements set forth in this Amendment and Termination, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree:

1. AMENDMENT OF THE PROJECT AGREEMENT

(a) That pursuant to subsection I(a) of the Project Agreement, Section C (Term) of the Project Agreement is hereby amended by adding a subsection (5) which reads:

5. Notwithstanding the foregoing, the parties may, by mutual agreement, terminate this Agreement, without cause, and in such case, upon termination and payment of all eligible expenses any unexpended HRTAC funds

committed pursuant to this Agreement shall be released by VDOT no later than 60 days after the date of termination.

2. TERMINATION OF THE PROJECT AGREEMENT, AS AMENDED

(a) That no further study of the Route 460/58/13 connector is warranted at this time, the Project has been terminated, only eligible expenses and all invoices therefor arising from work on the Project have been paid, and none of the Remaining Agreement Funding is required for the Project.

(b) That VDOT hereby represents and warrants, as VDOT's certification required under Section A.19 of the Project Agreement, as amended, that it adhered to all applicable laws and regulations and all requirements of the Project Agreement.

(c) That termination of the Project Agreement by mutual agreement of the parties is warranted in this case.

(d) That the Project Agreement is hereby terminated, and the Remaining Agreement Funding in the amount of \$3,904,632.42 is released by VDOT and no longer encumbered by the Project or the Project Agreement.

(e) That VDOT shall provide to HRTAC copies of all reports, analyses, and summary documents prepared by or on behalf of VDOT in connection with the Project.

3. This Amendment and Termination may be executed in any number of counterparts, and by each party on a separate counterpart, each of which, when so executed and delivered, shall be deemed to be an original and all of which taken together shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties have executed this Amendment and Termination by their duly authorized representative as of the Effective Date.

**VIRGINIA DEPARTMENT OF  
TRANSPORTATION**

**HAMPTON ROADS  
TRANSPORTATION  
ACCOUNTABILITY COMMISSION**

By: \_\_\_\_\_  
Stephen C. Brich, P.E.  
Commissioner of Highways

By: \_\_\_\_\_  
Linda T. Johnson  
Chair

Date: \_\_\_\_\_

Date: \_\_\_\_\_



# 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 # 9*

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

**December 11, 2019**

#### **MOTION**

**Made By: \_\_\_\_\_ Seconded By:**

#### **Action:**

**Title: Approval of Comprehensive Review Report related to the Robert O. Norris Bridge and Statewide Special Structures Fund and Asset Condition Performance Targets**

**WHEREAS**, Chapters 83 and 349 of the 2019 Acts of Assembly established the Robert O. Norris Bridge and Statewide Special Structure Fund, now set forth in Va. Code § 33.2-1532; and

**WHEREAS**, Chapters 83 and 349, of the 2019 Acts of Assembly also required the Commonwealth Transportation Board (“the Board”) to undertake a comprehensive review (the “Comprehensive Review”) of the current and future condition of pavements and bridges in the Commonwealth, specifying that the review shall at a minimum (i) consider current conditions and performance targets for pavements and bridges, (ii) consider current investment strategies of the Highway Maintenance and Operating Fund and the State of Good Repair Program, (iii) recommend new performance targets for pavements and bridges with a sustainable performance over a 20-year period, and (iv) develop an investment strategy for the Highway Maintenance and Operating Fund and the State of Good Repair Program to achieve those sustainable performance targets, including a plan to address the funding needs of large and unique bridges and tunnel structures in the Commonwealth; and

**WHEREAS**, Chapters 83 and 349, of the 2019 Acts of Assembly required the Board to provide a report regarding the Comprehensive Review to the General Assembly by December 1, 2019 (“Comprehensive Review Report”); and

Resolution of the Board

Approval of Comprehensive Review Report related to the Robert O. Norris Bridge and Statewide Special Structures Fund and Asset Condition Performance Targets

December 11, 2019

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**WHEREAS**, while the Highway Maintenance and Operating Fund is legislatively distributed to other Commonwealth agencies and entities, the Comprehensive Review Report focused on VDOT’s Highway Maintenance and Operations Program, namely the portion of the Highway Maintenance and Operating Fund allocated to VDOT; and

**WHEREAS**, the Board is being provided a draft Comprehensive Review Report for review and comment and may offer additional edits and comments to the draft Comprehensive Review Report, and in order to facilitate timely submission of the Comprehensive Review Report, the Commissioner of Highways will need authority to update the report with the edits requested by the Board prior to submission; and

**WHEREAS**, pursuant to §2.2-229, it is the responsibility of the Office of Intermodal Planning and Investment (OIPI) to develop measures and targets related to the performance of the Commonwealth's surface transportation network for the Board's approval, including any performance measurement required by Title 23 or 49 of the United States Code and any measures adopted by the Board pursuant to § 33.2-353; and

**WHEREAS**, on September 18, 2018 pursuant to 23 CFR §§490.307 and 490.407, the Board adopted Asset Condition Performance Targets relating to pavement and structure condition, which apply only to the National Highway System (NHS), which is limited to approximately 15 percent of the VDOT owned network; and

**WHEREAS**, OIPI, working collaboratively with VDOT to address item (iii) of the Comprehensive Review, has proposed the long term sustainable statewide asset condition performance measures and targets by roadway system for pavements and structures set out in Table A (Pavements and Structures Long-Term Sustainable Performance Measures and Targets); and

**WHEREAS**, OIPI, in consultation with VDOT, recommends adoption of the proposed Pavements and Structures Long-Term Sustainable Performance Measures and Targets set forth in Table A and incorporation of these measures and targets into the Statewide Transportation Plan pursuant to § [33.2-353](#) to address the Plan’s goal for Proactive System Management:

**TABLE A: Pavement and Structures Long-Term Sustainable Performance Measures and Targets**

<b>Asset</b>	<b>Interstate</b>	<b>Primary</b>	<b>Secondary</b>	<b>Average General Condition Rating</b>
Pavement Sufficiency Rating	82 percent	AADT ≥ 3,500 – 82 percent AADT < 3,500 – 75 percent	AADT ≥ 3,500 – 82 percent AADT < 3,500 – 60 percent	N/A
Structures – Excluding the Special Structures Categories Tunnels and Movable Bridges	≥ 97 percent No postings	≥ 93 percent	≥ 90 percent	≥ 5.6

Resolution of the Board

Approval of Comprehensive Review Report related to the Robert O. Norris Bridge and Statewide Special Structures Fund and Asset Condition Performance Targets

December 11, 2019

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**WHEREAS**, the Comprehensive Review Report recommends development of a Special Structures health index and risk-based prioritization of projects; and

**WHEREAS**, the Comprehensive Review Report recommends the Commissioner of Highways to report on annual basis to the Board, the (i) projected and actual performance of the pavements, structures and Special Structures and (ii) planned and accomplished routine maintenance work; and

**NOW, THEREFORE, BE IT RESOLVED**, by the Board, that the Comprehensive Review Report, 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 Comprehensive Review Report to the General Assembly.

**BE IT FURTHER RESOLVED**, that the Board hereby approves the Pavements and Structures Long-Term Sustainable Performance Measures and Targets set forth in Table A.

**BE IT FURTHER RESOLVED**, that the Board supports VDOT in developing a Special Structures health index and risk-based prioritization of projects and requests that VDOT present said prioritization to the Board.

**BE IT FURTHER RESOLVED**, that the Board directs the Commissioner of Highways to report on annual basis the (i) projected and actual performance of the pavements, structures and Special Structures and (ii) planned and accomplished routine maintenance work.

#####



**CTB Decision Brief**

**Approval of Comprehensive Review Report related to the Robert O. Norris Bridge and Statewide Special Structures Fund and Asset Condition Performance Targets**

**Issue:** The Office of Intermodal Planning and Investment (“OIPI”), and Virginia Department of Transportation (“VDOT”) seek from the Commonwealth Transportation Board (“Board”) the following actions: (i) approval of the proposed Pavements and Structures Long-Term Sustainable Performance Measures and Targets set forth in Table A and incorporation of these measures and targets into the Statewide Transportation Plan pursuant to § [33.2-353](#) to address the Plan’s goal for Proactive System Management:

**TABLE A: Pavement and Structures Long-Term Sustainable Performance Measures and Targets**

<b>Asset</b>	<b>Interstate</b>	<b>Primary</b>	<b>Secondary</b>	<b>Average General Condition Rating</b>
Pavement Sufficiency Rating	82 percent	AADT ≥ 3,500 – 82 percent AADT < 3,500 – 75 percent	AADT ≥ 3,500 – 82 percent AADT < 3,500 – 60 percent	N/A
Structures – Excluding the Special Structures Categories Tunnels and Movable Bridges	≥ 97 percent No postings	≥ 93 percent	≥ 90 percent	≥ 5.6

(ii) support for the development of a Special Structures health index and risk-based prioritization of projects; (iii) direction for the Commissioner of Highways to report on an annual basis to the Board, the (a) projected and actual performance of the pavements, structures and Special Structures and (b) planned and accomplished routine maintenance work, and (iv) approval of the FY 2019 Comprehensive Review Report.

**Facts:** Chapters 83 and 349 of the 2019 Acts of Assembly established the Robert O. Norris Bridge and Statewide Special Structure Fund, now set forth in Va. Code § 33.2-1532. Chapters 83 and 349 of the 2019 Acts of Assembly required the Board undertake a comprehensive review (the “Comprehensive Review”) of the current and future condition of pavements and bridges in the Commonwealth, specifying that the review shall at a minimum (i) consider current conditions and performance targets for pavements and bridges, (ii) consider current investment strategies of the Highway Maintenance and Operating Fund and the State of Good Repair Program, (iii) recommend new performance targets for pavements and bridges with a sustainable performance over a 20-year period, and (iv) develop an investment strategy for the Highway Maintenance and Operating Fund and the State of Good Repair Program to achieve those sustainable performance targets, including a plan to address the funding needs of large and unique bridges and tunnel structures in the Commonwealth.

Chapters 83 and 349, of the 2019 Acts of Assembly required the Board to provide a report regarding the Comprehensive Review to the General Assembly by December 1, 2019 (“Comprehensive Review Report”). While the Highway Maintenance and Operating Fund is

legislatively distributed to other Commonwealth agencies and entities, the Comprehensive Review Report focused on VDOT's Highway Maintenance and Operations Program, namely the portion of the Highway Maintenance and Operating Fund allocated to VDOT.

Pursuant to §2.2-229, it is the responsibility of the OIPI to develop measures and targets related to the performance of the Commonwealth's surface transportation network for the Board's approval, including any performance measurement required by Title 23 or 49 of the United States Code and any measures adopted by the Board pursuant to § 33.2-353. On September 18, 2018, pursuant to 23 CFR §§490.307 and 490.407, the Board adopted Asset Condition Performance Targets relating to pavement and structure condition, which apply only to the National Highway System (NHS), which is limited to approximately 15 percent of the VDOT owned network.

OIPI, worked collaboratively with VDOT to address item (iii) of the Comprehensive Review, and has proposed the long term sustainable statewide asset condition performance measures and targets by roadway system for pavements and structures set out in Table A (Pavements and Structures Long-Term Sustainable Performance Measures and Targets).

**Recommendations:** OIPI and VDOT recommend that the Board (i) approve the proposed Pavements and Structures Long-Term Sustainable Performance Measures and Targets set forth in Table A and incorporation of these measures and targets into the Statewide Transportation Plan pursuant to § [33.2-353](#) to address the Plan's goal for Proactive System Management, (ii) support the development of a Special Structures health index and risk-based prioritization of projects; (iii) direct the Commissioner of Highways to report on an annual basis to the Board, the (a) projected and actual performance of the pavements, structures and Special Structures and (b) planned and accomplished routine maintenance work, and (iv) approve the FY 2019 Comprehensive Review Report.

**Action Required by CTB:** The Board is requested to consider and approve the resolution by a formal vote.

**Result, if Approved:** VDOT will implement the approved performance measures set forth in Table A; develop a Special Structures health index and risk-based prioritization of projects; report on annual basis to the Board, the (a) projected and actual performance of the pavements, structures and Special Structures and (b) planned and accomplished routine maintenance work, and submit the FY 2019 Comprehensive Review Report.

**Options:** Approve, Deny, or Defer.



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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*Agenda item # 10*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 11, 2019**

#### MOTION

**Made By:** Choose an item., **Seconded By:** Choose an item.

**Action:** Motion Carried, Unanimously

#### **Title: Approval of Highway Safety Improvement Program Project Prioritization Policy**

**WHEREAS**, pursuant to §2.2-229 of the *Code of Virginia*, as amended by Chapter 828 of the 2018 Acts of Assembly, it is the responsibility of the Office of Intermodal Planning and Investment (OIPI) to develop measures and targets related to the performance of the Commonwealth's surface transportation network for the Commonwealth Transportation Board's (Board) approval, including any performance measurement required by Title 23 or 49 of the *United States Code*; and

**WHEREAS**, the Board is committed to the safety of all roadway users across the Commonwealth and has directed OIPI, in consultation with the Virginia Department of Transportation (VDOT) and Department of Motor Vehicles (DMV), to develop a data-driven process to establish targets for Federal Safety Performance Measures in accordance with 23 U.S.C. 150 and 23 CFR §§ 490.207, 490.209, 490.213 and 924.15; and

**WHEREAS**, at its June 19, 2019 meeting the Board adopted Safety Performance Targets for calendar year 2020 and found the anticipated safety outcomes associated with the Safety Performance Targets to be unacceptable, and further directed OIPI, working collaboratively with VDOT and DMV, to develop a plan resulting in a net reduction in fatal and serious injury crashes with such plans to consider policy, legislative, and investment strategies; and

**WHEREAS**, a key finding from the data-driven analysis demonstrates that systemic and hybrid corridor safety projects—low-cost improvements, such as high-visibility backplates, flashing yellow left turn signals, and rumble strips, systemically spread on a roadway network—provide more potential crash reduction benefits for lower costs than do spot improvement projects; and

**WHEREAS**, in its workshop meetings on June 18, 2019, July 16, 2019, and September 17, 2019, the Board was presented with information and recommendations relating to the prioritization and investment of limited Highway Safety Improvement Program (HSIP) funds to maximize the benefits in crash reductions and make progress toward the Commonwealth’s “Toward Zero Deaths” vision for roadway safety; and

**WHEREAS**, in its action meeting on September 18, 2019, the Board approved an amendment to the Fiscal Year 2020-2025 Six-Year Improvement Program to begin deployment of systemic safety improvements included in an initial Implementation Plan to accelerate advancement of projects supporting the Board’s desire to reduce serious injury and fatal crashes; and

**WHEREAS**, nine public meetings were held on October 15, 2019 in Glen Allen, October 22, 2019 in Fairfax, October 28, 2019 in Harrisonburg, October 30, 2019 in Roanoke, November 4, 2019 in Lynchburg, November 6, 2019 in Suffolk, November 7, 2019 in Bristol, November 12, 2019 in Fredericksburg, and November 13, 2019 in Culpeper to receive public comments prior to the Board’s adoption of policy changes for prioritizing the use of funds; and

**WHEREAS**, after due consideration of comments received, the Board believes that the policy and process as set forth below should be adopted and used to select projects for HSIP funding in the Six-Year Improvement Program (SYIP) to improve transparency in the project selection process, accelerate delivery of selected projects and investment strategies, and aid in achieving reductions in fatalities, serious injuries, and non-motorized crashes (HSIP Project Prioritization Policy).

**NOW THEREFORE, BE IT RESOLVED**, that the Commonwealth Transportation Board hereby approves the following policy and process to govern prioritization and selection of HSIP projects for funding:

1. VDOT, in consultation with OIPI, shall develop Implementation Plans for the deployment of systemic and hybrid safety countermeasures across the roadway network, including VDOT and locally-maintained facilities. Such Implementation Plans shall:
  - a. Include, but not be limited to: edge-line rumble strips on the primary system, centerline rumble strips on the primary system, pavement shoulder wedge, chevrons and curve visibility enhancements, high-visibility traffic signal backplates, flashing yellow arrows, unsignalized intersection signage and marking, pedestrian signals and crossings, and other systemic/hybrid safety improvements as identified through data-driven analysis;

- b. Be consistent with the roadway departure, intersection, and bicycle and pedestrian emphasis areas included in Virginia's current Strategic Highway Safety Plan;
  - c. Be based on an assessment of risk and priority systemic improvements to include the locations, appropriate systemic treatments, cost estimates, and schedules on all public roads;
  - d. Include an estimate of the total number of fatalities and serious injuries reduced as a result of fully deploying the systemic safety improvements identified in the Implementation Plans; and
  - e. Be updated periodically to advance additional systemic safety improvements.
2. Highway Safety Improvement Program (HSIP) funds will be distributed as follows:
  - a. After funds are set aside for program administration (approximately 5 to 10 percent), the remaining funds shall be programmed to projects with a goal of approximately 80 percent of funds allocated to systemic and hybrid safety improvements over the six-year improvement program.
  - b. Funding for localities shall be based on the proportion of fatalities on local versus VDOT-maintained roads with funds available beginning in Fiscal Year 2024 for use on systemic safety improvements.
  - c. Funds for VDOT-maintained roads to be programmed based on risk-based locations of systemic safety treatments included in the Implementation Plans.
3. In order to accelerate deployment of systemic and hybrid safety improvements, the Board will not approve new spot improvement projects until the Fiscal Year 2026-2031 SYIP.
  - a. The Board may consider funding spot improvement projects prior to the Fiscal Year 2026-2031 SYIP, should a proposed spot improvement project address a dire and immediate safety need and receive the recommendation of the Commissioner of Highways by meeting the following minimum thresholds:
    - i. Benefit/Cost ratio greater than 15;
    - ii. Project to be implemented or under construction in less than one year; and
    - iii. Proposed scope will address the observed crash types.
4. In cases where programmed funds are no longer needed for the delivery of a project, or additional funds become available (beyond that assumed in the Implementation Plans), the unexpended surplus and unallocated funds will be reserved and managed centrally to address budget adjustments on existing HSIP funded projects, to further advance systemic safety improvements, or to fund spot improvement projects pursuant to Item 3.

5. A project that has been selected for funding must be initiated, and at least a portion of the programmed funds expended, within one year of the budgeted year of allocation or funding may be subject to reprogramming. In the event a locally-administered project is not advanced to the next phase of construction when requested by the Board, the locality may be required, pursuant to §33.2-214 of the *Code of Virginia*, to reimburse VDOT for all state and federal funds expended on the project.
6. On an annual basis, VDOT and OIPI will report on the following:
  - a. Progress on advancement of systemic and hybrid safety improvements;
  - b. Funding distribution information;
  - c. Anticipated benefits of investments and performance to date; and
  - d. Recommendations for changes to the Implementation Plans and HSIP Project Prioritization Policy, as needed.

**BE IT FURTHER RESOLVED**, that the Board understands the use of HSIP funds requires VDOT to meet a number of federal requirements and this Policy does not supersede federal requirements, including those governing obligation authority and project delivery. Federal safety funds not subject to this Policy include High Risk Rural Roads (23 USC 148(g)) and Railway-Highway Crossings (23 USC 130).

**BE IT FURTHER RESOLVED**, that the Board directs OIPI and VDOT to take all actions necessary to implement and administer this Policy, including, but not limited to, the development of Implementation Plans and supporting guidance establishing the process for screening, scoring and selection of projects.

#####

## CTB Decision Brief

### Approval of Highway Safety Improvement Program Project Prioritization Policy

**Issue:** In accordance with §§2.2-229 and 33.2-353 of the *Code of Virginia*, the Commonwealth Transportation Board (CTB) must approve measures and targets related to the performance of the Commonwealth's surface transportation network, including any performance measurement required by Title 23 or 49 of the United States Code. In accordance with 23 CFR §§490.207, 490.209, 490.213 and 924.15, targets for five federally mandated safety performance measures (Safety Performance Targets) must be established annually and reported to FHWA before August 31 of each year by the Virginia Department of Transportation (VDOT). Furthermore, three of the five Safety Performance Targets must be submitted to NHTSA by Virginia's Highway Safety Office (HSO) at the Department of Motor Vehicles (DMV) before June 30 of each year. CTB approval of the Office of Intermodal Planning and Investment (OIPI), VDOT and DMV proposed Safety Performance Targets is requested annually. At its June 2019 meeting, the Board adopted Safety Performance Targets and found the anticipated safety outcomes to be unacceptable and directed OIPI, working with VDOT and DMV, to develop a plan that will result in a net reduction in fatal and serious injury crashes as a result of policy, legislative, and investment strategies. As a result of conducting a data driven analysis to establish targets for federal safety performance measures, systemic and hybrid safety improvements were demonstrated to provide greater crash reduction benefits compared to spot improvements. OIPI and VDOT have identified opportunities for improved performance and recommend actions to achieve targets for the Safety Performance Measures and make progress toward the Commonwealth's "Toward Zero Deaths" vision for roadway safety. Accordingly, Board approval of a new HSIP prioritization policy and process is sought.

**Facts:** In 2012 Congress passed the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and in 2015, the Fixing America's Surface Transportation (FAST) Act that mandated/continued the mandate for establishment of performance management to transform the Federal-aid highway program. Resulting regulations provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming. One such national transportation goal focuses on safety and seeks to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. In 2018, the CTB adopted Safety Performance Targets for 2019, but directed OIPI and VDOT to develop a data-driven process to establish targets and evaluate current investment strategies. In June 2019, the CTB adopted data-driven Safety Performance Targets for 2020 based on rigorous statistical methods; however, modeling results for Safety Performance Targets project increases in fatal crashes, which the CTB found unacceptable. The CTB further directed OIPI, VDOT and DMV to develop a plan that would result in a net reduction in fatal and serious injury crashes.

In its workshop meetings in June, July and September 2019, the CTB was presented with information and recommendations for an outcome-focused HSIP policy with the objective to reduce fatal and serious injury crashes through increased funding to systemic and hybrid safety improvements and to guide prioritization and investment of HSIP funds to provide the highest benefit per dollar and make progress toward the Commonwealth's "Toward Zero Deaths" vision

for roadway safety. Additionally, the Board was presented an initial Implementation Plan which included a cost estimate and schedule for deployment of eight priority systemic improvements along with an estimate of the annual number of fatalities and serious injuries reduced once fully deployed. At its September meeting, the CTB amended the FY2020-2025 SYIP, approving the project recommendations from the initial Implementation Plan to begin deployment of systemic safety improvements in all nine construction districts.

As a result of this analysis, the following is proposed for establishment of, and inclusion in, a policy for prioritization and selection of projects for HSIP funds:

- VDOT, in consultation with OIPI, shall develop Implementation Plans for the deployment of systemic and hybrid safety improvements across the roadway network, including VDOT and locally-maintained facilities. Such Implementation Plans shall:
  - Include, but not be limited to: edge-line rumble strips on the primary system, centerline rumble strips on the primary system, pavement shoulder wedge, chevrons and curve visibility enhancements, high-visibility traffic signal backplates, flashing yellow arrows, unsignalized intersection signage and marking, pedestrian signals and crossings, and other systemic/hybrid safety improvements as identified through data-driven analysis;
  - Be consistent with the roadway departure, intersection, and bicycle and pedestrian emphasis areas included in Virginia's current Strategic Highway Safety Plan;
  - Be based on an assessment of risk and priority systemic improvements to include the locations, appropriate systemic treatments, cost estimates, and schedules on all public roads;
  - Include an estimate of the total number of fatalities and serious injuries reduced as a result of fully deploying the systemic safety improvements identified in the Implementation Plans; and
  - Be updated periodically to advance additional systemic safety improvements.
- The approach to distribution and management of HSIP funding distribution to address:
  - Setting aside funds for program administration (approximately 5 to 10 percent), with the remaining funds to be programmed to projects with a goal of approximately 80 percent of funds allocated to systemic and hybrid safety improvements over the six-year improvement program. The Fiscal Year 2020-2025 SYIP currently allocates approximately 81 percent to systemic and hybrid projects across the six years.
  - Establishing funds for localities based on the proportion of fatalities on local versus VDOT-maintained roads with funds available beginning in Fiscal Year 2024 for use on systemic safety improvements.
  - Funding for VDOT-maintained roads based on risk-based locations of systemic safety improvements included in the initial and subsequent Implementation Plans.
  - Establishing the process for managing surplus or additional HSIP funds.
  - Establishing the process for ensuring timely advancement and expenditure of HSIP funding on projects included in the SYIP.



- The approach to select new spot improvement projects:
  - To accelerate deployment of systemic and hybrid safety improvements, the CTB should not approve new spot improvement projects until the Fiscal Year 2026-2031 SYIP.
  - The Board may consider funding spot improvement projects prior to the Fiscal Year 2026-2031 SYIP, should a proposed spot improvement project meet a dire and immediate safety need and receive the recommendation of the Commissioner of Highways by meeting the following minimum thresholds:
    - Benefit/Cost ratio greater than 15;
    - Project to be implemented or under construction in less than one year; and
    - Proposed scope will address the observed crash types.
- In cases where programmed funds are no longer needed for the delivery of a project, or additional funds become available (beyond that assumed in the Implementation Plans), the unexpended surplus and unallocated funds will be reserved and managed centrally to address budget adjustments on existing HSIP funded projects, to further advance systemic safety improvements, or to fund spot improvement projects pursuant to Item 3.
- A project that has been selected for funding must be initiated, and at least a portion of the programmed funds expended, within one year of the budgeted year of allocation or funding may be subject to reprogramming. In the event a locally-administered project is not advanced to the next phase of construction when requested by the Board, the locality may be required, pursuant to §33.2-214 of the *Code of Virginia*, to reimburse VDOT for all state and federal funds expended on the project.
- On an annual basis, OIPI and VDOT will report on the following:
  - Progress on advancement of systemic treatments;
  - Funding distribution information;
  - Anticipated benefits of investments and performance to date; and
  - Recommendations for changes to the Implementation Plans and HSIP Project Prioritization Policy.

A resolution reflecting the above referenced recommendations has been prepared for the CTB's consideration.

**Recommendations:** OIPI, in consultation with VDOT, recommends the CTB adopt the HSIP Project prioritization policy to govern, prioritize, and select projects for funding. Further, it is requested that the Commissioner of Highways be authorized to take all actions necessary to implement and administer the prioritization policy and process.

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to approve the HSIP Prioritization Policy. Approval by majority vote of the resolution is required.

Decision Brief  
Approval of HSIP Project Prioritization Policy  
December 11, 2019  
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**Result, if Approved:** If approved, VDOT and OIPI will develop applicable guidance and implement the HSIP Prioritization Policy.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** N/A

## Summary of Comments Received on the Highway Safety Improvement Program (HSIP) Project Prioritization Policy

ID	Name of Submitter	Agency or Public	Submitter's Affiliation (if applicable)	Location	Construction District	Comment	Proposed Response
1	Melissa McMahon	Agency	Alexandria Transportation Commission	City of Alexandria	Northern Virginia	<p>“...the Highway Safety Improvement Program (HSIP) has funded many important improvements at high crash locations. We urge the CTB not to ignore the needs of highways in urban areas like Route 1 and promote pedestrian and bicycle safety projects that have been shown to increase safety. A great example is the King Street road diet, which has reduced average annual crashes by 58%. These projects will make walking and biking safer and more convenient. Specifically, the Commission urges the CTB to:</p> <ul style="list-style-type: none"> <li>• Include bicycle infrastructure as Systemic Safety Projects</li> <li>• Expand definition of “Pedestrian Crossings” to include more than simply crosswalks</li> <li>• Provide more funding for intersection and corridor improvements</li> </ul>	<p>VDOT is focused on completing the deployment of eight priority systemic safety improvements across its network. While the proposed change in policy does not explicitly call out bicycle infrastructure or improvements as one of the eight priority systemic safety improvements, the policy provides flexibility for other systemic/hybrid safety improvements to be funded in the future, so long as the improvements are grounded in data-driven analysis that shows positive safety outcomes and included in VDOT's systemic safety implementation plan. VDOT's Initial Implementation Plan (a requirement of the proposed policy changes) does not include funding for bicycle infrastructure or improvements. Implementation Plans will be updated in future years as VDOT make progress toward completely deploying these eight priority systemic safety improvements across the network. Such updates will offer opportunities for adjustments in priorities.</p> <p>Regarding pedestrian safety improvements, while the proposed policy categorizes the pedestrian-specific systemic safety improvement as “pedestrian signals and crossings,” this categorization should not be considered to limit eligible crossing improvements to solely pedestrian signals and crosswalks. Improvements such as bulb/bump outs, pedestrian refuge islands, rectangular rapid flashing beacons, and others are also eligible.</p>
2	Dennis Leach	Agency	Arlington County	Arlington County	Northern Virginia	<p>HSIP has or will be funding many important improvements at high crash locations in the County, including the Arlington Blvd / Washington Blvd interchange. Under the current evaluation criteria, HSIP is funding only improvements to two ramps in one quadrant of that interchange. It may be impossible to complete the remaining movements under the proposed shift to more heavily prioritizing systemic improvements over spot improvements. The proposed shift has potential to improve overall safety but may disadvantage urban areas if it does not adequately account for the heterogeneity of older, urban street networks where one size does not fit all. Half of the potentially eligible systemic improvements are focused on suburban or rural highway-related safety, ignoring the needs of urban areas. For example, there should be a bicycle safety component. The proposed changes ignore bicycles completely. The Pedestrian Crossings systemic / hybrid improvement category should include alternative and complimentary safety improvements like Rectangular Rapid Flash Beacons (RRFPs), curb extensions, pedestrian refuges, and more, rather than just crosswalks and countdown signals. While we see the potential for the proposed shift to improve outcomes, it needs more flexible guidelines, and existing spot improvements programs need a chance to be funded to completion</p>	<p>VDOT is focused on completing the deployment of eight priority systemic safety improvements across its network. While the proposed change in policy does not explicitly call out bicycle infrastructure or improvements as one of the eight priority systemic safety improvements, the policy provides flexibility for other systemic/hybrid safety improvements to be funded in the future, so long as the improvements are grounded in data-driven analysis that shows positive safety outcomes and included in VDOT's systemic safety implementation plan. VDOT's Initial Implementation Plan (a requirement of the proposed policy changes) does not include funding for bicycle infrastructure or improvements. Implementation Plans will be updated in future years as VDOT make progress toward completely deploying these eight priority systemic safety improvements across the network. Such updates will offer opportunities for adjustments in priorities.</p> <p>Regarding pedestrian safety improvements, while the proposed policy categorizes the pedestrian-specific systemic safety improvement as “pedestrian signals and crossings,” this categorization should not be considered to limit eligible improvements to solely signals and crosswalks. Improvements such as bulb/bump outs, pedestrian refuge islands, rectangular rapid flashing beacons, and others are also eligible.</p> <p>Until FY2026, spot improvement projects will only be considered as an exception to the HSIP Project Prioritization Policy and will require the Commissioner to approve and receive the concurrence of the CTB. Funds are available again for spot improvement projects beginning in FY2026 and will receive about 20 percent of the annual HSIP funding. Guidance will be provided to localities regarding HSIP applications for systemic safety improvements in 2023 in advance of the FY2024 HSIP application period.</p> <p>Regarding the applicability of all eight priority systemic safety improvements to urban, suburban, and rural communities: The purpose of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Meeting this purpose requires identifying safety improvements that address various crash types and settings. The majority of serious crashes occur in rural and suburban areas, so the eight countermeasures include a mix of rural, suburban, and urban treatments.</p>

## Summary of Comments Received on the Highway Safety Improvement Program (HSIP) Project Prioritization Policy

ID	Name of Submitter	Agency or Public	Submitter's Affiliation (if applicable)	Location	Construction District	Comment	Proposed Response
3	F. Wyatt Shields	Agency	City of Falls Church	City of Falls Church	Northern Virginia	The City does not support proposed changes to the Highway Safety Improvement Program. Proposed changes to the program would increase the amount of funding available for systemic improvements, while decreasing the amount of funding available for spot improvements. The City experiences a great deal of cut through traffic and higher than posted speeds on neighborhood streets. Spot improvements such as speed humps, mini-traffic circles, new or missing sidewalk segments, curb extensions, pedestrian refuges, pedestrian signals and updated access ramps increase safety for pedestrians and bicycles, by reducing motor vehicle speeds and/or volumes. Urban corridors should not be defined as large roads for automobiles but as segments of a network that provides travelers with multiple options of travel modes, including pedestrian, bicycle, transit and automobile.	<p>Until FY2026, spot improvement projects will only be considered as an exception to the HSIP Project Prioritization Policy and will require the Commissioner to approve and receive the concurrence of the CTB. Funds are available again for spot improvement projects beginning in FY2026 and will receive about 20 percent of the annual HSIP funding. Guidance will be provided to localities regarding HSIP applications for systemic safety improvements in 2023 in advance of the FY2024 HSIP application period.</p> <p>Many of the pedestrian safety improvements noted by the City of Falls Church in its comment letter would be eligible for HSIP funding under the new policy.</p>
4	Eric King	Public	Safe Routes to School Coordinator, Harrisonburg, VA	Harrisonburg	Staunton	Thank you for the prioritization of systemic, non-pavement safety improvements in the Highway Safety Improvement Plan. These solutions save money and do not enable increased congestion and hazards for cyclists and pedestrians.	Acknowledged. No response required.
5	Janet I. Trettner	Public		Keezletown	Staunton	<p>I have just read about the study conducted by VADOT that suggests eight targeted and data-driven solutions to highway safety challenges here in Virginia: high-visibility traffic light backplates; flashing yellow arrows on traffic lights; clear signage at intersections without traffic lights; curve signs on roadways; bold pedestrian crosswalk markings; roadside shoulders; centerline rumble strips; and edge line rumble strips.</p> <p>At the upcoming Fall Transportation Meeting to take place in Harrisonburg on October 28, 2019, please include my support of the adoption of these solutions.</p>	Acknowledged. No response required.
6	Jared Stolfus	Public			Staunton	I just wanted to write to THANK YOU for a thoughtful safety study and thinking outside the norm of additional paving to solve the problem. I have a PhD in Sustainability, and teach Environmental Science courses at James Madison University, and the solutions you propose for improving safety are practical and affordable, with a minimal environmental impact. You've given me a great example to show students about the benefits of thinking outside the box in such a real, and local setting. Thank you for a job well done!	Acknowledged. No response required.
7	Larry Korte	Public		Churchville	Staunton	Thank you for prioritizing pavement-free safety upgrades at lower cost.	Acknowledged. No response required.
8	Kim Sandum	Agency	Alliance for the Shenandoah Valley		Staunton	<p>Thank you for the opportunity to comment on the Highway Safety Improvement Plan proposed changes. The Alliance for the Shenandoah Valley is a non-profit organization working to improve our land, water, and way of life in the Shenandoah Valley, recognizing the extraordinary resources found here.</p> <p>We applaud the shifting emphasis from spot improvements to more systemic categories. As your data illuminates, cheaper and more effective solutions to safety issues can be uncovered when the focus is not mostly on large infrastructure projects. We hope the Commonwealth Transportation Board will approve this focus shift to more systemic solutions to safety problems.</p>	Acknowledged. No response required.

### Summary of Comments Received on the Highway Safety Improvement Program (HSIP) Project Prioritization Policy

ID	Name of Submitter	Agency or Public	Submitter's Affiliation (if applicable)	Location	Construction District	Comment	Proposed Response
9	Tom Benevento	Public		Harrisonburg	Staunton	<p>Thank you for proposing implementation of eight lower-cost, pavement-free safety upgrades that have measured success in crash reduction and will reduce pavement in our communities.</p> <p>I also encourage your continued work to increase bicycle infrastructure throughout the state, such as protected bike lanes, and funding for shared use paths.</p>	Acknowledged. No response required.



# 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 11, 2019**

#### **MOTION**

**Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_**

**Action: \_\_\_\_\_**

#### **Title: Approval of Interstate 81 Corridor Improvement Program Progress Report**

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

**WHEREAS**, the Board adopted the I-81 Corridor Improvement Plan on December 5, 2018 which identified targeted improvements for potential financing and evaluated such improvements using the statewide prioritization process; and

**WHEREAS**, Chapters 837 and 846 of the 2019 Acts of Assembly (2019 Acts of Assembly) established Chapter 36 of Title 33.2 of the *Code of Virginia*, creating the I-81 Corridor Improvement Fund, and directing the Board to establish the I-81 Committee, to adopt an I-81 Corridor Improvement Program, to update the Program by July 1st of each year and to report to the General Assembly the status and progress of implementation of the Program (I-81 Corridor Improvement Program Progress Report) by December 15th of each year; and

**WHEREAS**, pursuant to the 2019 Acts of Assembly, the Board established the I-81 Committee (Committee) on May 15, 2019 ; and

**WHEREAS**, pursuant to the 2019 Acts of Assembly, the I-81 Corridor Improvement Program shall, at a minimum:

1. Allocate year by year the revenues, if any, from the Fund and bond proceeds, if any, backed by the Fund to projects and strategies identified in the Plan adopted by the Board in 2018 and as may be adopted from time to time;
2. Include a financing plan to support such allocation; and
3. Include a schedule for all new projects and strategies identified in the Plan adopted by the Board and prior to the adoption of such Program, the Board shall review the recommendations of and consult with the I-81 Committee; and

**WHEREAS**, pursuant to the 2019 Acts of Assembly, the I-81 Corridor Improvement Program Progress Report must include, at a minimum:

- 1) The safety and performance of the Interstate 81 Corridor, including the number of incidents, the average duration of incidents, the number and average duration of incidents involving lane closures, and the person-hours of delay along the Interstate 81 corridor;
- 2) An assessment of the effectiveness of the operational strategies and capital projects implemented and funded through the Program;
- 3) The status of capital projects funded through the Program; and
- 4) The current and projected balances of the Fund.

**WHEREAS**, VDOT updated the I-81 Committee on August 13, 2019 and October 1, 2019 on the project development process, schedule, delivery and financing options and the Committee has been provided with the draft I-81 Corridor Improvement Program Progress Report; and

**WHEREAS**, given that only approximately five months will have transpired between enactment of the I-81 Corridor Improvement Program reporting requirements and the December 2019 due date, insufficient data exists for purposes of completely satisfying the above-referenced requirements set forth in the 2019 Acts of Assembly, which is noted by the 2019 I-81 Corridor Improvement Program Progress Report; and

**WHEREAS**, based on the foregoing, the purposes of Chapters 837 and 846 relating to development of an I-81 Corridor Improvement Program and update to the Plan have nevertheless been satisfied to the extent feasible.

**NOW, THEREFORE, BE IT RESOLVED**, the Board approves the first annual I-81 Corridor Improvement Program Progress Report, attached hereto as Attachment A, as required by Chapters 837 and 846 of the 2019 Acts of Assembly.

**BE IT FURTHER RESOLVED**, the Board supports the schedule and financing plan, included in Attachment A as Appendix E, which includes debt financing.

#####

# I-81 Corridor Improvement Program Report

DRAFT



DECEMBER 2019

Prepared for:



Prepared by:



**Commonwealth  
Transportation Board**



# I-81 Corridor Improvement Program Report

## Introduction

In April 2019, the Virginia General Assembly enacted legislation that the Governor signed into law establishing the Interstate 81 (I-81) Corridor Improvement Program and Fund, which advances the projects identified by the I-81 Corridor Improvement Plan (the Plan) to implementation. The plan was approved by the Commonwealth Transportation Board (the Board) in December 2018 following an evaluation of the corridor. Chapters 837 and 846 of the 2019 Virginia Acts of Assembly specify the roles and responsibilities of the Board and the I-81 Committee (the Committee) to enact the I-81 Corridor Improvement Program (the Program) and Fund (the Fund).

## Legislative Requirements

Section 33.2-3602 of the legislation requires the Board, in consultation with the Committee, to report to the General Assembly by December 15 of each year “regarding the status and progress of implementation of the Program.” This report is mandated to include:

- ➔ The safety and performance of the I-81 corridor, including:
  - ✓ crash frequency and severity per mile, expressed in equivalent property damage only crashes
  - ✓ person-hours of delay per mile
  - ✓ frequency of lane-impacting incidents per mile
  - ✓ duration of a lane closure
- ➔ An assessment of the effectiveness of the operational strategies and capital projects implemented and funded through the Program
- ➔ The status of capital projects funded through the Program
- ➔ The current and projected balances of the Fund

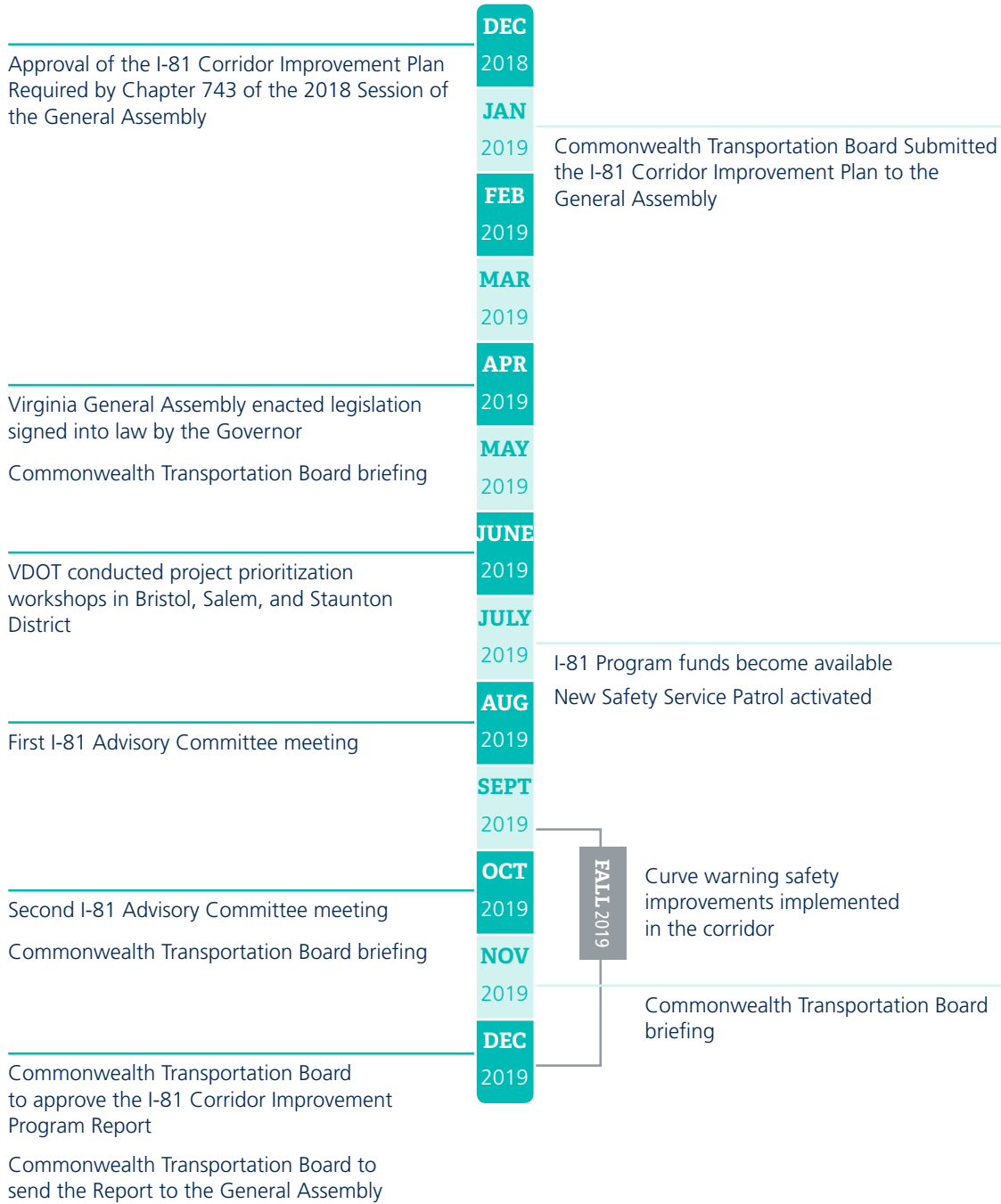
*Section 33.2-3602 of the legislation requires the Board, in consultation with the Committee, to report to the General Assembly by December 15 of each year “regarding the status and progress of implementation of the Program.”*

The I-81 Corridor Improvement Program project descriptions, schedules, and summary map are included in **Appendices E and F**.

House Bill 2718 (Chapter 837), introduced by Delegates Steve Landes and Terry Austin, and Senate Bill 1716 (Chapter 846), introduced by Senators Mark Obenshain and William Carrico, establish the I-81 Corridor Improvement Program, Fund, and Committee. Governor Northam announced amendments in March 2019, providing dedicated annual funding to the corridor, estimated initially as \$103 million in fiscal year 2020 and growing to an estimated \$163 million in fiscal year 2025. These funds will support a \$2 billion improvement program. The revenues for the Fund are provided through the creation of a new truck registration fee as well as establishment of an I-81 corridor regional fuels tax, statewide diesel and road taxes.



## Timeline of Events



## Effectiveness of the Projects Funded and Implemented Through the Program

I-81 Program funds became available on July 1, 2019. The initial phase of the Plan-recommended improvements has been implemented since that time—upgraded safety service patrols and LED-flashing curve warning signs. To show the effectiveness of a program or project, the study team will rely on a minimum of one year of data following the implementation of the program or project; therefore, there are no “after” results for 2019. The first set of post-improvement results will be shared as part of the Board’s annual report in 2020. The performance measures shared in the Plan with the public and adopted by the Board in late 2018 were through 2017.

For 2019, the study team prepared graphics in **Figure 1** through **Figure 4** to show how the four performance measures changed between 2017 and 2018. **Figure 1** through **Figure 4** also display the locations of the initial 45 I-81 capital improvement projects that have been included in the Six Year Improvement Program (SYIP) by the Board as of October 17, 2019. Crash data were compared between 2013-2017 and 2014-2018. A supplementary histogram displaying crash frequency and severity per mile for truck-related crashes is included in the Appendix. Delay data (general and incident-related) were compared between 2016-2017 and 2017-2018. The study team calculated delay data for all three years (2016-2018) using an updated methodology from what was used in the Plan. The resulting delay data generally mimics the trends outlined in the Plan. Trends along the corridor demonstrate that conditions along I-81 have worsened for all four performance measures in 2018. The 2018 data presented will become the baseline against which future improvements to I-81 will be measured.”

Figure 1. Annual Equivalent Property Damage Only Crashes per Mile

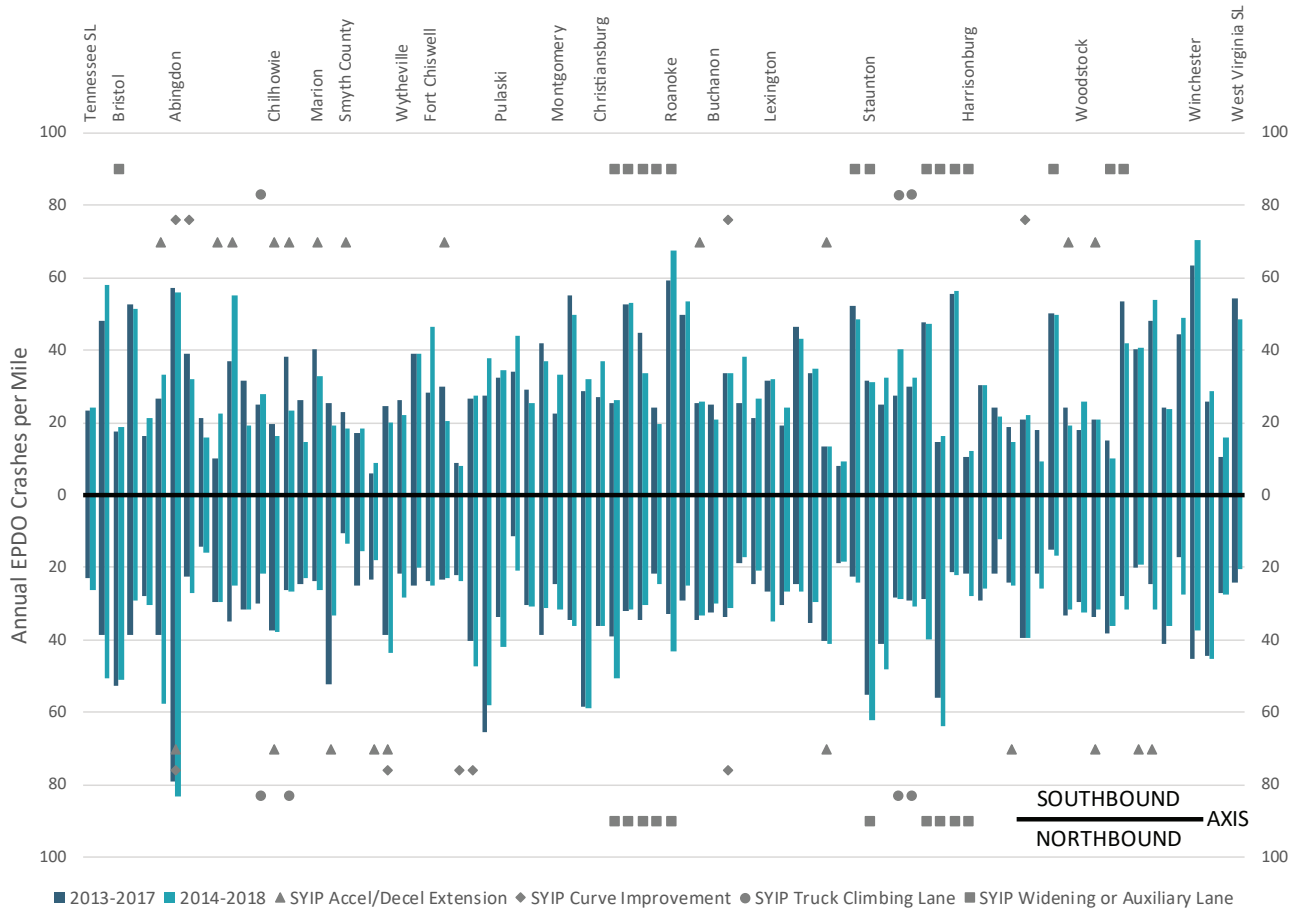


Figure 2. Annual Person-Hours of Delay per Mile

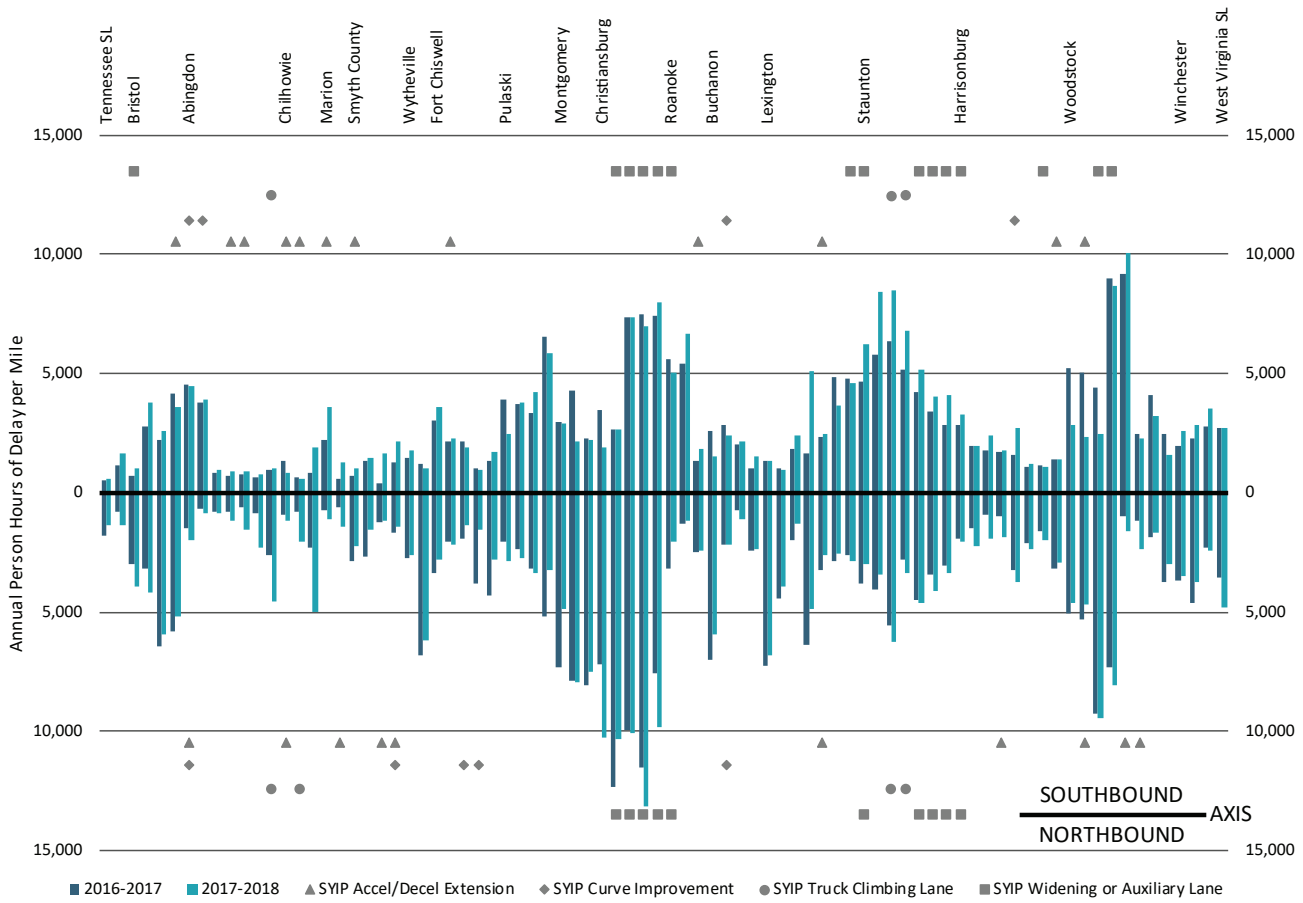


Figure 3. Annual Lane-Impacting Incidents per Mile

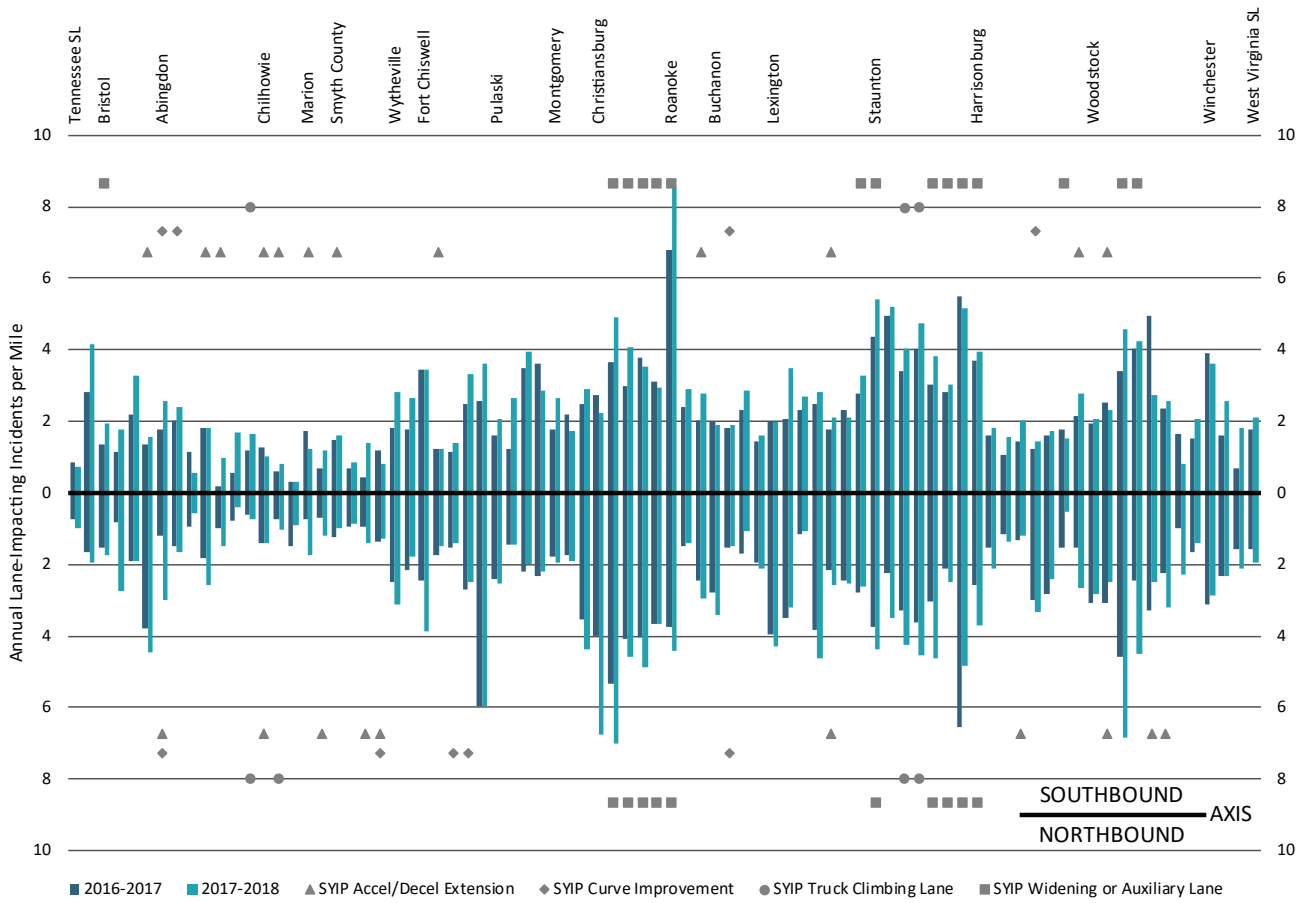
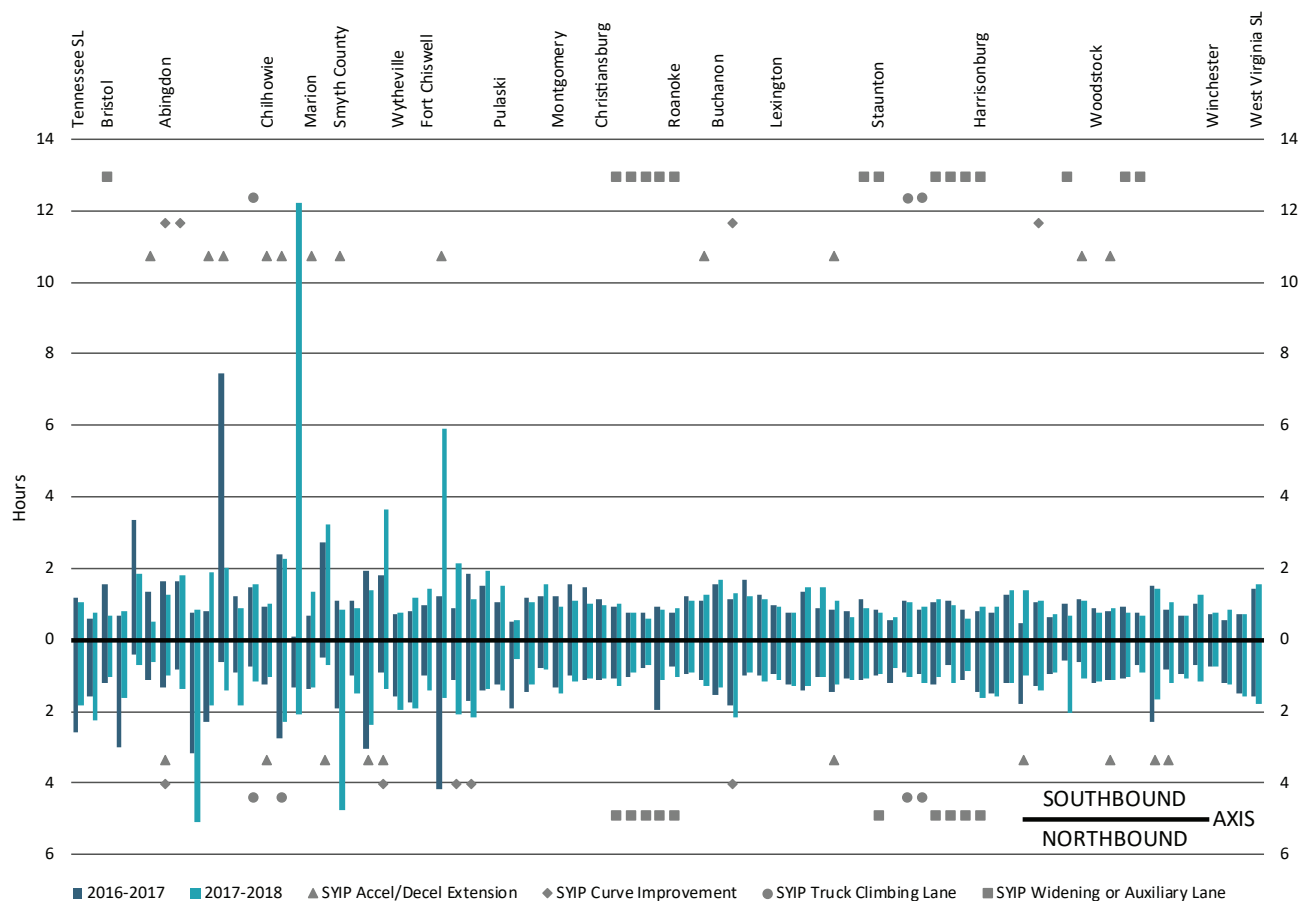


Figure 4. Average Duration of a Lane Closure (Hours)



## Commonwealth Transportation Board Activities

Starting in April 2019, the Office of the Secretary of Transportation in cooperation with the Virginia Department of Transportation (VDOT), delivered two I-81 briefings to the Board—one in April and the other in October. According to the legislation, the Board must submit an annual progress report to the General Assembly by December 15.

### April 2019 Commonwealth Transportation Board Briefing

The Deputy Secretary of Transportation briefed the Board at its workshop on April 9 on the status of the I-81 Corridor Improvement Program and Fund legislation. The Governor signed both bills (HB2718 and SB1716) into law on April 3. An overview of amendments made to the bills is as follows:

- ➔ Both regional and state revenues increased
- ➔ Statewide revenues are distributed based on truck miles traveled on interstates

The Deputy Secretary described the various fees and taxes that will generate revenue to fund the improvements identified in the Plan as described in the bill. The presentation also included information on the development of the Committee and the required annual I-81 Corridor Report. The April presentation delivered to the Board can be found in **Appendix A**.

*Status of Capital Projects Funded Through the Program*

On July 1, 2019 the FY2020-2025 Six-Year Improvement Program (SYIP) was adopted by the Board. The safety improvements identified in the Plan were implemented this fall and construction is expected to begin on the capital improvements in spring of 2020. A table summarizing these projects be found in **Appendix D**. Table 1 below outlines the status of each project.

**Table 1.** Project Status Scorecard

Activity	Status	Anticipated Completion
Safety Service Patrol Expansion	Complete	July 2019
Curve Improvements (8)	Complete	Fall 2019
Initial Accel/Decel Lane Extensions (8)	Underway	Spring 2021
Additional Cameras (51)	Underway	Spring 2020
Additional Changeable Message Signs (31)	Underway	Fall 2020
Remaining Capital Projects (48)	TBD	Under Pay-Go Scenario, 75% complete by 2028 Under Bonding Scenario, 94% complete by 2028

The FY2020-2025 SYIP included the initial 16 safety and capital improvement projects (e.g. flashing chevron signs, acceleration/deceleration lane extensions) worth approximately \$22.4 million and operational improvements (e.g. towing, changeable message signs, cameras) worth approximately \$14.6 million from the Plan. Expanded safety service patrol, primarily focusing on incident management and emergency response, which became effective on July 1, 2019 accounted for an additional \$1.5 million for a total of almost \$38.5 million. The eight curve safety improvements with flashing chevrons were installed during the summer of 2019.

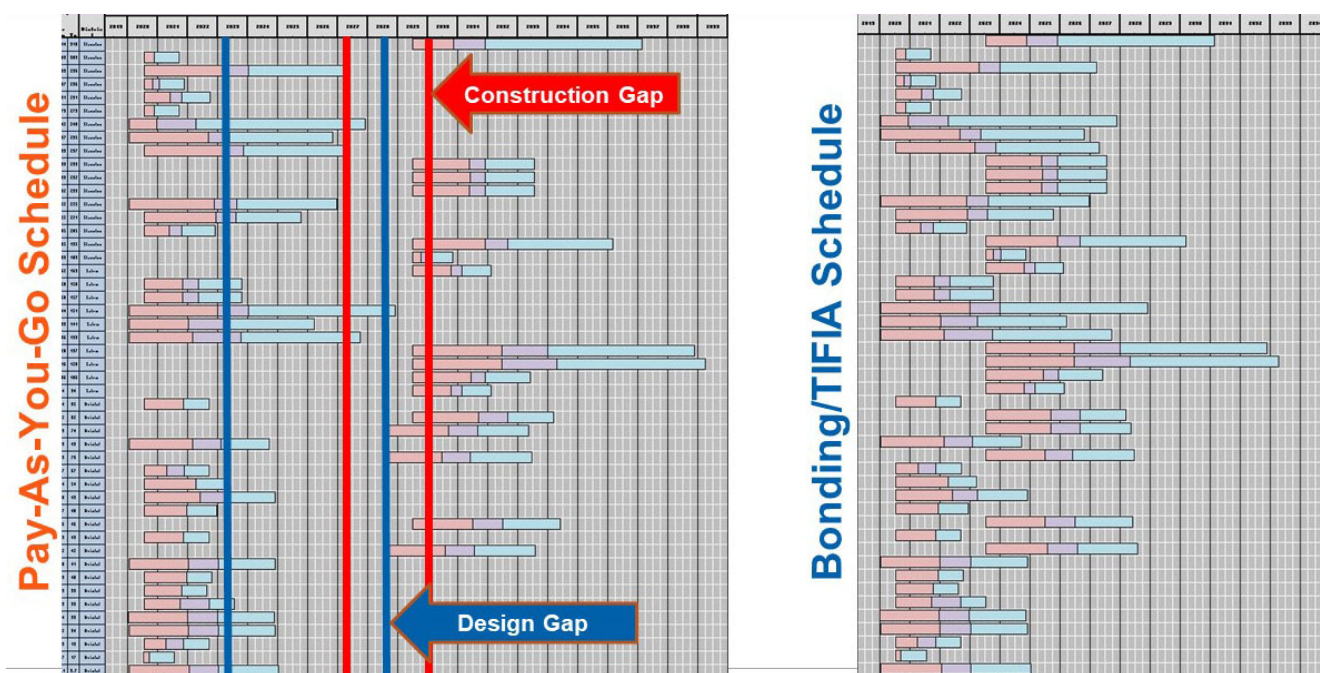
Construction is expected to begin on the first set of eight capital improvements (a series of acceleration lane extensions at interchange on-ramps) in the spring of 2020. The other 31 capital projects added to the SYIP by the Board in October 2019 will be advancing to the preliminary engineering phase of project development .

*October 2019 Commonwealth Transportation Board SYIP Amendment*

The VDOT Chief Engineer, in cooperation with the I-81 Program Delivery Director, briefed the CTB at its workshop on October 16, 2019 on the I-81 Corridor Improvement Plan Project Scheduling. The Chief Engineer updated the CTB on the status of the 64 improvement projects in the corridor—eight curve warning sign systems underway and eight acceleration/deceleration lane extensions under design.

From a project scheduling standpoint, two options were presented—existing revenue stream (pay-go) or bonding/Transportation Infrastructure Finance and Innovation Act (TIFIA) funds. At the October action meeting, the Board amended the SYIP to add 31 additional capital improvement projects expected to start before the end of the fiscal year. These 31 projects are common to both the pay as you go and TIFIA/Bonding revenue scenarios. Should the TIFIA/ Bonding scenario be authorized in the future, the remaining 17 project schedules can be advanced in the SYIP. The October presentation delivered to the CTB can be found in **Appendix C**.





Current and Projected Balances of the Fund

As of December 1, 2019, VDOT documented the current and projected balances of the Fund for the 31 projects added to the SYIP. This information is summarized in **Table 2**. The amounts shown in the table reflect the allocation of funding adopted by the Board on October 17, 2019 for the 31 projects amended to the FY2020-2025 SYIP. The full program schedule for all 64 projects is available in **Appendix E**. The full program schedule is in draft form since the remaining 17 projects have not been adopted by the Board into the SYIP. The schedule also assumes a conservative pay-go revenue scenario versus a combination of bonding and TIFIA. Should the General Assembly authorize bonding, VDOT will revise the full program schedule to accelerate the remaining 16 projects and present that information to the Board for consideration and adoption.

**Table 2.** Current Versus Project Funds Available (in millions \$)

	Current	FY21	FY22	FY23	FY24	FY25	FY26	Total
Total Available	103.5	132.0	162.1	163.4	161.9	163.4	163.4	1,049.7
Total Programmed	103.5	122.1	152.4	153.8	161.7	163.2	0	857.1
<b>Total Remaining</b>	<b>0</b>	<b>9.9</b>	<b>9.7</b>	<b>9.6</b>	<b>0.2</b>	<b>0.2</b>	<b>163.4</b>	<b>192.6</b>

I-81 Committee Activities

Following the April 2019 CTB meeting, the I-81 Committee was established to advise and make recommendations to the Board regarding the development of the I-81 Corridor Improvement Program. The Committee consists of 15 voting members—seven Virginia lawmakers, three Board members representing the VDOT Bristol, Salem, and Staunton construction districts, and the five chairs of the planning district commissions in the corridor. The two ex-officio and non-voting members of the Committee are the VDOT Commissioner and the Virginia Department of Rail and Public Transportation (DRPT) Director. The legislation requires the Committee to hold public meetings at least four times each fiscal year and to consult with interested stakeholders. Since April 2019, the Committee has met in August 2019 and October 2019, and plans to meet two more times before July 2020.

### *August 2019 Committee Meeting*

The committee met at the Hampton Inn in Lexington, VA on August 13, 2019. The Secretary of Transportation provided opening remarks followed by a presentation by the Deputy Secretary of Transportation on the roles and responsibilities of the committee members. Delegate Terry Austin and Senator William Carrico were elected the chair and vice-chair of the committee. Following the voting process, the Deputy Secretary described funding options, such as pay-as-you-go and bonding/TIFIA.

The VDOT Chief Engineer then described the project scheduling process considering project and environmental readiness in schedule development. The Chief Engineer described the operational improvements (e.g. safety service patrols, changeable message signs, cameras), as well as the eight safety (e.g. flashing chevron signs) and eight capital improvement projects (e.g. acceleration/deceleration lane extensions), added to the SYIP in June 2019. Lastly, he provided a summary of a few major capital improvements in each VDOT district.

The meeting agenda, presentations, and minutes are available online at the Board website. The August presentations delivered to the Committee can be found in **Appendix B**.

### *October 2019 Committee Meeting*

The Committee met at the Natural Bridge Conference Center in Natural Bridge, VA on October 1. The Committee chair provided opening remarks followed by comments from the Deputy Director of the Office of Intermodal Planning and Investment on old business.

The VDOT Chief Engineer then introduced the newly appointed VDOT I-81 Program Delivery Director. The Chief Engineer provided an update on the project implementation and project scheduling process. This presentation mirrored the aforementioned presentation he delivered to the Board later in the month. The Committee endorsed the scheduling process developed by VDOT and presented by the Chief Engineer.

The meeting agenda, presentations, and minutes in addition to the project improvement summary boards (including a summary of public comments) are available online at the Board website. The October presentation delivered to the committee can be found in **Appendix C**.

## Next Steps

The Committee plans to meet two more times prior to June 30, 2020. As more information on each project becomes available, VDOT may decide to implement projects using either a Design-Bid-Build or a Design-Build construction method. In November 2019, VDOT advertised projects to advance to the design phase:

1. Widening between mile markers 8 and 10 in Washington County (Bristol District)
2. Widening between mile markers 221 and 225 in Augusta County (Staunton District)
3. Widening between mile markers 144.2 and 150.5 in Salem (Salem District)

Two additional projects with anticipated procurements of February 2020 were recently announced—Widening between Exit 243 to Exit 248 in Harrisonburg (Staunton District) and Widening between Exit 137 to Exit 140 Bridge Design in Salem/Roanoke County (Salem District).

VDOT will be advancing these projects through the consultant procurement phase in spring 2020.

## APPENDICES

- A. April CTB Presentation
- B. August I-81 Committee Presentation
- C. October I-81 Committee and CTB Presentations
- D. CTB Resolution Amending the Six-Year Improvement Program
- E. Project Scheduling Process Charts
- F. Improvements Summary Map and Table
- G. Project Risk, Readiness, Constructability, and Maintenance of Traffic Meetings
- H. Crash Frequency and Severity per Mile for Truck-Related Crashes

*A. April CTB Presentation*





COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

# Interstate 81 Corridor Improvement Fund and Program

Nick Donohue

Deputy Secretary of Transportation

April 9, 2019



Virginia Department of Rail and Public Transportation



# Governor Northam's Amendments

- **Recommended 28 line amendments to both HB2718 (Landes and Austin) and SB1716 (Obenshain and Carrico)**
  - Increase in statewide truck registration fees
  - Impose a 2.1% regional fuels tax along 81 corridor
  - Increase in statewide diesel and road taxes
  - Technical amendments
  - “Kill switch” provision
  - NVTA Technical amendments

# Governor Northam's Amendments

- **Approved by House 58-39 and by Senate in two blocks**
  - 25-13 for the increase in truck registration fees
  - 22-14 for the remaining amendments
- **Governor Northam signed both bills April 3, 2019**
- **Amendments were supported by multiple organizations**
  - Virginia Trucking Association
  - Virginia Chamber of Commerce
  - Virginia FREE
  - Virginia Transportation Construction Alliance

# Overview of Amendments

- **Raises both statewide and regional revenues**
- **Statewide revenues are distributed based on of truck miles traveled on Interstate highways**
  - **41.0% to Interstate 81 corridor**
  - **17.9% to Interstate 95 corridor (outside NOVA)**
  - **12.6% to Interstate 64 corridor**
  - **9.1% to the Northern Virginia Transportation Authority**
  - **19.4% for other improvements to Interstate highway corridors**



# Revenue Estimates

	FY20	FY21	FY22	FY23	FY24	FY25
Truck Reg Fees	77.0	77.0	77.0	77.0	77.0	77.0
Diesel Tax	-	-	70.8	70.6	70.4	70.7
Road Tax *	23.8	73.4	73.4	73.4	73.4	73.4
Regional Fuels Tax	55.0	60.7	61.3	61.3	61.2	61.3

Figures in millions

\* New estimates are being developed based restructuring of tax

# Revenue Distribution

	FY20	FY21	FY22	FY23	FY24	FY25
Interstate 81 Corridor Imp Fund	96.4	122.4	152.1	152.0	151.8	152.1
Interstate 95 Corridor	18.0	26.9	39.5	39.5	39.5	39.5
Interstate 64 Corridor	12.7	18.9	27.8	27.8	27.8	27.8
NVTA Fund	9.2	13.7	20.2	20.1	20.1	20.1
Other Imp to Interstates	19.6	29.2	42.9	42.9	42.9	42.9
<b>TOTAL</b>	<b>155.8</b>	<b>211.1</b>	<b>282.5</b>	<b>282.3</b>	<b>282.0</b>	<b>282.4</b>

# Truck Registration Fees

(58.1-697.2)

- **Increases maintain Virginia's progressive fee structure**
- **Captures both in-state and interstate trucks through International Registration Plan**
- **Increases bring Virginia more in-line with other I-81 corridor states**
- **Fees for farm vehicles remain ½ of the fee for heavy trucks as of January 1, 2019**

# 2.1% Regional Fuels Tax

(58.1-2295.1)

- **Applies in Planning District Commissions in which Interstate 81 is located**
  - PDCs 3, 4, 5, 6, and 7
- **Functions the same as the regional fuels tax in Hampton Roads and Northern Virginia**
- **100% of revenues are deposited in Interstate 81 Corridor Improvement Fund**

# Road Tax

(58.1-2701)

- Road Tax is a surcharge on diesel fuel paid by trucks through International Fuels Tax Agreement that—
  - Have two axles and weight greater than 26,000 pounds
  - Have three or more axles
  - Are combination vehicles with a weight greater than 26,000 pounds
- Current rate is \$0.035 per gallon

# Road Tax

(58.1-2701)

- **Starting July 1, 2019 the rate will be \$0.01125 times the average fuel economy for heavy trucks**
  - Current average mpg is 6
  - $6 \times \$0.01125 = \$0.0675$  per gallon
  - An increase of \$0.0325 per gallon
- **Starting July 1, 2020, rate will be \$0.0225 x average mpg**
  - $6 \times \$0.0225 = \$0.135$  per gallon
  - An increase from current rates of \$0.10 per gallon

# Diesel Tax

(58.1-2217.1)

- **Amendments impose an additional diesel tax at the wholesale level of 2.03%**
  - Results in an \$0.068 increase in diesel tax rate
- **Starts July 1, 2021**
- **Includes the floor from HB2313 (2013)**

# Interstate 81 Corridor Improvement Fund and Program

(33.2-3601 and 33.2-3602)

- **Moneys may only be used for capital, operating and other improvement costs identified in an adopted Interstate 81 Corridor Improvement Plan**
- **Board must, starting July 1, 2020, annually update and adopt the 81 Corridor Improvement Program**
  - **Must consult with Interstate 81 Committee and review their recommendations**
  - **Must report on status and effectiveness of projects**



# Interstate 81 Corridor Report

(33.2-3602 D)

- **Board must report to the General Assembly by December 15 each year on—**
  - **Safety and performance of Interstate 81**
  - **Assessment of effectiveness of the operational strategies and capital projects implemented through the Program**
  - **Status of projects funded through the Program**
  - **Current and projected balances of the Fund**

# Interstate 81 Committee

(33.2-3603)

- **Board must establish Interstate 81 Committee**
- **15 voting members and two ex-officio**
  - 5 planning district commission chairs
  - 4 members of the House of Delegates
  - 3 members of the Senate
  - 3 CTB members from Bristol, Salem and Staunton
  - VDOT Commissioner and DRPT Director ex-officio
- **Required to hold 4 public meetings each year**

# Interstate 81 Committee

(33.2-3603)

- **Purpose is to provide advice and recommendations to the Board—**
  - **Development of the Program**
  - **Updates to the I-81 Corridor Improvement Plan**
- **Committee shall review the Interstate 81 Corridor Improvement Plan as it relates to project prioritization and funding options**
  - **Must report to the General Assembly and Governor by December 15, 2019 on recommendations**

# Interstate 81 Corridor Improvement Plan

## (33.2-3604)

---

- **Requires the Board to regularly update the Plan and establishes requirements for such updates—**
  - **Needs assessment**
  - **Solutions identification**
  - **Prioritization of potential solutions**
  - **Incident management and truck parking**
- **Moneys in the Fund can only be used for items included in the Plan**

# Northern Virginia Transportation Authority

(Enactment Clauses 6 and 7)

- Revenues are deposited into the Northern Virginia Transportation Authority Fund and distributed
  - 30% to local governments
  - 70% to the Authority for regional projects
- Moneys for purposes of the benefits calculation and distribution to local governments are determined to be generated by locality in the same manner as the retail sales and use tax
- These revenues may not support debt

# Interstate Highway Corridors

- **~50% of statewide revenue increases**
- **Operational improvements and other enhancements to interstate corridors to improve**
  - **Safety**
  - **Reliability**
  - **Travel flow**
- **Any Interstate with 10%+ of Interstate truck traffic shall receive an amount approximately equal its percentage of Interstate truck traffic over time**

# Other Provisions

- Revenues raised by the legislation expire December 31 in any year the General Assembly uses the funds for a non-transportation purpose
- If any part of the legislation is found to be unconstitutional the remaining portions shall remain in effect
- Board and VDOT shall continue to undertake all work on I-81 that they undertook as of July 1, 2019

*B. August I-81 Committe Presentation*





# I-81 CORRIDOR IMPROVEMENT PLAN PROJECT PRIORITIZATION PROCESS

I-81 Committee Briefing

**Bart Thrasher, PE**  
**VDOT Chief Engineer**

August 13, 2019

# Proposed Implementation Plan

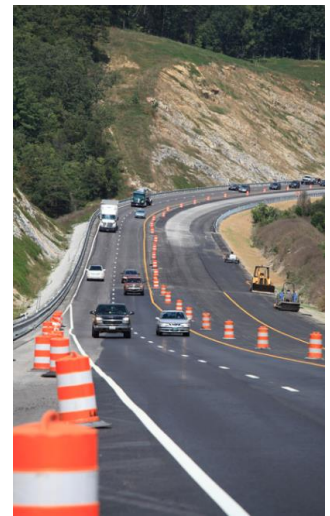
**Following the adoption of the I-81 Corridor Improvement Plan, VDOT began development of a draft implementation plan based upon:**

- **Evaluating projects based on project readiness**
- **Evaluating projects based on environmental readiness**
- **Scope of Project**
- **Project Delivery Method**

# Step 1. Evaluate Project Readiness

## Identify and evaluate schedule risk

- Constructibility
- Right-of-way
- Utilities
- Maintenance of traffic
- Soil/rock conditions
- Interchange impacts
- Structures (bridges, walls, etc.)



# Step 2. Evaluate Environmental Readiness

## Identify and evaluate environmental schedule risk

- Cultural resources
- Water quality (streams, wetlands, permits, etc.)
- Threatened and endangered (T&E) species



# Step 3. Internal Discussions

## Individual Meetings

- Evaluate project readiness and environmental readiness
- Identify steps for further due diligence with scope, cost, and schedule
- Discuss program delivery effects
  - Length of work zones
  - Efficient widening strategies
  - Timeline of construction
  - Potential delivery methods



# Step 4. Develop a Schedule

- **Account for readiness and availability of funding**
  - Additional factors from Committee
- **Develop draft project schedules and spend plan**
- **Goal is to balance project efforts (PE, RW and Construction) with revenue forecast and develop a spend plan**
- **Look at options for project delivery**

## GOAL

**Balance project efforts (PE, RW and Construction) with revenue forecast and develop a spend plan**

# Typical Project Development Timeframes

**Depending on project scope, project development timeframes can vary significantly:**

- **Preliminary Engineering/NEPA: 6-24 months**
- **Right of Way: 0-24 months**
- **Construction: 6-36 months**

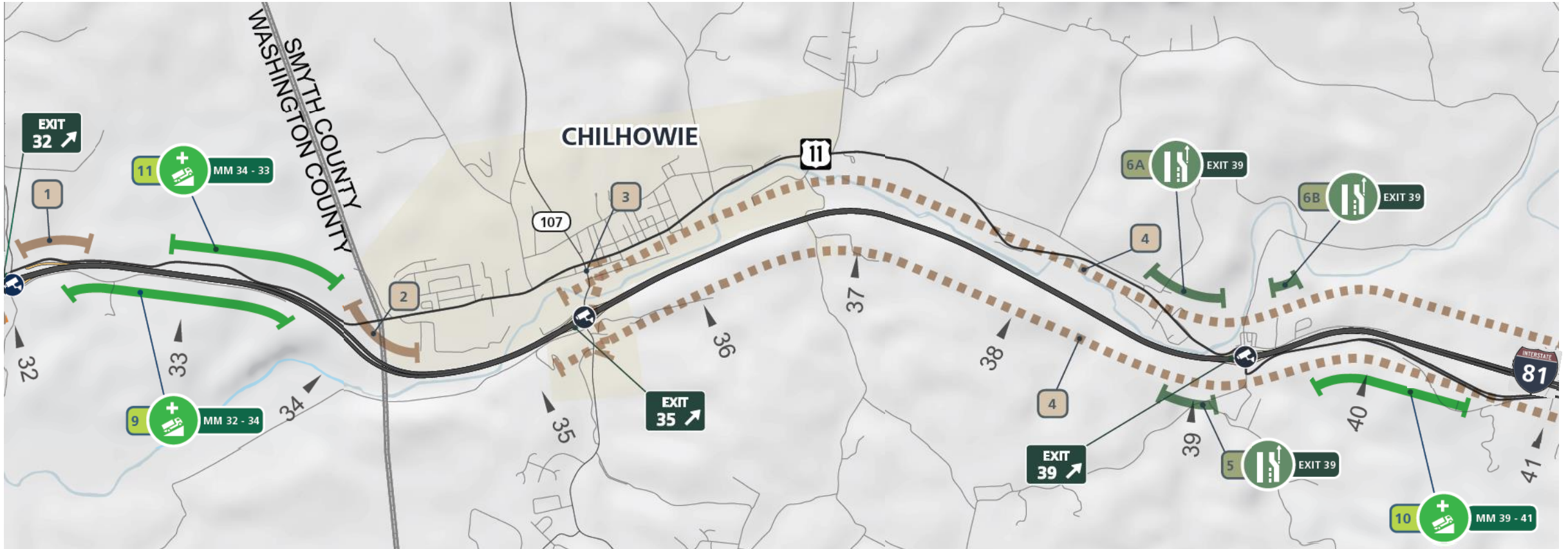
**Emphasizes need to start design work early on larger projects**

# \$2 billion in I-81 Plan Capital Improvements

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 District	1	3	3	6	10	4	0	27	\$285.2
Salem District	4	0	0	4	2	3	0	13	\$875.3
Staunton District	4	1	2	10	4	1	1	23	\$838.1
<b>Total I-81 Corridor Number of Improvements</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>20</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>63</b>	<b>\$1,998.8</b>



# Bristol District Improvement Locations



## Truck Climbing Lanes Near Chilhowie

Proposed improvements represented by solid green lines

# Salem District Improvement Locations



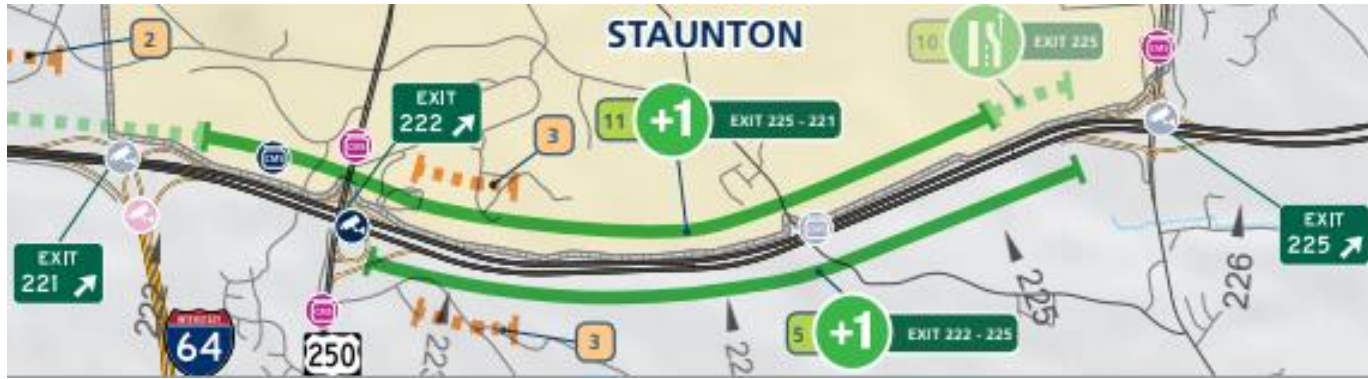
**MM 119 to 141 northbound widening**

Proposed improvements represented by solid green lines



**MM 144 to 150 northbound and southbound widening  
Exit 141 to Exit 137 southbound widening**

# Staunton District Improvement Locations - South



**Exit 222-225 northbound widening**  
**Exit 225-221 southbound widening**



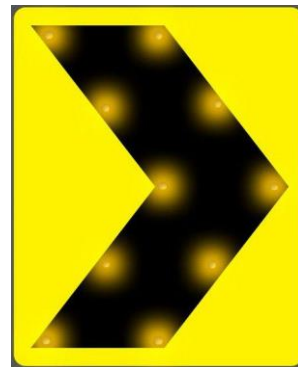
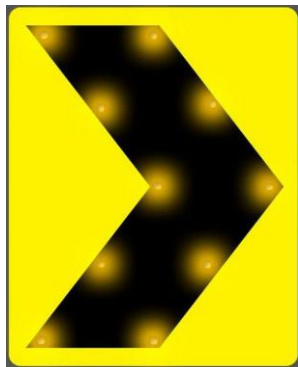
**Weyers Cave (Exit 235) northbound and southbound truck climbing lanes**

Proposed improvements represented by solid green lines

# Mainline Safety Capital Improvements Underway

## Curve Improvements (Static and/or Flashing Chevrons)

District	Number of Locations	Planned Installation Date
Bristol District	4	Fall 2019
Salem District	3	Fall 2019
Staunton District	1	Fall 2019
<b>Total</b>	<b>8</b>	



# I-81 Operational Improvements Plan

## Components currently underway include:

- Expanded Safety Service Patrols in July 2019
- 30 changeable message signs and 45 camera installations starting in Fall 2019

## Components coming as the plan develops

- Upgrades to detour routes and improvements to parallel facilities
- Contract emergency clearance

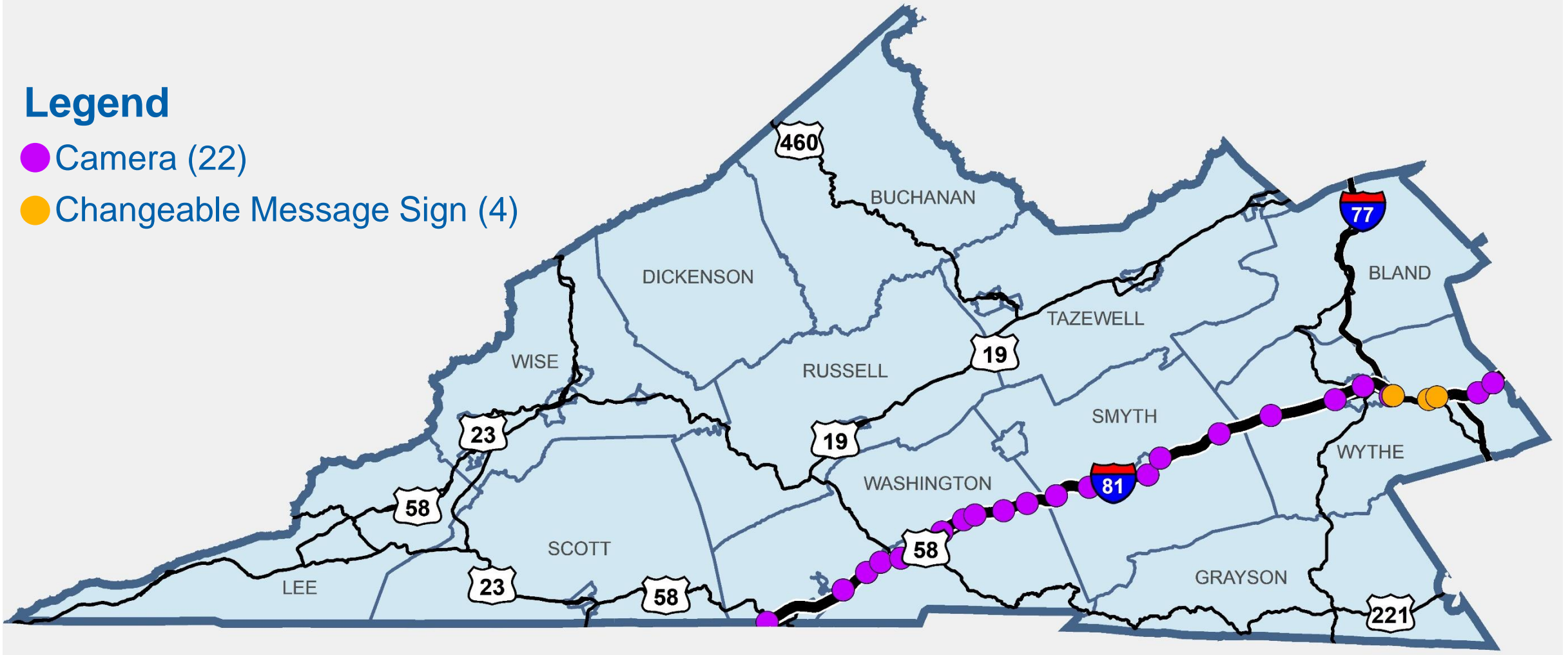
Total Estimated Implementation Cost **\$46 million**



# Bristol District ITS Device Locations

## Legend

- Camera (22)
- Changeable Message Sign (4)

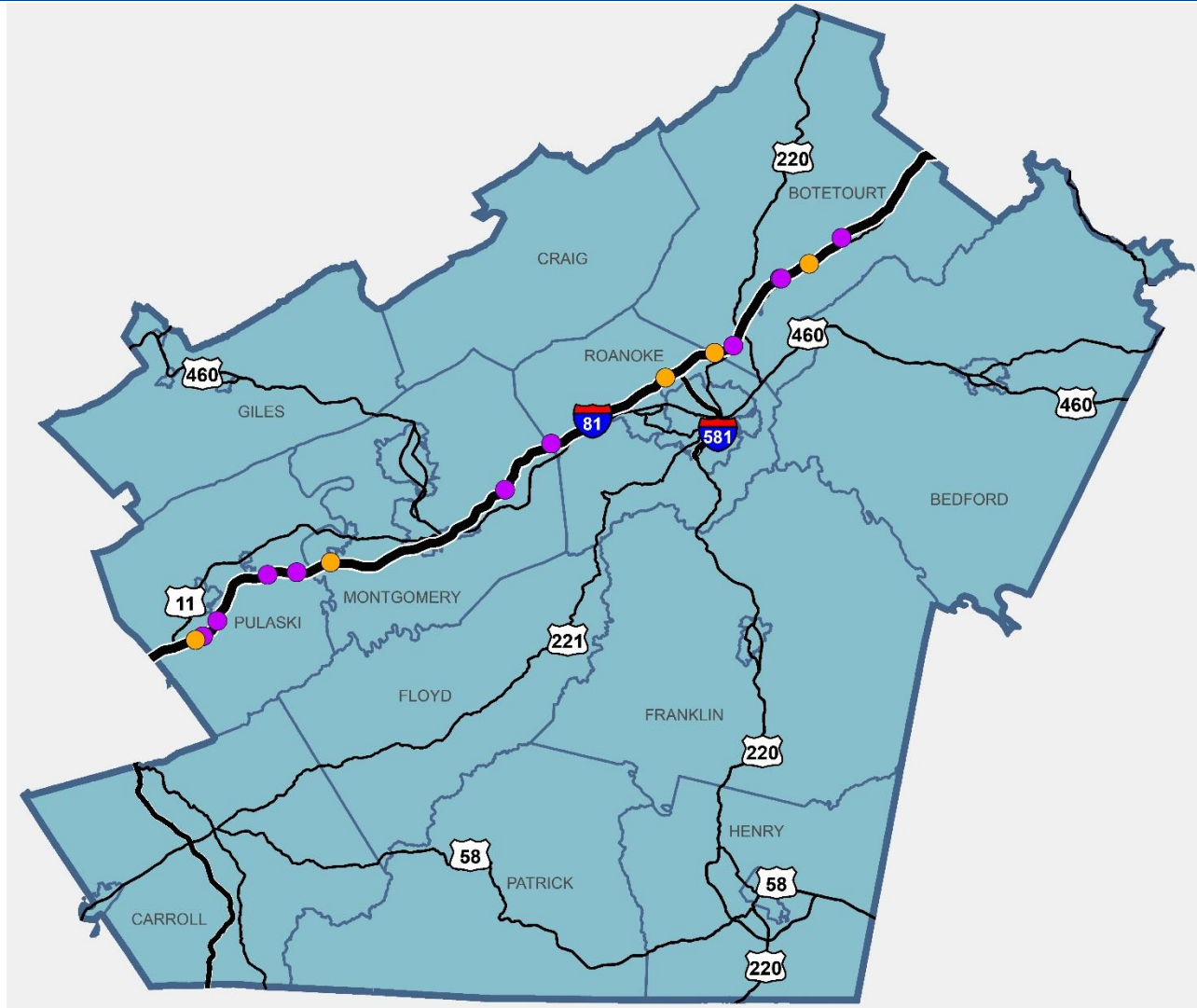


# Salem District ITS Device Locations

## Legend

● Camera (10)

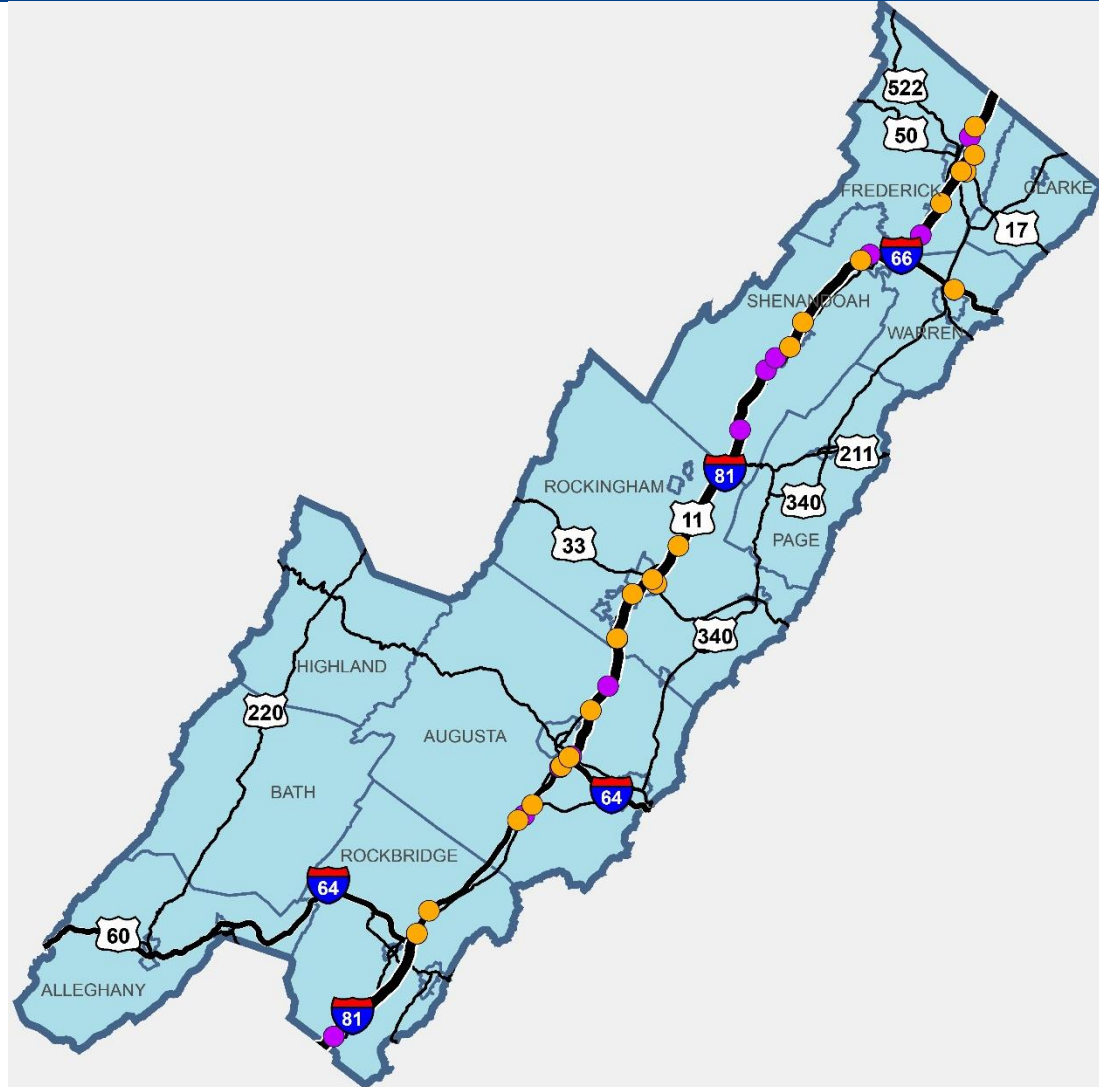
● Changeable Message Sign (5)



# Staunton District ITS Device Locations

## Legend

- Camera (13)
- Changeable Message Sign (21)





# 47 Remaining Capital Improvements

## Bristol District

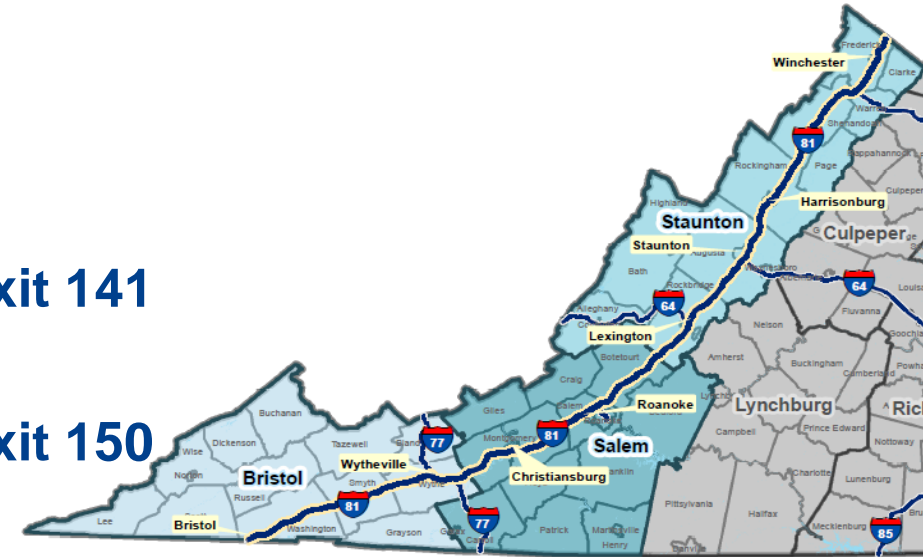
- Add northbound truck climbing lane from Exit 32 and from Exit 39
- Add a southbound truck climbing lane (Chilhowie)
- Improvements at the I-77/I-81 interchange

## Salem District

- Widen northbound from Exit 119 to Exit 137
- Widen northbound and southbound from Exit 137 to Exit 141
  - Connects to active widening from Exit 141 to Exit 143
- Widen northbound and southbound from Exit 143 to Exit 150

## Staunton District

- Widen northbound and southbound from Exit 222 to Exit 225 (Staunton)
- Add northbound and southbound truck climbing lanes (Weyers Cave)
- Widen northbound and southbound from Exit 243 to 248 (Harrisonburg)
- Widen northbound and southbound from Exit 313 to Exit 317 (Winchester)



# Next Steps

- **VDOT will:**
  - **Develop project development and delivery durations based upon constructability and environmental readiness**
  - **Use readiness information along with revenue scenarios to develop preliminary project schedule**
  - **Develop project delivery method options**
  - **Present results at next Committee meeting**
- **What does the committee need from VDOT to help develop and deliver a draft schedule?**

*C. October I-81 Committee and CTB Presentations*



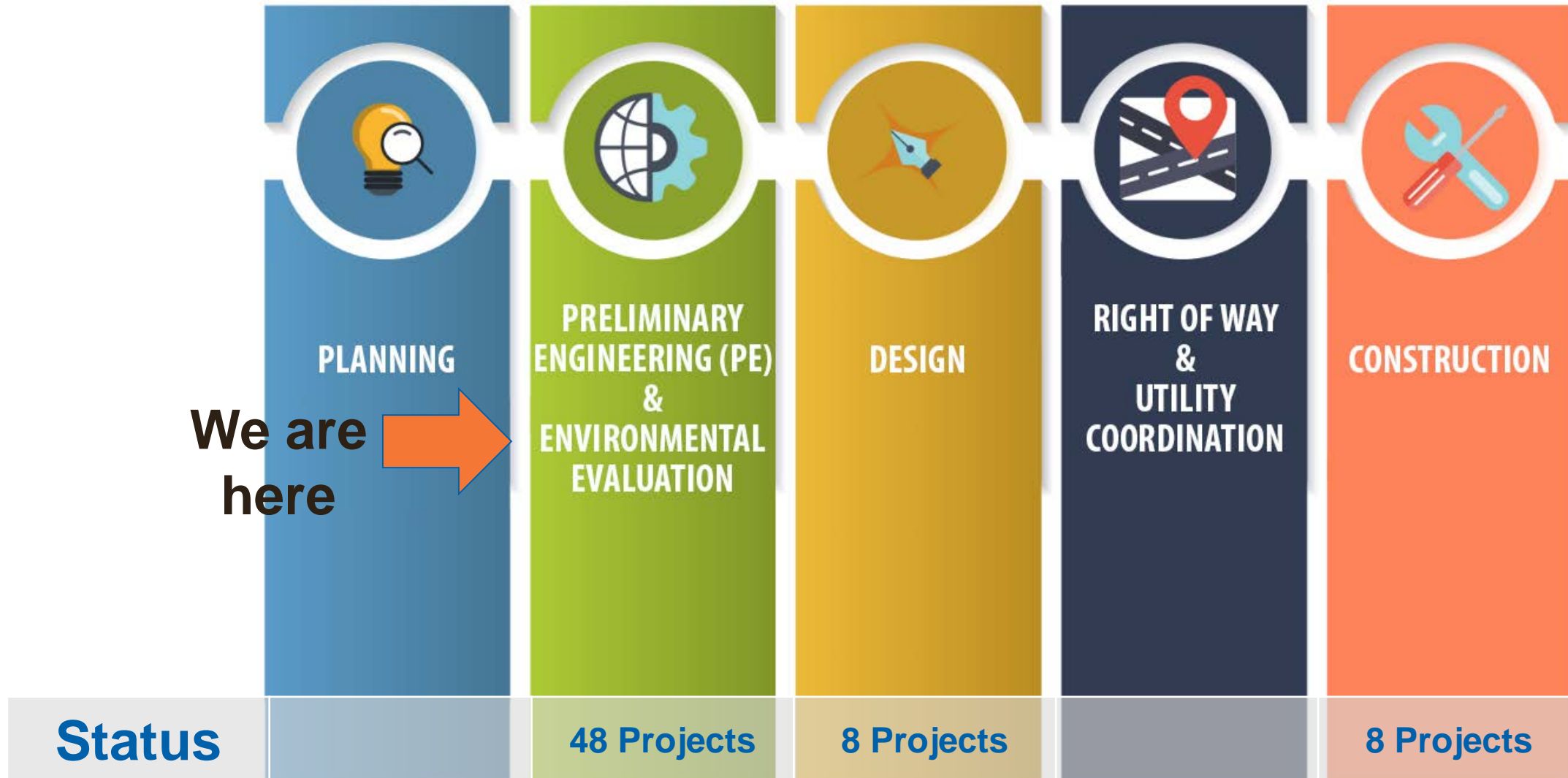
# I-81 CORRIDOR IMPROVEMENT PLAN PROJECT SCHEDULING

I-81 Committee Briefing

**Bart Thrasher, PE**  
**VDOT Chief Engineer**

October 1, 2019

# Project Development Process



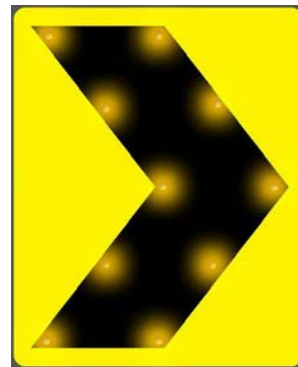
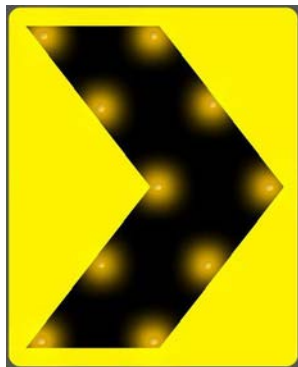
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# Mainline Safety Capital Improvements Underway

## Curve Improvements (Static and/or Flashing Chevrons)

District	Number of Locations	Planned Installation Date
Bristol District	4	Fall 2019
Salem District	3	Fall 2019
Staunton District	1	Fall 2019
<b>Total</b>	<b>8</b>	



# Mainline Capital Improvements Under Design

## Acceleration/Deceleration Lane Extensions

District	Number of Locations	Project Status
Bristol District	2	Underway
Salem District	1	Underway
Staunton District	5	Underway
<b>Total</b>	<b>8</b>	

- All of these projects are included in the FY20-25 Six-Year Improvement Program
- Of the 16 initial programmed projects, 8 will be complete, and 5 will be under construction in 2020



# 48 Remaining Capital Improvement Highlights

## Bristol District

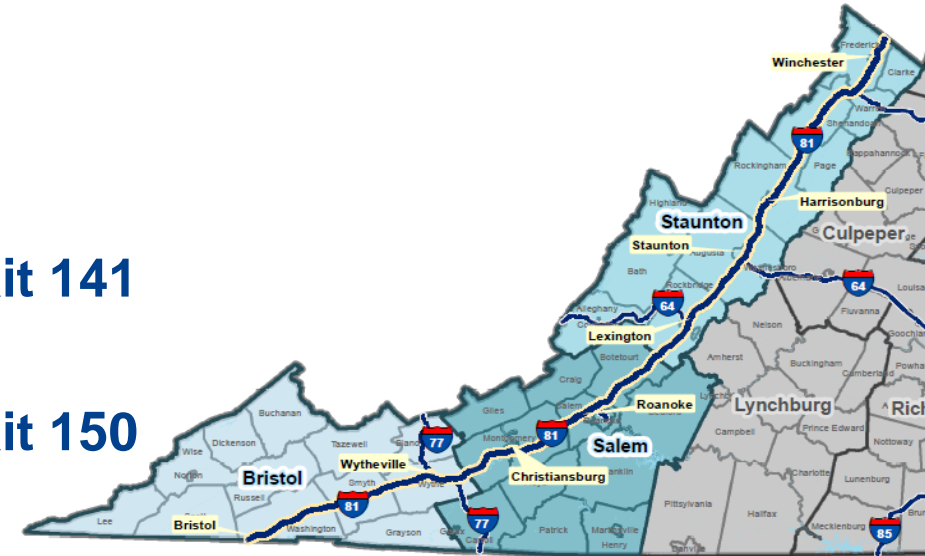
- Add northbound truck climbing lane from Exit 32 and from Exit 39
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- Various improvements at both I-77/I-81 interchanges

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- Widen northbound and southbound from Exit 243 to 248 (Harrisonburg)
- Widen northbound and southbound from Exit 313 to Exit 317 (Winchester)



# Develop Planning Level Costs and Schedule

- **Planning level cost estimates have been reviewed and refined**
  - **VDOT internal review**
  - **Independent consultant**
- **Costs are still at an order of magnitude level and will change as VDOT progresses through scoping and design-**
  - ***“we don’t know what we don’t know”***
- **Draft project schedules, anticipated environmental clearances and spend plans developed**

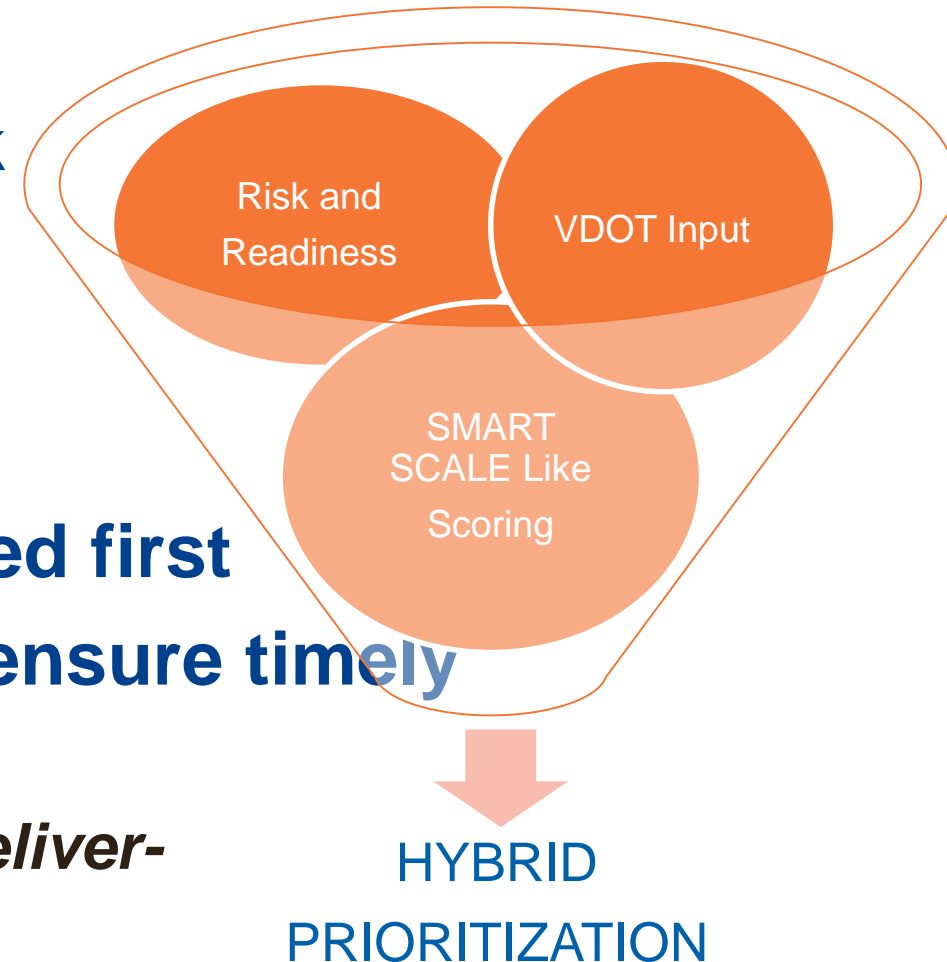
# Draft Schedule: Prioritization

## “Prioritizing the Priorities” – Hybrid Prioritization

- “SMART SCALE-like” scoring
- Project readiness, constructability, risk
- VDOT Input- MoT, sequencing, SYIP

### Will help inform

- WHAT projects SHOULD be implemented first
- WHEN does a project NEED to start to ensure timely delivery?
  - *Large projects need time to develop and deliver-  
we need to start now*



# Draft Schedule: Project Readiness/ Constructability/ Risk

## Identify and evaluate schedule risk

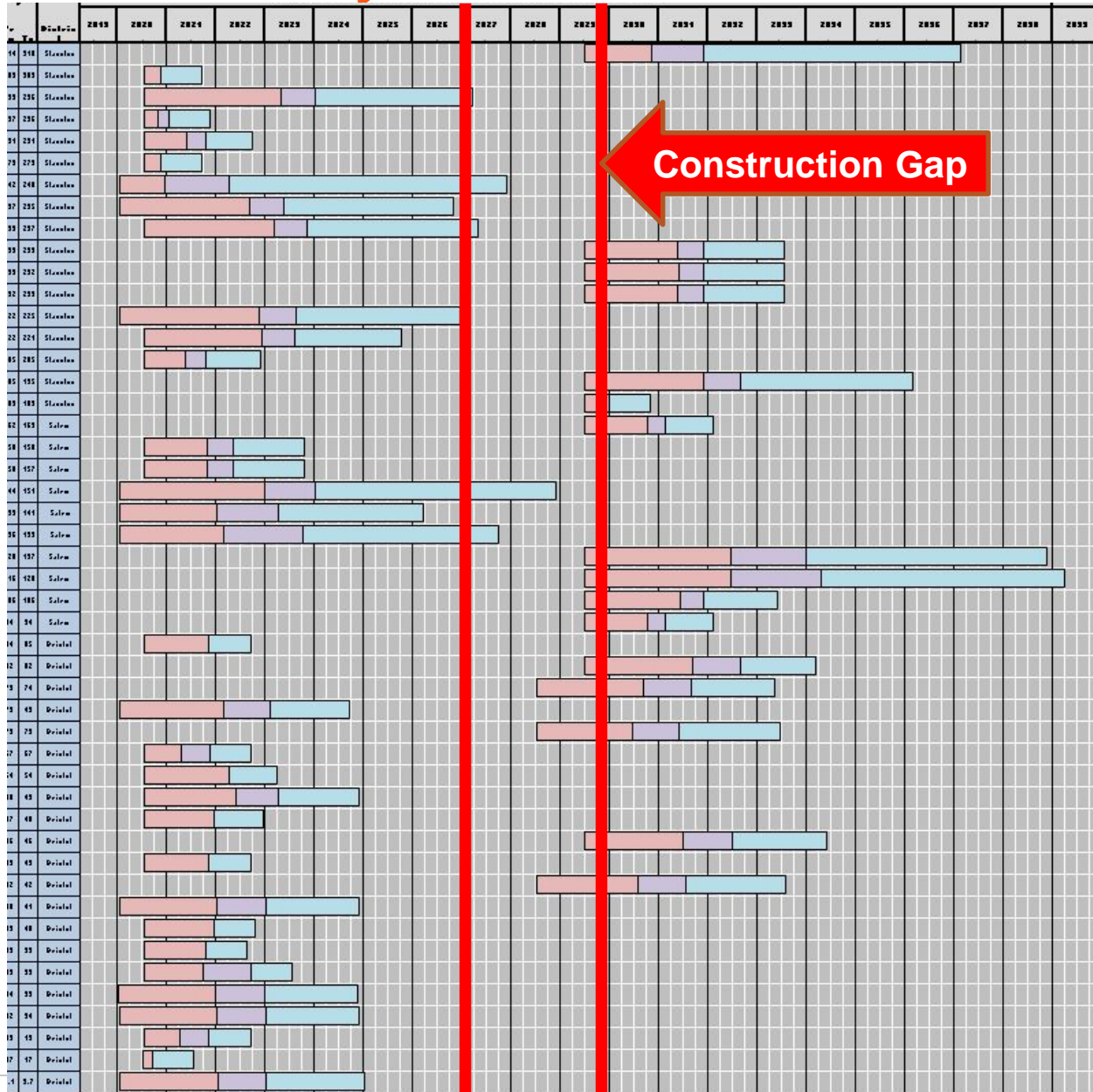
- **Constructability**
- **Right-of-way**
- **Utilities**
- **Maintenance of traffic**
- **Soil/rock conditions**
- **Interchange impacts**
- **Structures (bridges, walls, etc.)**
- **Environmental clearances**



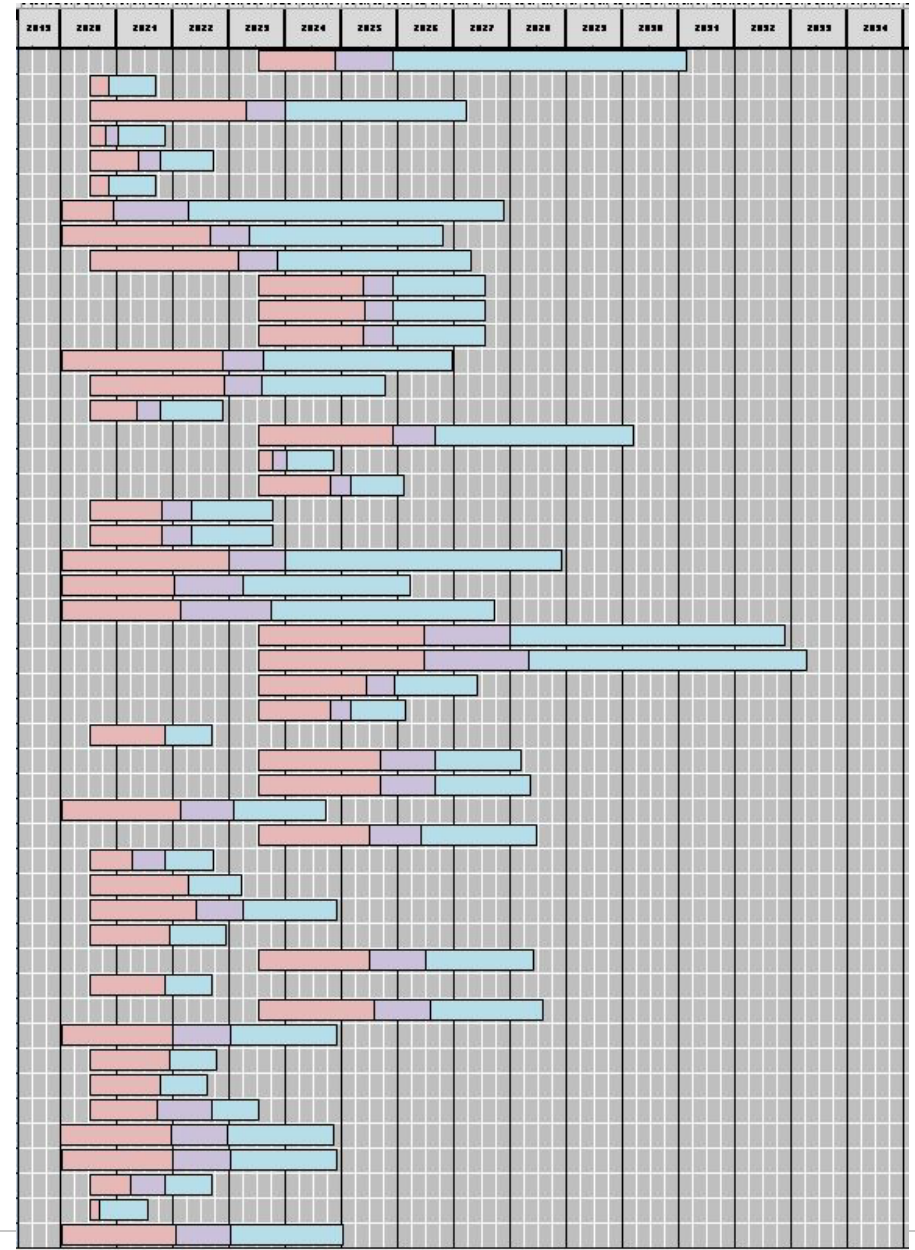
# Draft Schedule for Priority Recommendations

- **Reflects a hybrid prioritization**
- **Two scheduling options presented**
  - Existing revenue stream (pay-go)
  - Bonding/TIFIA
- **Existing revenue stream (pay-go)**
  - 48 out of 64 projects completed by 2028
- **Bonding/TIFIA option**
  - Creates sustainable pipeline of projects
  - Minimizes disruption for drivers and industry along corridor
  - 60 out of 64 projects completed by 2028

# Pay-Go Schedule



# Bonding/TIFIA Schedule



# Reading the Draft Schedule

Mile Marker		District	Jurisdiction	Study Project ID	Direction	Improvement Description	Hybrid Prioritization Rank	SMART SCALE Benefit/Mile Rank (25%)	Risk and Readiness Rank (15%)	VDOT Input (60%)	SMART SCALE Benefit Rank	Proposed Environmental Document Type	Proposed Delivery Method	Order of Magnitude Estimate Range
From	To													
162	163	Salem	Buchanan / Botetourt County	33	NB only	Extend acceleration lane	16	32	4	2	29	PCE	D/B/B	\$5M - \$8M

**Hybrid Prioritization Rank:** incorporates SMART SCALE benefit/mile (25% weight); Risk, Readiness Rank and District Input (75% weight)- includes sequencing and coordination with SYIP projects

Hybrid Prioritization Rank
16

SMART SCALE Benefit/Mile Rank (25%)	Risk and Readiness Rank (15%)	VDOT Input (60%)
32	4	2

## Hybrid Prioritization Key Factors

# Reading the Draft Schedule

Mile Marker		District	Jurisdiction	Study Project ID	Direction	Improvement Description	Hybrid Priorization Rank	SMART SCALE Benefit/Mile Rank (25%)	Risk and Readiness Rank (15%)	VDOT Input (60%)	SMART SCALE Benefit Rank	Proposed Environmental Document Type	Proposed Delivery Method	Order of Magnitude Estimate Range
From	To													
162	163	Salem	Buchanan / Botetourt County	33	NB only	Extend acceleration lane	16	32	4	2	29	PCE	D/B/B	\$5M - \$8M

Proposed Environmental Document Type	Proposed Delivery Method
PCE	D/B/B

Order of Magnitude Estimate Range
\$5M - \$8M

Refined order of magnitude level cost estimate range based on additional review

Anticipated level of environmental document required

Proposed delivery method- Design-Bid-Build (D/B/B) or Design-Build (D/B)

- Preliminary Engineering
- Right of Way Acquisition
- Construction



# Project Delivery Options

- **VDOT is collaborating with industry on the I-81 project listing and draft schedule**
- **Industry feedback on delivery timeframes is being incorporated**
- **Options for project delivery**
  - **Design-Bid-Build: projects are largely defined**
  - **Design-Build: opportunities identified for innovation and risk transfer**

# Takeaway Scorecard

Activity	Status	Anticipated Completion
Safety Service Patrol expansion	Complete	July 2019
Curve improvements (8)	Underway	Fall 2019
Initial accel/decel lane extensions (8)	Underway	Spring 2021
Additional cameras (51)	Underway	Spring 2020
Additional changeable message signs (31)	Underway	Spring 2020
Remaining capital projects (48)	TBD	Under Pay-Go scenario, 75% complete by 2028 Under bonding scenario, 94% complete by 2028

# Next Steps

- **Receive feedback**
- **Start preliminary engineering**
- **Recognize schedules will change based on:**
  - **Financing options (to be determined)**
  - **Collaboration with industry**
- **Introduce I-81 Program Delivery Director**
- **Schedule next Committee meeting and status update**
- **I-81 website: [www.VA81corridor.org](http://www.VA81corridor.org)**

*D. CTB Resolution Amending the Six-Year Improvement Program*





# 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 # 6*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 17, 2019

#### MOTION

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

**Title: Addition of Projects to the Six-Year Improvement Program for**  
**Fiscal Years 2020-2025**

**WHEREAS**, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1<sup>st</sup> 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 2020-2025 Program on June 19, 2019; 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  
October 17, 2019  
Page 2 of 2

**WHEREAS**, the projects shown in Appendix A were not included in the FY 2020-2025 Program adopted by the Board on June 19, 2019; 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 2020 through 2025 and are approved.

#####

## CTB Decision Brief

### Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2020 - 2025

**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 1<sup>st</sup> of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On June 19, 2019, after due consideration, the CTB adopted a Final FY 2020-2025 Program. The projects shown in Appendix A were not in the Final FY 2020-2025 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 2020–2025.

**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 2020–2025 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 2020-2025.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** None

**Appendix A**  
**Amendments to the FY2020-2025 SYIP**

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
NA	116155	Bristol	Abingdon	81	I-81 Corridor (ID 2) NB MM 19.2 Decel Lane	\$ 2,546,030	\$ 2,546,030	\$0	Interstate Corridor Funds	Yes
NA	116156	Bristol	Washington County	81	I-81 Corridor (ID # 3) NB MM32.4 Truck Climbing Lane	\$ 23,916,180	\$ 23,916,180	\$0	Interstate Corridor Funds	Yes
NA	116157	Bristol	Smyth County	81	I-81 Corridor (ID #4) NB MM 39.5 Add Truck Climbing Lane	\$ 21,618,865	\$ 21,618,865	\$0	Interstate Corridor Funds	Yes
NA	116159	Bristol	Smyth County	81	I-81 Corridor (ID #5) NB MM 38.9 Extend Decel Lane	\$ 2,071,030	\$ 2,071,030	\$0	Interstate Corridor Funds	Yes
NA	116161	Bristol	Smyth County	81	I-81 Corridor (ID # 7) NB MM 48.1 Extend Accel lane	\$ 19,303,220	\$ 19,303,220	\$0	Interstate Corridor Funds	Yes
NA	116162	Bristol	Wytheville	81	I-81 Corridor (ID # 8) NB MM 67.3 Extend Accel lane	\$ 3,647,420	\$ 3,647,420	\$0	Interstate Corridor Funds	Yes
NA	116164	Bristol	Wytheville	81	I-81 Corridor (ID # 11) NB MM 73.0 Decel and Loop	\$ 22,118,865	\$ 22,118,865	\$0	Interstate Corridor Funds	Yes
NA	116165	Bristol	Wythe County	81	I-81 Corridor (ID # 12) SB MM 84.3 Extend Decel Lane	\$ 3,156,921	\$ 3,156,921	\$0	Interstate Corridor Funds	Yes
NA	116169	Bristol	Smyth County	81	I-81 Corridor (ID # 15) SB MM 54.1 Extend Ramp to Rest Area	\$ 5,794,536	\$ 5,794,536	\$0	Interstate Corridor Funds	Yes
NA	116158	Bristol	Smyth County	81	I-81 Corridor (ID16) SB MM 47.4 Extend Accel Lane	\$ 4,470,563	\$ 4,470,563	\$0	Interstate Corridor Funds	Yes
NA	116167	Bristol	Smyth County	81	I-81 Corridor (ID 17) SB MM 42.8 Extend Accel Lane	\$ 4,189,720	\$ 4,189,720	\$0	Interstate Corridor Funds	Yes
NA	116174	Bristol	Smyth County	81	I-81 Corridor (ID # 19) MM 39.4 Extend Decel Lane	\$ 1,617,036	\$ 1,617,036	\$0	Interstate Corridor Funds	Yes
NA	116173	Bristol	Smyth County	81	I-81 Corridor (ID # 20) SB MM 38.7 Extend Accel Lane	\$ 6,106,170	\$ 6,106,170	\$0	Interstate Corridor Funds	Yes
NA	116172	Bristol	Washington County	81	I-81 Corridor (ID # 21) SB MM 34.0 Truck Climbing Lane	\$ 18,938,545	\$ 18,938,545	\$0	Interstate Corridor Funds	Yes
NA	116171	Bristol	Abingdon	81	I-81 Corridor (ID # 26) SB MM 16.6 Extend Accel Lane	\$ 3,704,108	\$ 3,704,107	\$0	Interstate Corridor Funds	Yes
NA	116170	Bristol	Washington County	81	I-81 Corridor (ID # 27) SB MM 8.1 Widen to three lanes	\$ 37,116,200	\$ 37,116,200	\$0	Interstate Corridor Funds	No
NA	115730	Hampton Roads	Chesapeake	664	I-664 NB & SB Western Branch Signing	\$ 12,392	\$ 12,392	\$0	Local Accounts Receivable	Yes
NA	TBD	Richmond	Districtwide	NA	Ashland to Petersburg Trail	\$ 4,000,000	\$ 4,000,000	\$0	Intoxicated Driver Penalty	Yes
NA	116201	Salem	Roanoke County	81	#I-81 CIP - MM 144 to Exit 150 adding NB and SB lanes	\$ 322,157,080	\$ 61,753,790	\$260,403,290	Interstate Corridor Funds	No
NA	116202	Salem	Botetourt County	81	#I-81 CIP - Extend lanes at Troutville Safety Rest Area	\$ 10,042,040	\$ 10,042,040	\$0	Interstate Corridor Funds	Yes
NA	116203	Salem	Roanoke County	81	#I-81 - MM136 to MM139 adding lane in each direction	\$ 174,608,365	\$ 82,569,556	\$92,038,809	Interstate Corridor Funds	No



**Appendix A**  
**Amendments to the FY2020-2025 SYIP**

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
NA	115937	Salem	Roanoke County	81	#I-81 CIP -- MM139 to MM141 adding lane in each direction	\$ 117,871,895	\$ 97,871,895	\$20,000,000	Interstate Corridor Funds	No
NA	116277	Staunton	Augusta County	81	NB I-81 MM 233 to 237, WEYERS CAVE TCL (Study ID #44)	\$ 100,798,170	\$ 95,798,170	\$5,000,000	Interstate Corridor Funds	No
NA	116270	Staunton	Shenandoah County	81	NB I-81 Exit 291 Extend ACCELERATION LANE (Study ID #46)	\$ 3,392,569	\$ 3,392,569	\$0	Interstate Corridor Funds	Yes
NA	116236	Staunton	Frederick County	81	I-81 NB EXIT 302 EXTEND ACCELERATION LANE (Study ID #47)	\$ 2,418,000	\$ 2,418,000	\$0	Interstate Corridor Funds	Yes
NA	116268	Staunton	Shenandoah County	81	SB I-81 MM 296 to 299, 3-LANE WIDENING (Study ID #50)	\$ 117,561,402	\$ 97,561,402	\$20,000,000	Interstate Corridor Funds	No
NA	116244	Staunton	Shenandoah County	81	I-81 SB EXIT 296 EXTEND ACCELERATION LANE (Study ID #51)	\$ 1,647,718	\$ 1,647,718	\$0	Interstate Corridor Funds	Yes
NA	116243	Staunton	Shenandoah County	81	I-81 SB EXIT 279 EXTEND ACCELERATION LANE (Study ID #53)	\$ 2,248,000	\$ 2,248,000	\$0	Interstate Corridor Funds	Yes
NA	116278	Staunton	Augusta County	81	SB I-81 MM 234 to 236, WEYERS CAVE TCL (Study ID #55)	\$ 29,581,960	\$ 10,765,797	\$18,816,163	Interstate Corridor Funds	No
NA	116279	Staunton	Augusta County	81	SB I-81 MM 221 to 220, AUXILIARY LANE (Study ID #58)	\$ 14,326,755	\$ 14,326,755	\$0	Interstate Corridor Funds	Yes
NA	116245	Staunton	Rockbridge County	81	I-81 SB EXIT 205 EXTEND ACCELERATION LANE (Study ID #59)	\$ 3,483,323	\$ 3,483,323	\$0	Interstate Corridor Funds	Yes
NA	116269	Staunton	Augusta County	81	NB & SB I-81 MM 221 to 225, 3-LANE WIDENING (Study ID #61)	\$ 140,209,650	\$ 122,060,585	\$18,149,065	Interstate Corridor Funds	No
NA	116280	Staunton	Harrisonburg	81	NB & SB I-81 MM 242 to 248, 3-LANE WIDENING (Study ID #62)	\$ 272,074,995	\$ 155,574,995	\$116,500,000	Interstate Corridor Funds	No
NA	T-23458	Staunton	Clarke County	7	ROUTE 7 WEST BOUND RAMP WIDENING TO ROUTE 340 NORTH	\$ 50,000	\$ 50,000	\$0	STP <5K	Yes
NA	T-23459	Staunton	Clarke County	7	ROUTE 7 DYNAMIC FLASHERS AT ROUTE 601 INTERSECTION	\$ 100,000	\$ 100,000	\$0	STP <5K	Yes
NA	T-23460	Staunton	Clarke County	9999	Enhanced Law Enforcement Route 9 Closure	\$ 21,472	\$ 21,472	\$0	STP <5K	Yes

*E. Project Scheduling Process Charts*



**I-81 Study Project Prioritization  
Capital Projects in the Program  
Order of Projects is North to South**

October 1, 2019

Mile Marker		District	Jurisdiction	UPC	Study Project ID	Improvement Description	Proposed Environmental Document Type	Proposed Delivery Method	Direction	Program Allocation	Estimated Project Development and Delivery Timeline (using D/B/B as schedule)				
From	To										2019	2020	2021	2022	2023
303.7	303.9	Staunton	Frederick County	115803	49	Truck Scales NB Accel Extension <sup>1</sup>	PCE	D/B/B	NB only	\$1,980,000					
302.1	302.2	Staunton	Frederick County	115870	48	Exit 302 NB Decel Extension <sup>1</sup>	PCE	D/B/B	NB only	\$1,047,000					
283.3	282.9	Staunton	Shenandoah County	115804	52	Exit 283 SB Accel Extension <sup>1</sup>	PCE	D/B/B	SB only	\$2,354,000					
272.3	272.3	Staunton	Shenandoah County	115848	54	SB Flashing Chevron	PCE	D/B/B	SB only	\$163,000					
268.8	268.9	Staunton	Shenandoah County	115802	45	Exit 269 NB Decel Extension <sup>1</sup>	PCE	D/B/B	NB only	\$1,000,000					
205.3	205.7	Staunton	Rockbridge County	115801	42	Exit 205 NB Accel Extension <sup>2</sup>	PCE	D/B/B	NB only	\$2,354,000					
175.3	171.4	Salem	Botetourt County	115794	35	MM 176-172 curve improvements (flashing chevron) <sup>1</sup>	PCE	D/B/B	SB only	\$163,000					
171.7	175.6	Salem	Botetourt County	115794	34	MM 172-176 curve improvements (flashing chevron) <sup>1</sup>	PCE	D/B/B	NB only	\$163,000					
90.2	90.7	Salem	Pulaski County	115795	29	Extend acceleration lane (Exit 89)	PCE	D/B/B	NB only	\$4,784,500					
88	88	Salem	Pulaski County	115794	28	MM 88 curve improvements (flashing chevron) <sup>1</sup>	PCE	D/B/B	NB only	\$163,000					
67.6	67.6	Bristol	Wytheville	115600	9	MM 68 curve improvements (flashing chevron)	PCE	D/B/B	NB only	\$163,000					
26.7	26.8	Bristol	Washington County	115345	22	Extend deceleration lane	PCE	D/B/B	SB only	\$5,528,000					
25.9	26.1	Bristol	Washington County	115346	23	Extend acceleration lane	PCE	D/B/B	SB only	\$2,005,000					
21.5	21.5	Bristol	Washington County	115395	24	MM 22 curve improvement (chevrons)	PCE	D/B/B	SB only	\$163,000					
17.9	17.9	Bristol	Abingdon	115393	1	MM 18 curve improvement (flashing chevron)	PCE	D/B/B	NB only	\$163,000					
17.6	17.6	Bristol	Abingdon	115394	25	MM 18 curve improvement (flashing chevron)	PCE	D/B/B	SB only	\$163,000					
<b>Total Allocations in the Program</b>										<b>\$22,356,500</b>					

Preliminary Engineering
  Right of Way Acquisition
  Construction

<sup>1</sup> Opportunity to Bundle with other I-81 Study Projects

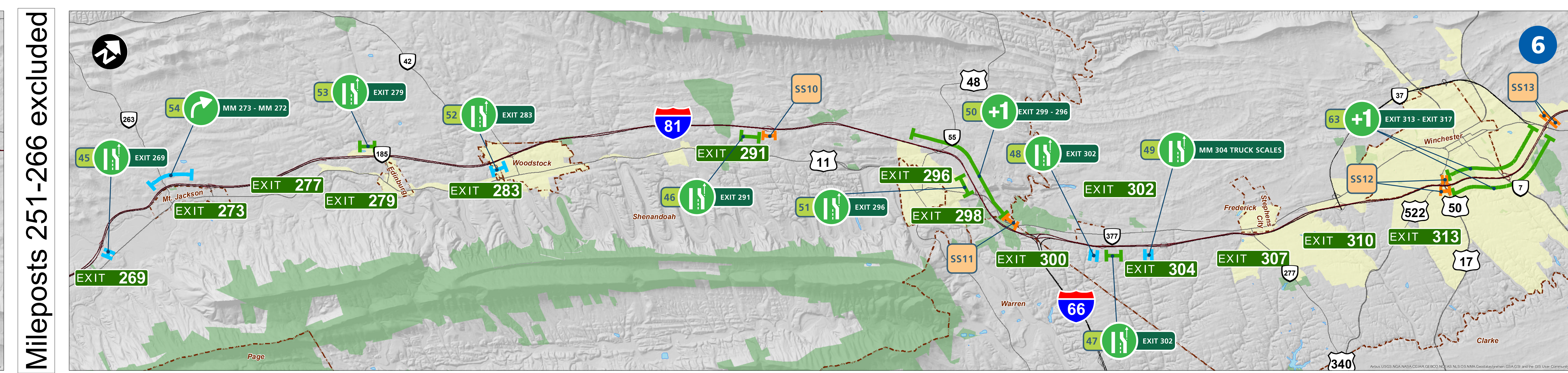
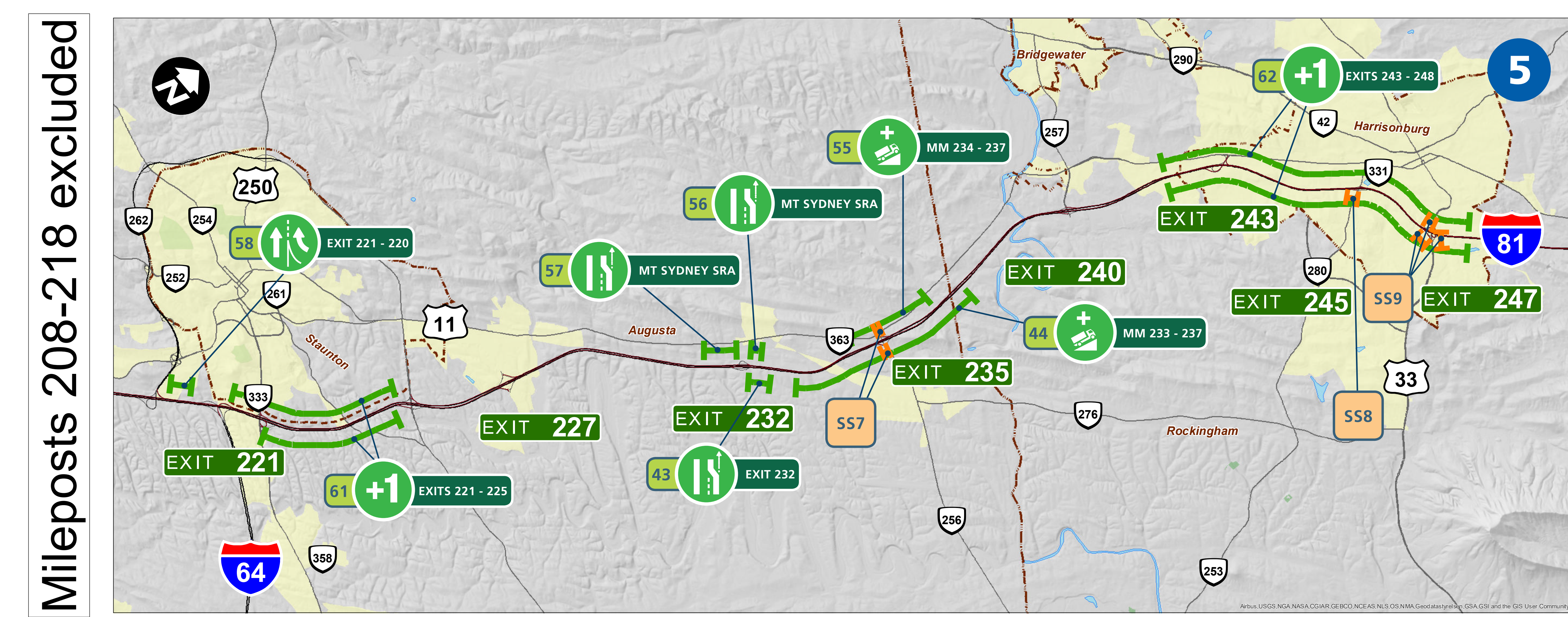
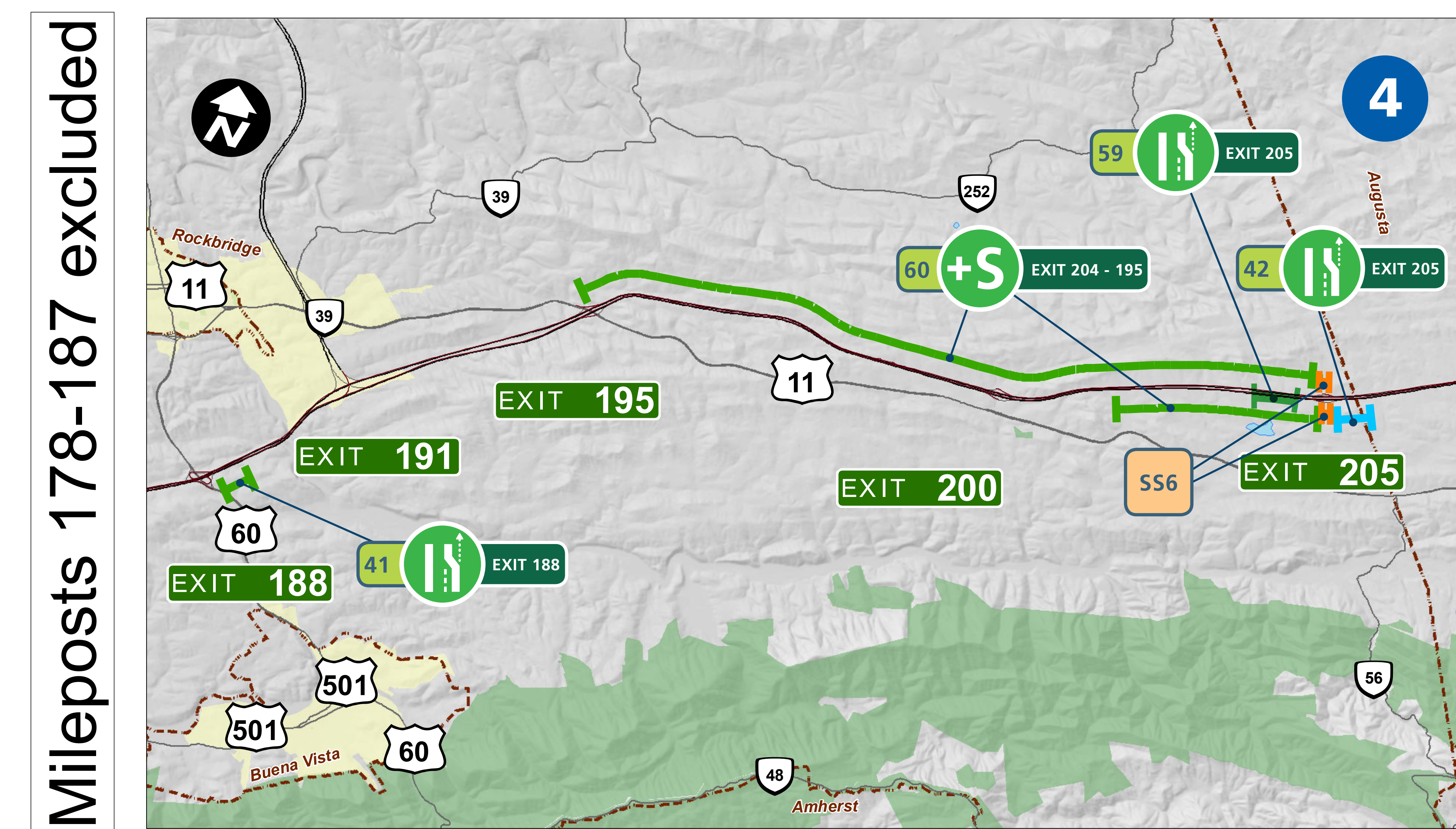
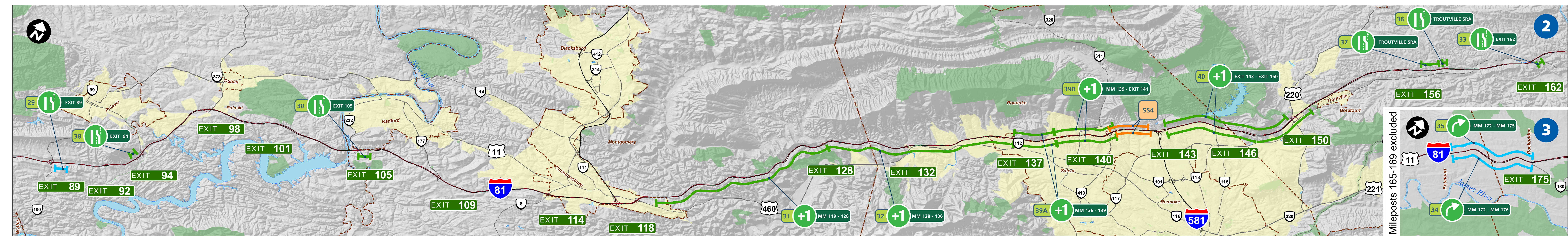
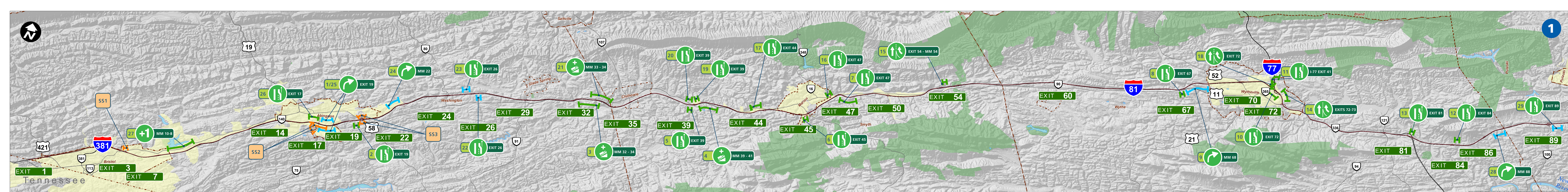
<sup>2</sup> Coordinate/ Opportunity to Bundle with other projects in the SYIP





*E. Improvements Summary Map and Table*





**LEGEND**

**Infrastructure**

- +1 Widen by One Lane
- + Add Truck Climbing Lane
- Extend Acceleration/Deceleration Lane
- Add Auxiliary Lane
- Curve Improvement
- Shoulder Widening

**Improvements**

- 16 Projects Currently FY20 SYIP
- 48 Remaining Projects
- Smart Scale Funded Project

0 2.5 5 10 Miles

Office of INTERMODAL Planning and Investment

VDOT Virginia Department of Transportation

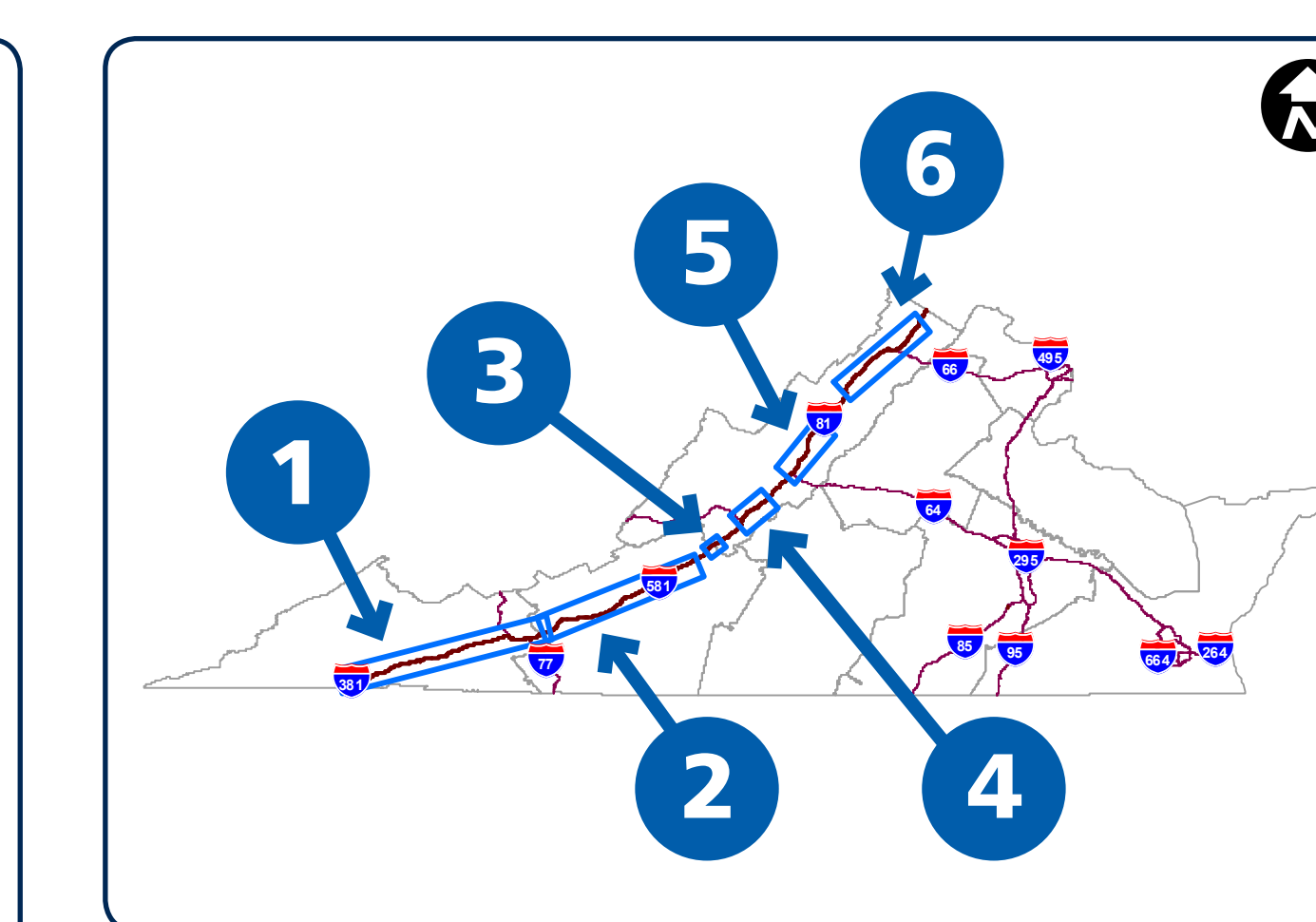
October 1, 2019

Mileposts 208-218 excluded

Mileposts 251-266 excluded

Mileposts 165-169 excluded

Mileposts 178-187 excluded



# I-81 CORRIDOR IMPROVEMENTS PLAN

## RECOMMENDED IMPROVEMENTS

Study Project ID	UPC	District	Jurisdiction(s)	Direction	Mile Marker			Improvement Description
					From	to	To	
1	115393	Bristol	Abingdon	NB only	17.9	to	17.9	Curve improvement (flashing chevron)
2	116155	Bristol	Abingdon / Washington County	NB only	19.2	to	19.3	Exit 19 deceleration lane extension
3	116156	Bristol	Chilhowie / Washington County	NB only	32.4	to	33.5	Add truck climbing lane
4	116157	Bristol	Chilhowie / Smyth County	NB only	39.5	to	40.6	Add truck climbing lane
5	116159	Bristol	Smyth County	NB only	38.9	to	39	Exit 39 deceleration lane extension
6	116160	Bristol	Marion / Smyth County	NB only	45.5	to	45.6	Exit 45 deceleration lane extension
7	116161	Bristol	Marion / Smyth County	NB only	48.1	to	48.9	Exit 47 acceleration lane extension
8	116162	Bristol	Wytheville	NB only	67.3	to	67.4	Exit 67 deceleration lane extension
9	115600	Bristol	Wytheville	NB only	67.6	to	67.6	Curve improvements (flashing chevron)
10	116163	Bristol	Wytheville	NB only	72.7	to	72.9	Exit 72 deceleration lane extension
11	116164	Bristol	Wytheville	NB only	73.0	to	42.9	I-77 deceleration lane extension and reconfigure off-ramp
12	116165	Bristol	Wythe County	SB only	84.3	to	84.5	Exit 84 deceleration lane extension
13	116166	Bristol	Wythe County	SB only	81.7	to	81.9	Exit 81 deceleration lane extension
14	116168	Bristol	Wytheville	SB only	73.2	to	73.8	Add auxiliary lane between Exit 73 and Exit 72
15	116169	Bristol	Smyth County	SB only	54.1	to	54.4	Add auxiliary lane between Exit 54 and Smyth Safety Rest Area
16	116158	Bristol	Marion / Smyth County	SB only	47.4	to	47.6	Exit 47 acceleration lane extension
17	116167	Bristol	Marion / Smyth County	SB only	42.8	to	43	Exit 44 acceleration lane extension
18	116175	Bristol	Wythe County	SB only	41.6	to	41.8	Add auxiliary lane between Exit 40 on I-77 and Exit 72 on I-81 and extend acceleration lane from I-77 SB to I-81 SB
19	116174	Bristol	Smyth County	SB only	39.4	to	39.5	Exit 39 deceleration lane extension
20	116173	Bristol	Smyth County	SB only	38.7	to	38.9	Exit 39 acceleration lane extension
21	116172	Bristol	Washington County	SB only	34	to	33	Add truck climbing lane
22	115345	Bristol	Washington County	SB only	26.7	to	26.8	Exit 26 deceleration lane extension
23	115346	Bristol	Washington County	SB only	25.9	to	26.1	Exit 26 acceleration lane extension
24	115395	Bristol	Washington County	SB only	21.5	to	21.5	Curve improvement (chevrons)
25	115394	Bristol	Abingdon	SB only	17.6	to	17.6	Curve improvement (flashing chevron)
26	116171	Bristol	Abingdon	SB only	16.6	to	16.7	Exit 17 acceleration lane extension
27	116170	Bristol	Bristol / Washington County	SB only	8.1	to	9.7	Widen to three lanes
28	115794	Salem	Pulaski County	NB only	88	to	88	Curve improvements (flashing chevron)
29	115795	Salem	Pulaski County	NB only	90.2	to	90.7	Exit 89 acceleration lane extension
30	116198	Salem	Radford / Montgomery County	NB only	105.5	to	106	Exit 105 acceleration lane extension
31	116196	Salem	Christiansburg / Montgomery County	NB only	119	to	128.4	Widen to three lanes from MM 116 to Exit 128
32	116197	Salem	Montgomery County / Roanoke County / Salem	NB only	128.4	to	136	Widen to three lanes from Exit 128 to MM 136
33	116199	Salem	Buchanan / Botetourt County	NB only	162.4	to	162.9	Exit 162 acceleration lane extension
34	115794	Salem	Botetourt County	NB only	171.7	to	175.6	Curve improvements (flashing chevron)
35	115794	Salem	Botetourt County	SB only	175.3	to	171.4	Curve improvements (flashing chevron)
36	116202	Salem	Botetourt County	SB only	158.4	to	158.2	Troutville Safety Rest Area deceleration lane extension
37	116202	Salem	Botetourt County	SB only	158	to	157.2	Troutville Safety Rest Area acceleration lane extension
38	116200	Salem	Pulaski / Pulaski County	SB only	94.2	to	93.7	Exit 94 acceleration lane extension
39A	116203	Salem	Salem / Roanoke County	Both Directions	136	to	139	Widen to three lanes between MM 136 to MM 139
39B	115937	Salem	Salem / Roanoke County	Both Directions	139	to	141	Widen to three lanes between MM 139 and Exit 141
40	116201	Salem	Roanoke / Roanoke County	Both Directions	144.2	to	151.3	Widen to three lanes between Exit 143 and Exit 150
41	116246	Staunton	Rockbridge County	NB only	189	to	189.4	Exit 188 acceleration lane extension
42	115801	Staunton	Rockbridge County	NB only	205.3	to	205.7	Exit 205 acceleration lane extension
43	116271	Staunton	Augusta County	NB only	232.4	to	232.8	Mt. Sidney Rest Area acceleration lane extension
44	116277	Staunton	Augusta County / Rockingham County	NB only	233.3	to	237.4	Weyers Cave truck climbing lane
45	115802	Staunton	Shenandoah County	NB only	268.8	to	268.9	Exit 269 deceleration lane extension
46	116270	Staunton	Shenandoah County	NB only	290.6	to	291.1	Exit 291 acceleration lane extension
47	116236	Staunton	Frederick County	NB only	302.5	to	302.9	Exit 302 acceleration lane extension
48	115870	Staunton	Frederick County	NB only	302.1	to	302.2	Exit 302 deceleration lane extension
49	115803	Staunton	Frederick County	NB only	303.7	to	303.9	Truck Scales acceleration lane extension
50	116268	Staunton	Shenandoah County / Warren County / Frederick County	SB only	299.2	to	295.7	Widen to three lanes between Exit 299 and Exit 296
51	116244	Staunton	Shenandoah County	SB only	296.7	to	296.3	Exit 296 acceleration lane extension
52	115804	Staunton	Shenandoah County	SB only	283.3	to	282.9	Exit 283 acceleration lane extension
53	116243	Staunton	Shenandoah County	SB only	279.2	to	278.7	Exit 279 acceleration lane extension
54	115848	Staunton	Shenandoah County	SB only	272.3	to	272.3	Curve improvements (flashing chevron)
55	116278	Staunton	Augusta County	SB only	236.5	to	234.6	Weyers Cave truck climbing lane
56	116275	Staunton	Augusta County	SB only	232.9	to	232.7	Mt. Sidney Rest Area deceleration lane extension
57	116276	Staunton	Augusta County	SB only	232.5	to	231.9	Mt. Sidney Rest Area acceleration lane extension
58	116279	Staunton	Augusta County	SB only	221.5	to	221.2	Add auxiliary lane between Exit 220 and Exit 221
59	116245	Staunton	Rockbridge County	SB only	205.2	to	204.7	Exit 205 acceleration lane extension
60	116282	Staunton	Rockbridge County	SB Only	204.5	to	195.1	Rockbridge County shoulder improvements
61	116269	Staunton	Augusta County / Staunton	Both Directions	221.8	to	225.3	Widen to three lanes between Exit 221 and Exit 225
62	116280	Staunton	Rockingham County / Harrisonburg	Both Directions	242.2	to	248.1	Widen to three lanes between Exit 243 and Exit 248
63	116281	Staunton	Frederick County / Winchester	Both Directions	313.8	to	317.5	Widen to three lanes between Exit 313 and Exit 317

## SMARTSCALE

ID	UPC	District	Direction	Location	Description (Year Construction Starts)
SS1	105309	Bristol	SB	Exit 5	Exit 5 - widen Route 11 (Lee Highway) & widen I-81 off-ramps (2021)
SS2	109419	Bristol	NB	Exit 17	Exit 17 interchange improvements (2021)
SS3	109440	Bristol	Both	Exit 19	Exit 19 interchange improvements (2020)
SS4	108906, 111373	Salem	Both	Exit 141 to 143	Add auxiliary lanes between Exit 141 and Exit 143 (2019)
SS5*	111359	Salem	SB	MM 167.4 to MM 169.5	Safety improvements between MM 167.4 to MM 169.5 (2020)
SS6	109370	Staunton	Both	Exit 205	Exit 205 ramp terminal intersection improvements (2021)
SS7	111055	Staunton	Both	Exit 235	Exit 235 access improvements (2021)
SS8	108809	Staunton	NB	Exit 245	Exit 245 interchange improvements (2019)
SS9	111230	Staunton	Both	Exit 247	Exit 247 interchange improvements (2022)
SS10	115129	Staunton	NB	Exit 291	Exit 291 northbound ramp widening (2028)
SS11	111054	Staunton	SB	Exit 300	Exit 300 acceleration Lane extension (2021)
SS12	115717	Staunton	Both	Exit 313	Exit 313 bridge capacity improvement (2028)
SS13	115181	Staunton	Both	Exit 317	Exit 317 acceleration and deceleration lane extensions (2028)

## LEGEND

- 16 Projects Currently FY20 SYIP
- 48 Remaining Projects
- Smart Scale Funded Project

October 1, 2019



\* SS5 - Project is not depicted on map.



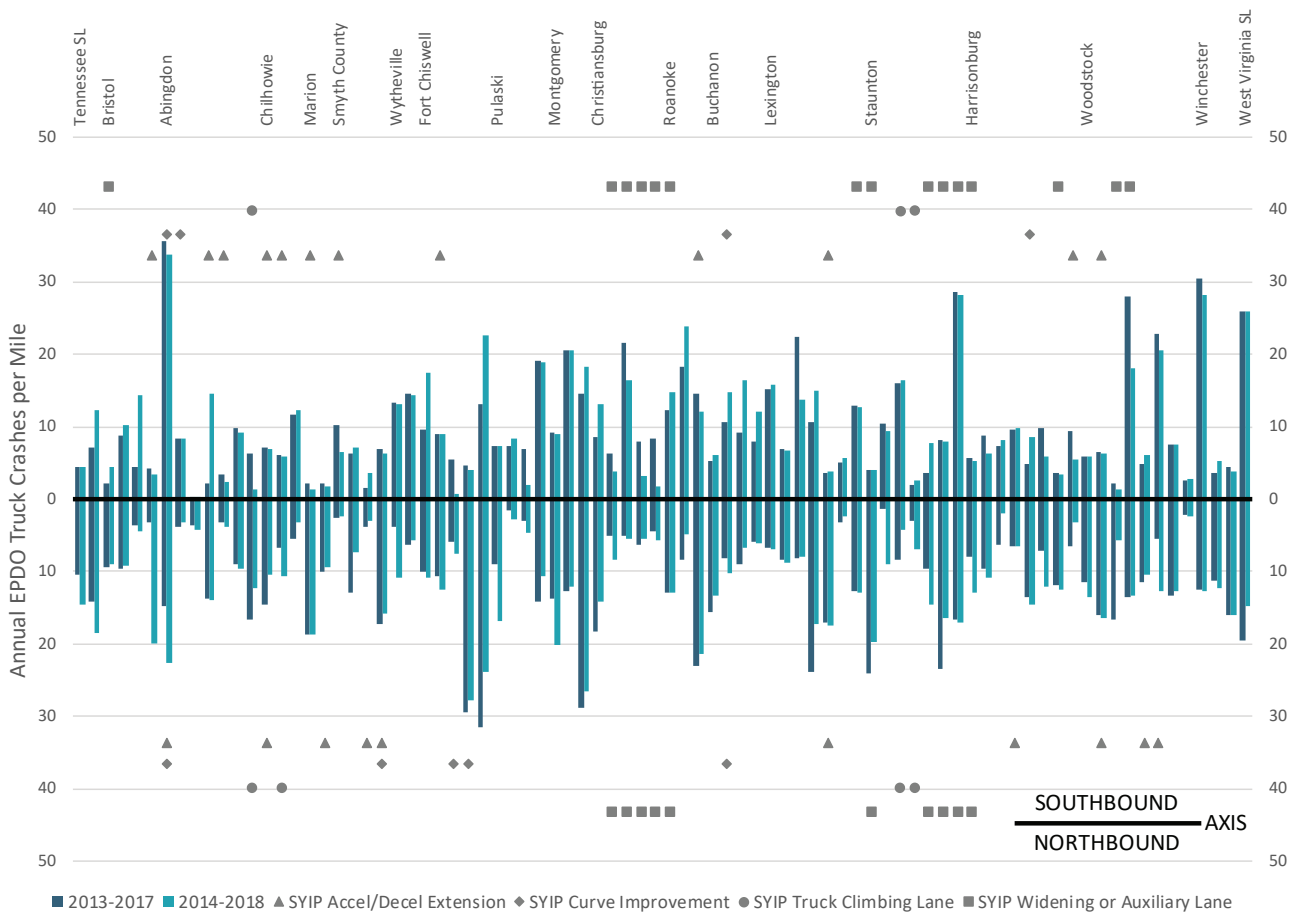
### *G. Project Risk, Readiness, Constructability, and Maintenance of Traffic Meetings*

Under the I-81 Corridor Improvement Plan, 64 projects were advanced to the implementation phase. To prepare these projects for implementation, the study team developed a scheduling matrix identifying key risk and readiness factors. Readiness was separated into project and environmental readiness scores. Project readiness consisted of factors such as constructability, right-of-way impacts, maintenance of traffic, and soil and rock conditions. Environmental readiness consisted of the following risk factors: cultural resources, water quality, and threatened and endangered species. These scheduling factors were individually discussed with the three VDOT districts to determine whether each factor should be considered a low, medium, or high risk.

Following the development and refinement of the draft project scheduling matrix, the study team met individually with all three districts in the spring of 2019 to discuss the preliminary evaluation. The study team adjusted the draft schedule.



H. Crash Frequency and Severity per Mile for Truck-Related Crashes



# BID RESULTS FOR THE CTB

## December 11th, 2019

### BY ADMINISTRATIVE SERVICES DIVISION

Order No.	UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount
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#### MISCELLANEOUS

UPC: RFP: 155187-FH  Maintenance Funds	Woodrow Wilson Bridge (WWB) Bundled Interstate Maintenance Services (BIMS) Contract for interstate I-95 (overlapped by I-495) from the I-95/495 interchange at Eisenhower Avenue in Virginia to the Route 414 interchange in Maryland. Contract also includes portions of Route 1 and 241 in Virginia, I-295 to the District of Columbia (DC) jurisdictional boundary, and Route 210 in Maryland.	AWARD	DBI Services LLC 100 North Conahan Drive Hazleton, PA 18201 (570) 459-1112	3	\$ 64,972,295
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Total Miles: 135.0 Lane Miles

MANAGEMENT & PERFORMANCE OF ORDINARY & PREVENTIVE MAINTENANCE AND OPERATION OF THE BRIDGE TO INCLUDE REPAIR AND RESTORATION OF RIGHT-OF-WAY ASSETS for 5-years with two 3-year renewal options. Contract to commence April 15, 2020. This contract includes incident response, snow/ice removal, and provides the same level of services that VDOT and MDOT-SHA have provided in the past via state forces and multiple contracts.

1 Recommended for Award: \$64,972,295

**CTB NARRATIVE FOR AWARD OF 155187-FH  
WOODROW WILSON BRIDGE (WWB)  
BUNDLED INTERSTATE MAINTENANCE SERVICES (BIMS) CONTRACT**

The Virginia Department of Transportation (VDOT), in compliance with a Memorandum of Agreement (MOA) with the Maryland Department of Transportation - State Highway Administration (MDOT-SHA), requests approval to issue and administer a performance based BIMS contract for interstate I-95 (overlapped by I-495) starting from the I-95/495 Interchange at Eisenhower Avenue in Virginia to the Route 414 Interchange in Maryland. This contract will also include portions of Route 1 and 241 in Virginia, I-295 to the District of Columbia (DC) jurisdictional boundary and Route 210 in Maryland. The BIMS Contractor will be required to provide ordinary and preventive maintenance services to include repair, replacement and restoration activities on right-of-way assets and the following services:

- WWB operation, maintenance, and inspection
- Severe weather operations services
- Emergency response
- Safety operations management and traffic control
- Third party claims
- Hazardous materials management and disposal

This BIMS Contract will be managed by the VDOT - NOVA District Office of Interstate Maintenance. This contract includes incident response, snow/ice removal, and provides the same level of services that VDOT and MDOT-SHA have provided in the past via state forces and multiple contracts. Commencement date for the 5-year contract is April 15, 2020.