



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219

December 6, 2022

2:30 p.m. or upon adjournment of the December 6, 2022 Workshop Meeting

Public Comments:

Approval of Minutes:

LOCATION AND DESIGN:

Presenting: Emmett Heltzel
State Location & Design Engineer

1. Action Limited Access Control Changes (LACCs) for the Interstate 81 Northbound and Southbound Widening from Mile Marker 242.0 to Mile Marker 248.8 City of Harrisonburg, Located within the Staunton District.
2. Action on Location Approval for the Fall Line Trail in the Cities of Petersburg and Colonial Heights and the Counties of Chesterfield and Henrico from the Appomattox River Crossing to 0.2 miles south of Winfrey Road Located within the Richmond District.

VIRGINIA DEPARTMENT OF TRANSPORTATION:

Presenting: Dave Covington
I-81 Program Delivery Director

3. Action on Approval of Interstate 81 Corridor Improvement Program Progress Report.

LOCAL ASSISTANCE DIVISION:

Presenting: Russ Dudley
Division Administrator

4. Action on Amendments to Regulation for Urban Maintenance and Construction Policy, 24 VAC 30-325-10.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

5. Action on Revised FY23-28 Six-Year Improvement Program Transfers For September 24, 2022 through November 11, 2022
6. Action on Addition of Projects to the Revised Six-Year Improvement Program For Fiscal Years 2023-2028

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Jennifer DeBruhl
Director

7. Action on the Second Revised Fiscal Year 2023 Annual Budget for the Department of Rail and Public Transportation

Presenting: Grant Sparks
Director, Transit Planning

8. Action on Six-Year Improvement Program Transfers for the Month of December 2022.
9. Action on Addition of Projects to the Six-Year Improvement Program For Fiscal Years 2023-2028.

ASSET MANAGEMENT DIVISION:

Presenting: Jennifer Ahlin
Division Director

10. Action on Approval of Special Structures Program 50-Year Long-Term Plan Update,

OFFICE OF INTERMODAL PLANNING AND INVESTMENT:

Presenting: John Lawson
Deputy Secretary of Transportation.

11. Action on CTB SMART SCALE application, Interstate 64 between Exit 205 and Exit 234, referred to as the I-64 GAP project.
12. Action on CTB SMART SCALE application, Interstate 81 southbound between Exit 137 and 128.

SCHEDULING AND CONTRACT:

Presenting: Ben Coaker
Assistant State Construction Engineer

13. Bids.

NEW BUSINESS:

ADJOURNMENT:

###



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 6, 2022

MOTION

Made By: Seconded By: Action:

Title: Limited Access Control Changes (LACCs) for the Interstate 81 Northbound and Southbound Widening from Mile Marker 242.0 to Mile Marker 248.8 City of Harrisonburg

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-81, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

WHEREAS, State Highway Project 0081-115-270, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607, B608, B609 (UPC# 116280) provides for the construction of one additional lane in each direction (northbound and southbound) from mile marker 242.0 to mile marker 248.8 to address safety and congestion issues (the “Project”); and

WHEREAS, the Project requires adjustments of the limited access line to accommodate the relocation of the Pleasant Valley Road overpass, construction of stormwater management facilities and soundwalls as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
I-81 Northbound and Southbound Widening from Mile Marker 242.0 to Mile Marker 248.8
City of Harrisonburg
December 6, 2022
Page 2 of 3

WHEREAS, the Virginia Department of Transportation (VDOT) held a Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on June 28, 2022, between 4:00 pm and 7:00 pm at Pleasant Valley Elementary School, 215 Pleasant Valley Road, Harrisonburg, VA 22801, and allowed public input to be collected concerning the request; and

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

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

WHEREAS, VDOT’s Staunton District Office has reviewed and approved the traffic analysis report on June 2, 2022, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on November 1, 2022; and

WHEREAS, the Project is located within an attainment area for all of the National Ambient Air Quality Standards, and will not have an adverse impact on air quality; and

WHEREAS, the Project is in the City of Harrisonburg and the proposed LACCs are supported by a letter from the Interim City Manager dated August 4, 2022 (attached); and

WHEREAS, FHWA has provided approval for State Highway Project 0081-115-270, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607, B608, B609 (UPC # 116280) and the proposed LACCs on October 19, 2022; and

WHEREAS, VDOT’s Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways; and

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
I-81 Northbound and Southbound Widening from Mile Marker 242.0 to Mile Marker 248.8
City of Harrisonburg
December 6, 2022
Page 3 of 3

WHEREAS, VDOT has reviewed the requested LACCs and determined that all are in compliance with § 33.2-401 of the *Code of Virginia* and that the requirements of 24 VAC 30-401-20 have been met; and

WHEREAS, VDOT recommends approval of the LACCs as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

NOW, THEREFORE, BE IT RESOLVED, in accordance with § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the I-81 continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

BE IT FURTHER RESOLVED, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement the LACCs described herein.

#####

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Interstate 81 Northbound and Southbound Widening from Mile Marker 242.0 to Mile
Marker 248.8
Project 0081-115-270, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607, B608,
B609
UPC# 116280
City of Harrisonburg

Issues: The area designated as limited access previously approved for Interstate 81 needs to be modified to accommodate the construction of an additional lane in each direction (northbound and southbound) from mile marker 242.0 to mile marker 248.8. This change require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

Facts:

- Limited access control for I-81 was previously established on October 4, 1956 by the State Highway Commission, predecessor to the CTB, designated the Interstate Highway System, including I-81, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”.
- State Highway Project 0081-115-270, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607, B608, B609 (UPC# 116280) provides for the widening of I-81 from two lanes to three lanes in each direction, (northbound and southbound) to include median barrier, stormwater management facilities, soundwalls, and the replacement of eight mainline bridges and one overpass at Pleasant Valley Road to address safety and congestion issues. These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- The Virginia Department of Transportation (VDOT) held a Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on June 28, 2022, between 4:00 pm and 7:00 pm at Pleasant Valley Elementary School, 215 Pleasant Valley Road, Harrisonburg, VA 22801, and allowed public input to be collected concerning the request.
- Proper notice of the Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.

CTB Decision Brief

Proposed Limited Access Control Changes (LACCs)

I-81 Northbound and Southbound Widening from Mile Marker 242.0 to Mile Marker 248.8

City of Harrisonburg

December 6, 2022

Page 2 of 3

- VDOT's Staunton District Office has reviewed and approved the traffic analysis report on June 2, 2022 and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on November 1, 2022.
- The Project is located within an attainment area for all of the National Ambient Air Quality Standards, and will not have an adverse impact on air quality.
- The Project is in the City of Harrisonburg and the proposed design features and LACCs are supported by a letter from the Interim City Manager dated August 4, 2022 (attached).
- FHWA has provided the approval for State Highway Project 0081-115-270, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607, B608, B609 (UPC# 116280) and the proposed LACCs on October 19, 2022.
- VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with § 33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

Recommendations: It is recommended, pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*, that the I-81 corridor continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956.

Action Required by CTB: The *Code of Virginia* § 33.2-401 and 24 VAC 30-401-10 *et seq.* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the I-81 Project will move forward.

Options: Approve, Deny, or Defer.

CTB Decision Brief

Proposed Limited Access Control Changes (LACCs)

I-81 Northbound and Southbound Widening from Mile Marker 242.0 to Mile Marker 248.8

City of Harrisonburg

December 6, 2022

Page 3 of 3

Public Comments/Reactions: There were fifty-four (54) citizens that attended the Hearing per the sign in sheets. There were forty-nine (49) total comments received. Thirty-five (35) commenters supported the project as presented, five (5) supported the project with modifications, four (4) did not support the project, and five (5) were neutral.

**Minutes of the Meeting of the State Highway
Commission of Virginia, held in
Richmond
October 4, 1958**

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 4, 1958. The following members were present: Messrs. E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Nelson, Wm. A. Wright and J. A. Anderson.

The meeting was called to order by the Chairman.

The Chairman read a letter from Mr. Howard O. Rogers stating that he would not be able to attend because of illness.

On motion made and seconded, the minutes of the August 9-10 meeting were approved.

Moved by Mr. May, seconded by Mr. Barrow, that the permits issued from the August 9-10 meeting to date, inclusive, as recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. May, seconded by Mr. Barrow, that the permits cancelled by the Commissioner from the August 9-10 meeting to date, inclusive, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1887-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 600, S. End of Bridge over Claytons Mill Creek-0.864 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Bohls Brothers, Inc., Staunton, Va., at the bid of \$67,435.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1881-10, Routes 681, 640, 0.01 Mile E. of W. Int. Route 661, (E. of Pizarro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,856.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.60 for work by State Forces (not included in contract), making a total of approximately \$141,960.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-118.2 of the 1950 Code of Virginia, as amended, request is made by City of Warwick for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Warwick on additional streets totaling 11.20 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-118.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.612 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-118.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.984 Miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the National System of Interstate and Defense Highways are to be constructed to interstate standards and whereas, one of the requirements of interstate standards is the control of access to these routes; Therefore, be it resolved that all routes on the National System of Interstate and Defense Highways within the confines of the Commonwealth of Virginia, upon determining the final location of said routes, including all necessary grade separations, interchanges, ramps, etc., are here and now designated Limited Access Highways, pursuant to Article 8, Chapter 1, Title 33, of the Code of Virginia of 1950, as amended. Motion carried.

On motion made by Senator Nelson, seconded by Mr. Barrow, the Chairman was instructed to report to the Bureau of Public Roads, at a meeting called for October 9, that the Virginia Department of Highways will undertake one-third of the cost of operation and maintenance of the proposed bridge over the Potomac River at Jones Point, with the thought that the other two-thirds shall be borne by the State of Maryland and the District of Columbia. This could be handled by written agreement looking to appropriate Federal legislation.

Re: LACC UPC# 116280 I-81 from Mile Marker 242 to Mile Marker 248 City of Harrisonburg

Rogerson, George <george.rogerson@vdot.virginia.gov>

Fri, Oct 14,
3:51 PM (4
days ago)

to Lori, Neil

Thank you.



George T. Rogerson, Jr.

*Policies & Procedures Section Manager
Location & Design Division / Central Office*
Virginia Department of Transportation
804-350-1571 (cell)
george.rogerson@vdot.virginia.gov

On Fri, Oct 14, 2022 at 3:23 PM Snider, Lori <lori.snider@vdot.virginia.gov> wrote:
I approve this LACC from a Right of Way and Utilities perspective.

Thank you,
Lori

On Fri, Oct 14, 2022, 2:29 PM Hord, Neil <neil.hord@vdot.virginia.gov> wrote:
Hi Lori,

I received the attached request from L&D for a project related LACC. I have reviewed and recommend your approval. If you concur, please indicate so to George Rogerson, who is included on this email. Thank you

Neil

Neil M. Hord
Program Manager Property Management
Right of Way & Utilities Division
1401 E. Broad Street, 5th Floor
Richmond, Virginia 23219
Phone: (804) 786-4079
Fax: (804) 786-1706
<http://pmi.vdot.virginia.gov/>

----- Forwarded message -----

From: **Rogerson, George** <george.rogerson@vdot.virginia.gov>
Date: Mon, Oct 3, 2022 at 8:22 PM

Subject: Fwd: LACC UPC# 116280 I-81 from Mile Marker 242 to Mile Marker 248 City of Harrisonburg
To: Hord, Neil <neil.hord@vdot.virginia.gov>

Neil,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **December 7, 2022 CTB Meeting**. If you have no comments, please send an email to Lori recommending your approval of the LACCs. Please reply no later than the **COB October 11, 2022**. **I am working on another LACC that will be on the December 7, 2022 CTB agenda.**

If you have any questions or concerns, please contact me.

Thank you,



George T. Rogerson, Jr.

*Policies & Procedures Section Manager
Location & Design Division / Central Office*
Virginia Department of Transportation
804-350-1571 (cell)
george.rogerson@vdot.virginia.gov

----- Forwarded message -----

From: **Rogerson, George** <george.rogerson@vdot.virginia.gov>

Date: Mon, Oct 3, 2022 at 8:18 PM

Subject: LACC UPC# 116280 I-81 from Mile Marker 242 to Mile Marker 248 City of Harrisonburg

To: Jo Maxwell <joanne.maxwell@vdot.virginia.gov>, Michael Garrett <michael.garrett@vdot.virginia.gov>, Ellen Porter <ellen.porter@vdot.virginia.gov>, Vernon Heishman <vernon.heishman@vdot.virginia.gov>, Joseph Koscinski <joseph.koscinski@vdot.virginia.gov>

Mike,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **December 7, 2022 CTB Meeting**. Please provide me with comments no later than the **COB October 11, 2022**. **I am working on another LACC that will be on the December 7, 2022 CTB agenda.**

I will remove the language in **red** and **yellow** highlights before finalizing the documents.

1. Decision Brief
2. Resolution
3. Limited Access Line Exhibit and Control Point Stations and Offsets Table

4. Location Map
5. Original Resolution - Oct. 4, 1956
6. Letter of Support from the City of Harrisonburg
7. Central Office R/W Approval Email (**Forthcoming**)
8. FHWA Approval (**Forthcoming**)

Thank you for your review and comments.



George T. Rogerson, Jr.

*Policies & Procedures Section Manager
Location & Design Division / Central Office*

Virginia Department of Transportation

804-350-1571 (cell)

george.rogerson@vdot.virginia.gov



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

December 1, 2022

The Honorable W. Sheppard Miller, III
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer DeBruhl
The Honorable Darrell Byers
The Honorable Burwell W. Coleman
The Honorable Tom Fowlkes
The Honorable Mary Hughes Hynes
The Honorable Bert Dodson, Jr.
The Honorable Carlos M. Brown
The Honorable H. Randolph Laird
The Honorable Thomas Lawson
The Honorable Mark H. Merrill
The Honorable E. Scott Kasprovicz
The Honorable Laura Sellers
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant, III
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for the Interstate 81 Northbound and Southbound Widening from Mile Marker 242.0 to Mile Marker 248.8 in the City of Harrisonburg

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0081-115-270, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607, B608, B609 (UPC# 116280) have been determined as a necessary design feature and recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that approving these LACCs will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

Barton A Thrasher
2022.10.31 09:03:43-04'00'
Barton A. Thrasher, P.E.
Chief Engineer



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

October 4, 2022

Mr. Thomas Nelson, Jr. P.E.
Division Administrator
Federal Highway Administration
P.O. Box 10249
400 N. 8th Street Room 750
Richmond, Virginia 23240-0249

Attention: Mr. Steven Clausen

Interstate I-81
I-81 Widening Northbound & Southbound MM 242.0 to 248.8
Projects: 0081-115-270, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607, B608, B609
Federal Project Number NHPP-0813(199)
UPC 116280
City of Harrisonburg
Request for Modified Limited Access Line

Dear Mr. Nelson,

As you are aware, The Virginia Department of Transportation (VDOT) is developing plans for the I-81 Widening Northbound and Southbound from approximately MM 242.0 to 248.8 in City of Harrisonburg, Virginia. This project constructs added capacity for I-81 in the median to improve operations.

As a result of the design of the project, the Limited Access Line needs to be modified at several locations to accommodate the required construction for the Pleasant Valley Bridge, storm water management facilities and noise barrier.

I-81 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956. The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) was documented and approved for public availability on June 24, 2022.

Therefore, VDOT is requesting your concurrence in modifications to the existing limited access lines adjacent to I-81 as shown on the attached exhibits and the control point table.

Attached please find a copy of the Title Sheet, the Exhibit showing the area of LACC and the Limited Access Control Point Table for the affected areas.

VDOT approves of the Limited Access Control Changes as shown on the exhibit and control point table. We are requesting review and approval of these limited access changes so that the Commonwealth Transportation Board can approve the changes at their meeting on December 7, 2022.

If additional information is needed, please contact Mr. Butch Heishman, P.E. at 804.502.2362 or vernon.heishman@vdot.virginia.gov.

Sincerely,

Heltzel Emmett
fri47591

Digitally signed by
Heltzel Emmett fri47591
Date: 2022.10.05
16:47:21 -04'00'

Emmett Heltzel, P.E.
State Location and Design Engineer

Approved: JANICE L WILLIAMS Digitally signed by JANICE L WILLIAMS
Date: 2022.10.19 14:21:45 -04'00' Date _____

Enclosure
Exhibits



CITY OF HARRISONBURG
OFFICE OF THE
CITY MANAGER

ANDE BANKS, DEPUTY CITY MANAGER
409 SOUTH MAIN STREET, HARRISONBURG, VA 22801
OFFICE (540) 432-7701 • FAX (540) 432-7778

August 4, 2022

Mr. Scott Alexander, PE
Assistant Location and Design Engineer
VDOT – Staunton District
811 Commerce Road
Staunton, VA 24401

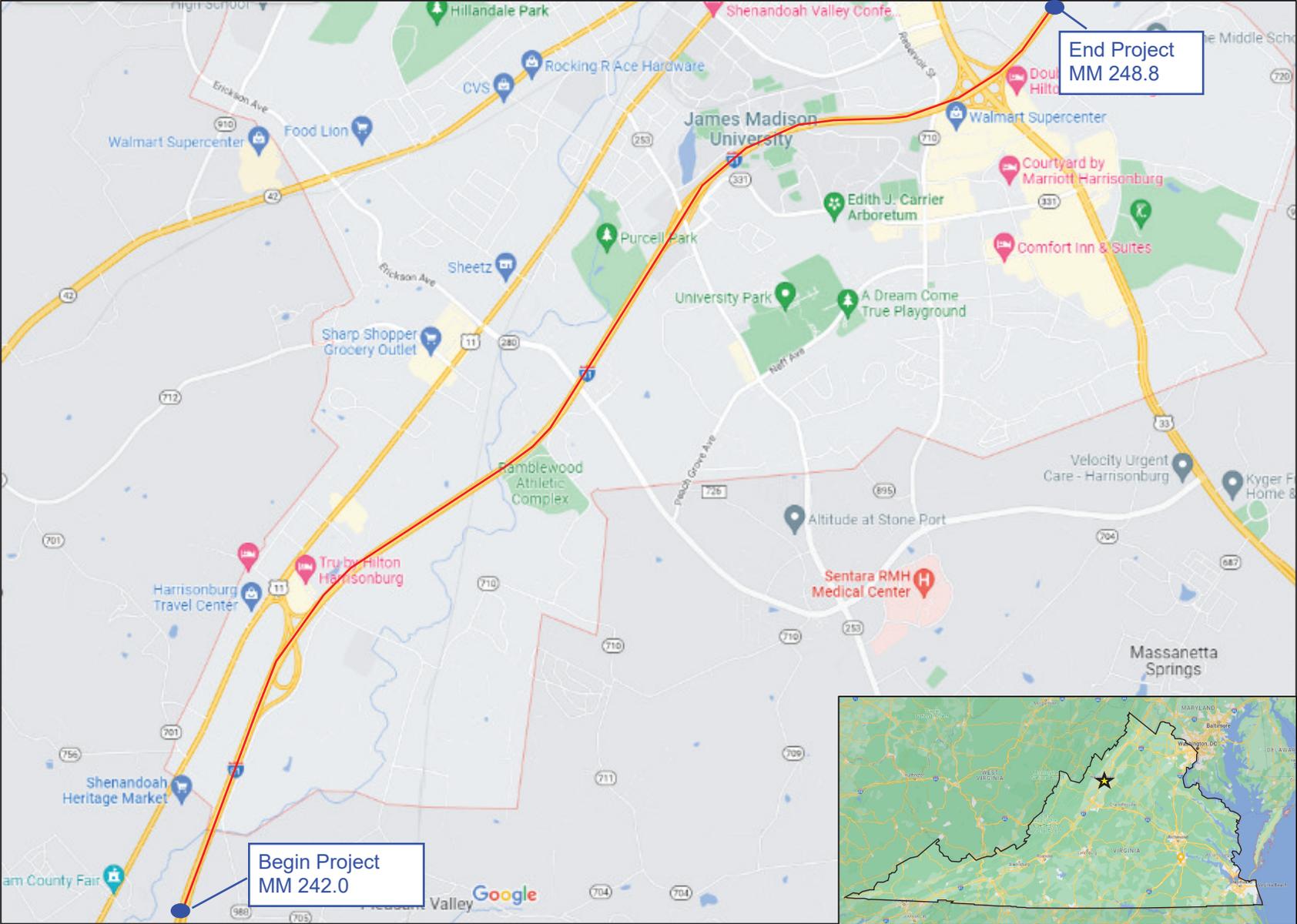
Dear Mr. Alexander:

This letter is to provide written endorsement of the major design features and limited access control changes for the I-81 Widening project between exits 242 and 248, as presented at the Public Hearing. The goals of this project align with the City's transportation goals and we look forward to the successful completion of this project.

Sincerely,

Ande Banks
Interim City Manager

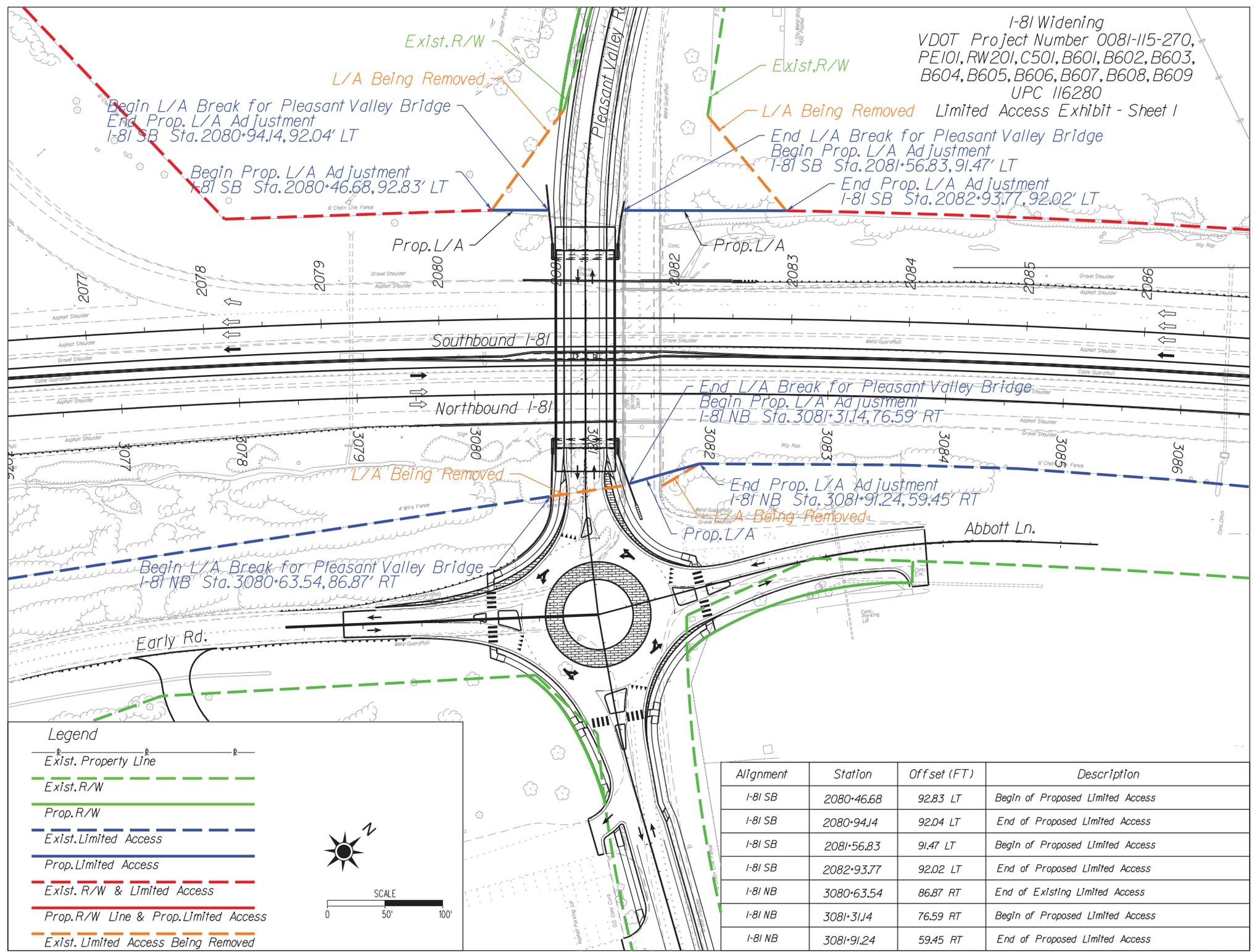
VDOT Project Number 0081-115-270, PE101, RW201, C501, B601, B602, B603, B604, B605, B606, B607, B608, B609



UPC 116280
I-81 Widening MM 242.0 to MM 248.8

Location Map

I-81 Widening
 VDOT Project Number 0081-I15-270,
 PE101, RW201, C501, B601, B602, B603,
 B604, B605, B606, B607, B608, B609
 UPC 116280
 Limited Access Exhibit - Sheet 1



Legend

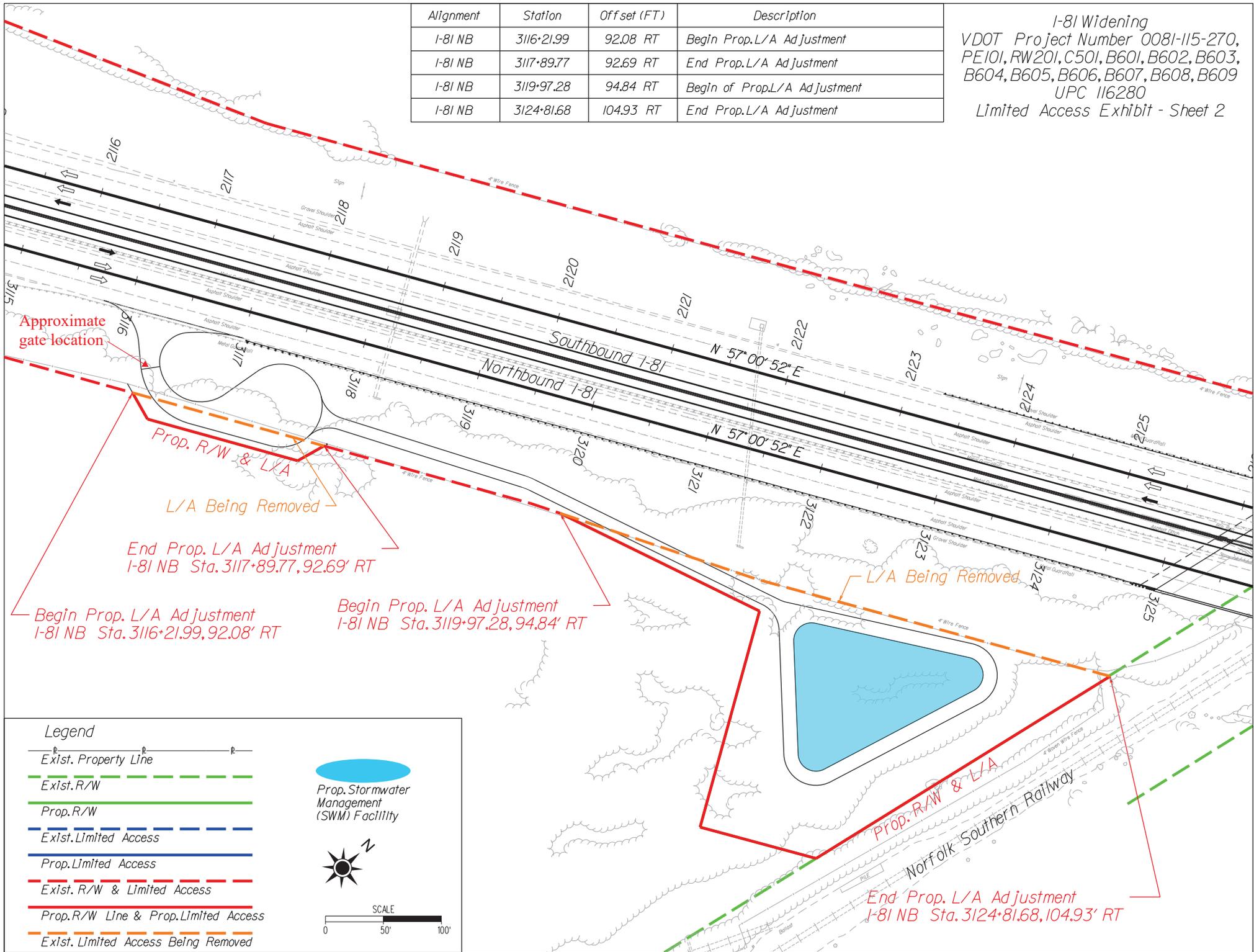
- Exist. Property Line
- - - - - Exist. R/W
- Prop. R/W
- - - - - Exist. Limited Access
- Prop. Limited Access
- - - - - Exist. R/W & Limited Access
- - - - - Prop. R/W Line & Prop. Limited Access
- - - - - Exist. Limited Access Being Removed

SCALE
 0 50' 100'

Alignment	Station	Off set (FT)	Description
I-81 SB	2080+46.68	92.83 LT	Begin of Proposed Limited Access
I-81 SB	2080+94.14	92.04 LT	End of Proposed Limited Access
I-81 SB	2081+56.83	91.47 LT	Begin of Proposed Limited Access
I-81 SB	2082+93.77	92.02 LT	End of Proposed Limited Access
I-81 NB	3080+63.54	86.87 RT	End of Existing Limited Access
I-81 NB	3081+31.14	76.59 RT	Begin of Proposed Limited Access
I-81 NB	3081+91.24	59.45 RT	End of Proposed Limited Access

I-81 Widening
 VDOT Project Number 0081-I15-270,
 PE101, RW201, C501, B601, B602, B603,
 B604, B605, B606, B607, B608, B609
 UPC 116280
 Limited Access Exhibit - Sheet 2

Alignment	Station	Offset (FT)	Description
I-81 NB	3116+21.99	92.08 RT	Begin Prop.L/A Adjustment
I-81 NB	3117+89.77	92.69 RT	End Prop.L/A Adjustment
I-81 NB	3119+97.28	94.84 RT	Begin of Prop.L/A Adjustment
I-81 NB	3124+81.68	104.93 RT	End Prop.L/A Adjustment



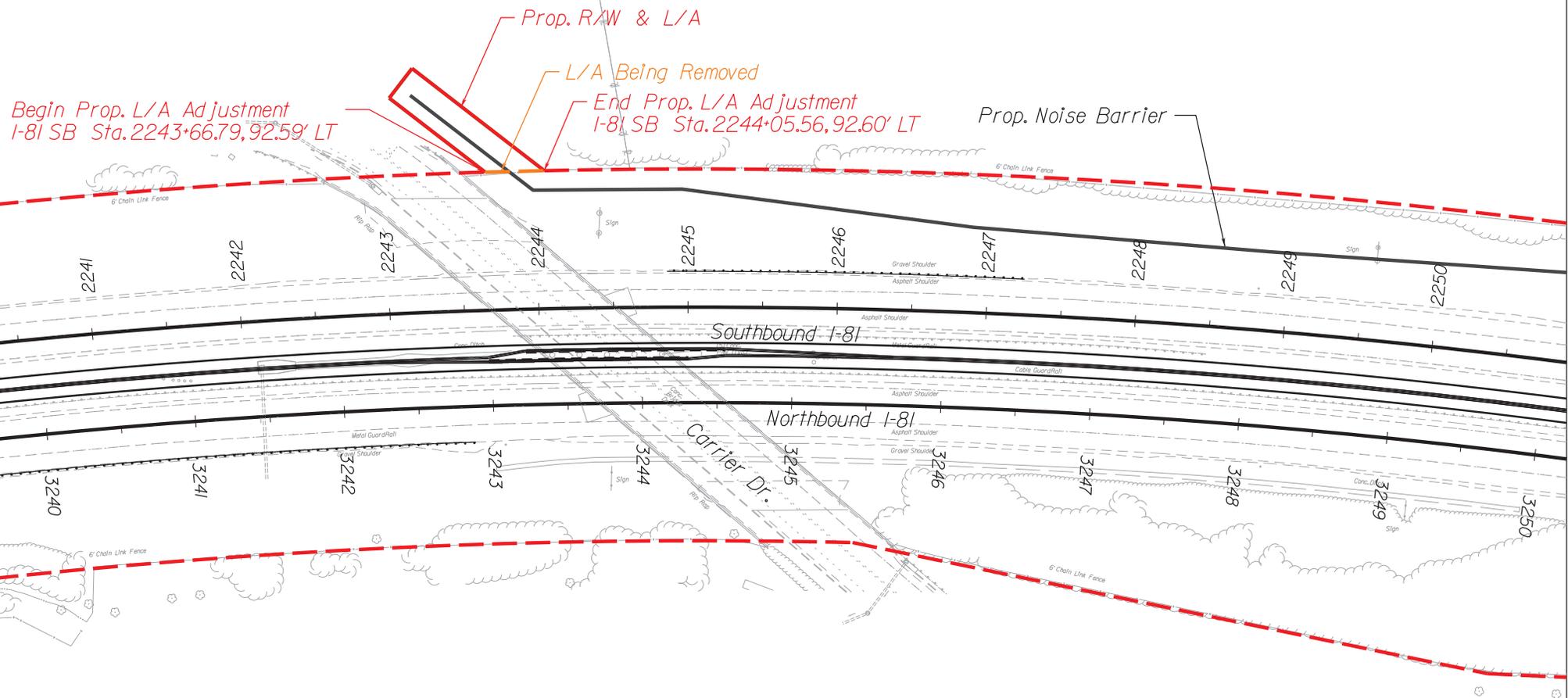
Legend

- E — Exist. Property Line
- - - - - Exist. R/W
- — — — — Prop. R/W
- - - - - Exist. Limited Access
- — — — — Prop. Limited Access
- - - - - Exist. R/W & Limited Access
- — — — — Prop. R/W Line & Prop. Limited Access
- - - - - Exist. Limited Access Being Removed

Prop. Stormwater Management (SWM) Facility

SCALE
 0 50' 100'

N



Begin Prop. L/A Adjustment
 I-81 SB Sta. 2243+66.79, 92.59' LT

Prop. R/W & L/A

L/A Being Removed

End Prop. L/A Adjustment
 I-81 SB Sta. 2244+05.56, 92.60' LT

Prop. Noise Barrier

Legend

- Exist. Property Line
- Exist. R/W
- Prop. R/W
- Exist. Limited Access
- Prop. Limited Access
- Exist. R/W & Limited Access
- Prop. R/W Line & Prop. Limited Access
- Exist. Limited Access Being Removed

N

SCALE

0 50' 100'

Alignment	Station	Offset (FT)	Description
I-81 SB	2243+66.79	92.59 LT	Begin of Prop L/A Adjustment
I-81 SB	2244+05.56	92.60 LT	End of Prop L/A Adjustment



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 6, 2022

MOTION

Made By: Seconded By: Action:

**Title: Location Approval for the Fall Line Trail
in the Cities of Petersburg and Colonial Heights
and the Counties of Chesterfield and Henrico
from the Appomattox River Crossing to 0.2 miles south of Winfrey Road**

WHEREAS, State Project 9999-964-724, P101 (UPC# 120289) will complete the remaining segments of the Fall Line Trail from Patton Park in the City of Petersburg to approximately 0.2 miles south of Winfrey Road in Henrico County. From Petersburg, these segments of the Fall Line Trail will follow the historic Seaboard Air Line Railroad corridor through a section of Colonial Heights and Chesterfield and will incorporate planned and existing active transportation facilities throughout Chesterfield and Henrico Counties, as well as the City of Richmond; and

WHEREAS, the Fall Line Trail is a regional shared-use path that is planned to span seven localities and connect rural, suburban, and urban landscapes and a multitude of places of interests and uses along approximately 43 miles in the Richmond region from the City of Petersburg to the Town of Ashland; and

WHEREAS, on October 25, 2022, the Commonwealth Transportation Board (CTB) approved the location of the northernmost 4.8 miles of the Fall Line Trail, from approximately 0.2 miles south of Winfrey Road in Henrico County to a 0.46-mile section of the existing Trolley Line Trail in the Town of Ashland; and

WHEREAS, the remaining segments of the Fall Line Trail are being developed and implemented by VDOT and the intersected localities; and

Resolution of the Board

Location Approval for the Fall Line Trail – Cities of Petersburg and Colonial Heights and the Counties of Chesterfield and Henrico

December 6, 2022

Page 2 of 3

WHEREAS, the location of the Fall Line Trail was identified through VDOT’s *Ashland to Petersburg Trail Study* (the “Study”) that included the evaluation of six primary corridors and the identification of a recommended preferred corridor, the “Orange” corridor option, that was presented to the public at duplicate public information meetings conducted on September 30, 2019, and October 1, 2019 as shown on the attached “Ashland to Petersburg Trail Study Preliminary Corridor Options” exhibit; and

WHEREAS, the Study was completed in February 2022 with input and feedback from: (i) 13 individual or group meetings with members of the Stakeholder Technical Advisory Group composed of representatives from 15 localities, metropolitan planning organizations, planning district commissions, and special interest groups; (ii) 10 meetings with the Environmental Agency Working Group composed of representatives from the Federal Highway Administration, U.S. Army Corps of Engineers, and the Department of Environmental Quality; and (iii) two (2) public information meetings attended by over 340 community members; and

WHEREAS, the Study identified the recommended preferred corridor, the “Orange” corridor option, as the most practicable corridor that would provide connectivity to destinations of interest; align with state, regional, and local transportation plans; and the least impactful option to environmental resources, with consideration given to cost and feasibility of implementation; and

WHEREAS, since the completion of the Study and the identification of the 43-mile recommended preferred corridor, which was officially named the Fall Line Trail in October 2020, a number of alignment refinements have been incorporated though continued coordination with locality stakeholders in order to be consistent with current local and regional priorities for active transportation, recreation, and economic development; and

WHEREAS, in accordance with the § 33.2-208 of the *Code of Virginia* and the policies and regulations of the CTB, including 24 VAC 30-380-10, duplicate In-Person Location Public Hearings (“Hearings”) were held on May 3, 2022 and May 5, 2022, for the purpose of soliciting public input on a recommended location of the Project as shown on the attached “Fall Line Trail Preferred Corridor” exhibit; and

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

WHEREAS, the economic, social, and environmental effects of the Fall Line Trail will be carefully examined and given proper consideration as segments move forward to development and construction; and

Resolution of the Board

Location Approval for the Fall Line Trail – Cities of Petersburg and Colonial Heights and the Counties of Chesterfield and Henrico

December 6, 2022

Page 3 of 3

WHEREAS, each segment of the Fall Line Trail will be coordinated with appropriate federal, state, and local agencies as part of the environmental review and approvals required throughout the project development process; and

WHEREAS, the Counties of Chesterfield and Henrico, as well as the Cities of Petersburg and Colonial Heights, support the location of the Fall Line Trail. Chesterfield County’s Transportation Department Director provided a letter of support dated October 25, 2022, Henrico County’s Director of Public Works and County Engineer provided a letter of support dated August 30, 2022, Colonial Heights Director of Public Works and City Engineer provided a status letter of support dated November 14, 2022, and Petersburg’s City Council provided a SMART SCALE application resolution that includes this portion of the Fall Line Trail on July 19, 2022. See attached; and

WHEREAS, review of all data resulted in VDOT’s recommendation that the Fall Line Trail be located as shown on the attached “Fall Line Trail Preferred Corridor” exhibit, in the Cities of Petersburg and Colonial Heights and the Counties of Chesterfield and Henrico.

NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby approves the location of the Fall Line Trail, as shown on the attached “Fall Line Trail Preferred Corridor” exhibit, in the Cities of Petersburg and Colonial Heights and the Counties of Chesterfield and Henrico, Virginia.

#####

Commonwealth Transportation Board (CTB) Decision Brief

Location Approval for the Fall Line Trail in the Cities of Petersburg and Colonial Heights and the Counties of Chesterfield and Henrico, Virginia from the Appomattox River Crossing to 0.2 miles south of Winfrey Road

State Project No.: 9999-964-724, P101 (UPC# 120289)

Issue: The Fall Line Trail will provide a continuous shared-use path with varying widths, consistent with Virginia Department of Transportation (VDOT) and locality design standards, extending approximately 43 miles, from just south of the Appomattox River in the City of Petersburg to the existing Trolley Line Trail in the Town of Ashland, Virginia. Once complete, the Fall Line Trail will provide accommodations for bicyclists, pedestrians, and other active transportation users through seven (7) localities in Central Virginia, including the counties of Chesterfield, Hanover, and Henrico, as well as the cities of Colonial Heights, Petersburg, and Richmond, and the Town of Ashland.

The remaining segments of the Fall Line Trail are being developed and implemented by VDOT and the intersected localities, and will extend from Patton Park in the City of Petersburg to approximately 0.2 miles south of Winfrey Road in Henrico County. From Petersburg, these segments of the Fall Line Trail will follow the historic Seaboard Air Line Railroad corridor through a section of Colonial Heights and Chesterfield and will incorporate planned and existing active transportation facilities throughout Chesterfield and Henrico Counties, as well as the City of Richmond.

The location of the northernmost 4.8 miles of the Fall Line Trail, from approximately 0.2 miles south of Winfrey Road in Henrico County to a 0.46-mile section of the existing Trolley Line Trail in the Town of Ashland, was approved by the Commonwealth Transportation Board (CTB) at their meeting on October 25, 2022.

VDOT will be responsible for maintenance of the segments of the trail on new location or adjacent to existing state-maintained transportation facilities, approximately 25 miles of which are aligned through Petersburg, Colonial Heights, Chesterfield, and Henrico. Approximately one (1) mile will be maintained by Henrico County.

Facts:

- The *VTrans2040 – Multimodal Transportation Plan 2025 Needs Assessment*, prepared in 2017 by the Office of Intermodal Planning and Investment for the CTB, identified the need for redundancy and mode choice across districts and within VDOT's Richmond District, along the I-64 and I-95 corridors, as well as US Route 1, US Route 60/360, and US Route 250.

- The Fall Line Trail is a regional shared-use path that is planned to span seven localities and connect rural, suburban, and urban landscapes and a multitude of places of interests and uses along approximately 43 miles in the Richmond region from the City of Petersburg to the Town of Ashland.
- The location of the Fall Line Trail was initially identified in the *Ashland to Petersburg Trail Study* (the “Study”).
- The purpose of the Study was to locate a shared-use path that would enhance the active transportation network in the Richmond region, including the counties of Chesterfield, Hanover, and Henrico; the cities of Colonial Heights, Petersburg, and Richmond; and the Town of Ashland.
- The Study included the evaluation of six primary corridors and the identification of a recommended preferred corridor, the “Orange” corridor option. The primary corridors evaluated were developed based on planned and existing bicycle facilities, designated bicycle routes, regional trail networks, existing utility easements, abandoned rail corridors, and destinations of interest.
- The six primary corridors and the identification of a recommended preferred corridor, the “Orange” corridor option, were presented to the public at duplicate public information meetings conducted on September 30, 2019, and October 1, 2019, as shown on the attached “Ashland to Petersburg Trail Study Preliminary Corridor Options” exhibit.
- The Study was completed in February 2022 with input and feedback from: (i) 13 individual or group meetings with members of the Stakeholder Technical Advisory Group composed of representatives from 15 localities, metropolitan planning organizations, planning district commissions, and special interest groups; (ii) 10 meetings with the Environmental Agency Working Group composed of representatives from the Federal Highway Administration, U.S. Army Corps of Engineers, and the Department of Environmental Quality; and (iii) two (2) public information meetings attended by over 340 community members.
- The Study identified the recommended preferred corridor, the “Orange” corridor option, as the most practicable corridor that would provide connectivity to destinations of interest and align with state, regional, and local transportation plans; and the least impactful option to environmental resources, with consideration given to cost and feasibility of implementation.

- Since the completion of the Study and the identification of the 43-mile recommended preferred corridor, which was officially named the Fall Line Trail in October 2020, a number of alignment refinements have been incorporated though continued coordination with locality stakeholders in order to be consistent with current local and regional priorities for active transportation, recreation, and economic development.
- VDOT held duplicate Location Public Hearings (“Hearings”) on May 3, 2022 and May 5, 2022, for the purpose of soliciting input on the location of the Project as shown on the attached “Fall Line Trail Preferred Corridor” exhibit.
- Once complete, the Fall Line Trail will include approximately 19 miles on new location and approximately 14 miles along VDOT maintained roadways. Approximately 10 miles of the Fall Line Trail will follow existing county or city-maintained roadways.
- VDOT is pursuing the development and implementation of segments of the Fall Line Trail in the Cities of Petersburg and Colonial Heights as well as Chesterfield County through design-build contracts.
- Henrico County is administering the development and implementation of segments of the Fall Line Trail, in coordination with VDOT.
- At this time, the requested approval does not include the segments located within the City of Richmond limits as analyses of potential traffic impacts, public involvement, and coordination remains ongoing.

Recommendations: VDOT recommends approval of the location for the Fall Line Trail, as shown on the attached “Fall Line Trail Preferred Corridor” exhibit, in the Cities of Petersburg and Colonial Heights and the Counties of Chesterfield and Henrico.

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

Result, if Approved: If approved by the CTB, segments of the Fall Line Trail will move forward to the development and construction along the route approved by the CTB.

Options: Approve, Deny or Defer

Public Comments/ Reaction:

CTB Decision Brief

Location Approval for the Fall Line Trail – Cities of Petersburg and Colonial Heights and the Counties of Chesterfield and Henrico

December 6, 2022

Page 4 of 4

A total of two-hundred eighty-five (285) members of the community attended the Hearings. The public was given the opportunity to provide comments at the Hearings or by completing an online survey, in addition to mailing or emailing comments. Of the 517 comments received, 439 (85%) supported the 43-mile Fall Line Trail alignment, 72 commenters (14%) suggested potential modifications to the recommended preferred alignment as presented, and 62 (12%) indicated opposition to the Fall Line Trail¹.

The Counties of Chesterfield and Henrico, as well as the Cities of Petersburg and Colonial Heights, support the location of the Fall Line Trail. The Chesterfield County Transportation Department Director provided a letter of support dated October 25, 2022. The Henrico County Director of Public Works and County Engineer provided a letter of support dated August 30, 2022. The Colonial Heights Director of Public Works and City Engineer provided a status letter of support dated November 14, 2022. The Petersburg City Council provided a SMART SCALE application resolution that includes this portion of the Fall Line Trail on July 19, 2022. See attached.

¹ Note: Multiple themes may have been referenced by a single commenter (i.e. one commenter may have indicated support for the project and also suggested potential alignment changes).

CTB LOCATION PUBLIC HEARING SUMMARY

Fall Line Trail

Cities of Petersburg and Colonial Heights and the Counties of Chesterfield and Henrico

State Project: 9999-964-724, P101 (UPC# 120289)

Federal Project: N/A

Fr: Patton Park

To: 0.2 m south of Winfrey Road

Project Length: 26 miles (in the Cities of Petersburg and Colonial Heights and the Counties of Chesterfield and Henrico)

PROJECT HISTORY – The Fall Line Trail was initially identified through the Virginia Department of Transportation’s (VDOT) *Ashland to Petersburg Trail Study* (the “Study”) that included the evaluation of six primary corridors and the identification of a recommended preferred corridor, the “Orange” corridor option. The Study was completed in February 2020. Since the completion of the Study and the identification of the 43-mile recommended preferred corridor, a number of alignment refinements have been incorporated through continued coordination with locality stakeholders, to be consistent with current local and regional priorities for active transportation, recreation, and economic development.

The Fall Line Trail was presented at duplicate Location Public hearings held on May 3, 2022, and May 5, 2022, for the purpose of soliciting public input on the proposed location of the Fall Line Trail.

The location of the northernmost 4.8 miles of the Fall Line Trail, from approximately 0.2 miles south of Winfrey Road in Henrico County to a 0.46-mile section of the existing Trolley Line Trail in the Town of Ashland, was approved by the Commonwealth Transportation Board (CTB) at their meeting on October 25, 2022.

The remaining segments of the Fall Line Trail are being developed and implemented by VDOT and the intersected localities, and will extend from Patton Park in the City of Petersburg to approximately 0.2 miles south of Winfrey Road in Henrico County. From Petersburg, these segments of the Fall Line Trail will follow the historic Seaboard Air Line Railroad corridor through a section of Colonial Heights and Chesterfield and will incorporate planned and existing active transportation facilities throughout Chesterfield and Henrico Counties, as well as the City of Richmond.

VDOT will be responsible for maintenance of the segments of the trail on new location or adjacent to existing state-maintained transportation facilities, approximately 25 miles of which are aligned through Petersburg, Colonial Heights, Chesterfield, and Henrico. Approximately one (1) mile will be maintained by Henrico County.

CTB Location Public Hearing Summary

Fall Line Trail – Cities of Petersburg and Colonial Heights and the Counties of Chesterfield and Henrico

December 6, 2022

Page 2 of 3

PROJECT PURPOSE – The purpose of the Fall Line Trail is to enhance the active transportation network in the Richmond region by improving bicycle and pedestrian safety, expanding non-motorized travel choices, and providing increased system linkage and connectivity to population centers, as well as key local and regional destinations, consistent with state, regional, and local transportation planning initiatives.

TYPICAL SECTION –

The Fall Line Trail will provide a continuous shared use path with varying widths, consistent with VDOT and locality design standards.

PUBLIC HEARING –

Type: Location

Date: May 3, 2022 and May 5, 2022

Time: 5 – 7 p.m.

Locations: Lewis Ginter Botanical Garden Kelly Education Center, Massey Conference Center Auditorium (May 3, 2022) and Hilton Garden Inn Richmond South/Southpark Capital Ballroom (May 5, 2022).

ATTENDANCE – Two-hundred five (205) community members attended the Location Public Hearing on May 3, 2022, and eighty (80) attended on May 5, 2022, for a total of two-hundred eighty-five (285) total participants in the duplicate Location Public Hearings.

COMMENTS RECEIVED – Five-hundred seventeen (517) total comments were submitted for the record, including four-hundred sixty-nine (469) comment sheets submitted at the Location Public Hearings or through an online survey form; an additional forty-eight (48) written comments were either emailed or mailed. Of the 517 comments received, 439 (85%) supported the 43-mile Fall Line Trail alignment. Seventy-two (72) commenters (14%) suggested potential modifications to the recommended preferred alignment as presented and 62 commenters (12%) indicated opposition for the Fall Line Trail¹.

ENVIRONMENTAL DATA – Segments of the Fall Line Trail will be implemented using a variety of federal, state, regional, and local funding sources. Each segment will be coordinated with appropriate federal, state, and local agencies as part of the environmental review and approvals required throughout the project development process. All required environmental clearances and permits will be obtained prior to construction. Strict compliance with all environmental conditions and commitments resulting from regulatory approvals, in addition to adherence to VDOT's specifications and standard best practices, will minimize impacts to the environment during construction.

¹ Note: Multiple themes may have been referenced by a single commenter (i.e. one commenter may have indicated support for the project and also suggested potential alignment changes).

CTB Location Public Hearing Summary

Fall Line Trail – Cities of Petersburg and Colonial Heights and the Counties of Chesterfield and Henrico

December 6, 2022

Page 3 of 3

ESTIMATED COST – The current estimated cost for the remaining segments of the Fall Line Trail is approximately \$285.4M, including approximately \$181.4M for the segments aligned through Petersburg, Colonial Heights, Chesterfield, and Henrico.

These estimated costs represent pre-scoping estimates inflated to CY2027 and will be refined as the project design advances.

ADVERTISEMENT – The remaining segments Fall Line Trail are being developed and implemented by VDOT and the intersected localities. Advertisement for a Design-Build contract for the southernmost segments of the Fall Line Trail is planned for mid-2023.

VDOT is pursuing the development and implementation of additional segments of the Fall Line Trail through future design-build contracts.

Henrico County is administering the development and implementation of segments of the Fall Line Trail, in coordination with VDOT.

RIGHT OF WAY – No families, businesses, or non-profit organizations will be displaced as a result of the Fall Line Trail.

TRAFFIC DATA – N/A.

STAFF RECOMMENDS – Approval of the location for the Fall Line Trail, as shown on the “Fall Line Trail Preferred Corridor” exhibit, in the Cities of Petersburg and Colonial Heights and the Counties of Chesterfield and Henrico.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

December 1, 2022

The Honorable W. Sheppard Miller, III
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer DeBruhl
The Honorable Darrell Byers
The Honorable Burwell W. Coleman
The Honorable Tom Fowlkes
The Honorable Mary Hughes Hynes
The Honorable Bert Dodson, Jr.
The Honorable Carlos M. Brown
The Honorable H. Randolph Laird
The Honorable Thomas Lawson
The Honorable Mark H. Merrill
The Honorable E. Scott Kasprovicz
The Honorable Laura Sellers
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant, III
The Honorable Greg Yates

Subject: Location Approval for the Fall Line Trail in the Cities of Petersburg and Colonial Heights and the Counties of Chesterfield and Henrico from the Appomattox River Crossing to 0.2 miles south of Winfrey Road.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for Location Approval for your consideration. The proposed Location Approval on State Projects 9999-964-724, P101 (UPC# 120289) 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,

Barton A Thrasher
2022.11.14 13:26:17-05'00'
Barton A. Thrasher, P.E.
Chief Engineer



Chesterfield County, Virginia Transportation Department

9800 Government Center Parkway – P.O. Box 40 – Chesterfield, VA 23832

Phone: (804) 748-1037 – Fax: (804) 748-8516 – Internet: chesterfield.gov

Brent Epps, P.E.
Director

October 25, 2022

Mr. Stephen C. Brich, PE
Commissioner
Virginia Department of Transportation
1401 E. Broad Street
Richmond, VA 23219

RE: Chesterfield County Support for the Fall Line Trail

Dear Commissioner Brich,

Chesterfield County would like to express its support for the location and alignment of the Fall Line Trail, 17 miles of which is in Chesterfield County. As you know, there is tremendous support from the region to deliver this 43-mile trail to the public as soon as possible. Not only will the trail provide recreational, economic development and tourism benefits, but it will also provide a safe facility for active transportation by citizens in the region.

The southern-most section is located primarily within the campus of Virginia State University, the nation's oldest state-supported, land grant college for African Americans, located in Chesterfield County. We are pleased that VDOT was able to work with VSU to develop an alignment acceptable to the university.

We look forward to continuing to work with VDOT staff in completing this exciting project.

Sincerely,

Brent Epps
Transportation Department Director

A RESOLUTION OF SUPPORT FOR SMART SCALE APPLICATIONS SUBMITTED BY THE TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION AND THE CRATER PLANNING DISTRICT COMMISSION AND TO AUTHORIZE THE USE OF CITY-OWNED PROPERTY.

WHEREAS, SMART SCALE is a process established in 2014 to help Virginia meet critical transportation needs using limited tax dollars by evaluating potential transportation projects based on key factors like how they improve safety, reduce congestion, increase accessibility, contribute to economic development, promote efficient land use, and affect the environment; and

WHEREAS, through the SMART SCALE process, the anticipated benefits of proposed transportation projects are calculated, and the projects are scored and ranked; and

WHEREAS, project scoring and selection under SMART SCALE takes place as part of the Six-Year Improvement Plan (SYIP) development process; and

WHEREAS, the scoring and ranking information is used by the Commonwealth Transportation Board to help guide and inform their project selection and funding decisions; and

WHEREAS, to demonstrate that a project has the support of key stakeholders, and that the public has been afforded the opportunity to provide comments and input, all applications must include a Resolution of Support from the locality's governing body; and

WHEREAS, the City Council of the City of Petersburg has previously approved resolutions and ordinances supporting the development of the Appomattox River Trail, Ashland to Petersburg/Fall Line Trail, and University Boulevard Gateway; and

WHEREAS, applications for the following projects located in the City of Petersburg were submitted in Smart Scale for funding approval by the Tri-Cities Area Metropolitan Planning Organization:

APP. 9104 - Fall Line Trail Phase 1A, Patton Park Through VSU to River Rd

APP. 9125 – Trailhead for ART and FLT (in Patton Park)

APP. 9126 - Appomattox River Trail, Adams Street to I-95 and Bridge to Colonial Heights; and

WHEREAS, applications for the following projects located in the City of Petersburg were submitted in Smart Scale for funding approval by the Crater Planning District Commission:

APP. 9166 - Appomattox River Trail, Old Town Petersburg (Squaw Alley to Adams Street); and

WHEREAS, all resolutions of support must be approved and uploaded as supporting documents to the SMART Portal system before the August 1 application deadline.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Petersburg hereby supports these SMART SCALE applications and approves this Resolution of Support.

BE IT FURTHER RESOLVED, that if any of these applications are approved, a legal instrument will be submitted to the City Council for approval.

Resolution 22-R-47
Adopted by the City of Petersburg
Council of the City of Petersburg on:

July 19, 2023

Walter O. Lucas
Clerk of City Council



CITY OF COLONIAL HEIGHTS

DEPARTMENT OF PUBLIC WORKS

Todd Flippen, P.E.
Director/City Engineer

City Hall • 201 James Avenue • P.O. Box 3401
Colonial Heights, Virginia 23834

November 14, 2022

Mr. Stephen C. Brich, PE
Commissioner
Virginia Department of Transportation
1401 E. Broad Street
Richmond, VA 23219

RE: Fall Line Trail – Colonial Heights

Dear Commissioner Brich:

This is to provide information regarding the efforts that have been made thus far by the City and to ultimately have our Council consider a motion to provide a Letter of Support in December 2022.

Over the past number of weeks, the City has conducted multiple site visits to the area where the proposed Fall Line Trail will be located in Colonial Heights. We have been engaged with VDOT, along with Sportsbackers, on these tours to help provide information to our City Council members. A Public walkthrough of portions of the proposed Fall Line Trail within the City occurred on Saturday, November 5th. We feel these tours were necessary, prior to Council action, to make sure our decision makers were fully informed.

My hope is that this letter can serve as a status update until our Council has the ability to meet and vote on the appropriate course of action moving forward.

Please advise if you have any questions or need additional information.

Sincerely,

Todd Flippen, PE
Director of Public Works/City Engineer



COMMONWEALTH OF VIRGINIA
COUNTY OF HENRICO

TERRELL C. HUGHES, P.E.
DIRECTOR OF PUBLIC WORKS
COUNTY ENGINEER
(804) 501-4393

August 30, 2022

Mr. Stephen C. Brich, PE
Commissioner
Virginia Department of Transportation
1401 E. Broad Street
Richmond, VA 23219

Re: Henrico County Support for Fall Line Trail Alignment

Dear Commissioner Brich:

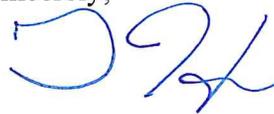
This is to affirm our support for the proposed location and alignment of the Fall Line Trail for the approximately 7.5 miles through Henrico County.

The County's efforts to develop the best route for this regional trail in advance of VDOT's A to P Study helped inform the preferred alignment between Bryan Park in the City of Richmond and the Chickahominy crossing into to Hanover County. We have been engaged with VDOT, as well as the other regional stakeholders, in the planning, development, and funding for this exciting project.

Henrico County is committed to do our part to plan, construct, and help maintain our portion of what promises to be a world class trail facility located right here in Central Virginia. We value our partnership with VDOT in helping bring the Fall Line Trail to fruition as expeditiously as possible, so that the residents and visitors to our region can enjoy the benefits that this trail promises.

Please advise if you have any questions or need additional information.

Sincerely,

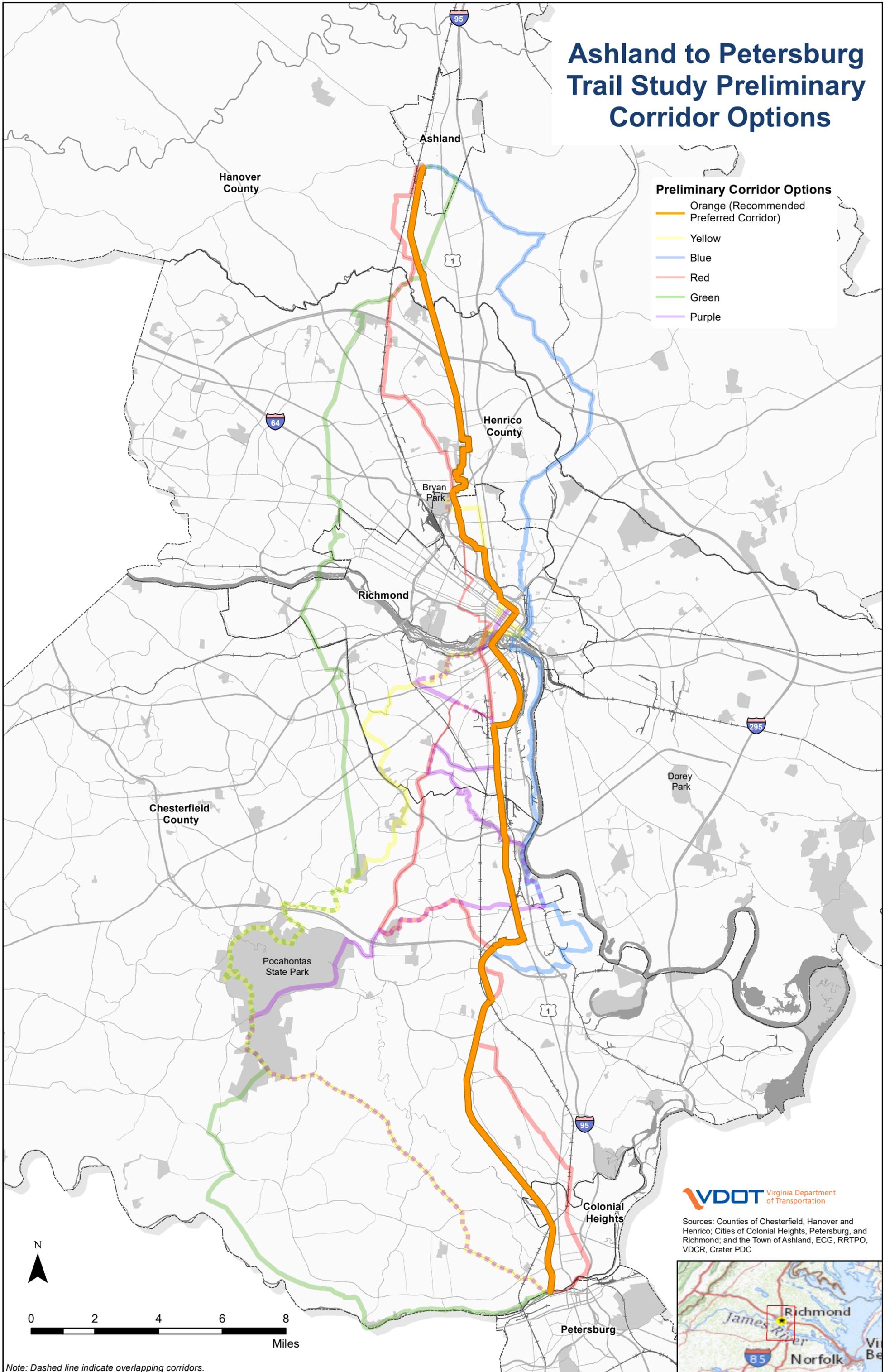


Terrell C. Hughes, P.E.
Public Works Director

Ashland to Petersburg Trail Study Preliminary Corridor Options

Preliminary Corridor Options

- Orange (Recommended Preferred Corridor)
- Yellow
- Blue
- Red
- Green
- Purple



Sources: Counties of Chesterfield, Hanover and Henrico; Cities of Colonial Heights, Petersburg, and Richmond; and the Town of Ashland, ECG, RRTPO, VDCR, Crater PDC



Note: Dashed line indicate overlapping corridors.



Ashland

Trolley Line Trail
(Completed)

Fall Line Trail
NORTHERN SECTION
4.8 miles
CTB Approved Location
October 2022



Hanover
County



Henrico
County

Fall Line Trail
CTB Location Approval
December 2022

26 miles

VDOT Maintained: 25
Maintained by Others: 1

Richmond

Pocahontas
State Park

Chesterfield
County



Colonial
Heights

Petersburg

Fall Line Trail
(Preferred Corridor)

- VDOT Maintained
- Non-VDOT Maintained
- County Boundary



0 2 4 6 8 Miles



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 6, 2022

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) and, with support from the Office of Intermodal Planning and Investment, develop and adopt an I-81 Corridor Improvement Plan (Plan); and

WHEREAS, the Board adopted the 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 established Chapter 36 (§ 33.2-3600 *et seq.*) of Title 33.2 of the *Code of Virginia*, creating the I-81 Corridor Improvement Fund (Fund), and directing the Board to establish the I-81 Committee (Committee), to adopt an I-81 Corridor Improvement Program (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 § 33.2-3603, the Board established the I-81 Committee on May 15, 2019; and

WHEREAS, pursuant to § 33.2-3602, 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

WHEREAS, 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 § 33.2-3602, 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, the I-81 Committee received a copy of the draft I-81 Corridor Improvement Program Progress Report on November 18, 2022, for review and comment; and

WHEREAS, the I-81 Corridor Improvement Program Progress Report completely satisfies the above-referenced requirements set forth in § 33.2-3602.

NOW, THEREFORE, BE IT RESOLVED, the Board approves the annual I-81 Corridor Improvement Program Progress Report, attached hereto as Attachment A, as required by § 33.2-3602 of the *Code of Virginia*.

####

CTB Decision Brief

Approval of the I-81 Corridor Improvement Program Progress Report

Issue: Chapters 837 and 846 of the 2019 Acts of Assembly established Chapter 36 (§ 33.2-3600 *et seq.*) of Title 33.2 of the *Code of Virginia*, creating the Interstate 81 (I-81) Corridor Improvement Fund (Fund), and directing the Commonwealth Transportation Board (Board) to establish the I-81 Committee; to adopt an I-81 Corridor Improvement Program (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. Approval by the Board of the I-81 Corridor Improvement Program Report for 2022 is sought.

Facts: In enacting Chapter 743 of the 2018 Acts of Assembly, the General Assembly of Virginia directed the Board to study financing options for improvements to I-81, with assistance from the Office of Intermodal Planning and Investment (OIP), and to develop and adopt an I-81 Corridor Improvement Plan (Plan). The Board approved the Plan on December 5, 2018, which identified targeted improvements for potential financing and evaluated such improvements using the statewide prioritization process.

The 2019 Acts of Assembly established the Fund, the Program, and the I-81 Committee. The Act also requires the Board to update the Program by July 1 of each year and to report to the General Assembly on the status of implementation of the Program by December 15 of each year.

Sources of revenues initially dedicated to the Fund include a newly-established truck registration fee, an I-81 corridor regional fuels tax, and statewide diesel and road taxes. Funds to support the Program became available July 1, 2019.

In 2020, the General Assembly passed legislation that limited the imposition of regional fuels taxes to only those localities that I-81 passes through. This adjustment to the original fuel tax mechanism is not anticipated to impact the financial health of the Fund. Furthermore, as per the 2020 Interstate Operations and Enhancement Program (IOEP) omnibus legislation, I-81 receives an allocation of funds from the IOEP equal to the ratio of vehicle miles travelled (VMT) on I-81 by vehicle Class 6 or higher, to total VMT on all Interstate highways. Beginning in FY2021, the truck registration fees and road tax revenue from the Program were dedicated to the Commonwealth Transportation Fund. Adoption of the Revised FY2023-FY2028 SYIP included a plan for financing the Program and estimated proceeds from I-81 bonds and Transportation Infrastructure Finance and Innovation Act (TIFIA) financing.

The current and projected allocations of the Program based on the Revised FY2023-2028 Six-Year Financial Plan, are reflected below:

Source	Previous	FY23	FY24	FY25	FY26	FY27	FY28	Total
I-81 Regional Fuels Tax	\$217.3	\$78.8	\$80.0	\$80.7	\$81.4	\$83.2	\$85.2	\$706.6
I-81 Bond Proceeds	\$101.9	\$0.0	\$0.0	\$0.0	\$0.0	\$14.8	\$0.0	\$116.7
I-81 TIFIA Proceeds	\$97.9	\$0.0	\$258.2	\$0.0	\$0.0	\$379.8	\$0.0	\$735.9
I-81 Allocation from IOEP	\$162.0	\$95.9	\$101.3	\$110.1	\$109.2	\$107.6	\$107.8	\$793.9
Total	\$579.1	\$174.7	\$439.5	\$190.8	\$190.6	\$585.4	\$193.0	\$2,353.1

*I-81 Regional Fuel Tax Revenue includes funds available for debt service.

The Fund had a fund balance of \$290.4 million on July 31, 2022. Moneys in the Fund shall only be used for capital, operating, and other improvement costs identified in the Program. Of the 64 capital projects included in the I-81 Corridor Improvement Plan and Program, 29 have been completed. The Revised FY2023-2028 Six-Year Improvement Program was adopted by the Board on October 25, 2022, and included both operational improvements and 47 of the 48 remaining capital improvement projects identified in the Plan.

Pursuant to § 33.2-3602 (A), 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.

Prior to the adoption of the Program, the Board shall review the recommendations of and consult with the I-81 Committee.

Pursuant to § 33.2-3602 (D), 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;

Decision Brief

Approval of the I-81 Corridor Improvement Program Progress Report

December 6, 2022

Page 3 of 3

3. The status of capital projects funded through the Program; and
4. The current and projected balances of the Fund.

The current I-81 Corridor Improvement Program Progress Report reflects the minimum requirement as required by the § 33.2-3602.

The I-81 Committee, which includes Board members of the Bristol, Salem and Staunton construction districts, received briefings on the status of the Program and met on July 7, 2022. At this time, the I-81 Committee has not scheduled a meeting prior to the end of the year. The I-81 Committee was provided the draft I-81 Corridor Improvement Program Progress Report for review and comment.

Recommendations: Approval is recommended for the submission of the annual I-81 Corridor Improvement Program Progress Report, attached hereto as Attachment A.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the annual I-81 Corridor Improvement Program Progress Report. The Board shall report its recommendations for funding and prioritization of projects to the General Assembly by December 15, 2022.

Result, if Approved: If approved, Board authorizes submission of the report.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

I-81 Program Progress Report



DECEMBER 2022

Prepared for:



Prepared by:



**Commonwealth
Transportation Board**

I-81 Program Progress Report

Introduction

In April 2019, the Virginia General Assembly enacted legislation that Governor Ralph Northam signed into law establishing the Interstate 81 (I-81) Corridor Improvement Program and Fund, which advances the projects identified in the I-81 Corridor Improvement Plan (the Plan) for 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 following information:

- ➔ The safety and performance of the I-81 corridor including:
 - ✓ Crash frequency and severity per mile, expressed in equivalent property damage only (EPDO) crashes
 - ✓ Person-hours of delay per mile
 - ✓ Frequency of lane-impacting incidents per mile
 - ✓ Duration of a lane closure
- ➔ An assessment on 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



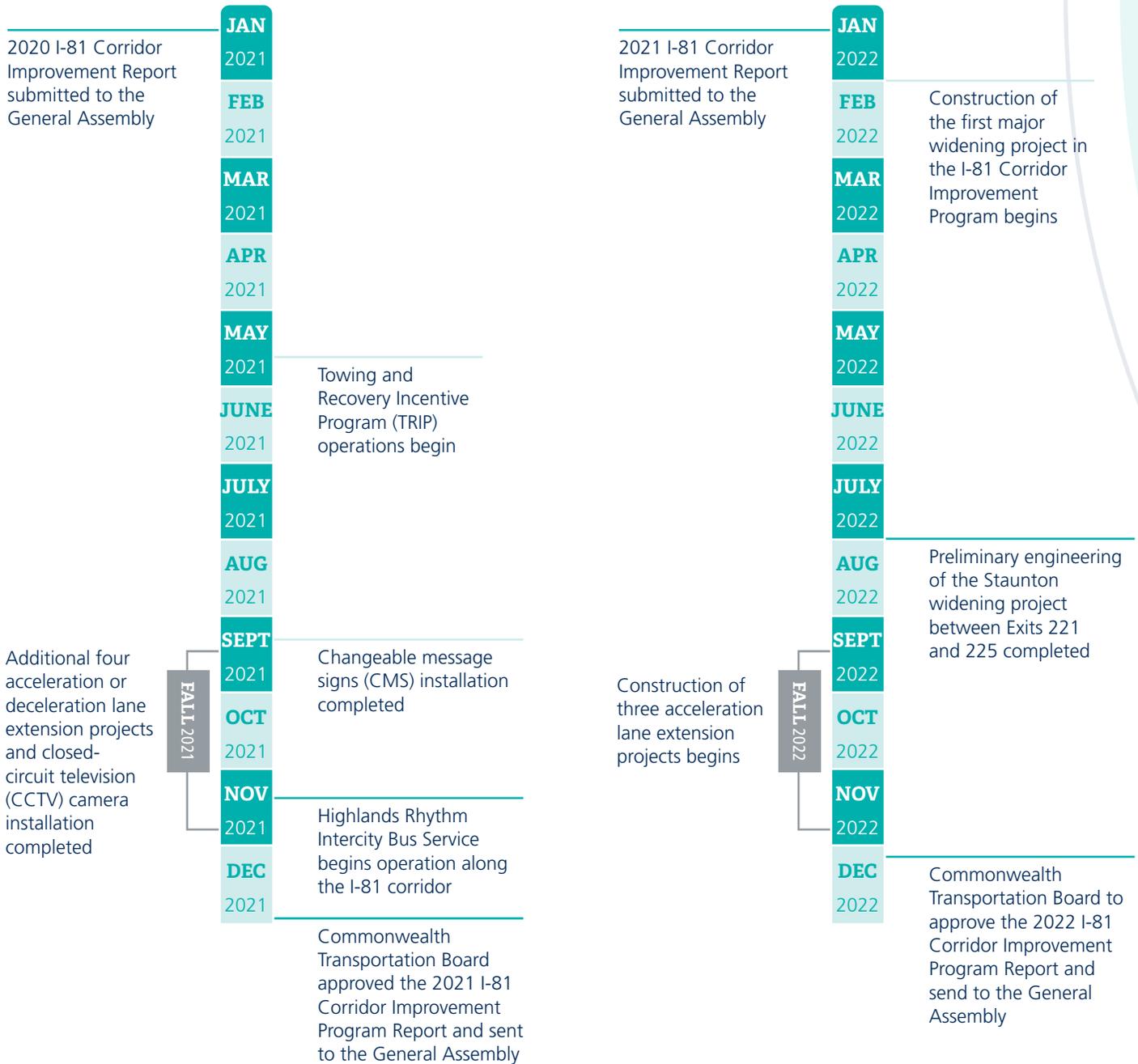
House Bill 2718 (Chapter 837) introduced by Delegates Steve Landes and Terry Austin, and Senate Bill 1716 (Chapter 846), introduced by Senators Mark Obenshain and William Carrico, establish the I-81 Corridor Improvement Program, Fund, and Committee. Governor Ralph Northam announced amendments in March 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 the \$2 billion improvement program (estimate as of the 2018 Plan). The revenues for the Fund were provided through the creation of a new truck registration fees as well as the establishment of an I-81 corridor regional fuels tax and statewide diesel and road taxes.

During the 2020 General Assembly, House Bill 1414 (Chapter 1230) and Senate Bill 890 (Chapter 1275) made the following changes to the Program and Fund:

- ➔ Authorized the sale and issuance of bonds with an aggregate principal amount of \$1 billion
- ➔ Converted the regional fuels tax to a cents per gallon tax with the opportunity for annual growth based on the Consumer Price Index
- ➔ Amended the regional fuels tax to only include localities through which I-81 passes or cities wholly encompassed by a county through which I-81 passes

- ➔ Allocated additional funding for the corridor through the Interstate Operations and Enhancement Program. Previously provided statewide revenue sources are committed to the Commonwealth Transportation Fund beginning in fiscal year 2021

Timeline of Events



Current and Projected Balances of the Fund

As of October 2022, the Virginia Department of Transportation (VDOT) documented the current and projected funds available and allocations of the Program. The current and projected balances of the Fund are summarized in **Table 1**, of which all available funds are expected to be allocated to projects within the Program. The amounts shown in the table also reflect the allocation of funding adopted by the Board on July 7, 2022, for the 32 projects amended to the Fiscal Year 2023-2028 SYIP. Estimated schedule information for the 47 capital improvement projects amended to the Six-Year Improvement Program (SYIP) and the capital improvement project yet to be adopted into the SYIP is available in **Appendix A** and can be found online at www.improve81.org. The full program schedule is in draft form since the last remaining project (widening to six lanes between Exits 313 and 317) has not been adopted by the Board into the SYIP.

Table 1. Current Versus Projected Funds Available Based on the FY 2023-2028 SYIP (in millions of dollars)

Source	PV	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
I-81 Regional Fuels Tax*	\$217.3	\$78.8	\$80.0	\$80.7	\$81.4	\$83.2	\$85.2	\$706.6
I-81 Bond Proceeds	\$101.9	\$0.0	\$0.0	\$0.0	\$0.0	\$14.8	\$0.0	\$116.7
I-81 TIFIA Proceeds	\$97.9	\$0.0	\$258.2	\$0.0	\$0.0	\$379.8	\$0.0	\$735.9
I-81 Allocation from Interstate Operations and Enhancement Program	\$162.0	\$95.9	\$101.3	\$110.1	\$109.2	\$107.6	\$107.8	\$793.9
Total	\$579.1	\$174.7	\$439.5	\$190.8	\$190.6	\$585.4	\$193.0	\$2,353.1

*Fuel Tax Revenue includes funds available for debt service

Note: FY = Fiscal Year, PV = Previous Value | Source: Virginia Department of Transportation, 2022.

In 2020, the General Assembly passed legislation that limited the imposition of regional fuels taxes to only those localities through which I-81 passes. This adjustment to the original fuel tax mechanism is not anticipated to impact the financial health of the Fund. Per the 2020 Interstate Operations and Enhancement Program (IOEP) omnibus legislation, I-81 receives an allocation of funds from the IOEP equal to the ratio of vehicle miles traveled (VMT) on I-81 by vehicle Class 6 or higher to total VMT on all interstate highways. Beginning in FY 2021, the truck registration fees and road tax revenue from the Program were dedicated to the Commonwealth Transportation Fund. Adoption of the FY 2022-2027 SYIP included a plan for financing the Program and estimated proceeds from I-81 bonds and Transportation Infrastructure Finance and Innovation Act (TIFIA) financing.

Status of Projects Funded Through the Program

The FY 2023-2028 SYIP, which was adopted by the Board on June 21, 2022, included both operational improvements and 47 of the 48 capital improvement projects identified in the Plan. The safety service patrol improvements identified in the Plan were implemented in July 2019. The initial eight acceleration and deceleration lane extension projects, eight curve improvement projects, and most of the new camera installations were completed in 2020. In 2021, the remaining camera installations were completed along with the installation of CMS. Additionally, construction of three ramp extension projects in the Staunton District was completed. **Figure 1** outlines the status of the projects as of November 11, 2021 based on project type. A table and map summarizing the status of individual capital improvement projects can be found in **Appendix B**.

Figure 1. Status of Capital Projects Funded Through the Program

Project Type		Status		Total Projects	Estimated Completion
Capital	Widening	9	1	10	2032
	Acceleration/Deceleration Extension	23		13	2028
	Auxiliary Lane	4		4	2028
	Truck Climbing Lane	5		5	2028
	Shoulder Widening	1		1	2028
Operations	Safety Service Patrol Expansion	1		1	Completed
	Towing and Recovery Incentive Program	1		1	Completed
	Curve Improvement	8		8	Completed
	Camera Installation	42		42	Completed
	Changeable Message Sign Installation	30		30	Completed

Legend: Complete (Blue), Programmed (Green), Not in Six-Year Improvement Program (Grey)

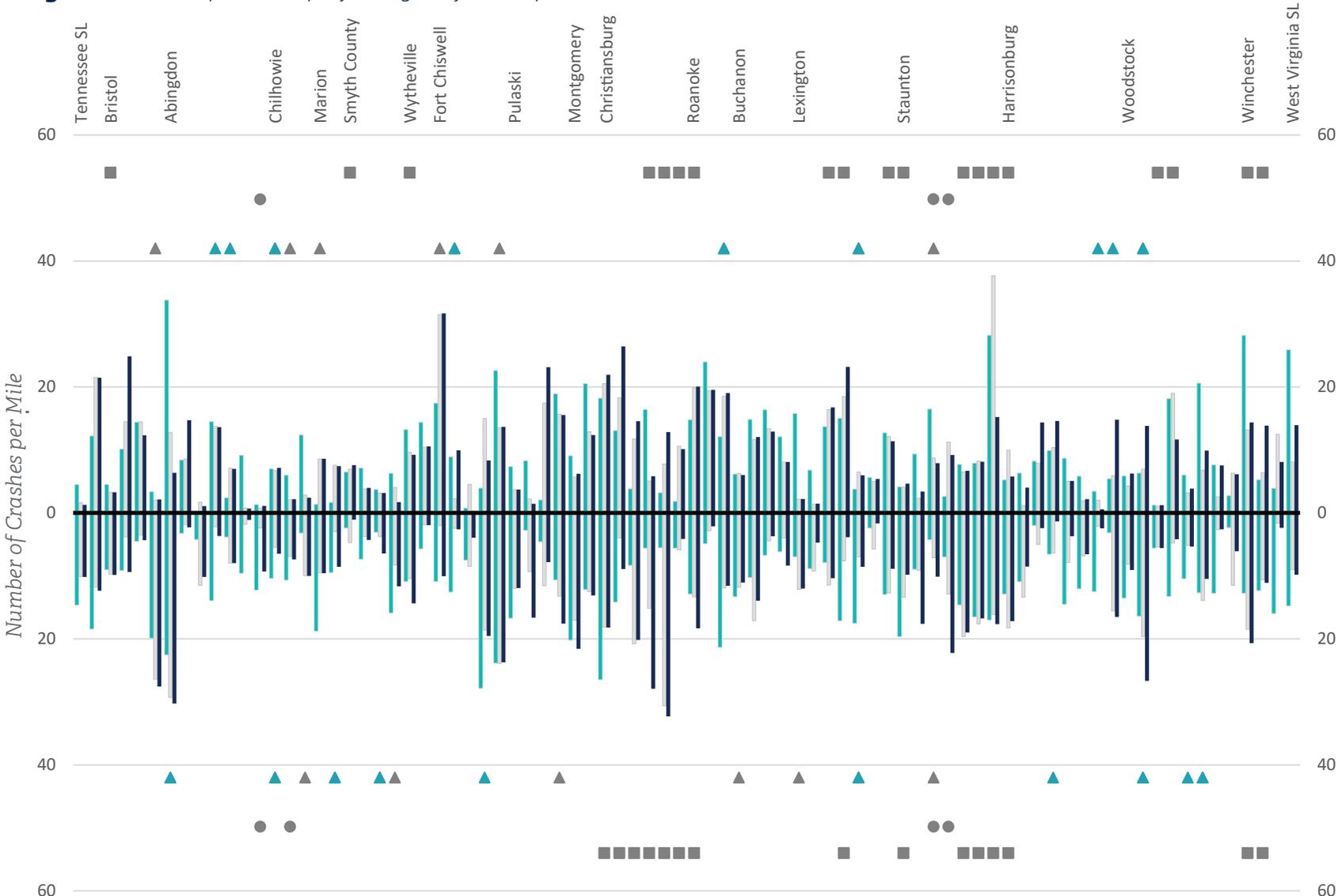
Note: SYIP = Six-year Improvement Program. | Source: Virginia Department of Transportation, 2022.

Performance of the I-81 Corridor

Figure 2 through Figure 5 show how the four performance measures have changed over three multi-year periods. These figures also show the capital improvement projects that have been completed and the ones that are still underway or planned. The performance measures documented in the Plan and adopted by the Board in late 2018 were through 2017. **The emergence of the COVID-19 pandemic in 2020 caused a 15 percent reduction in VMT on I-81, while VMT in 2021 returned to pre-pandemic levels.**

Therefore, 2020 data was removed from the multi-year performance measure data periods for this report as reduced travel on I-81 skewed the data significantly when compared to 2019 and 2021. Crash data were compared between the three five-year periods: 2014-2018, 2015-2019, 2016-2021 (without 2020 data). A supplementary histogram displaying crash frequency and severity per mile for truck-related crashes is included in Appendix C. Delay and incident data were compared for the three two-year periods: 2017-2018, 2018-2019, and 2019-2021 (without 2020 data).

Figure 2. Annual Equivalent Property Damage Only Crashes per Mile



Legend

Performance Measure Data

2014-2018

2015-2019

2016-2021*

Southbound

Northbound

Project Status

BY SYMBOL

△ Accel/Decel Lane Extension

○ Truck Climbing Lane

□ Widening, Shoulder Improvement, or Auxiliary Lane

BY COLOR

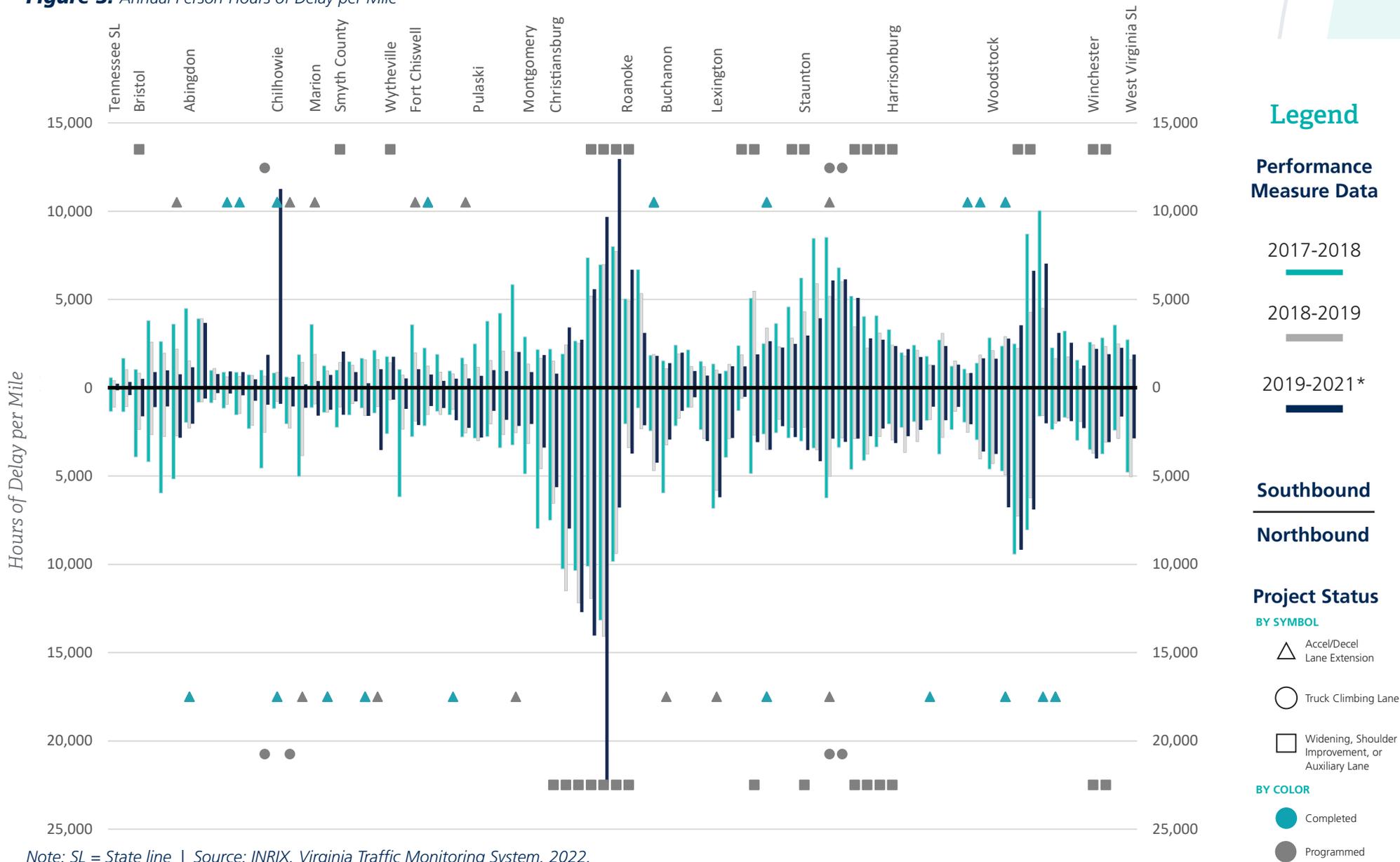
● Completed

● Programmed

Note: SL = State line | Source: VDOT Roadway Network System, 2022.

*2020 data removed

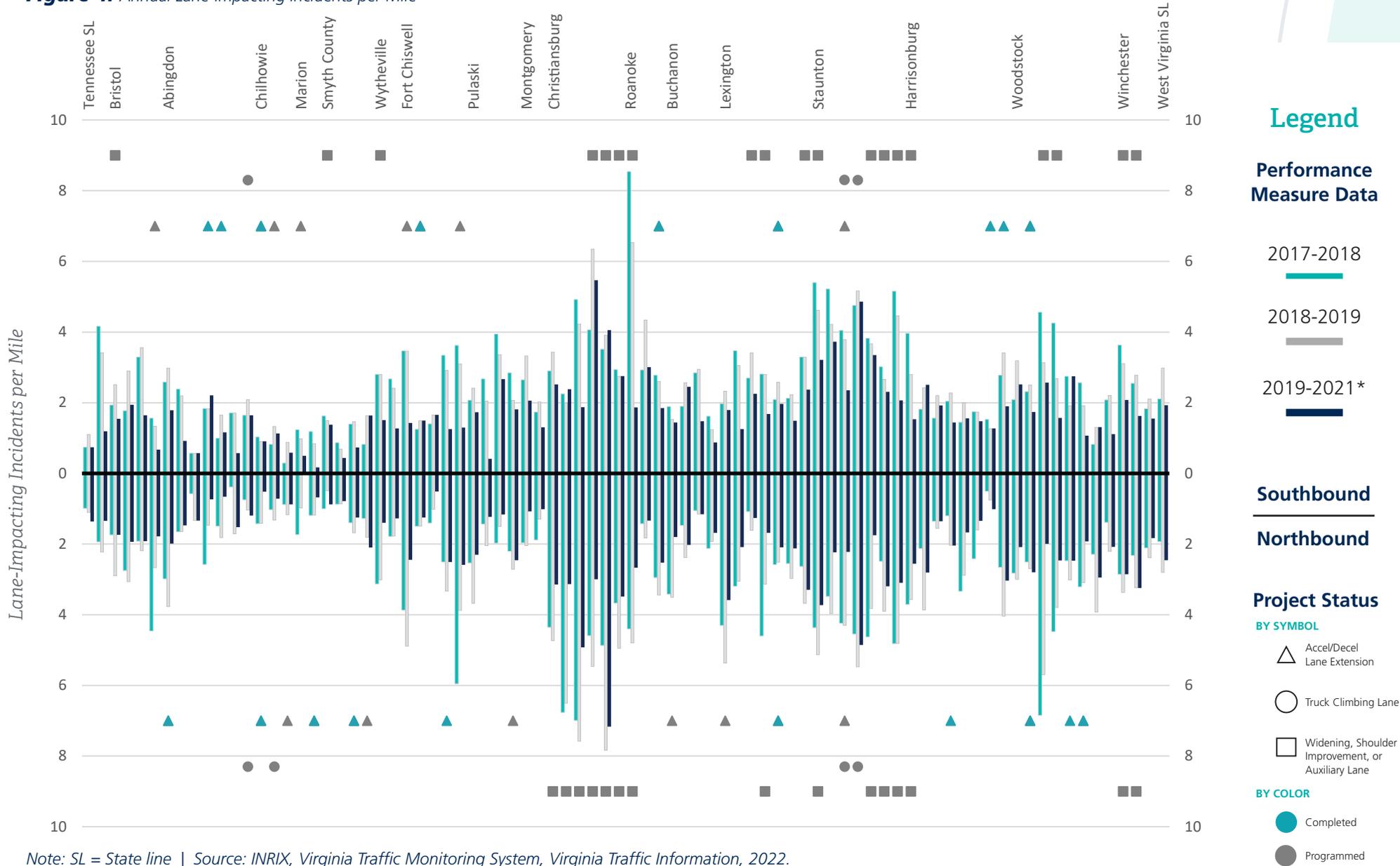
Figure 3. Annual Person-Hours of Delay per Mile



Note: SL = State line | Source: INRIX, Virginia Traffic Monitoring System, 2022.

*2020 data removed

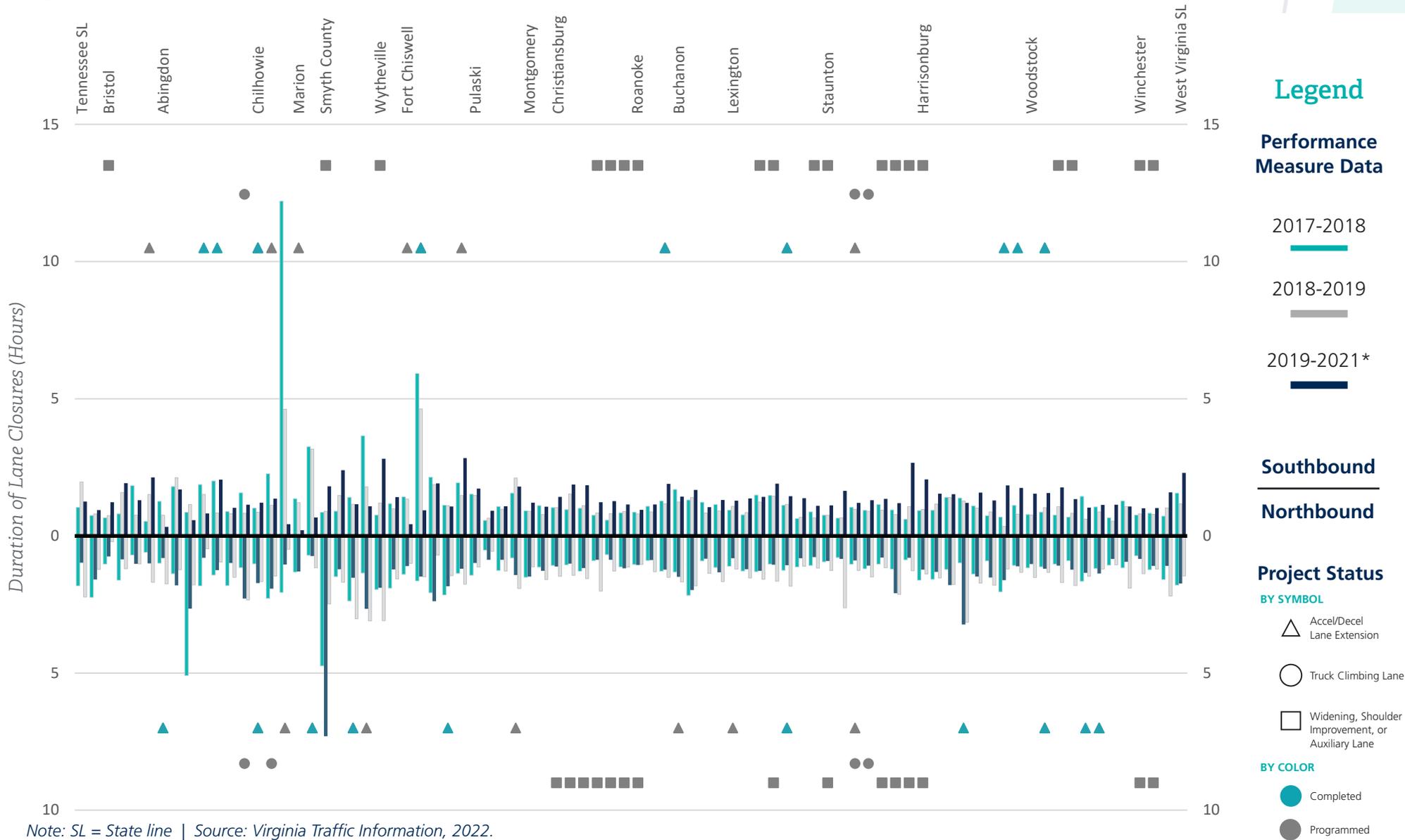
Figure 4. Annual Lane-Impacting Incidents per Mile



Note: SL = State line | Source: INRIX, Virginia Traffic Monitoring System, Virginia Traffic Information, 2022.

*2020 data removed

Figure 5. Average Duration of Lane Closures (Hours)



Note: SL = State line | Source: Virginia Traffic Information, 2022.

*2020 data removed

To show the effectiveness of a program of projects, the study team relied on a minimum of one year of data following the implementation of the program or project. **Table 2** through **Table 5** contain corridor-wide summaries for each two- or five-year period for the four performance measures. Performance measure data was sourced from the VDOT Roadway Network System, INRIX, Virginia Traffic Monitoring System, and Virginia Traffic Information. The performance measure data has fluctuated on a segment-by-segment and corridor-wide basis in the years since the Plan was developed. The number of lane-impacting incidents lasting longer than one hour, and lane closures associated with those events have decreased, even as travel on I-81 rebounded in 2021 (up one percent from 2019).

This decrease in incidents and lane closures may be attributed to the implementation of the Towing and Recovery Incentive Program (TRIP), which aims to improve incident response times so traffic can move again. The total person-hours of delay on I-81 also has decreased, though to a lesser extent than the decrease observed for lane impacting incidents and lane closures. Although operations performance measures decreased during the most recent five years, total EPDO crashes increased. The prevalence of work zones on I-81 has impacted the total EPDO crashes on I-81, where the total number of work zone related crashes increased by 95 percent between 2019 and 2021.

In future years, it will continue be challenging to evaluate the impact of completed construction projects on the performance measures for multiple reasons:

- ➔ The data has fluctuated in the years since the Plan was developed
- ➔ Performance measure impacts of active work zones
- ➔ Performance measure data for 2020 are not reflective of a typical year due to COVID-19
- ➔ Lack of sufficient time for projects to be implemented and to develop a subsequent performance trend

Table 2. Equivalent Property Damage Only (EPDO) Crashes

End of Five-Year Period	Northbound	Southbound	Total	Total Percent Change from Previous Period
2018	51,639	49,109	100,748	-
2019	49,095	50,012	99,001	-1.7%
2021*	52,519	47,880	100,399	+1.4%

*2016-2021 without 2020 data

Table 3. Person-Hours of Delay

End of Two-Year Period	Northbound	Southbound	Total	Total Percent Change from Previous Period
2018	2,325	1,919	4,244	-
2019	2,116	1,471	3,587	-15.5%
2021*	1,959	1,453	3,412	-4.9%

*2019-2021 without 2020 data

Table 4. Lane-Impacting Incidents

End of Two-Year Period	Northbound	Southbound	Total	Total Percent Change from Previous Period
2018	1,694	1,622	3,316	-
2019	1,894	1,691	3,585	+8.1%
2021*	1,341	1,184	2,525	-29.6%

*2019-2021 without 2020 data

Table 5. Hours of Lane Closures

End of Two-Year Period	Northbound	Southbound	Total	Total Percent Change from Previous Period
2018	2,139	1,794	3,932	-
2019	2,329	1,812	4,141	+5.3%
2021*	1,945	1,542	3,487	-15.8%

*2019-2021 without 2020 data

Multimodal Improvements to the I-81 Corridor

Along with the capital and operational improvements included in the I-81 Corridor Improvement Plan, several multimodal improvements have been planned and implemented to provide meaningful bus transit and rail connections throughout the corridor. The Virginia Breeze bus system consists of four intercity bus routes, two of which run along the I-81 corridor. The Valley Flyer route travels between Blacksburg and Washington, DC and the Highlands Rhythm route travels between Bristol and Washington DC. During the FY22, Virginia Breeze's on-time performance was 85 percent and the percent of costs covered by fares (farebox recovery) was 52 percent. The Valley Flyer route had a farebox recovery of more than 80 percent.

The I-81 Multimodal Corridor Improvement Plan also includes for the expansion of passenger and freight rail in the New River Valley. In June of 2022, negotiations were finalized with Norfolk Southern to improve the rail systems near the I-81 corridor. A second Amtrak train on the Roanoke Route went into service in July of 2022. The rail improvements also include:

- ➔ Adding a second track 7 miles south of Manassas and extending the route between Roanoke and Washington, DC to include New River Valley
- ➔ Improving the Roanoke yard including a passenger bypass to improve efficiency
- ➔ Purchasing 28 miles of track that extend from Salem to New River Valley
- ➔ Constructing the New River Valley station and connector track

Construction of these improvements are expected to be complete by the Virginia Passenger Rail Authority in 2026, with the construction of the new train station at the New River Valley to be delivered by the New River Valley Station Authority at roughly the same time.

Commonwealth Transportation Board Activities

In 2022, VDOT delivered one I-81 Corridor Improvement Program update to the Commonwealth Transportation Board. In addition to the meeting detailed below, the Board also discussed budget and project area updates of specific projects along the I-81 corridor. According to the legislation, the Board must submit an annual progress report to the General Assembly by December 15.

September 2022 Commonwealth Transportation Loan Update

The Board met in-person on September 20, 2022. VDOT's Chief Financial Officer presented a TIFIA loan update on the I-81 corridor which included an overview of the structure and legislative background of TIFIA loans, I-81 fund projections, and how TIFIA loans will impact future funding of the I-81 Corridor Improvement Program.

The September 2022 presentation delivered to the Board can be found in **Appendix D**.

October 2022 Commonwealth Transportation Board Briefing

The Board met in person on October 21, 2022. The I-81 Program Delivery Director presented the status of the operational, arterial, and capital improvement projects throughout the corridor. The I-81 Program Delivery Director highlighted the following conclusions:

- ➔ All operational improvements, including curve improvements, traffic cameras, digital message signs, and safety service patrol upgrades are complete
- ➔ 14 of the 23 Bristol District projects are either complete (10) or under construction (4)
- ➔ 5 of the 11 Salem District projects are either complete (1) or under construction (4)
- ➔ 10 of the 22 Staunton District projects are complete
- ➔ Some arterial improvements along VDOT-maintained arterials are complete, with the remaining improvements under design and scheduled for construction in 2023

The Virginia Department of Rail and Public Transportation (DRPT) Chief of Public Transportation and Virginia Passenger Rail Authority COO presented the status of multimodal projects along the I-81 corridor, including the following takeaways:

- ➔ The Virginia Breeze Intercity Bus service from Bristol to Washington, DC, the Highlands Rhythm, began service on November 15, 2021
- ➔ Ridership on Virginia Breeze Intercity Bus has exceeded pre-pandemic ridership in 2022 after reduced ridership in 2020 and 2021, in part to new routes such as the Highlands Rhythm
- ➔ Ridership on the Roanoke Amtrak route is setting all time records and was doing so even before the commencement of the second train in July that was triggered by the June close of agreements with Norfolk Southern

The October 2022 presentation delivered to the Board can be found in **Appendix E**.

I-81 Committee Activities

July 2022 Advisory Committee Meeting

The Committee met in-person on July 7, 2022. The I-81 Program Director presented an overview of the I-81 Corridor Improvement Program and the status of operational and capital projects. The DRPT Acting Chief of Public Transportation and the Virginia Passenger Rail Authority (VPR) Chief Operating Officer presented the status of the intercity bus expansion and the western rail initiative. The VDOT Chief Financial Officer presented the financial status of the I-81 Corridor Improvement Program and outlined the project costs and funding approach of the Program. The Deputy Secretary of Transportation presented an overview of the federal Infrastructure Jobs Act and how it applies to funding in Virginia.

The July 2022 presentation delivered to the Committee can be found in **Appendix F**.

Next Steps

Most of the capital improvement projects are currently under construction or in the design phase, either by VDOT staff, an on-call consultant, or a project-specific consultant. The following projects will be advertised in 2023 and will be under design once a Design-Build consultant is procured:

- ➔ Bristol District: Glade Spring Truck climbing lanes set for advertisement in Summer 2023
 - ✓ Exit 32 to MM 33.5 NB
 - ✓ MM 34 to MM 33 SB

Additionally, construction of the following projects will continue in 2023:

- ➔ Northbound and southbound deceleration lane extension Exit 39: construction started August 2021
- ➔ Southbound acceleration lane extension at Exit 47: construction started August 2021
- ➔ Southbound acceleration lane extension at Exit 44: construction started September 2021
- ➔ Bundled widening project in Salem District: heavy highway construction started December 2021
 - ✓ Widen to three lanes between Exit 137 and Exit 140
 - ✓ Widen to three lanes between Exit 140 and Exit 141
- ➔ Southbound deceleration lane extension at Troutville Safety Rest Area: construction started February 2022
- ➔ Southbound auxiliary lane construction between Exit 54 and Smyth Safety Rest Area (MM 54.1 to 54.5): construction started April 2022
- ➔ Northbound truck climbing lane: construction started June 2022
- ➔ Widen to three lanes between Exit 221 and Exit 225: construction to be started December 2022

APPENDICES

Appendix A: Preliminary Capital Improvement Project Schedule

Appendix B: Improvements Summary Table

Appendix C: Crash Frequency and Severity Per Mile for Truck-Related Crashes

Appendix D: September 2022 Commonwealth Transportation Board PowerPoint Presentation

Appendix E: October 2022 I-81 Commonwealth Transportation Board PowerPoint Presentation

Appendix F: July 2022 I-81 Commonwealth Transportation Board PowerPoint Presentation

Appendix A: *Preliminary Capital Improvement Project Schedule*

Appendix B: *Improvements Summary Table*

I-81 CORRIDOR IMPROVEMENT PLAN

RECOMMENDED IMPROVEMENTS

Study Project ID	UPC	District	Jurisdiction(s)	Direction	Mile Marker			Improvement Description
					From	to	To	
63	116281	Staunton	Frederick County / Winchester	Both Directions	313.8	to	317.5	Widen to three lanes between Exit 313 and Exit 317
49	115803	Staunton	Frederick County	NB only	303.7	to	303.9	Truck scales 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
51	116244	Staunton	Shenandoah County	SB only	296.3	to	296.7	Exit 296 acceleration lane extension
50	116268	Staunton	Shenandoah County / Warren County / Frederick County	SB only	295.7	to	299.2	Widen to three lanes between Exit 299 and Exit 296
46	116270	Staunton	Shenandoah County	NB only	290.6	to	291.1	Exit 291 acceleration lane extension
52	115804	Staunton	Shenandoah County	SB only	282.9	to	283.3	Exit 283 acceleration lane extension
53	116243	Staunton	Shenandoah County	SB only	278.7	to	279.2	Exit 279 acceleration lane extension
45	115802	Staunton	Shenandoah County	NB only	268.8	to	268.9	Exit 269 deceleration lane extension
62	116280	Staunton	Rockingham County / Harrisonburg	Both Directions	242.2	to	248.1	Widen to three lanes between Exit 243 and Exit 248
55	116278	Staunton	Augusta County	SB only	234.6	to	236.5	Weyers Cave truck climbing lane
44	116277	Staunton	Augusta County / Rockingham County	NB only	233.3	to	237.4	Weyers Cave truck climbing lane
56	116275	Staunton	Augusta County	SB only	232.7	to	232.9	Mt. Sidney Rest Area deceleration lane extension
57	116276	Staunton	Augusta County	SB only	231.9	to	232.5	Mt. Sidney Rest Area acceleration lane extension
43	116271	Staunton	Augusta County	NB only	232.4	to	232.8	Mt. Sidney Rest Area acceleration lane extension
61	116269	Staunton	Augusta County / Staunton	Both Directions	221.8	to	225.3	Widen to three lanes between Exit 221 and Exit 225
58	116279	Staunton	Augusta County	SB only	221.2	to	221.5	Add auxiliary lane between Exit 220 and Exit 221
42	115801	Staunton	Rockbridge County	NB only	205.3	to	205.7	Exit 205 acceleration lane extension
59	116245	Staunton	Rockbridge County	SB only	204.7	to	205.2	Exit 205 acceleration lane extension
60	116282	Staunton	Rockbridge County	SB only	195.1	to	204.5	Rockbridge County shoulder improvements
41	116246	Staunton	Rockbridge County	NB only	189	to	189.4	Exit 188 acceleration lane extension
33	116199	Salem	Buchanan / Botetourt County	NB only	162.4	to	162.9	Exit 162 acceleration lane extension
36	116202	Salem	Botetourt County	SB only	158.2	to	158.4	Troutville Safety Rest Area deceleration lane extension
37		Salem	Botetourt County	SB only	157.2	to	158	Troutville Safety Rest Area acceleration lane extension
40	116201	Salem	Roanoke / Roanoke County	Both Directions	144.2	to	151.3	Widen to three lanes between Exit 143 and Exit 150
39B	116203	Salem	Salem / Roanoke County	Both Directions	139	to	141	Widen to three lanes between MM 139 and Exit 141
39A		Salem	Salem / Roanoke County	Both Directions	136	to	139	Widen to three lanes between MM 136 to MM 139
32	116197	Salem	Montgomery County / Roanoke County / Salem	NB only	128.4	to	136	Widen to three lanes from Exit 128 to MM 136
31	116196	Salem	Christiansburg / Montgomery County	NB only	116	to	128.4	Widen to three lanes from MM 116 to Exit 128
30	116198	Salem	Radford / Montgomery County	NB only	105.5	to	106	Exit 105 acceleration lane extension
38	116200	Salem	Pulaski / Pulaski County	SB only	93.7	to	94.2	Exit 94 acceleration lane extension
29	115795	Salem	Pulaski County	NB only	90.2	to	90.7	Exit 89 acceleration lane extension
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
18	116175	Bristol	Wythe County	SB only	41.6 (I-77)	to	41.8 (I-77)	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
14	116168	Bristol	Wytheville	SB only	73.2	to	73.8	Add auxiliary lane between Exit 73 and Exit 72
11	116164	Bristol	Wytheville	NB only	73	to	42.9 (I-77)	I-77 deceleration lane extension and reconfigure off-ramp
10	116163	Bristol	Wytheville	NB only	72.7	to	72.9	Exit 72 deceleration lane extension
8	116162	Bristol	Wytheville	NB only	67.3	to	67.4	Exit 67 deceleration lane extension
15	116169	Bristol	Smyth County	SB only	54.1	to	54.4	Add auxiliary lane between Exit 54 and Smyth Safety Rest Area
7	116161	Bristol	Marion / Smyth County	NB only	48.1	to	48.9	Exit 47 acceleration lane extension
16	116158	Bristol	Marion / Smyth County	SB only	47.4	to	47.6	Exit 47 acceleration lane extension
6	116160	Bristol	Marion / Smyth County	NB only	45.5	to	45.6	Exit 45 deceleration lane extension
17	116167	Bristol	Marion / Smyth County	SB only	42.8	to	43	Exit 44 acceleration lane extension
4	116157	Bristol	Chilhowie / Smyth County	NB only	39.5	to	40.6	Add truck climbing lane
19	116174	Bristol	Smyth County	SB only	39.4	to	39.5	Exit 39 deceleration lane extension
5	116159	Bristol	Smyth County	NB only	38.9	to	39	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	33	to	34	Add truck climbing lane
3	116156	Bristol	Chilhowie / Washington County	NB only	32.4	to	33.5	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
2	116155	Bristol	Abingdon / Washington County	NB only	19.2	to	19.3	Exit 19 deceleration lane extension
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

SMART SCALE

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

LEGEND

- SYIP Projects Complete
- SYIP Projects Programmed
- Not in SYIP
- SMART SCALE Funded Project

December 2022

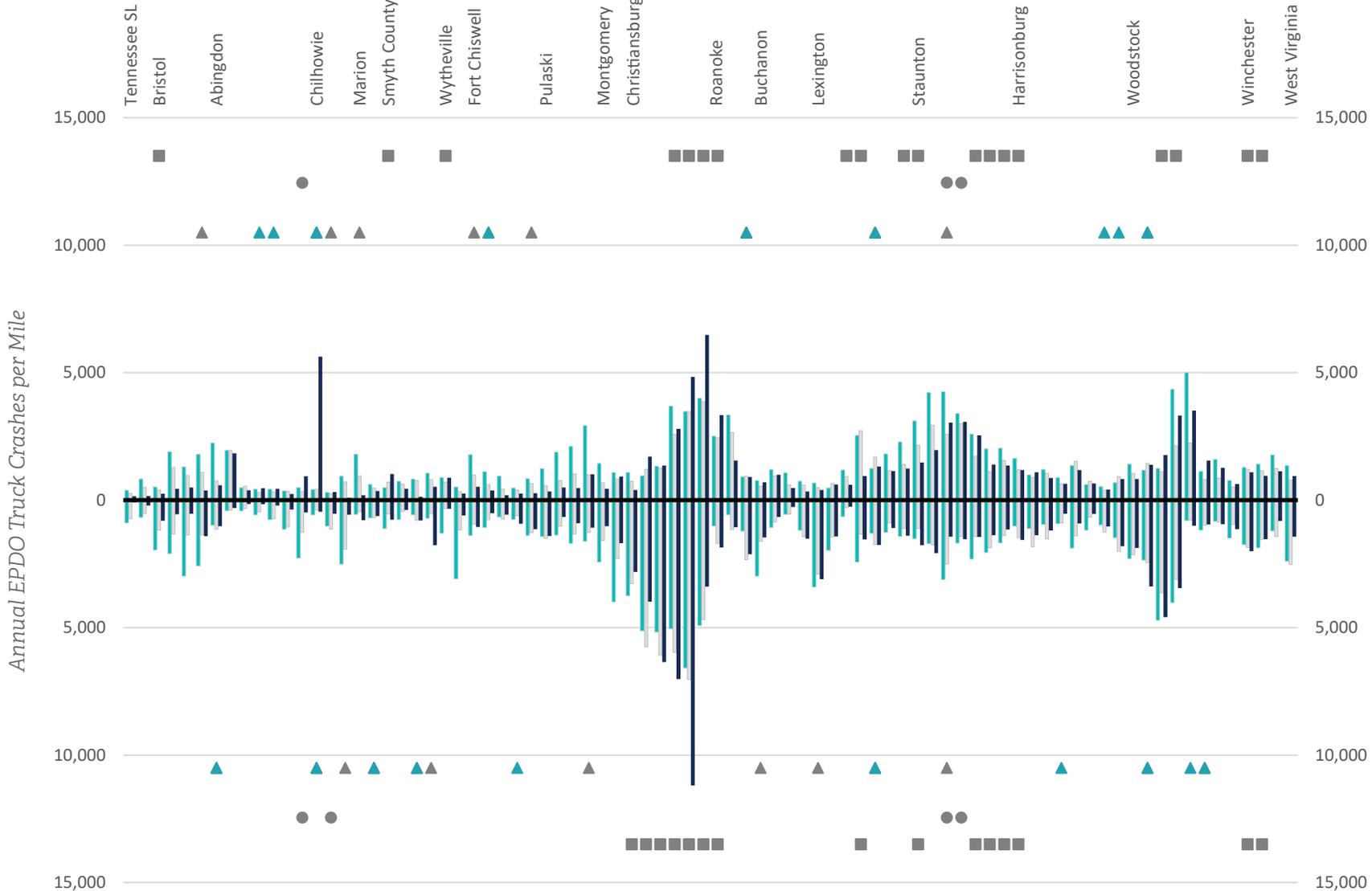


* SS5 - Project is not depicted on map.



Appendix C: *Crash Frequency and Severity Per Mile for Truck-Related Crashes*

Annual Equivalent Property Damage Only Crashes per Mile for Truck-Related Crashes



Legend

Performance Measure Data

2014-2018

2015-2019

2016-2021*

Southbound

Northbound

Project Status

BY SYMBOL

△ Accel/Decel Lane Extension

○ Truck Climbing Lane

□ Widening, Shoulder Improvement, or Auxiliary Lane

BY COLOR

● Completed

● Programmed

Source: Virginia Roadway Network System, 2022.

*2020 data removed

Appendix D: *September 2022 Commonwealth Transportation Board PowerPoint Presentation*

I-81 Corridor TIFIA Loan Update

 Laura Farmer
Chief Financial Officer

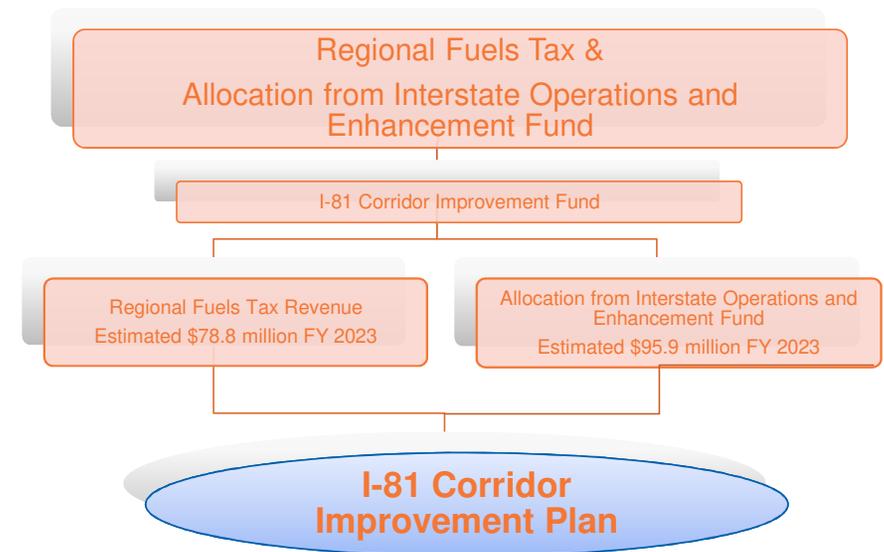
September 20, 2022

Legislative Background

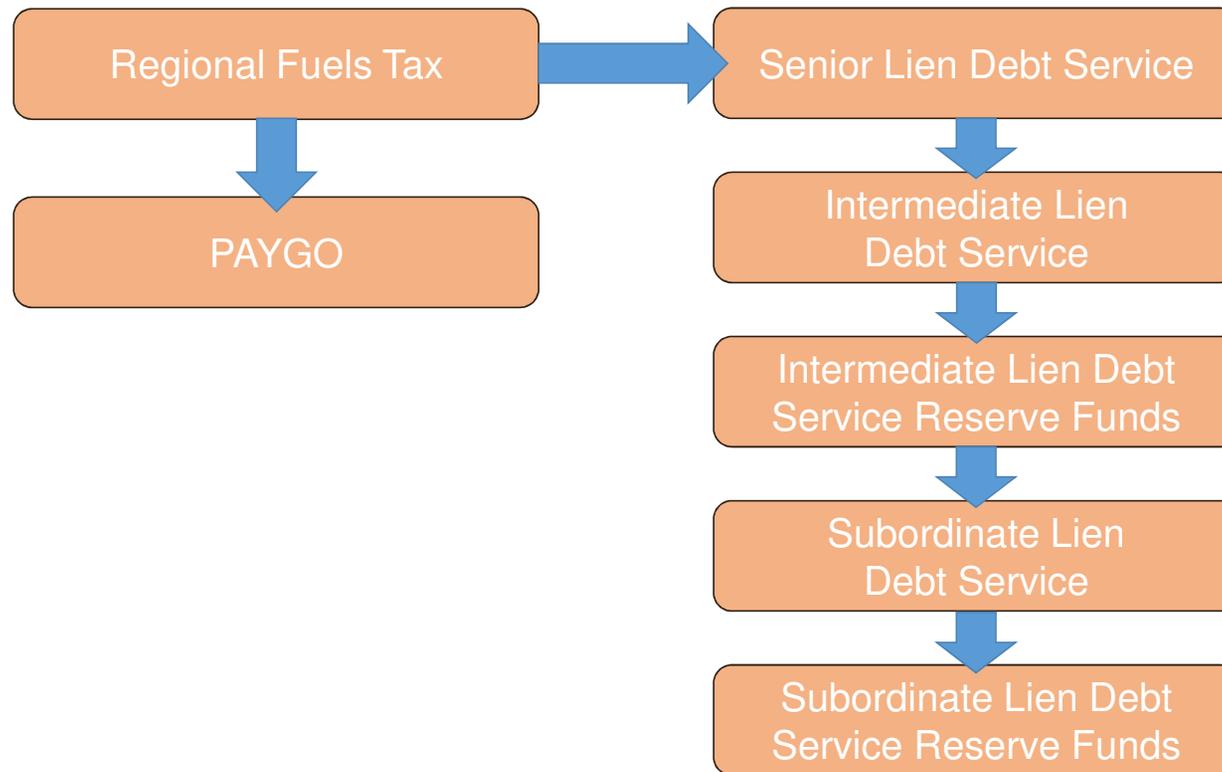
- **Chapters 837 and 846 (HB 2718 and SB 1716, 2019 Session)**
 - Created the Interstate 81 Corridor Improvement Program and Fund
 - Provided new transportation revenues to support the interstate highways and specifically I-81
- **Chapters 1230 and 1275 (HB 1414 and SB 890, 2020 Session)**
 - Authorized the sale and issuance of bonds with an aggregate principal amount not to exceed \$1 billion
 - Reduced the geographic footprint for collections of fuel tax revenues
 - Provided allocated funding from the Interstate Operations and Enhancement Program (IOEP)

Funding Sources and Structure

- **Dedicated funding for the I-81 Program is deposited in the I-81 Corridor Improvement Fund and includes:**
 - Regional Fuels Tax along the I-81 Corridor
 - Share of statewide revenues from allocation of the IOEP
- **Regional Fuels Tax**
 - July 1, 2019 through June 30, 2020, additional 2.1% tax on gasoline and diesel sold by a distributor to a retail dealer
 - Effective July 1, 2020, changed to a per gallon rate subject to annual CPI-U adjustment
 - May be leveraged for debt service and paygo
- **Allocation from IOEP**
 - I-81 receives allocation equal to ratio of Vehicle Miles Traveled (VMT) on I-81 by vehicles Class 6 or higher to total VMT on all Interstate highways
 - Intended to provide funding for paygo



Planned Use of Regional Fuels Tax



Revenue Performance and Projections

Interstate 81 Improvement Fund (in millions) - Actual Receipts for FY 2020 - 2022 and Projections for FY 2023-2028

Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Regional Fuels Tax	\$69.8	\$71.4	\$76.1	\$78.8	\$80.0	\$80.7	\$81.4	\$83.2	\$85.2	\$706.6
Interstate Operations and Enhancement Program	22.6	71.3	68.1	95.9	101.3	110.1	109.2	107.6	107.8	793.9
Interest Income	0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	0.5	4.9
Total	\$93.1	\$143.4	\$144.7	\$175.2	\$181.8	\$191.3	\$191.1	\$191.3	\$193.5	\$1,505.4

	(\$millions)
Project Expenditures through July 31, 2022 – from paygo and bond proceeds	\$ 117.4
Fund Balance as of July 31, 2022	\$290.4
Bond Proceeds Balance as of July 31, 2022	\$ 77.6

I-81 Corridor Program – Existing Scope

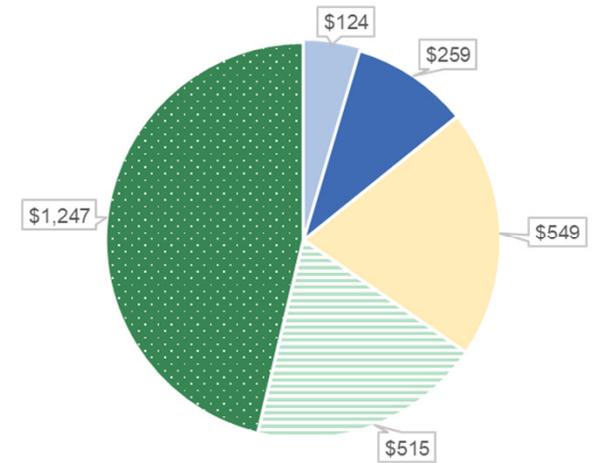
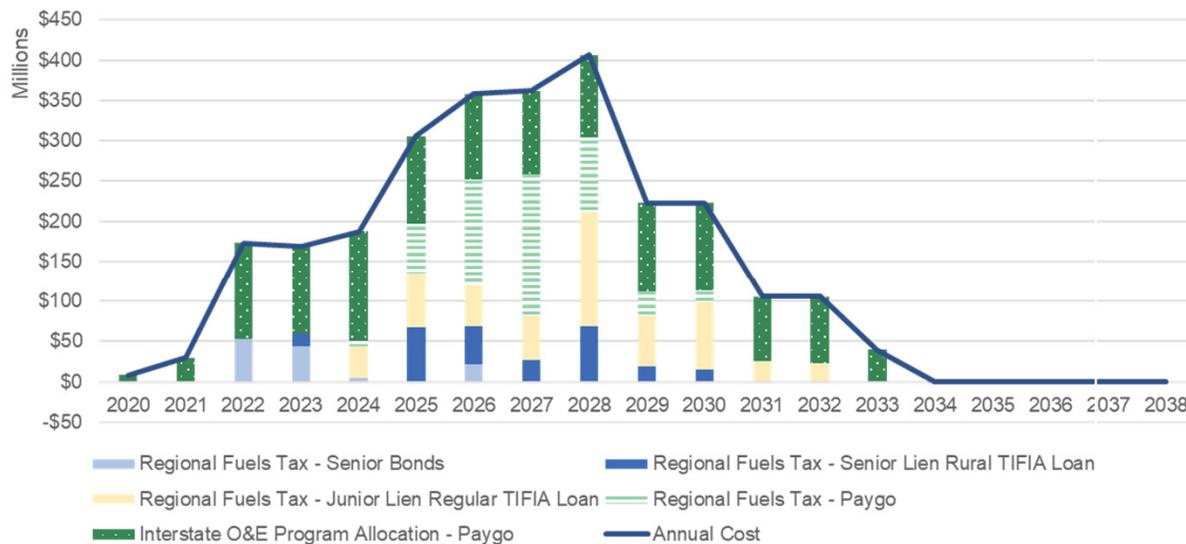
- Based on current revenue assumptions and debt model, estimated costs total \$2.69 billion*, with projects implemented in phases through 2033

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
<i>in millions</i>															
Operational Improvements	\$4	\$12	\$45	\$40	\$38	\$34	\$39	\$26	\$38						\$276
Capital Improvements															
Rural Projects	\$1	\$7	\$35	\$59	\$61	\$103	\$62	\$82	\$80	\$19	\$19				\$529
Regular Projects	\$3	\$10	\$93	\$70	\$88	\$169	\$257	\$254	\$288	\$204	\$204	\$105	\$105	\$40	\$1,889
sub-total	\$4	\$18	\$128	\$128	\$149	\$272	\$319	\$336	\$368	\$223	\$223	\$105	\$105	\$40	\$2,418
Total	\$8	\$30	\$172	\$168	\$187	\$306	\$358	\$362	\$406	\$223	\$223	\$105	\$105	\$40	\$2,694

* Preliminary and subject to change

I-81 Program - Preliminary Funding by Year and Source

- Well-balanced funding mix of paygo and multi-lien debt
- TIFIA loans are shown based on expected cash flow draws with loans committed in advance
- Healthy cash liquidity maintained (preliminary minimum target of \$25 million)



I-81 Program - Debt Issuance Plan

- The I-81 Regional Fuels Tax revenues will support all debt issued
- Will not impact debt capacity of the Commonwealth
- Similar to bond programs implemented by NVTa and HRTAC backed by regional revenues
- Mixture of municipal bonds and Transportation Infrastructure Financing Innovation Act (TIFIA) loans over the life of the program

	2021 Bonds ⁽¹⁾	2022 TIFIA Loans ⁽²⁾	Future Financings	Total
<i>Funded Costs (in \$MM)</i>				
Senior Lien Bonds	\$102	\$0	\$22	\$124
Senior Lien Rural TIFIA Loan	\$0	\$15	\$244	\$259
Subordinate Lien Regular TIFIA Loan	\$0	\$83	\$467	\$549
<i>Total</i>	\$102	\$98	\$733	\$932

Notes:

(1) Issued in August 2021 & includes both bond and and premium amounts

(2) Expect to close in December 2022

Results of Municipal Bond Offering – Series 2021

Summary Terms of Offering/Results	
Issuer	Commonwealth Transportation Board
Project(s)	UPC 116203 - MM136 to MM142 Add Lane in Each Direction Roanoke County
Ratings	Aa1 (Moody's) and AA- (S&P)
Pricing Date	August 4, 2021
Security	Regional Fuels Tax Revenue
Par Amount	\$80,990,000*
Structure	Serial Bonds 2023-2041, Term Bonds 2046, 2051, and 2057
Final Maturity (years)	36
True Interest Cost (TIC)	3.01%

*Resulted in total bond proceeds of \$102 million which includes \$21 million of premium.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan

- **Proposed structure allows for maximized TIFIA program benefits**
 - Rural loan – allows for financing of up to 49% of project costs at one-half 30-year U.S. Treasury rate
 - Regular/non-rural loan – allows for financing of up to 33% of project costs at 30-year U.S. Treasury rate
- **Repayment term – 35 years after substantial completion**
- **Flexible payment structure and draw period of up to one-year post substantial completion**
- **TIFIA Program allows VDOT to advance projects with the use of debt financing**
 - Financing approximately \$808 million* loans through multiple applications
- **Projects (UPCs) to be packaged:**
 - Rural v. regular/non-rural projects
 - Based on project readiness/schedules and cash flow

* Subject to change

TIFIA Loan Approach

- **First series of TIFIA Loans are in progress**
 - Submitted two TIFIA Letters of Interest (LOI) initially in July 2021 for the 2022 Loans

2022 TIFIA Loans		
Type	Total Project Costs (millions)*	Estimated Loan Amount (millions)*
Rural Projects	\$41.7	\$20.4
Regular/Non-rural Project	\$232.7	\$81.3
Total	\$274.4	\$101.7

* Estimates in 2021; estimates have been updated (please see page 13 and 14); subject to final negotiation and subject to change

2022 TIFIA Loans – Rural & Regular Projects*

Senior Lien 2022 Rural TIFIA Loan Funded Projects			
UPC(s)	Project Description	Project Location	Project Cost (millions)
115801, 116245	Extending northbound and southbound Exit 205 acceleration lanes	Rockbridge County	\$4.02
115803, 116244, 116270	Extending northbound Exit 291 acceleration lane, northbound Exit 304 acceleration lane, and southbound Exist 296 acceleration lane	Frederick and Shenandoah Counties	2.61
116158, 116174, 116159	Extending northbound deceleration and southbound acceleration lanes	Smyth County	5.58
115345, 115346	Extend southbound deceleration lane from MM 26.7 to 26.8 and 25.9 to 26.1	Washington County	0.89
115795	Extend acceleration lane at Exit 89	Pulaski County	0.76
116171	Extend southbound acceleration lane at MM 16.6	Abingdon	1.41
116155	Extend northbound deceleration lane at MM 19.2	Abingdon	1.33
116165	Extend southbound deceleration lane at MM 84.3	Wythe County	1.49
116162	Extend northbound deceleration lane at MM 67.3	Wytheville	1.20
116173	Apply high friction epoxy to southbound curve Exit 39	Smyth County	1.53
116161	Design Build to extend northbound acceleration lane at MM 48.1	Smyth County	9.88
Total Rural Projects Costs			\$30.69
Subordinate Lien 2022 Regular TIFIA Loan Funded Projects			
116203	MM 136 to MM 139 adding lane in each direction	Roanoke County	\$232.72
Total Regular Project Costs			\$232.72
Total 2022 TIFIA Project Costs			\$263.41

* Estimates as of August 2022; subject to change

2022 TIFIA Loans' Structures

- **Fixed interest rates based on a US Treasury Rate per TIFIA Guidelines**
 - Senior Lien Rural loan – at one-half 30-year U.S. Treasury rate
 - Subordinate Lien Regular loan – at 30-year U.S. Treasury rate

	Senior Lien Series 2022 Rural Loan*	Subordinate Lien Series 2022 Regular Loan*
Drawdown	Single Draw in June 2023	Monthly Draws from May 2025 to June 2025
Capitalized Interest	-	Through Nov 2025
First Interest Payment	Nov 2023	May 2026
First Principal Payment	May 2024	May 2026
Final Payment	May 2057	May 2060
Amortization	Level Debt Service	Level Debt Service

*Preliminary, subject to change.

Additional Debt and Reserve Funding Requirements

- **Debt Service Coverage Thresholds**
 - 2.00x senior lien debt service coverage
 - 1.50x intermediate lien debt service coverage
 - 1.35x total debt service coverage
- **Intermediate Lien (if any) Debt Service Reserve Fund**
 - Requirement: 100% maximum annual debt service
- **Subordinate Lien TIFIA Debt Service Reserve Fund**
 - Requirement: 140% of maximum annual debt service
 - Funded by no later than the later of (a) the date of the final disbursement and (b) the substantial completion date

2022 TIFIA Loans – Preliminary Schedule*



* Subject to change

Appendix E: *October 2022 I-81 Commonwealth Transportation
Board PowerPoint Presentation*



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Interstate 81 Corridor Improvement Program and Fund Update

Commonwealth Transportation Board Meeting
October 2022



Agenda

2019 Acts of Assembly

Performance Measures Comparison

Project Development Process

Assessment of Strategies

Annual Program Allocations and Financing Plan

Takeaway Scorecard

2019 Acts of Assembly

- Chapters 837 and 846 – CTB Report Requirements
- Report by December 15 to General Assembly
 - Performance of the I-81 corridor
 - Effectiveness of operational strategies and capital improvements
 - Status of projects
 - Current and projected I-81 Fund balance
- Annual program allocation
- Financing plan
- Schedule of projects and strategies

Performance Measures - Baseline Comparison

Safety and Performance of I-81

- Crash frequency and severity
- Person-hours of delay
- Number of incidents involving lane closures
- Average duration of incidents involving lane closures

Performance Measures - Baseline Comparison Updated

Year	VMT (millions)	Person Hours of Delay (Thousands)			Lane-Impacting Incidents			Hours of Lane Closures		
		Northbound	Southbound	Total	Northbound	Southbound	Total	Northbound	Southbound	Total
2019	15.06	2,116	1,471	3,587	1,894	1,691	3,585	2,329	1,812	4,141
2021	15.21	1,702	1,434	3,136	1,247	1,175	2,422	1,797	1,570	3,367
Percent Change	+1.0%	-19.6%	+2.5%	-12.6%	-34.2%	-30.5%	-32.4%	-22.8%	-13.4%	-18.7%

Years	Equivalent Property Damage Only Crashes		
	Northbound	Southbound	Total
2015-2019	50,094	48,907	99,001
2017-2021	51,274	48,169	99,443
Percent Change	+2.4%	+1.5%	+0.5%

Operational Improvement Project Status

Operational Improvement Type	Status
Curve improvements (static and flashing chevrons)	COMPLETE
Safety Service Patrol (SSP) enhancements	COMPLETE
Lift and tow on SSP vehicles	COMPLETE
Towing and Recovery Incentive Program (TRIP)	COMPLETE
Traffic camera installations	COMPLETE
Digital message sign installations	COMPLETE
Arterial Signal Improvements	ONGOING



Arterial Signal Improvement Project Status

Corridor-wide Arterial Improvements

- Parallel route upgrades
 - Minor geometric improvement projects to facilitate access to and from I-81 during incidents are **complete** (3 projects in Rockbridge County)
- Traffic signal upgrades
 - Bristol District – 1 project **complete**, 1 project advertised for construction, 1 project to be advertised in 2023.
 - Salem District – 1 project **complete**, 1 project under construction (Dec. 2023 completion), 1 project to be advertised December 2022.
 - Staunton District – 2 projects to begin construction early 2023, 2 projects to be advertised for construction November 2022.

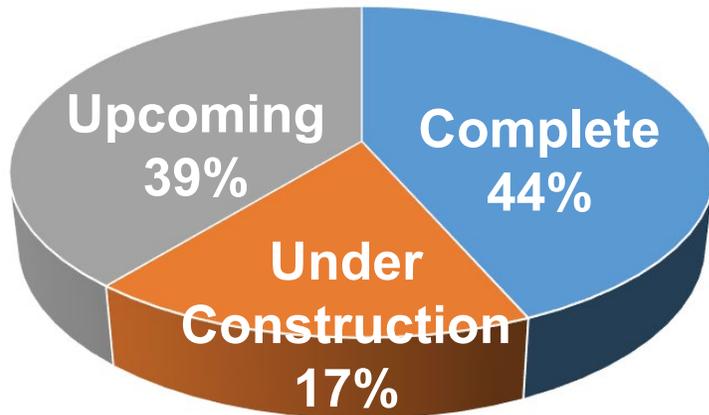
Capital Improvement Project Status

**Total of
64
Projects**



Capital Improvement Project Status - Bristol District

- **9** upcoming projects
– \$220M
- **4** projects under construction
– \$33M
- **10** projects - construction complete
– \$47.5M



**Exit 47
Smyth County**

**Northbound
acceleration lane
and ramp extension**



Capital Improvement Project Status - Bristol District

Completed Projects:

- Exit 19 NB Decel Lane Extension (Abingdon)
- Exit 26 SB Accel & Decel Lane Extension (Emory)
- Exit 39 SB Accel & Decel, NB Decel Lane Extension (Seven Mile Ford)
- Exit 44 SB Accel Lane Extension (Marion)
- Exit 47 NB Accel Lane Extension (Marion)
- Exit 67 Decel Lane Extension (South of Wytheville)
- Exit 84 SB Decel Lane Extension (North of Fort Chiswell)

Projects Under Construction:

- Exit 17 SB Acceleration Lane Extension (Abingdon)
- Exit 39 to MM 40.6 NB Truck Climbing Lane (Seven Mile Ford)
- Exit 47 SB Accel; Exit 54 SB Auxiliary Lane (South of Rural Retreat)

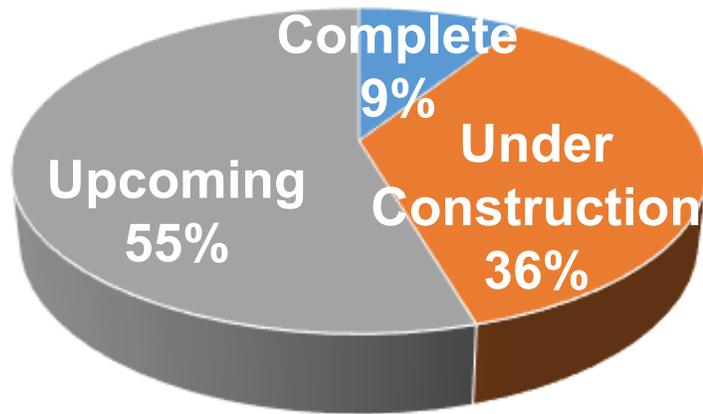
Capital Improvement Project Status - Bristol District

Upcoming Projects:

- **MM 9.7 to MM 8.1 SB widening to three lanes (Bristol)**
- **Exit 32 to MM 33.5 NB Truck Climbing Lane (Glade Spring) – Advertise Summer 2023**
- **MM 34 to MM 33 SB Truck Climbing Lane (Glade Spring) – Advertise Summer 2023**
- **Exit 45 NB Decel Lane Extension (Marion)**
- **Exit 72 NB Decel Extension and I-77 Exit 41 to I-81 SB Exit 72 Auxiliary Lane – Design-Build with Request For Qualifications advertisement Spring 2023. (Wytheville)**
- **I-81 Exit 73 to I-77 Exit 41 SB Decel Lane Extension and Ramp Reconstruction (Wytheville)**
- **Exit 73 to Exit 72 SB Auxiliary Lane (Wytheville)**
- **Exit 81 SB Decel Lane Extension (Fort Chiswell)**

Capital Improvement Project Status - Salem District

- 6 upcoming projects - \$796M
- 4 projects under construction – \$300M
- 1 projects - construction complete – \$4.8M



**Exit 137-141
Salem and
Roanoke County**

**Northbound and
southbound widening**



Capital Improvement Project Status - Salem District

Completed Projects:

- Exit 89 NB Acceleration Lane Extension (Pulaski)
- Troutville Rest Area SB Entrance and Exit Extension (2 projects) - Troutville

Projects Under Construction:

- Exit 137 to Exit 141 Widening NB and SB (Design Build, 2 projects bundled) - Salem

Upcoming Projects:

- MM 116 to Exit 128 Widening NB Only – Construction 2027 (Christiansburg to Ironto)
- Exit 128 to Exit 137 Widening NB Only – Construction 2027 (Ironto to Salem)
- Exit 143 to Exit 150 Widening NB & SB – Construction 2025 (Roanoke to Troutville)

Capital Improvement Project Status - Salem District

- **Upcoming Projects Continued:**
 - **Exit 162 NB Accel Lane Extension – Construction 2025 (Buchanan)**
 - **Exit 105 NB Accel Lane Extension – Construction 2026 (Radford)**
 - **Exit 94 SB Accel Lane Extension – Construction 2025 (Pulaski)**

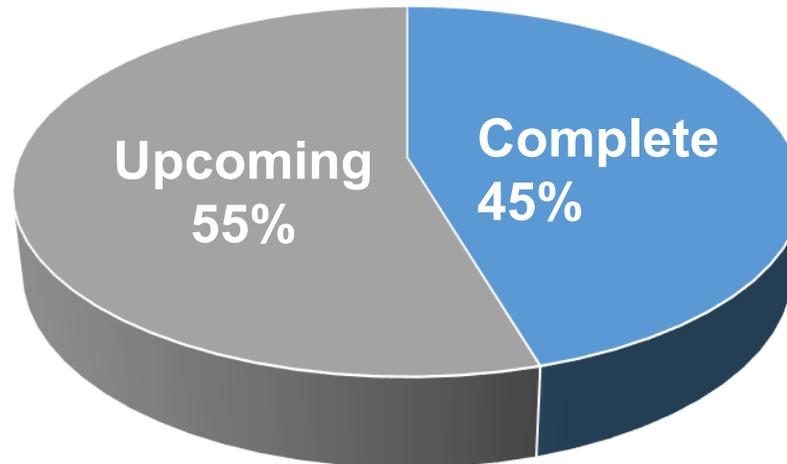
Capital Improvement Project Status - Staunton District

- **12** upcoming projects
– \$963M
- **0** project under construction
- **10** projects - construction complete
– \$19.8M



Exit 205 Rockbridge County

Acceleration lane extension,
off-ramp widening, and turn
lane construction



Capital Improvement Project Status - Staunton District

Completed Projects:

- Exit 302 NB Accel, Exit 302 SB Decel, Exit 283 SB Accel,
- Exit 269 NB Decel, Exit 279 SB Accel
- Exit 291 NB Accel, Exit 296 SB Accel, Exit 304 NB Accel
- Exit 205 SB Accel, Exit 205 NB Accel (Raphine)

Projects Under Construction: None

Upcoming Projects:

- Exit 221 to Exit 220 SB Auxiliary Lane – Construction Fall/Winter 2023 (South of Staunton)
- Exit 221 to Exit 225 NB and SB Widening – Construction Summer 2023 (Staunton)
- Weyers Cave NB and SB Truck Climbing Lanes – Construction Spring 2025
- Exit 242 to Exit 248 NB and SB Widening – Construction Summer 2025 (Harrisonburg)
- Exit 299 to Exit 296 SB Widening – Construction Fall/Winter 2024 (Strasburg)

Capital Improvement Project Status - Staunton District

- **Upcoming Projects Continued:**
 - **Exit 313 to Exit 317 NB and SB Widening – Construction 2027 (Winchester)**
 - **Mt. Sidney Rest Area SB Decel Lane Extension – Construction 2026**
 - **Mt. Sidney Rest Area SB Accel Lane Extension – Construction 2026**
 - **Mt. Sidney Rest Area NB Accel Lane Extension – Construction 2026**
 - **Rockbridge County Shoulder Improvements – Construction 2026**
 - **Exit 188 NB Accel Extension – Construction 2025**

Program Website Improve81.org

IMPROVE 81



What Is The I-81 Improvement Program?

The I-81 Corridor Improvement Program consists of innovative, targeted improvements that will have a substantial effect on the safety and reliability of a critical portion of our nation's infrastructure.



Fiscal Year 2023-2028 Performance (in millions)

Interstate I-81 Improvement Funding

Fund	Previous	FY23	FY24	FY25	FY26	FY27	FY28	Total
I-81 Regional Fuels Tax*	\$ 217.3	\$ 78.8	\$ 80.0	\$ 80.7	\$ 81.4	\$ 83.2	\$ 85.2	\$ 706.6
I-81 Bond Proceeds	\$ 101.9	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 14.8	\$ 0.0	\$ 116.7
I-81 TIFIA Proceeds	\$ 97.9	\$ 0.0	\$ 258.2	\$ 0.0	\$ 0.0	\$ 379.8	\$ 0.0	\$ 735.9
I-81 Allocation from IOEP	\$ 162.0	\$ 95.9	\$ 101.3	\$ 110.1	\$ 109.2	\$ 107.6	\$ 107.8	\$ 793.9
Total	\$ 579.1	\$ 174.7	\$ 439.5	\$ 190.8	\$ 190.6	\$ 585.4	\$ 193.0	\$ 2,353.1

Fund balance as of July 31, 2022

\$290.4 million

*Fuel Tax Revenue includes funds available for debt service

I-81 Multimodal Improvement Plan: Virginia Breeze



Virginia Breeze: System Overview



VALLEY FLYER

Blacksburg — Washington,
D.C.



CAPITAL CONNECTOR

Martinsville — Richmond —
Washington, D.C.



PIEDMONT EXPRESS

Danville — Washington, D.C.



HIGHLANDS RHYTHM

Bristol — Washington, D.C.

- State-sponsored intercity bus service that runs 7 days a week, 365 days per year
- Four (4) Virginia Breeze routes, each providing connections to rural communities
 - Two (2) routes - Valley Flyer and Highlands Rhythm - service I-81
- Ticket prices range from \$21 to \$60

I-81 Virginia Breeze Service

September 2013

- *Virginia Statewide Intercity Bus Study* identifies high-level needs for service

December 2017

- The first Virginia Breeze route is put into service, connecting Blacksburg to Washington D.C. via I-81

March 2020

- *Virginia Breeze I-81 Service Expansion Study* identifies unmet needs and service alternatives for connecting Bristol to Washington D.C. via I-81

November 2021

- The 4th Virginia Breeze route – the Highlands Rhythm – is put into service



Virginia Breeze: Highlands Rhythm

Top Performing Stops

- 1) Harrisonburg
- 2) Dulles Airport
- 3) Washington D.C.
- 4) West Falls Church
- 5) Radford

Northbound	Southbound
Departure: 11:00 AM (Bristol)	Departure: 12:50 PM (Washington D.C.)
Arrival: 6:55 PM (Washington D.C.)	Arrival: 8:30 PM (Bristol)



Virginia Breeze: Valley Flyer

Northbound	Southbound
Departure: 8:00 AM (Blacksburg)	Departure: 9:35 AM (Washington D.C.)
Arrival: 2:05 PM (Washington D.C.)	Arrival: 3:40 PM (Blacksburg)

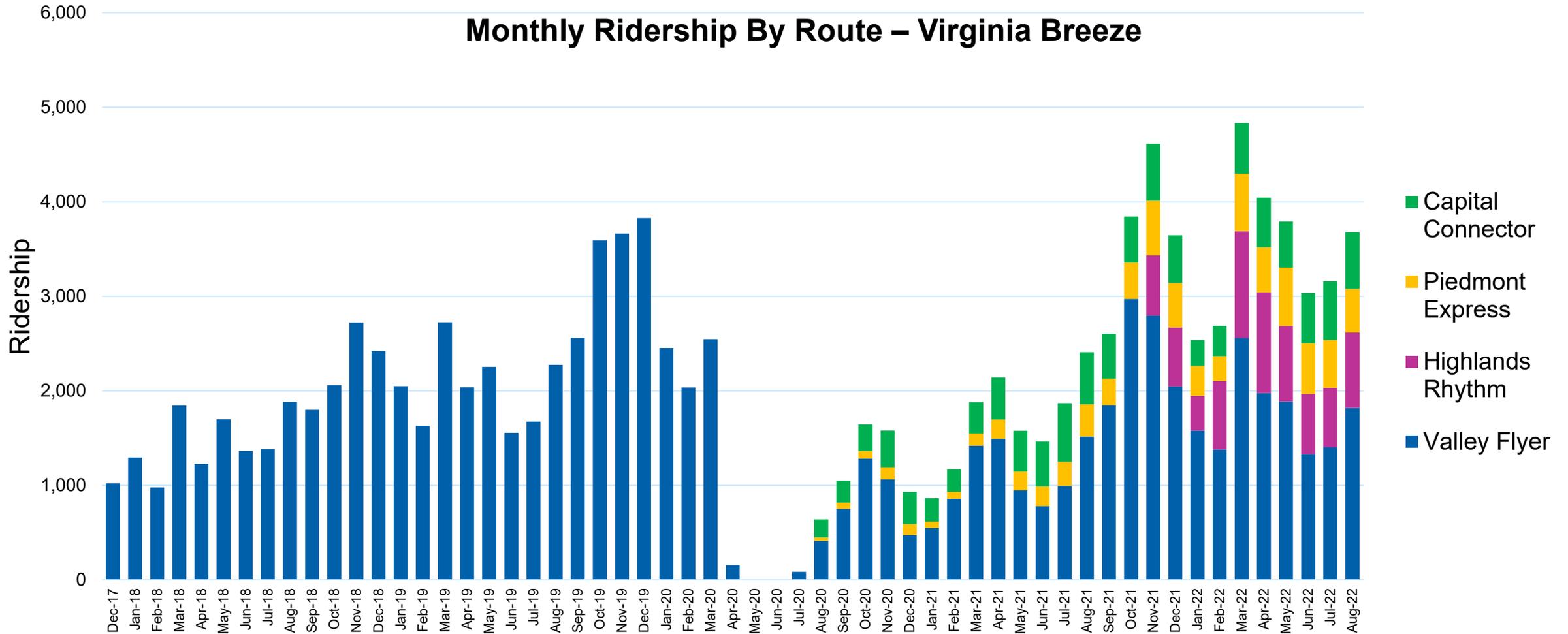
Top Performing Stops

- 1) Blacksburg
- 2) Dulles Airport
- 3) Harrisonburg
- 4) Washington D.C.
- 5) West Falls Church



Virginia Breeze Performance

Monthly Ridership By Route – Virginia Breeze



Virginia Breeze Performance

- **FY22 on-time performance (calculated by stop): 85%**
- **FY22 farebox recovery rate (% of costs covered by fares): 52%**
- **More than 110,000 rides provided on these routes since December 2017**
- **Pre-booked tickets allow DRPT to accommodate increased ridership demand**
 - **December 1, 2019: Added 12 additional Valley Flyer buses to address demand**



I-81 Multimodal Funding: Transit

I-81 Multimodal Financial Plan (Transit)		
Description	Capital*	O&M (Annual)
Virginia Breeze Service Extension to Bristol**	-	\$243,000
Virginia Breeze Extension Stops	\$60,000	-
Improvements to Existing Stops	\$40,000	-

Notes

* Pending review of ridership levels

**Includes 15% contingency, 3-years of operating funds per CTB IOEP policy (does not include farebox revenue or federal revenue)

FY22 Operating Revenues

FY22 Operating Revenues (I-81 VA Breeze Service)		
Source	Amount	Percent (%)
I-81 Multimodal Transit Funding (IOEP) Bristol Ext	\$243,000	10%
FTA Funding (5311(f) and CARES)*	\$920,672	38%
Farebox Revenues	\$1,275,209	52%
Total Operating Cost	\$2,438,881	100%

Notes

* FTA CARES funds are one-time stimulus funds. Once these funds are expended, FTA 5311(f) funding will be utilized.

Appendix F: *July 2022 I-81 Commonwealth Transportation
Board PowerPoint Presentation*

IMPROVE **81**

I-81 CORRIDOR IMPROVEMENT PROGRAM

I-81 Committee Meeting

Dave Covington, PE – VDOT I-81 Program Delivery Director

July 7, 2022

Program Benefits



Enhanced Safety

This program will implement a series of improvements such as lane and shoulder widening to reduce the rate and frequency of crashes along the corridor.



Reduced Congestion

The program will reduce congestion and improve reliability by adding capacity in targeted areas of the corridor and improve speed of incident clearance to help limit travel delays.



Economic Development

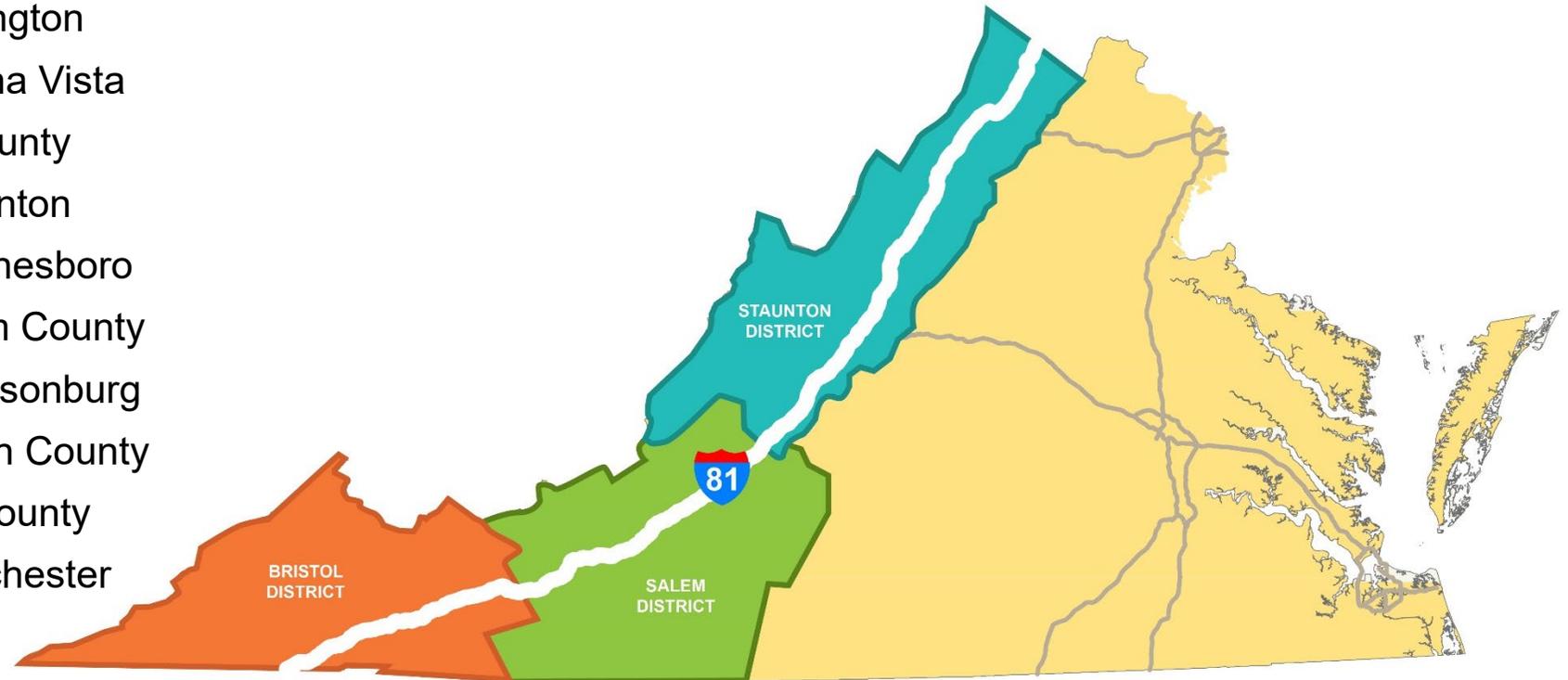
I-81 is the main corridor and key economic artery of western Virginia. These improvements will ensure that goods and services critical to our economy move safely and efficiently through and within the region.

Planned Improvements

The **325-mile long corridor** spans three VDOT districts: **Bristol, Salem, and Staunton.**

Localities along the corridor include:

City of Bristol	City of Lexington
Washington County	City of Buena Vista
Smyth County	Augusta County
Wythe County	City of Staunton
Pulaski County	City of Waynesboro
City of Radford	Rockingham County
Montgomery County	City of Harrisonburg
City of Salem	Shenandoah County
Roanoke County	Frederick County
City of Roanoke	City of Winchester
Botetourt County	
Rockbridge County	



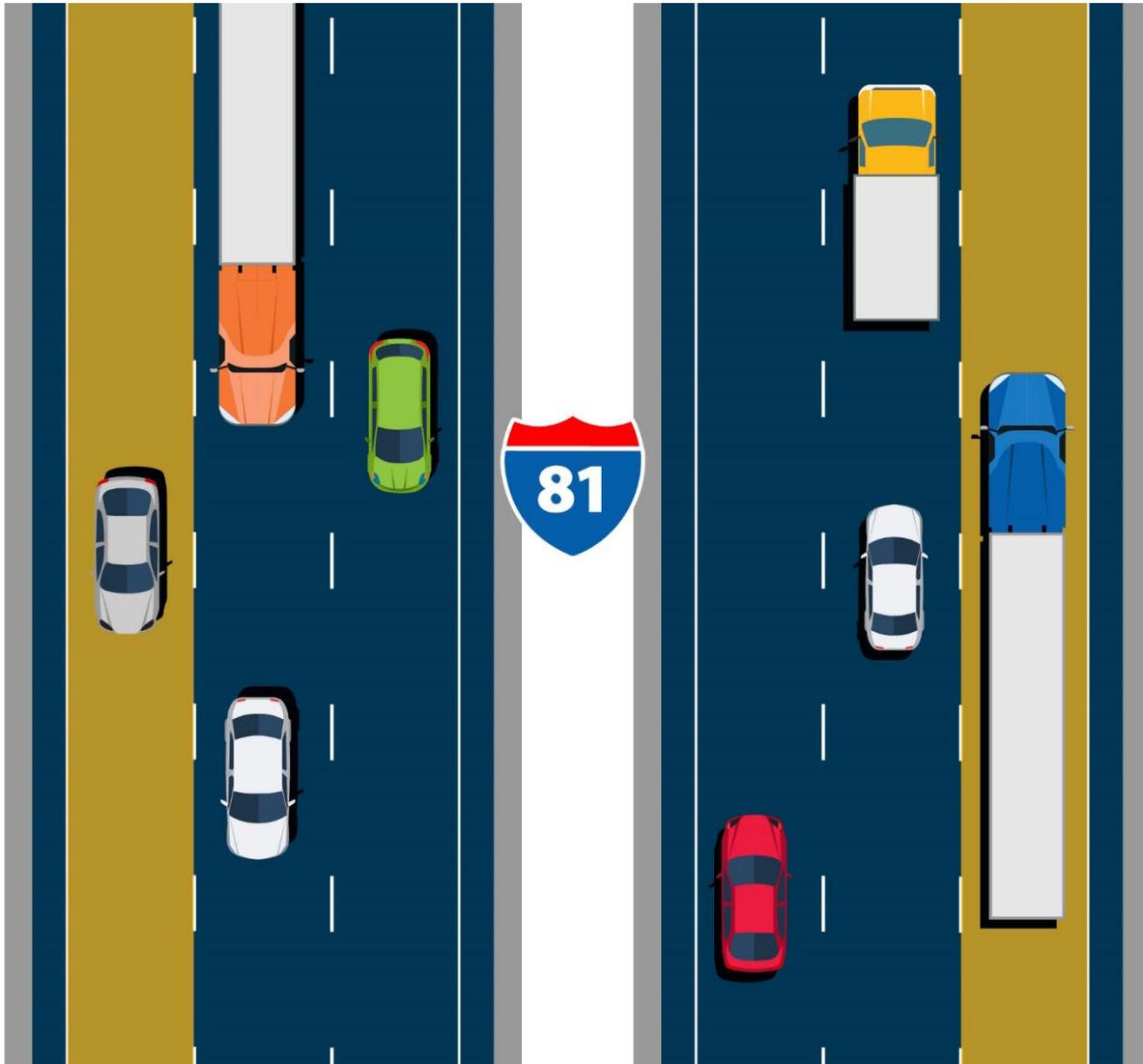
Takeaway Scorecard

Operational Projects

Capital Projects

Projects	Status	Anticipated Completion
Improved Incident Clearance 	Complete	Spring 2021
Safety Service Patrol Expansion 	Complete	Summer 2019
Additional Cameras (51) 	Complete	Spring 2020
Additional Digital Message Signs (30) 	Complete	Fall 2021
Arterial Upgrades 	Underway	VDOT signals underway, Locality signals complete in 2025
Completed Projects (23) 	Complete	Spring 2022
Active Construction Projects (15) 	Underway	8 in 2022, 4 in 2023, 1 in 2024, 2 in 2026
Remaining capital projects (26) 	Upcoming Projects	All complete by 2033

Types of Projects

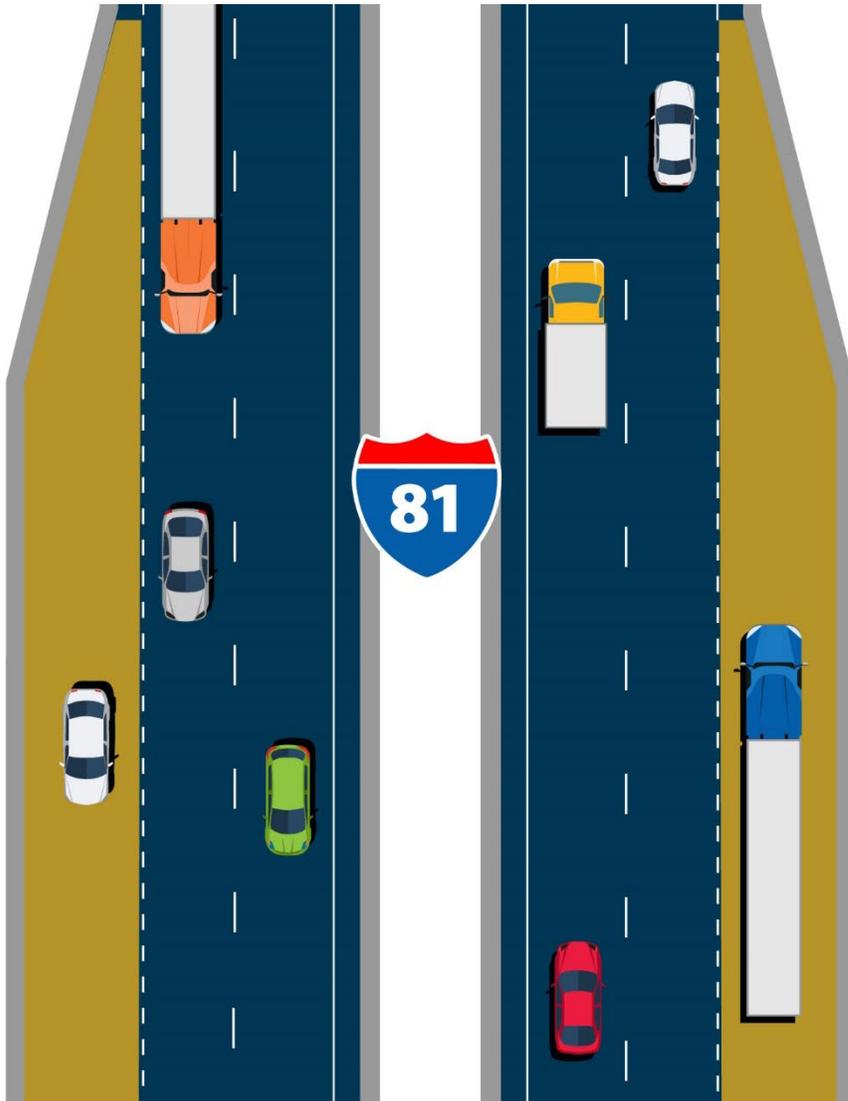


Capital Improvement Projects

Widening +1

- 10 Improvements
 - 2 Projects Under Construction – Completion in 2026
 - 8 Future Projects – Completion by 2033 or earlier

Types of Projects



Capital Improvement Projects

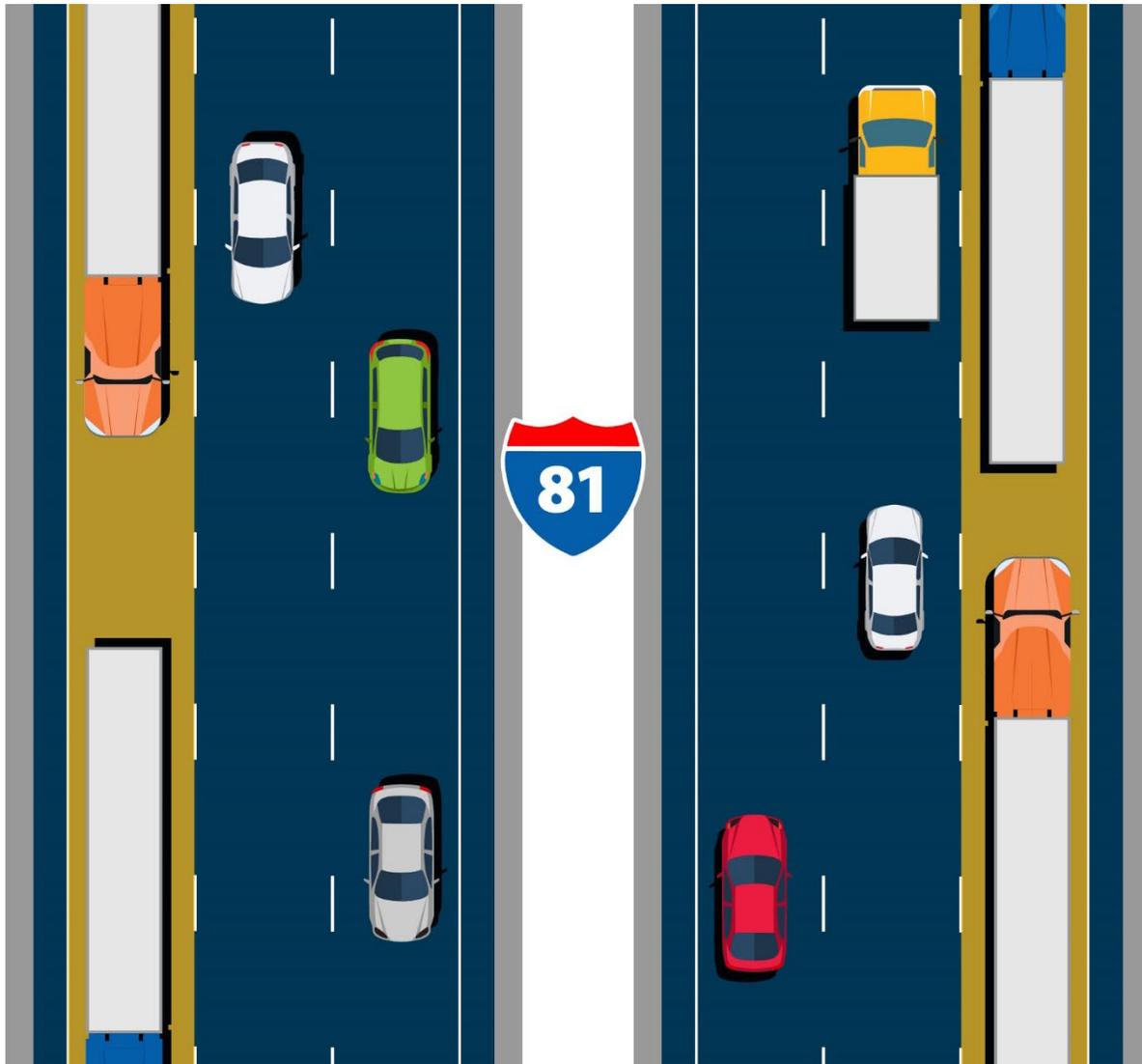
Acceleration & Deceleration Extension



36 Improvements

- 15 Projects Complete
- 11 Projects Under Construction
 - 7 Complete in 2022
 - 4 complete in 2023
- 10 Future Projects – Completion by 2033

Types of Projects



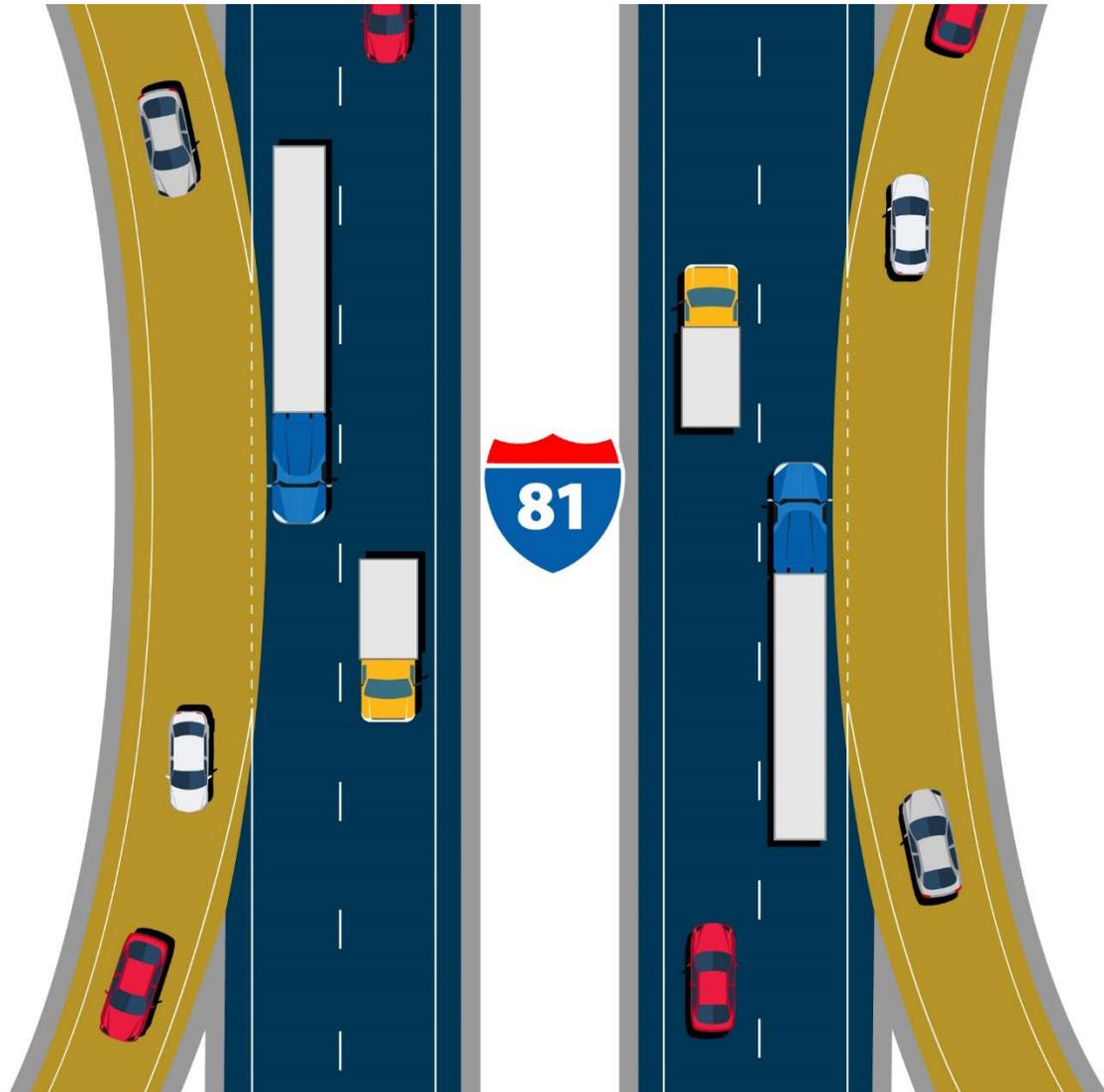
Capital Improvement Projects

Truck Climbing Lanes



- 5 Improvements
- 1 Project Under Construction – Completion in 2024
 - 4 Future Projects – Completion by 2033

Types of Projects



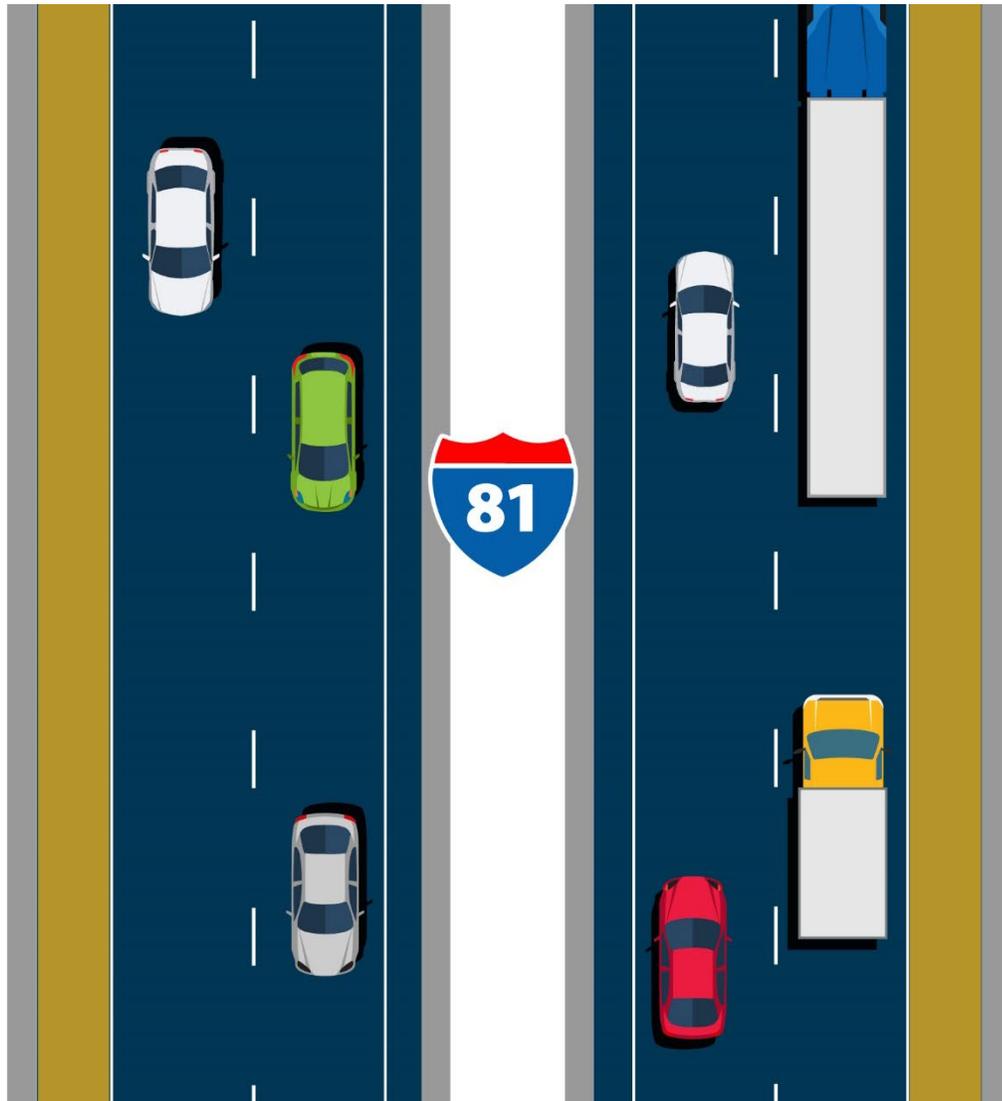
Capital Improvement Projects

Auxiliary Lane



- 4 Improvements
 - 1 Project Under Construction – Completion in 2022
 - 3 Future Projects – Completion by 2033

Types of Projects



Capital Improvement Projects

+S Shoulder Widening
Curve Improvements 

- 1 Shoulder Improvement
 - 1 Projects – Construction to begin in 2026
- 8 Curve Improvements
 - All complete

Types of Projects



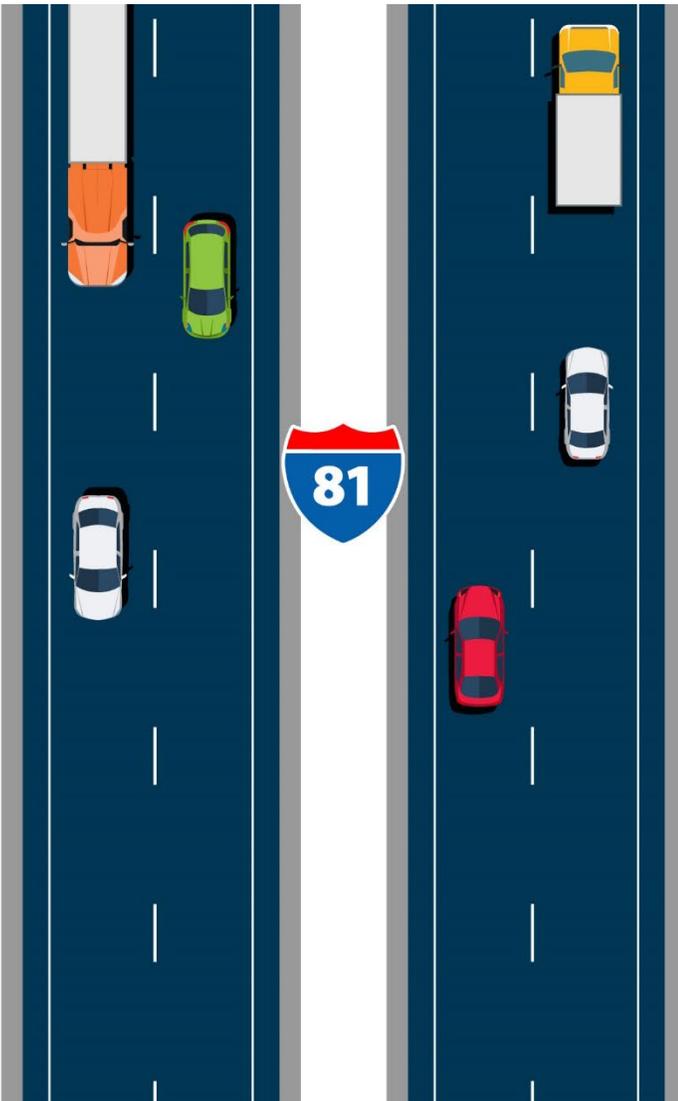
New digital message signs



New traffic cameras



Extended safety service patrols



Detour route improvements



Improved incident clearance

Operational Improvement Projects

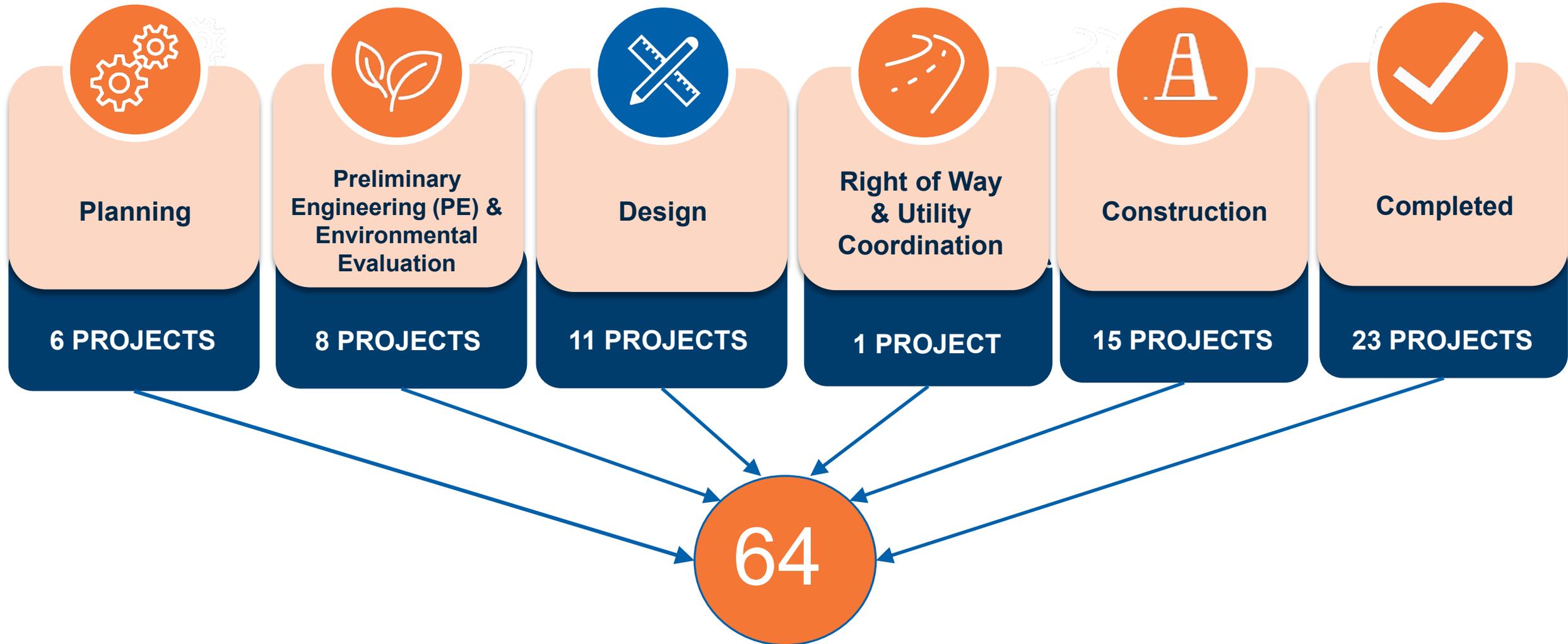
Operational Improvements



5 Improvements

- VDOT systems complete
- Locality systems will be complete by 2025

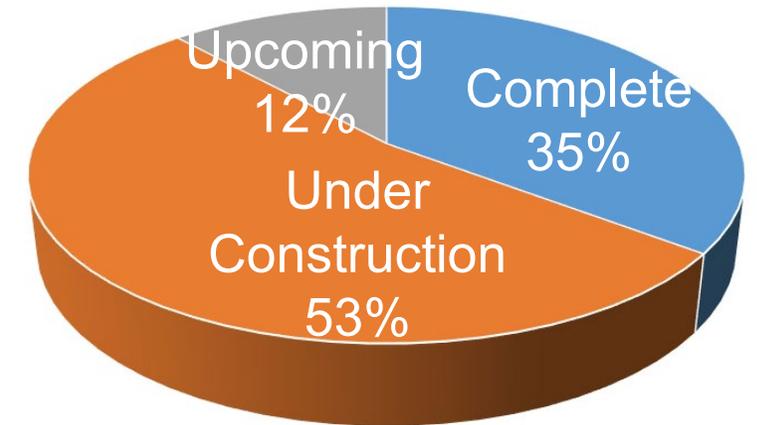
Project Development Process (Capital Projects)



Bristol District Project Status (Capital Projects)

Completed Projects:

- Shoulder strengthening contract (schedule) for 5 projects
- Exit 26 SB Acceleration Lane Extension (Emory)
- Exit 26 SB Deceleration Lane Extension (Emory)
- Exit 67 Deceleration Lane Extension (South of Wytheville)
- Exit 19 Deceleration Lane Extension (Abingdon)
- Exit 84 SB Deceleration Lane Extension (North of Fort Chiswell)



Projects Under Construction:

- Bundle project (Exit 39 NB Decel, Exit 47 SB Accel, Exit 39 SB Decel, Exit 43 SB Accel)
- Exit 39 SB Acceleration Lane Extension (Seven Mile Ford)
- Exit 47 NB Acceleration Lane Extension, single phase DB (Marion)
- Exit 17 SB Acceleration Lane Extension (Abingdon)

Bristol District Project Status (Capital Projects)

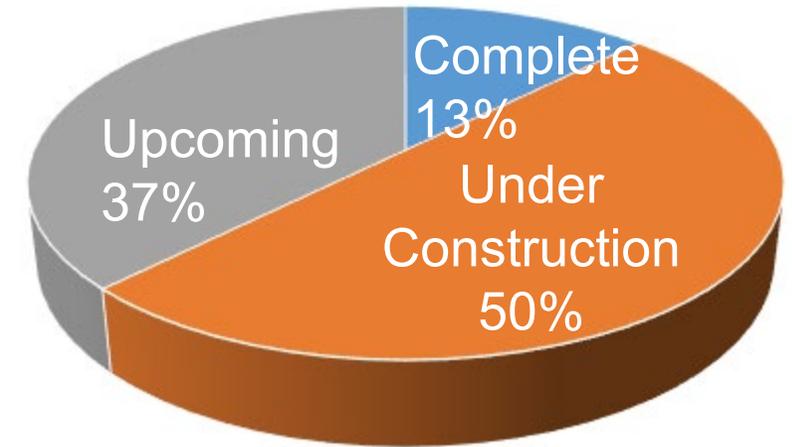
- **Exit 39 NB Entrance Ramp – MM 40.6 NB Truck Climbing Lane**
- **Exit 54 SB Auxiliary Lane - (South of Rural Retreat)**

- **Upcoming Projects:**
 - **Exit 72 NB Decel Extension and I-77 Exit 41 to I-81 SB Exit 72 Auxiliary Lane – Design-Build with RFQ expected next year. (Wytheville)**

Salem District Project Status (Capital Projects)

Completed Projects:

- Exit 89 NB Acceleration Lane Extension (Pulaski)



Projects Under Construction:

- Exit 137 to Exit 141 Widening NB and SB (Design Build, 2 projects bundled) - Salem
- Troutville Rest Area SB Entrance and Exit Extension (2 projects) - Troutville

Upcoming Projects:

- MM 116 to Exit 128 Widening NB Only – Construction 2027 (Christiansburg to Ironto)
- Exit 128 to Exit 137 Widening NB Only – Construction 2027 (Ironto to Salem)
- Exit 143 to Exit 150 Widening NB & SB – Construction 2026 (Roanoke to Troutville)

Staunton District Project Status (Capital Projects)

Completed Projects:

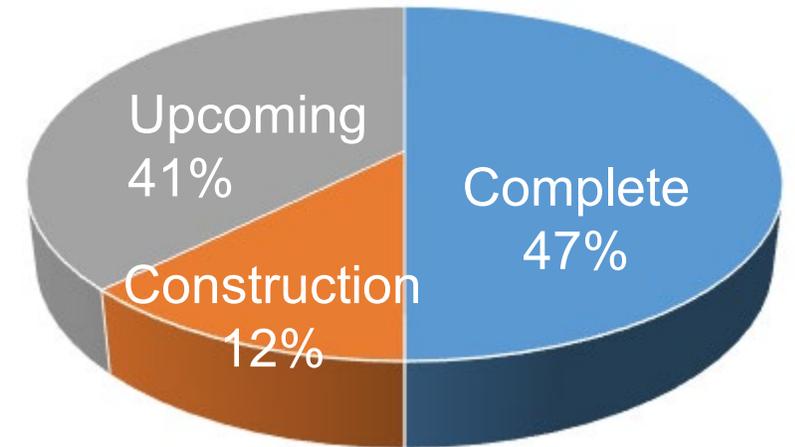
- Exit 302 NB Accel, Exit 302 SB Decel, Exit 283 SB Accel,
- Exit 269 NB Decel, Exit 279 SB Accel
- Exit 291 NB Accel, Exit 296 SB Accel, Exit 304 NB Accel

Projects Under Construction:

- Exit 205 SB Accel, Exit 205 NB Accel (Raphine)

Upcoming Projects:

- Exit 221 to Exit 220 SB Auxiliary Lane – Construction Fall/Winter 2023 (South of Staunton)
- Exit 221 to Exit 225 NB and SB Widening – Construction Spring/Summer 2023 (Staunton)
- Weyers Cave NB and SB Truck Climbing Lanes – Construction Spring 2025
- Exit 242 to Exit 248 NB and SB Widening – Construction Summer 2025 (Harrisonburg)
- Exit 299 to Exit 296 SB Widening – Construction Fall/Winter 2024 (Strasburg)
- Exit 313 to Exit 317 NB and SB Widening – Construction 2027 (Winchester)



Operational Project Status (Corridor-wide)

Completed Projects:

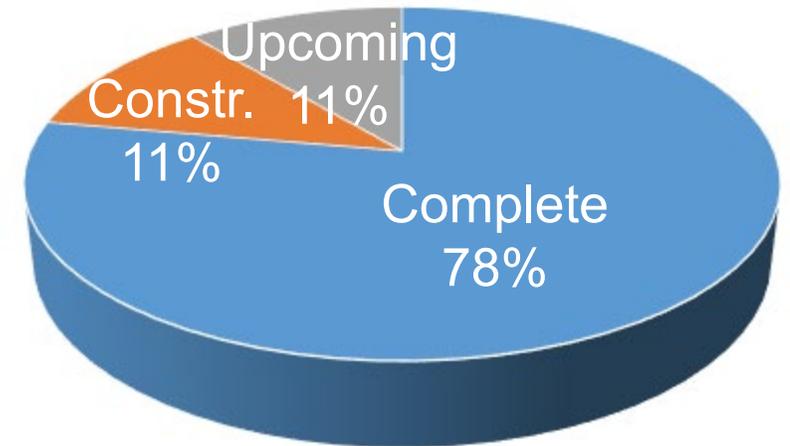
- Curve Improvements (Static And Flashing Chevron Signs)
- Safety Service Patrol Enhancements
- Lift and Tow Devices on SSP Vehicles
- Towing and Recovery Incentive Program (TRIP)
- Traffic Camera Installations (51)
- Digital Message Sign Installations (30)
- Arterial Intersection Improvements (3)

Projects Under Construction:

- Arterial Improvements (VDOT signal system upgrades)

Upcoming Projects:

- Arterial Improvements (Locality signal system upgrades)



Capital Project Advancement (Funding & Delivery)

Bristol District **Funding** Advancement:

- Exit 81 SB Deceleration Lane Extension (\$15.5M)
- Auxiliary Lane Exit 73 to Exit 72 SB (\$21.2M)
- Exit 72 NB Deceleration Lane Extension (\$37.5M)
- Auxiliary Lane from I-77 SB to I-81 SB (Exit 40 on I-77 to Exit 72 on I-81) – (\$34.2M)
- Exit 45 NB Extend Deceleration Lane (\$24.7M)

Salem District **Funding** Advancement:

- Exit 128 to Exit 137 NB Widening – Funding advanced by 18 months (\$265.3M)

Staunton District **Delivery** Advancement:

- Staunton Area Widening advanced with decision to deliver as design-build project (delivery), accelerated by 12 to 18 months.

Total Funding Advancement To Date: \$398.4M

Communications – Videos, Podcasts, Newsletters



Safety Service Patrol



Troutville Rest Area



Traffic Operations Center/
Customer Service Center



Exit 205



Exit 137 to Exit 141
Widening



Digital Message Signs



Wytheville Interchange
Improvements



Harrisonburg Widening



Staunton Area
Auxiliary Lane



Arterial Improvements



Picking the Projects



Bristol District Truck
Climbing Lanes



Strasburg Area Widening



Troutville Rest Area
Temporary Closure



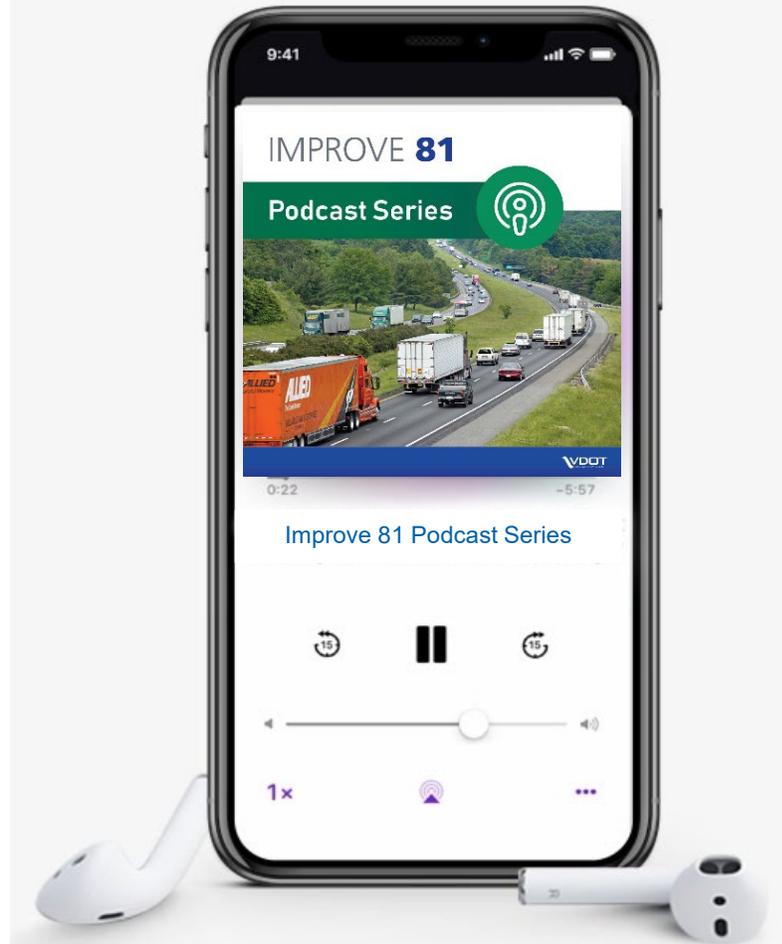
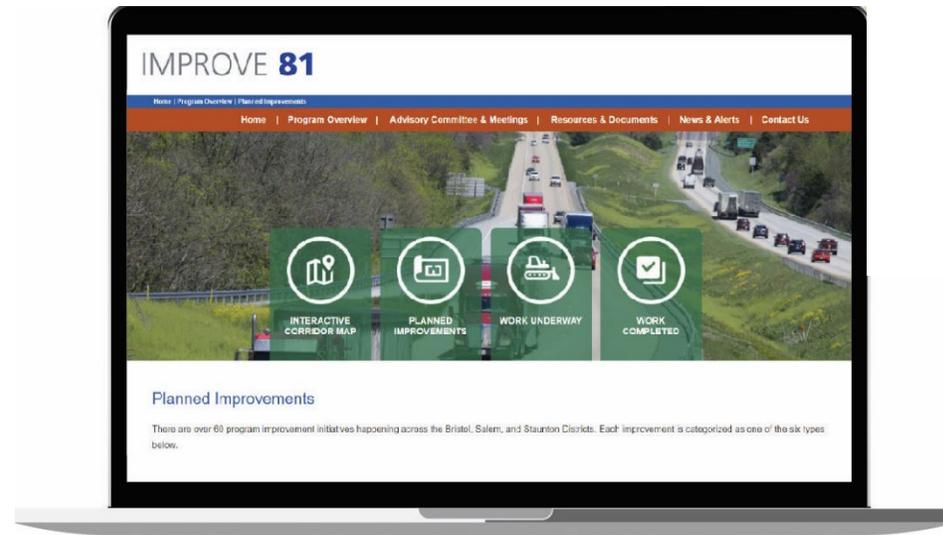
Staunton Area Widening

Published to date

- 15 videos
- 16 podcasts
- 6 newsletters

Program Specific Website – Learn More!

Improve81.org





**PERIODIC REGULATORY REVIEW
URBAN MAINTENANCE AND CONSTRUCTION POLICY
24 VAC 30-325 AMENDMENT
COMMONWEALTH TRANSPORTATION BOARD RESOLUTION ACTION**

 Russ Dudley, Local Assistance Division Administrator

December 6, 2022

Periodic Regulatory Review

Urban Maintenance and Construction Policy Amendment

October 25, 2022 Resolution of the Board:

- ❑ Approved Amendment of 24 VAC 30-325 Urban Maintenance and Construction Policy
- ❑ Noted that Regulation to be Updated to Reflect Elimination of Urban Formula Funds (Urban Construction Allocations) and Amending Regulation to Remove Obsolete Provisions Referencing Urban Construction Allocation
- ❑ Required Submission of Amendment to the Board for Approval Prior to Completing Amendment Process

During Final Review Staff Also Determined that December 14, 2006 Board Policy Restates Current Regulation, Including Obsolete Language

Periodic Regulatory Review

Urban Maintenance and Construction Policy Amendment

24 VAC 30-325-10 F/G AND CTB Urban Maintenance and Construction Policy dated December 14, 2006 both state:

Municipalities, by resolution of their governing body and agreement with the department, may elect to utilize up to one-third of their urban construction allocation for reimbursement of debt incurred for eligible project costs on approved projects.

Landscaping is important to enhance the safety and visual quality of roads and to maintain quality of life for communities. It is the intent of the board that a maximum of 3.0% of the construction budget for individual urban construction projects may be allocated for landscape improvements.

Resolution for Action:

The CTB approve a resolution to adopt amendments to the Urban Maintenance and Construction Program regulation removing the obsolete language and rescind the outdated and duplicative CTB Policy.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 6, 2022

MOTION

Made By: _____ Seconded By:

Action:

Title:

**Title: Amendments to regulation for Urban Maintenance and Construction Policy, 24
VAC 30-325-10**

WHEREAS, Chapter 684 of the 2015 Acts of Assembly eliminated allocation of construction funds for urban highways by amending §§ 33.2-319 and 33.2-358 and repealing § 33.2-362 of the *Code of Virginia*; and

WHEREAS, the amended § 33.2-319 of the *Code of Virginia* authorizes the Commissioner of Highways to make payments to cities and certain towns for maintenance of certain urban highways; and

WHEREAS, the Commonwealth Transportation Board adopted on December 14, 2006 an Urban Maintenance and Construction Policy, which was also published as a regulation, 24 VAC 30-325, and which provides internal and external instructions in the administration of maintenance and construction payments for qualifying cities and towns; and

WHEREAS, this regulation contains obsolete language regarding urban construction formula funding and is no longer consistent with the amended §§ 33.2-319 and 33.2-358 ; and,

Resolution of the Board
Amendments to regulation for Urban Maintenance
and Construction Policy, 24 VAC 30-325-10
December 6, 2022
Page 2 of 2

WHEREAS, the Urban Maintenance and Construction Policy adopted in December, 2006 contains obsolete language and is duplicative of 24 VAC 30-325-10.

NOW, THEREFORE, BE IT RESOLVED that the Commonwealth Transportation Board hereby adopts the revised regulation as shown in Attachment A to this resolution.

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board directs the Commissioner of Highways or his designee to take all actions necessary to effectuate and publish this revised regulation in the *Virginia Administrative Code*.

BE IT FURTHER RESOLVED, that the Urban Maintenance and Construction Program Policy, approved by the Commonwealth Transportation Board on December 14, 2006, is superseded by this revised regulation and is hereby rescinded.

#####

CTB Decision Brief

Amendments to regulation for Urban Maintenance and Construction Policy, 24 VAC 30-325-10

Issue: A periodic review of 24 Virginia Administrative Code (VAC) 30-325 (Urban Maintenance and Construction Policy) identified obsolete and conflicting language with the *Code of Virginia*.

Facts: 24 VAC 30-325, entitled *Urban Maintenance and Construction Policy*, establishes Virginia Department of Transportation policies and procedures relative to the Urban Construction and Maintenance Programs. Current language in the VAC includes two paragraphs that are outdated due to changes in the *Code of Virginia*. Both paragraphs reference an outdated process of funding urban construction projects, known as urban construction allocations and refer to projects funded using those allocation as urban construction projects. Those two paragraphs found in VAC-325-10 F and G are as follows:

F. Municipalities, by resolution of their governing body and agreement with the department, may elect to utilize up to one-third of their urban construction allocation for reimbursement of debt incurred for eligible project costs on approved projects. The payback is limited to a maximum 20-year timeframe.

G. Landscaping is important to enhance the safety and visual quality of roads and to maintain quality of life for communities. It is the intent of the board that a maximum of 3.0% of the construction budget for individual urban construction projects may be allocated for landscape improvements. Pavers and stamped asphalt for crosswalks are considered a pedestrian safety and traffic calming measure for project participation and are not subject to this limitation. Elements of streetscape can also be constructed at project expense if the project is an identified gateway project or located within a historic or cultural district.

Chapter 684 of the 2015 Acts of Assembly amended § 33.2-358 of the *Code of Virginia* by changing the previous construction formula distribution – 40% to the primary system, 30% to the secondary system, and 30% to the urban system – to the current process which no longer utilizes an urban construction allocation. This change to the distribution formula applied to funds allocated for fiscal years beginning on and after July 1, 2020. Further, § 33.2-362 of the *Code of Virginia*, which outlined the allocation of construction funds for urban system highways, was repealed by Chapter 684. Finally, § 33.2-319 of the Code of Virginia, which describes the payments that can be made to cities and towns for maintenance of certain highways, was amended by Chapter 684 to remove reference to the allocation of construction funds for urban system highways.

The amendment of §§ 33.2-319 and 33.2-358 regarding the way funds are allocated to localities and the repeal of § 33.2-362 have made provisions of the regulation referencing the urban construction allocation obsolete. Urban allocations were provided through a 40/30/30 formula, however, due to budget amendments, 2009 was the last year formula funding was budgeted to projects. Urban formula allocations not committed to projects and expended by January 1, 2018 were deallocated and transferred to the State of Good Repair Program unless they were transferred to a fully funded, active project.

Additionally, the Commonwealth Transportation Board (CTB) adopted an Urban Maintenance and Construction Program Policy on December 14, 2006, which was published as a regulation in the Virginia Administrative Code verbatim, as 24 VAC-325-10.

Recommendations: The CTB approve a resolution to adopt amendments to the Urban Maintenance and Construction Program regulation removing the obsolete language, as shown in Attachment A, and rescind the outdated and duplicative CTB Policy.

Action Required by CTB: The *Code of Virginia* requires a majority vote by the CTB before the above mentioned can be implemented. The CTB will be presented with a Resolution for a formal vote.

Result, if Approved: The revision of 24 VAC 30-325-10 will be effective upon filing with the State Registrar or Regulation's Office and the outdated and duplicative Urban Maintenance and Construction Program Policy will be rescinded immediately after CTB Resolution approval and removed from the CTB Policy Index.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: One public comment was received during the periodic review, but the comment was unrelated to the change being proposed and was addressed during the periodic review.

Attachment A

Chapter 325. Urban Maintenance and Construction Policy

24VAC30-325-10. Eligibility criteria and conditions governing receipt and use of urban maintenance and construction funds.

A. In addition to the eligibility requirements identified in Section 33.2-319 of the *Code of Virginia*, the road and street eligibility criteria for urban maintenance payments shall also include the following:

1. The basic right-of-way width for cul-de-sacs eligible for payment will be 40 feet, with consideration of requests for pavement widths less than 30 feet. For the purpose of making this assessment, a cul-de-sac will be defined as a dead end street, open only at one end.

2. If a municipality has jurisdiction over and operates a toll facility, such facility is eligible for street payments.

3. Local one-way streets, loop roads, and school bus entrances will be eligible for payment provided that they are constructed to a width of 16 feet with a right of way width of not less than 40 feet. This includes service and frontage roads where contiguous to an interstate, primary, or urban system route.

4. VDOT can consider a waiver of standards on a site specific basis with appropriate supporting information. Each case will be considered on its own merits.

B. In determining lane mileage eligibility, the following conditions will apply:

1. Turning lanes and ramps will not be considered for street payments. This includes center turn lanes unless they serve as moving through lanes during peak hours.

2. Parking must be restricted and enforced by towing during peak traffic periods.

3. Each road or street with more than two moving lanes must have pavement markings in accordance with the Manual on Uniform Traffic Control Devices for Streets and Highways published by the U. S. Departments of Transportation, Federal Highway Administration.

4. Pavement widths of less than 14 feet qualify for only one moving lane even if it carries traffic in two directions.

5. Non-hard surfaced streets do not qualify for street payments.

C. Mileage adjustments, including the results of annexations, mergers, or incorporations, will be made on an annual basis as part of this Board's approval of the annual maintenance payments. All adjustments submitted to the Department by February 1 will be eligible for payment effective July 1 of the following fiscal year.

D. For the purpose of calculating maintenance payments, streets will be functionally classified based on the Federal Functional Classification system, except for where the federal system is not parallel with the state system.

E. Bridge safety and regular inspection is of utmost importance. The Federal Highway Administration and the Department require strict compliance with the National Bridge Inspection Standards (23 CFR Part 650) regarding the frequency of inspection and load posting requirements. The Commissioner of Highways may elect to withhold street payments from a municipality for delinquent or inadequate bridge inspection reports.

Attachment A

- ~~F. Municipalities, by resolution of their governing body and agreement with the department, may elect to utilize up to one-third of their urban construction allocation for reimbursement of debt incurred for eligible project costs on approved projects. The payback is limited to a maximum 20-year timeframe.~~
- ~~G. Landscaping is important to enhance the safety and visual quality of roads and to maintain quality of life for communities. It is the intent of the board that a maximum of 3.0% of the construction budget for individual urban construction projects may be allocated for landscape improvements. Pavers and stamped asphalt for crosswalks are considered a pedestrian safety and traffic calming measure for project participation and are not subject to this limitation. Elements of streetscape can also be constructed at project expense if the project is an identified gateway project or located within a historic or cultural district.~~
- H. F. The Commissioner of Highways is directed to establish administrative procedures to assure the provisions of this policy and legislative directives are adhered to and complied with.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 5

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

December 6, 2022

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Revised FY23-28 Six-Year Improvement Program Transfers
For September 24, 2022 through November 11, 2022

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. After due consideration, the Board adopted a Revised Fiscal Years 2023-2028 Program on October 25, 2022; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the Revised Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 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 Revised Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 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

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

Resolution of the Board
Revised FY23-28 Six-Year Improvement Program Transfers
For September 24, 2022 through November 11, 2022
December 6, 2022
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

Revised FY2023-2028 Six-Year Improvement Program Transfers For September 24, 2022 through November 11, 2022

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 October 25, 2022, the CTB granted authority to the Commissioner of Highways (Commissioner), or his designee, to make transfers of allocations programmed to projects in the approved Revised Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 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 Revised Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

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

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from September 24, 2022 through November 11, 2022 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 Revised Program for Fiscal Years 2023– 2028 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.

Options: Approve, Deny, or Defer.

Decision Brief
Revised FY23-28 Six-Year Improvement Program Transfers
For September 24, 2022 through November 11, 2022
December 6, 2022
Page 2 of 2

Public Comments/Reactions: None

**Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Requiring CTB Approval**

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	Big Stone Gap Greenbelt and Powell River Trail Interconnect	121150	Bristol	Greenbelt Trail and Walking Tour	113427	Local Funds for Enhancement Projects (NPL206), TAP Statewide (CF6100)	\$625,000	\$1,522,024	\$897,024	69.7%	Transfer of surplus funds recommended by District and Local Assistance Division from a cancelled project to a scheduled project.
B	Bristol	#I81CIP NB MM 39.5 ADD TRUCK CLIMBING LANE (ID #4) , #I81CIP SB MM 81.7 EXTEND DECEL LANE (ID #13)	116157, 116166	Bristol	#I81CIP NB MM 73.0 DECEL AND LOOP (ID #11)	116164	I-81 Corridor Funds - State (CS9181)	\$6,050,000	\$28,150,000	\$28,150,000	27.4%	Transfer of surplus funds recommended by District from an underway project and scheduled project underway to fund a scheduled project.
C	Culpeper	CULPEPER DGP DEALLOCATION BALANCE ENTRY	T21761	Culpeper	#HB2.FY17 FONTAINE AVENUE STREETScape IMPROVEMENTS	109484	DGP - State (GS0100), DGP Supplemental (HB1414) - State (GS0000)	\$5,476,373	\$17,176,373	\$12,276,431	46.8%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project.
D	Statewide	STATEWIDE HPP DEALLOCATION BALANCE ENTRY	T21770	Culpeper	#SMART22 - HYDRAULIC ROAD AND RTE. 29	118880	HPP - NHPP (HF1100), HPP - NHPP Soft Match (HF1101), HPP - State (HS0100)	\$4,223,776	\$28,254,264	\$28,254,264	17.6%	Transfer of surplus funds recommended by District from the Statewide HPP Deallocation Balance Entry line item to fund a scheduled project.
E	Fredericksburg	FREDERICKSBURG DGP DEALLOCATION BALANCE ENTRY	T21762	Fredericksburg	#SMART18 - I-95 EXIT 126, RTE 1 SB ONTO SOUTHPOINT PKWY	110914	DGP - State (GS0100)	\$2,203,850	\$16,698,850	\$16,713,502	15.2%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project.
F	Northern Virginia	HOADLY ROAD SIDEWALK, RT 28 WIDEN TO 6 LNS & RT 215 REALIGN (Ph1) & TO 4 LNS (Ph2)	112462, 92080	Northern Virginia	PRINCE WILLIAM PARKWAY SIDEWALK	112463	CMAQ : Northern Virginia (CF5M10), CMAQ Match : Northern Virginia (CS5M11), RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$3,569,209	\$4,938,415	\$4,938,415	>100%	Transfer of surplus funds recommended by District and MPO from a cancelled project and a completed project to fund a scheduled project.
G	Northern Virginia	I-66 OUTSIDE THE BELTWAY - CONCESSION FUND	113539	Northern Virginia	LEE HIGHWAY PEDESTRIAN IMPROVEMENTS	113518	Concession Funds (CSC210)	\$814,022	\$3,777,652	\$3,777,652	27.5%	Transfer of surplus funds recommended by District and MPO from the District Concession Fund Balance Entry line item to an underway project.
H	Northern Virginia	ROUTE 28 WIDENING - MANASSAS	96721	Northern Virginia	GRANT AVENUE	118309	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$1,027,378	\$7,449,964	\$8,008,653	16.0%	Transfer of surplus funds recommended by District and Local Assistance Division from an underway project to a schedule project.
I	Statewide	#ITTF STATEWIDE BALANCE ENTRY	T21588	Richmond	#HB2.FY17 RTE 95 - ITS LOW BRIDGE WARNING SYSTEM	109319	CTB Formula - ITS State (CS0160)	\$187,857	\$1,009,997	\$1,009,997	22.8%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide ITTF Balance Entry line item to fund a completed project.
J	Richmond	Fall Line Trail	120639	Richmond	#FLT - NORTHERN SECTION PH1 - HOLLY HILL ROAD TO WALDER LANE	121374	Access PTF (CNS246)	\$4,088,692	\$4,088,692	\$12,469,803	100.0%	Transfer of surplus funds recommended by the District from the District Trail Balance Entry line item to fund a scheduled project.
K	Staunton	Bike Ped Improvement on Garbers Church Rd w/ Park Connection	108873	Staunton	North End Greenway Extension and Associated Improvements	103007	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$1,595,321	\$3,257,465	\$3,257,465	96.0%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to a scheduled project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Requiring CTB Approval**

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
L	Staunton	Airport Road and Warrior Drive Extension, Revenue Sharing - Tevis Street Extension	104262, 87616	Staunton	Renaissance Drive Phase II	113943	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$1,410,066	\$6,651,687	\$5,983,478	26.9%	Transfer of surplus funds recommended by District and Local Assistance Division from completed projects to fund a scheduled project.
M	Staunton	Bike Ped Improvement on Garbers Church Rd w/ Park Connection	108873	Staunton	UNIVERSITY BLVD EXTENSION	116863	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$1,008,609	\$12,057,313	\$12,057,313	9.1%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to a scheduled project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Not Requiring CTB Approval**

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	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Bristol	PEDESTRIAN CONNECTOR - PHASE II	116944	Local Funds for Enhancement Projects (NPL206), TAP<5K (CF6700)	\$28,878	\$658,300	\$658,300	4.6%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to fund an underway project.
2	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Fredericksburg	I-95 Rappahannock River Crossing - Northbound	105510	CTB Formula - High Priority State (CS0120)	\$2,250,453	\$129,250,453	\$127,000,000	1.8%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund an underway project.
3	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Fredericksburg	ROUTE 711 - CROSSOVER MOVEMENT CONVERSION	109516	Open Container Funds - Statewide (CNF221)	\$335,425	\$2,292,875	\$2,215,665	17.1%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund an underway project.
4	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Hampton Roads	Bridge Replacement Rte 601 over Diascund Creek, Fed ID 10516	98823	CTB Formula - Bridge State (CS0110)	\$114,908	\$6,269,766	\$6,176,650	1.9%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a scheduled project.
5	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Hampton Roads	Install and upgrade Countdown Pedestrian Signals	111023	Open Container Funds - Statewide (CNF221)	\$217,933	\$2,123,933	\$2,123,933	11.4%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund an underway project.
6	Lynchburg	LYNCHBURG DGP DEALLOCATION BALANCE ENTRY	T21764	Lynchburg	#SMART18 - RTE 45 - CONSTRUCT ROUNDABOUT AT RTE 690	110766	DGP - State (GS0100)	\$15,695	\$3,912,253	\$3,912,253	0.4%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project.
7	Northern Virginia	I-66 OUTSIDE THE BELTWAY - CONCESSION FUND	113539	Northern Virginia	ROUTE 50 AND WAPLES MILL ROAD INTERSECTION IMPROVEMENTS	113517	Concession Funds (CSC210)	\$314,728	\$2,857,449	\$2,857,449	12.4%	Transfer of surplus funds recommended by District and MPO from the District Concession Fund Balance Entry line item to an underway project.
8	Northern Virginia	S. ARLINGTON RIDGE ROAD INTERSECTION IMPROVEMENTS	106969	Northern Virginia	S. ARLINGTON RIDGE ROAD INTERSECTION IMPROVEMENTS PH2	122462	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$121,294	\$808,864	\$1,300,000	17.6%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to a scheduled project.
9	Richmond	RICHMOND CANAL WALK - PH 2 & 3	114060	Richmond	RTE 5 (MAIN STREET) - NEW ROAD	108649	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$19,278	\$2,881,414	\$2,927,856	0.7%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to a schedule project.
10	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	CURVE REALIGNMENT - RTE 675 - LUNENBURG COUNTY	108886	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$51,430	\$1,597,430	\$1,546,000	3.3%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund an underway project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Not Requiring CTB Approval**

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
11	Richmond	ART - Patton Park at the Southern End of Fall Line Trail, RICHMOND TRI-CITIES REGIONAL STP (RSTP) BALANCE ENTRY	118948, 70725	Richmond	LAKEVIEW RD AND BRANDERS BRIDGE RD INTERSECTION IMPROVEMENTS	109229	RSTP : Tri-Cities (CF2MB0), RSTP Match : Tri-Cities (CS2MB1), Tri-Cities HIP-CRSSA - Federal (CF6B90)	\$593,711	\$4,603,702	\$5,387,413	14.8%	Transfer of surplus funds recommended by District and MPO from a scheduled project and the District RSTP Balance Entry line item to fund a scheduled project.
12	Richmond	GILLIES CREEK GREENWAY PH II	113490	Richmond	GILLIES CREEK GREENWAY - PHASE III	113429	Local Funds for Enhancement Projects (NPL206), TAP >200K : Richmond (CF6M20)	\$46,127	\$571,127	\$571,127	8.8%	Transfer of surplus funds recommended by District and Local Assistance Division from a scheduled project to fund a scheduled project.
13	Salem	Townwide Street Paving, Milling, Overlay and Remarking	115713	Salem	Harding Ave Storm water Drainage Improvements	113132	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$225,856	\$2,964,868	\$4,222,799	8.2%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to a scheduled project.
14	Statewide	PRIMARY EXTENSIONS PROGRAM	T15494	Salem	#SGR23LP - CHRISTIANSBURG FKEY 2686 ROANOKE ST (RTE 11NB)	121970	CTB Formula - Paving for Primary Extensions (CS0170)	\$10,000	\$475,772	\$475,772	2.1%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Primary Extension Balance Entry line item to fund a scheduled project.
15	Statewide	PRIMARY EXTENSIONS PROGRAM	T15494	Salem	#SGR23LP - CHRISTIANSBURG FKEY 2687 ROANOKE ST (RTE 11SB)	121972	CTB Formula - Paving for Primary Extensions (CS0170)	\$10,000	\$432,362	\$432,362	2.4%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Primary Extension Balance Entry line item to fund a scheduled project.
16	Statewide	PRIMARY EXTENSIONS PROGRAM	T15494	Salem	#SGR23LP - CHRISTIANSBURG - PEPPERS FERRY RD - PRIMARY EXT	121973	CTB Formula - Paving for Primary Extensions (CS0170)	\$10,000	\$286,255	\$286,255	3.6%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Primary Extension Balance Entry line item to fund a scheduled project.
17	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Staunton	Route 522, Fred. Co., Str. ID 08156 Brg Repl. Fed ID-08156	78825	CTB Formula - High Priority State (CS0120)	\$36,583	\$3,666,102	\$3,620,267	1.0%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund an underway project.
18	Hampton Roads	#ITTF21 HIGH SPEED COMMUNICATIONS ARTERIALS - EASTERN	116719	Statewide	#ITTF20 HIGH SPEED COMMUNICATIONS ARTERIALS STATEWIDE	115855	CTB Formula - ITS State (CS0160)	\$37,110	\$749,110	\$749,110	5.2%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to a scheduled project.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 6, 2022

MOTION

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

Action: _____

Title: Addition of Projects to the Revised Six-Year Improvement Program for Fiscal Years 2023-2028

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

WHEREAS, after due consideration the Board adopted a Revised Fiscal Years 2023-2028 Program on October 25, 2022; 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 Commonwealth Transportation Fund and the Transportation Trust Fund, respectively; 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 Chapter 15 of Title 33.2 (33.2-1500 et seq.) of the *Code of Virginia*, by adopting a Program; and

WHEREAS, §§ 33.2-1526 and 33.2-1526.1 authorize 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 Revised FY 2023-2028 Program adopted by the Board on October 25, 2022; 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 Revised Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 and are approved.

#####

#####

CTB Decision Brief

Addition of Projects to the Revised Six-Year Improvement Program for Fiscal Years 2023 – 2028

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

Facts: The CTB must adopt a Program of anticipated projects and programs by July 1st of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On October 25, 2022, after due consideration, the CTB adopted a Revised FY 2023-2028 Program.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Revised Program for FY 2023–2028.

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 Revised Program for FY 2023–2028 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 Revised Program for FY 2023-2028.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

**Appendix A
Amendments to the Revised FY2023-2028 SYIP**

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
1	T-27565	Bristol	Districtwide	9999	HRRR 2023 - Intersection Improvements	\$102,300	\$102,300	\$0	High Risk Rural Road Program	Yes
2	T-27566	Bristol	Districtwide	9999	HRRR 2023 - Roadway Improvements	\$176,600	\$176,600	\$0	High Risk Rural Road Program	Yes
3	T-27533	Culpeper	Districtwide	9999	Districtwide Safety Improvements	\$100,091	\$100,091	\$0	High Risk Rural Road Program	Yes
4	T-27538	Fredericksburg	Districtwide	9999	HRRR - Districtwide Safety Improvements (Rural Roads)	\$1,792,341	\$1,792,341	\$0	High Risk Rural Road Program	Yes
5	T-27539	Fredericksburg	Districtwide	9999	HRRR - Districtwide Safety Improvement Warning Signs/Markings	\$2,182,683	\$2,182,683	\$0	High Risk Rural Road Program: Open Container	Yes
6	T-27434	Hampton	Chesapeake	0464	I-464/I-64 Interchange Access Report (IAR)	\$2,500,000	\$2,500,000	\$0	HRTAC	Yes
7	T-27554	Lynchburg	Appomattox	0608	HRRR Rte 608 - Safety Improvements	\$48,500	\$48,500	\$0	High Risk Rural Road Program	Yes
8	T-27555	Lynchburg	Halifax	6360	HRRR Rte 360 - Sight Distance & Safety Improvements at Rte 6	\$119,000	\$119,000	\$0	High Risk Rural Road Program	Yes
9	T-27556	Lynchburg	Prince Edward	0662	HRRR Rte 662 - Safety Improvements	\$70,000	\$70,000	\$0	High Risk Rural Road Program	Yes
10	T-27557	Lynchburg	Prince Edward	0604	HRRR Rte 604 - Shoulder Widening From Rte 730 to Rte 665	\$269,000	\$269,000	\$0	High Risk Rural Road Program	Yes
11	T-27558	Lynchburg	Pittsylvania	6029	HRRR Rte 29 - Extend Rt Turn Lane at Rte 640	\$175,000	\$175,000	\$0	High Risk Rural Road Program	Yes
12	T-27559	Lynchburg	Pittsylvania	0799	HRRR Rte 799 - Safety Improvements	\$50,000	\$50,000	\$0	High Risk Rural Road Program	Yes
13	T-27560	Lynchburg	Appomattox	0727	Rte 727 - Shoulder Widening From Rte 733 to Rte 604	\$236,000	\$236,000	\$0	High Risk Rural Road Program	Yes
14	T-27561	Lynchburg	Prince Edward	0604	HRRR Rte 604 - Shoulder Widening From Rte 781 to Rte 730	\$291,000	\$291,000	\$0	High Risk Rural Road Program	Yes
15	T-27562	Lynchburg	Campbell	0699	HRRR Rte 699 - Intersection Improvements at Rte 712	\$28,100	\$28,100	\$0	High Risk Rural Road Program	Yes
16	T-27563	Lynchburg	Campbell	0696	HRRR Rte 696 - Safety Improvements From Rte 920 to Rte 701	\$65,000	\$65,000	\$0	High Risk Rural Road Program	Yes
17	121374	Richmond	Ashland	9999	#FLT - Northern Section Phase 1 - Holly Road to Walder Lane	\$12,469,803	\$12,469,803	\$0	PTF; Regional CVTA	Yes
18	122605	Richmond	Powhatan	0060	Route 60 / Holly Hills Rd. - Right Turn Lane	\$2,337,394	\$2,337,394	\$0	CVTA	Yes
Total						\$23,012,812	\$23,012,812	\$0		



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 6, 2022

MOTION

Made By: _____ Seconded By:

Action:

Title: Action on the Second Revised Fiscal Year 2023 Annual Budget for the Department of Rail and Public Transportation

WHEREAS, the Commonwealth Transportation Board (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, the Board approved the Fiscal Year 2023 Budgets for the Commonwealth Transportation Fund, the Virginia Department of Transportation, and the Virginia Department of Rail and Public Transportation on June 21, 2022, and approved Revised Budgets for the Commonwealth Transportation Fund and Virginia Department of Transportation on July 20, 2022 and on October 25, 2022.

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board that the Second Revised budget for the Virginia Department of Rail and Public Transportation for Fiscal Year 2023, as attached hereto, is approved.

#####

CTB Decision Brief

Action on the Second Revised Fiscal Year 2023 Annual Budget for the Department of Rail and Public Transportation

Issue: The Commonwealth Transportation Board (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. The Board approved the Virginia Department of Rail and Public Transportation Budget for Fiscal Year 2023 on June 21, 2022 and revised Budgets on July 20, 2022, and October 25, 2022.

The Board has been briefed on a recommendation to implement funding adjustments in FY 2023. A third revised budget is required to adopt these recommendations.

Facts: The Board approved the Commonwealth Transportation Fund Budget, the Department of Rail and Public Transportation, and the Virginia Department of Transportation Budget for Fiscal Year 2023 on June 21, 2022 and Revised Budgets on July 20, 2022. The Board approved a Second Revised Budget for the Commonwealth Transportation Fund, the Virginia Department of Transportation, and the Virginia Department of Rail and Public Transportation on October 25, 2022.

Recommendations: DRPT recommends the approval of the third revised Fiscal Year 2023 Annual Budget for the Department of Rail and Public Transportation.

Action Required by CTB: Adopt a Resolution setting forth the recommended actions/approvals.

Result if Approved: Revised budgets reflecting the recommended changes are outlined in the attached budgets.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: N/A



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 6 , 2022

MOTION

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

Action: _____

Title: Six-Year Improvement Program Transfers for the Month of December 2022

WHEREAS, Section 33.2-214 (B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs; and

WHEREAS, the Board authorized that the Director of the Department of Rail and Public Transportation to reallocate up to \$200,000 among existing grants, to allocate additional funds to existing projects up to \$200,000 per grant, and to award additional federal and state funds for rail and public transportation projects up to \$200,000, and to de-obligate funds from projects, as may be necessary to meet the goals of the Board;

WHEREAS, the Board directed that (a) the Director shall notify the Board on a monthly basis should such transfers or allocations be made; and (b) the Director 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 threshold attached to this resolution and agrees that the transfers are appropriate.

NOW, THEREFORE, BE IT RESOLVED, by the 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

Six-Year Improvement Program Transfers for the Month of December 2022

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: The CTB granted authority to the Director of the Department of Rail and Public Transportation (Director), or his designee, to reallocate up to \$200,000 among existing grants, to allocate additional funds to existing projects up to \$200,000 per grant, and to award additional federal and state funds for rail and public transportation projects up to \$200,000, and to de-obligate funds from projects, as may be necessary to meet the goals of the Board.

In addition, the CTB resolved that the Director 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 for December 2022 is attached.

Recommendations: The Director 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 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.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.

DRPT SYIP Allocation Transfer Report December 2022 - Appendix A

Row	Recipient District	Donor Description	Recipient Description	Recipient Project #	Fund Source	Transfer Amount	Original State/Federal Allocation	Total Original Project Cost	Comments
1	Culpeper	Deobligated	Rappahannock-Rapidan Community Services	41021-02	FTA 5310	\$ 240,864	\$ 339,307	\$ 424,134	Six of seven paratransit vehicles increased in price due to high demand and low supply. No state funds, only federal.
2	Culpeper	Deobligated	Rappahannock-Rapidan Community Services	41022-01	FTA 5310	\$ 231,504	\$ 503,339	\$ 507,202	Six of eight paratransit vehicles increased in price due to high demand and low supply. No state funds, only federal.
3	Staunton	Deobligated	Northwestern Community Services	41021-16	FTA 5310	\$ 205,100	\$ 252,340	\$ 315,425	Five paratransit vehicles increased in price due to high demand and low supply. No state funds, only federal.
4	Salem	Unobligated	Town of Blacksburg	50041	MTTF Capital	\$ 7,027,173	\$ 9,379,094	\$ 9,769,890	Additional funding needed due to severe increases in construction costs
5	Hampton Roads	Unobligated	Williamsburg Area Transit Authority	Multiple	MTTF Capital	\$ 3,798,144	\$ 11,493,753	\$ 11,572,926	Additional funding needed due to severe increases in construction costs



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940
Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 6, 2022

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Addition of Projects to the Six-Year Improvement Program For Fiscal Years 2023-2028

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

WHEREAS, the Board adopted the Six-Year Improvement Program of projects for Fiscal Years 2023-2028 on June 21, 2022; and

WHEREAS, on October 25, 2022, the Board approved a revision to the Program for Fiscal Years 2023-2028 to account for and include additional funds to existing programs based on actions in Chapters 1 and 2 of the 2022 Special Session I; and

WHEREAS, the projects shown in Appendix A were not included in the Fiscal Years 2023-2028 Program adopted by the Board on June 21, 2022; 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 Board, that the projects shown in Appendix A are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 and are approved.

#####

CTB Decision Brief

Six-Year Improvement Program Additions for Fiscal Years 2023 - 2028

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

Facts: The CTB must adopt a Six-Year Improvement Program of anticipated projects and programs by July 1st of each year in accordance with Section 33.2-214 (B). The CTB adopted the FY 2023-2028 SYIP on June 21, 2022. The CTB added funds to existing programs in the Fiscal Years 2023-2028 SYIP based on actions in Chapters 1 and 2 of the 2022 Special Session I. The projects in the DRPT Appendix A were not in the final FY 2023-2028 SYIP adopted by the CTB.

Recommendations:

The Department of Rail and Public Transportation (DRPT) recommends addition of the projects in DRPT Appendix A to the Program for Fiscal Years 2023-2028.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to add the projects listed in DRPT Appendix A to the Program for FY 2023-2028.

Results, if Approved: If the resolution is approved, the projects listed in DRPT Appendix A will be added to the Program for FY 2023-2028.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.

DRPT SYIP Project Additions for FY2023-FY2028 SYIP Appendix A

Row	Recipient District	Recipient Description	Project Description	Fund Source	State Funding Amount	Comments
1	Fredericksburg	FRED	MERIT Capital Program - One (1) Replacement Service Truck	MTTF Capital	\$ 12,800	Replacement of a transit service truck
2	Fredericksburg	FRED	MERIT Capital Program - One (1) Expansion Service Vehicle	MTTF Capital	\$ 5,600	Addition of one service vehicle for the FRED fleet
3	Fredericksburg	FRED	MERIT Capital Program - Misc. Shop Equipment	MTTF Capital	\$ 14,400	Includes fork lift, shop press, shop table, welding tools & supplies & shop sink
4	Salem	City of Radford	TRIP Regional Connectivity - Route 40/41 Expansion	MTTF TRIP	\$ 371,746	Service hour expansion for existing Route 40/41
5	Northern Virginia	Loudoun County	TRIP Regional Connectivity - Routes 251, 381, 320/321	MTTF TRIP	\$ 7,250,812	Implementation of new transit routes connecting to Silver Line metro stations
6	Richmond	Greater Richmond Transit Company	TRIP Regional Connectivity - Henrico, Chesterfield & New Kent Microtransit	MTTF TRIP	\$ 4,057,766	Implementation of new microtransit services connecting to GRTC trunk routes



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 7, 2022

MOTION

Made By: _____ Seconded By:

Action:

Title: Approval of Special Structures Program 50-Year Long-Term Plan Update

WHEREAS, Chapters 83 and 349, of the 2019 Acts of Assembly 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, among other things, include 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 (“Comprehensive Review Report”); and

WHEREAS, the Board supported VDOT’s recommendation regarding development of a Special Structures health index and risk-based prioritization of projects and directed VDOT to present said prioritization to the Board, and further directed the Commissioner of Highways to report on an annual basis the (i) projected and actual performance of the pavements, structures and Special Structures and (ii) planned and accomplished routine maintenance work; and

WHEREAS, Subsequent to publication of the Comprehensive Review Report,

Chapters 1230 and 1275 of the 2020 Acts of Assembly established §33.2-374 of the *Code of Virginia* which sets forth the Special Structure Program; and

WHEREAS, §33.2-374 (C) of the *Code of Virginia* requires the Commonwealth Transportation Board to: (1) establish a program for the maintenance, rehabilitation and replacement of special structures; and (2) develop and maintain, with assistance of the Department of Transportation, a plan covering a minimum of 30 years, to be updated biennially in even numbered years; and

WHEREAS, pursuant to the requirements in §33.2-374 (C) the Department of Transportation presented to the Board the Special Structures Program 50-Year Long-Term Plan, which the Board approved by resolution dated October 20, 2021; and

WHEREAS, in its resolution dated October 20, 2021, the Board further required the Commissioner of Highways to present the Special Structures Program 50-Year Long-Term Plan with any updates to the Board annually for approval; and

WHEREAS, the Department of Transportation drafted an updated Special Structures Program 50-Year Long-Term Plan and presented the updated draft Plan to the Board on October 25, 2022.

NOW, THEREFORE, BE IT RESOLVED, that the Board approves the Special Structure Program 50-Year Long-Term Plan as updated and set forth in Attachment A and further directs the Commissioner of Highways to present any updates to the Plan no less than annually to the Board for its approval.

#####

CTB Decision Brief

Approval of Special Structures Program – 50-Year Long-Term Plan Update

Issue: Section 33.2-374 of the *Code of Virginia*, requires the Commonwealth Transportation Board (Board) establish (i) a program for the maintenance, rehabilitation and replacement of special structures and (2) develop and maintain, with assistance of the Department of Transportation, a plan covering a minimum of 30 years, which plan must be updated biennially no later than November 1 of even-numbered years.

Facts: Chapters 83 and 349 of the 2019 Acts of Assembly 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, among other things, that the review include 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 further required the Board to provide a report regarding the Comprehensive Review to the General Assembly, and the Board approved the Comprehensive Review Report by resolution dated December 11, 2019.

In its December 11, 2019 resolution, the Board also supported VDOT’s recommendation that it develop a Special Structures health index and risk-based prioritization of projects and requested that VDOT present said prioritization to the Board, and further directed the Commissioner of Highways to report on an annual basis the (i) projected and actual performance of the pavements, structures and Special Structures and (ii) planned and accomplished routine maintenance work.

Subsequent to publication of the Comprehensive Review Report, Chapters 1230 and 1275 of the 2020 Acts of Assembly established §33.2-374 of the *Code of Virginia*, which sets forth the Special Structure Program and requires the Board to: (1) establish a program for the maintenance, rehabilitation and replacement of special structures; and (2) develop and maintain, with assistance of the Department of Transportation, a plan (Special Structure Plan) covering a minimum of 30 years, to be updated biennially in even-numbered years. By resolution dated October 20, 2021, the Board approved a Special Structure Program 50 -year Long-Term Plan pursuant to §33.2-374.

Even though §33.2-374 only requires that the Special Structure Plan be updated biennially in even numbered years, the Board, in its October 20, 2021 resolution, called for more frequent updates, requiring VDOT to present to the Board a Special Structure Program 50-year Long-Term Plan with any updates annually for Board approval. (the “50-Year Long-Term Plan”).

VDOT presented the updated 50-Year Long-Term to the Board on October 25, 2022, and the updated 50-Year Long-Term Plan is attached as Attachment A.

Recommendation: VDOT recommends approval by the Board of the Special Structure Program 50-Year Long-Term Plan as revised and set forth in Attachment A and that any updates continue to be presented to the Board no less than annually.

Action Required by CTB: The *Code of Virginia* requires a majority of the Board’s members to approve the Special Structure Program 50-Year Long Term Plan.

Result if Approved: N/A

Options: Approve, Deny or Defer

Public Comments/Reaction: N/A

ATTACHMENT A

Special Structures Long Term Plan Bristol District									
Special Structure	Program	Work Description	Previous	By Fiscal Year (\$ in Millions)					
				2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 - 2072	
Big Walker Mountain Tunnel	Special Structure Fund	Alarms	0.3	16.9	-	-	-	-	
		Cameras (CCTV)	0.2	-	-	-	-		
		Maintenance	-	13.6	5.7	4.9	30.3	55.8	
		Mechanical and Electrical Rehabilitation	0.0	1.0	-	-	-		
		Median Crossovers	0.3	1.4	-	-	-		
		Rehabilitation	1.0	17.7	0.6	9.6	59.9	18.9	
		Supervisory Control and Data Acquisition System Control	0.3	-	-	-	-		
		Lighting	-	9.9	-	-	-		
		Ventilation	1.5	26.6	-	-	-		
		Central Traffic Control System	-	0.2	-	-	-		
		Special Structure Fund Total		\$ 3.6	\$ 87.4	\$ 6.3	\$ 14.5	\$ 90.2	\$ 74.8
	Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)			\$ 3.5	\$ 34.7	\$ 34.7	\$ 34.7	\$ 34.7	
Big Walker Mountain Tunnel Total			\$ 7.1	\$ 122.1	\$ 41.0	\$ 49.2	\$ 124.9	\$ 109.5	

Special Structures Long Term Plan Bristol District									
Special Structure	Program	Work Description	Previous	By Fiscal Year (\$ in Millions)					
				2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 - 2072	
East River Mountain Tunnel	Special Structure Fund	Alarms	0.3	1.0	-	-	-	-	
		Cameras (CCTV)	0.2	-	-	-	-		
		Cross Passage Upgrades	-	0.8	-	-	-		
		Generator Replacement	-	0.8	-	-	-		
		Maintenance	-	3.8	7.6	30.1	86.3	39.7	
		Mechanical and Electrical Rehabilitation	0.0	7.6	-	-	-		
		Median Crossovers	0.3	3.0	-	-	-		
		Rehabilitation	0.3	6.8	1.7	45.2	113.3	49.7	
		Supervisory Control and Data Acquisition System Control	0.3	-	-	-	-		
		Lighting	0.0	2.0	-	-	-		
		HAZMAT Placard Reader	-	2.9	-	-	-		
		Building Maintenance	-	0.1	-	-	-		
		Ventilation	1.7	2.3	-	-	-		
	Central Traffic Control System	-	0.2	-	-	-			
Special Structure Fund Total		\$ 3.0	\$ 31.5	\$ 9.4	\$ 75.3	\$ 199.5	\$ 89.4		
Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)			\$ 3.7	\$ 37.4	\$ 37.4	\$ 37.4	\$ 37.4		
East River Mountain Tunnel Total			\$ 6.8	\$ 68.9	\$ 46.8	\$ 112.7	\$ 236.9	\$ 126.8	

Special Structures Long Term Plan Bristol District									
By Fiscal Year (\$ in Millions)									
Special Structure	Program	Work Description	Previous	2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 - 2072	
460 Connector	Special Structure Fund	Deck Rehabilitation	0.1	2.0	-	-	-	-	-
		Structural Health Monitoring	0.0	1.5	-	-	-	-	-
		Maintenance	-	0.1	1.0	1.2	1.4	1.8	
		Rehabilitation	-	-	3.9	0.5	9.6	33.6	
	Special Structure Fund Total		\$ 0.1	\$ 3.6	\$ 4.9	\$ 1.7	\$ 11.1	\$ 35.5	
	Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)		\$ 0.3	\$ 2.5	\$ 2.5	\$ 2.5	\$ 2.5	\$ 2.5	
	460 Connector Total		\$ 0.4	\$ 6.1	\$ 7.4	\$ 4.2	\$ 13.6	\$ 38.0	
	Bristol District Total		\$ 14.2	\$ 197.1	\$ 95.1	\$ 166.0	\$ 375.4	\$ 274.3	

**Special Structures Long Term Plan
Salem District**

		By Fiscal Year (\$ in Millions)						
Special Structure	Program	Work Description	Previous	2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 - 2072
SMART Road	Special Structure Fund	Rehabilitation	-	-	-	-	-	13.9
		Maintenance	-	0.1	-	-	-	0.6
		Structural Health Monitoring	0.0	1.4	-	-	-	-
	Special Structure Fund Total		\$ 0.0	\$ 1.4	\$ -	\$ -	\$ -	\$ 14.6
Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)		\$ 0.1	\$ 1.2	\$ 1.2	\$ 1.2	\$ 1.2	\$ 1.2	
<i>SMART Road Total</i>		\$ 0.1	\$ 2.6	\$ 1.2	\$ 1.2	\$ 1.2	\$ 15.8	
Salem District Total		\$ 0.1	\$ 2.6	\$ 1.2	\$ 1.2	\$ 1.2	\$ 15.8	

Special Structures Long Term Plan Richmond District								
Special Structure	Program	Work Description	Previous	By Fiscal Year (\$ in Millions)				
				2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 -2072
Benjamin Harrison	Special Structure Fund	Clearance Gauge Signs	-	0.1	-	-	-	-
		Deck Rehabilitation	0.5	-	-	-	-	
		Fender	0.4	12.6	-	-	-	
		Generator Replacement	1.9	4.7	-	-	-	
		Joint Rehab	-	2.3	-	-	-	
		Maintenance	-	1.3	3.8	-	0.1	33.0
		Mechanical and Electrical Rehabilitation	0.3	0.3	-	-	-	
		Span Lock Replacement	0.3	3.3	-	-	-	
		Substructure Rehabilitation	-	1.4	-	-	-	
		Upgrade Controls	-	0.6	-	-	-	
		Drives and Machinery	-	18.7	-	-	-	
		Air Buffer	-	0.9	-	-	-	
		Structure Replacement	-	-	-	278.3	191.7	
		Cables	3.6	4.6	-	-	-	
		Rehabilitation	-	-	-	9.0	-	39.4
Special Structure Fund Total			\$ 6.9	\$ 50.7	\$ 3.8	\$ 287.3	\$ 191.8	\$ 72.4
Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)			\$ 2.0	\$ 19.9	\$ 19.9	\$ 19.9	\$ 19.9	\$ 19.9
Benjamin Harrison Bridge Total			\$ 8.8	\$ 70.6	\$ 23.7	\$ 307.2	\$ 211.7	\$ 92.3

Special Structures Long Term Plan Richmond District								
Special Structure	Program	Work Description	Previous	By Fiscal Year (\$ in Millions)				
				2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 -2072
Varina-Enon	Special Structure Fund	Deck Rehabilitation	2.3	7.6	-	-	-	
		Maintenance	0.1	7.4	18.8	1.7	1.9	84.1
		Rehabilitation	0.3	28.2	31.5	41.0	33.2	38.7
		Substructure Rehabilitation	0.2	0.9	-	-	-	
		Trough Replacement	0.8	-	-	-	-	
		Main Span Platform	0.1	0.8	-	-	-	
		Communication System Upgrade	0.1	0.6	-	-	-	
		Special Structure Fund Total			\$ 3.8	\$ 45.4	\$ 50.4	\$ 42.7
Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)			\$ 1.6	\$ 16.2	\$ 16.2	\$ 16.2	\$ 16.2	\$ 16.2
Varina-Enon Bridge Total			\$ 5.4	\$ 61.6	\$ 66.6	\$ 58.9	\$ 51.2	\$ 139.0
Richmond District Total			\$ 14.2	\$ 132.2	\$ 90.3	\$ 366.1	\$ 263.0	\$ 231.3

Special Structures Long Term Plan Hampton Roads District									
Special Structure	Program	Work Description	Previous	By Fiscal Year (\$ in Millions)					
				2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 - 2072	
Hampton Roads Bridge Tunnel	Special Structure Fund	Alarms	-	1.5	-	-	-	-	-
		Deck Rehabilitation	2.3	6.8	-	-	-	-	-
		Maintenance	-	0.1	7.3	7.6	56.8	225.6	-
		Ventilation	1.4	1.4	-	-	-	-	-
		Communications Control Upgrade	-	0.8	-	-	-	-	-
		Rehabilitation - Overheight	0.9	175.4	-	-	-	-	-
		Rehabilitation	-	-	1.0	1.2	1.5	178.3	-
		Special Structure Fund Total		\$ 4.5	\$ 185.9	\$ 8.3	\$ 8.9	\$ 58.3	\$ 403.9
Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)			\$ 14.4	\$ 213.5	\$ 243.5	\$ 243.5	\$ 243.5	\$ 243.5	
Hampton Roads Bridge Tunnel Total			\$ 18.9	\$ 399.4	\$ 251.8	\$ 252.4	\$ 301.8	\$ 647.4	

Special Structures Long Term Plan Hampton Roads District									
Special Structure	Program	Work Description	Previous	By Fiscal Year (\$ in Millions)					
				2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 - 2072	
Monitor-Merrimac Memorial Bridge Tunnel	Special Structure Fund	Alarms	-	6.4	-	-	-	-	-
		Cameras (CCTV)	-	0.8	-	-	-	-	-
		Maintenance	-	1.5	92.2	139.4	93.5	171.2	-
		Mechanical and Electrical Rehabilitation	-	29.9	-	-	-	-	-
		Rehabilitation	-	-	110.6	46.0	325.2	292.6	-
		Waterproofing - Superstructure & Substructure	-	0.4	-	-	-	-	-
		Communication System Upgrade	-	0.8	-	-	-	-	-
		Pumps	-	1.4	-	-	-	-	-
Special Structure Fund Total		\$ -	\$ 41.1	\$ 202.8	\$ 185.3	\$ 418.8	\$ 463.7		
Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)			\$ 10.7	\$ 107.2	\$ 107.2	\$ 107.2	\$ 107.2	\$ 107.2	
Monitor-Merrimac Memorial Bridge Tunnel Total			\$ 10.7	\$ 148.3	\$ 310.0	\$ 292.5	\$ 526.0	\$ 570.9	

Special Structures Long Term Plan Hampton Roads District									
By Fiscal Year (\$ in Millions)									
Special Structure	Program	Work Description	Previous	2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 - 2072	
Berkley	Special Structure Fund	Deck Rehabilitation	0.9	8.1	-	-	-	-	-
		Fender	-	21.2	-	-	-	-	-
		Generator Replacement	0.1	12.6	-	-	-	-	-
		Maintenance	-	5.4	6.7	0.3	37.4	90.4	-
		Mechanical and Electrical Rehabilitation	0.0	60.0	-	-	-	-	-
		Drives and Machinery	0.1	0.2	-	-	-	-	-
		Central Traffic Control System	-	4.8	-	-	-	-	-
		Rehabilitation	-	-	67.7	9.6	215.0	21.7	-
Special Structure Fund Total			\$ 1.1	\$ 112.3	\$ 74.4	\$ 9.9	\$ 252.4	\$ 112.1	
Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)			\$ 1.5	\$ 14.5	\$ 14.5	\$ 14.5	\$ 14.5	\$ 14.5	
Berkley Bridge Total			\$ 2.5	\$ 126.8	\$ 88.9	\$ 24.4	\$ 266.9	\$ 126.6	

Special Structures Long Term Plan Hampton Roads District									
By Fiscal Year (\$ in Millions)									
Special Structure	Program	Work Description	Previous	2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 - 2072	
Chincoteague	Special Structure Fund	Fender	-	0.4	-	-	-	-	-
		Maintenance	-	0.9	0.5	-	6.5	-	
		Rehabilitation	-	-	0.9	-	42.9	8.9	-
		Special Structure Fund Total			\$ -	\$ 1.3	\$ 1.4	\$ -	\$ 49.4
Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)			\$ 0.7	\$ 6.5	\$ 6.5	\$ 6.5	\$ 6.5	\$ 6.5	
Chincoteague Bridge Total			\$ 0.7	\$ 7.8	\$ 7.9	\$ 6.5	\$ 55.9	\$ 15.4	

Special Structures Long Term Plan Hampton Roads District									
By Fiscal Year (\$ in Millions)									
Special Structure	Program	Work Description	Previous	2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 - 2072	
Coleman	Special Structure Fund	Maintenance	-	3.0	15.5	11.5	14.6	105.7	-
		Mechanical and Electrical Rehabilitation	0.2	4.6	-	-	-	-	-
		Movable grating	-	2.9	-	-	-	-	-
		Rehabilitation	-	9.3	129.2	77.0	37.9	168.3	-
		Balance Wheel Track and Spans	0.0	6.7	-	-	-	-	-
		Special Structure Fund Total			\$ 0.2	\$ 26.5	\$ 144.7	\$ 88.5	\$ 52.5
Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)			\$ 1.5	\$ 15.0	\$ 15.0	\$ 15.0	\$ 15.0	\$ 15.0	
Coleman Bridge Total			\$ 1.7	\$ 41.5	\$ 159.7	\$ 103.5	\$ 67.5	\$ 288.9	

Special Structures Long Term Plan Hampton Roads District									
By Fiscal Year (\$ in Millions)									
Special Structure	Program	Work Description	Previous	2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 - 2072	
High Rise Bridge	Special Structure Fund	Deck Rehabilitation	0.3	10.0	-	-	-	-	-
		Generator Replacement	0.1	3.0	-	-	-	-	-
		Maintenance	-	0.1	57.0	-	-	-	-
		Substructure Rehabilitation	-	0.8	-	-	-	-	-
		Waterproofing - Building	-	0.4	-	-	-	-	-
		Structure Replacement	-	-	-	566.9	-	-	-
		Rehabilitation	-	-	12.1	-	46.0	20.7	-
		Special Structure Fund Total			\$ 0.4	\$ 14.3	\$ 69.1	\$ 566.9	\$ 46.0
Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)			\$ 1.5	\$ 15.2	\$ 15.2	\$ 15.2	\$ 15.2	\$ 15.2	
High Rise Bridge Total			\$ 1.9	\$ 29.5	\$ 84.3	\$ 582.1	\$ 61.2	\$ 35.9	

Special Structures Long Term Plan Hampton Roads District									
By Fiscal Year (\$ in Millions)									
Special Structure	Program	Work Description	Previous	2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 - 2072	
James River Bridge	Special Structure Fund	Maintenance	-	3.7	9.9	0.3	99.2	85.3	
		Rehabilitation	0.0	5.4	71.9	-	141.5	223.9	
		South Tower Staircase	-	0.7	-	-	-	-	
		Drives and Machinery	2.9	-	-	-	-	-	
		Cables	0.0	8.1	-	-	-	-	
	Special Structure Fund Total		\$ 2.9	\$ 17.9	\$ 81.8	\$ 0.3	\$ 240.7	\$ 309.1	
Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)			\$ 3.2	\$ 32.4	\$ 32.4	\$ 32.4	\$ 32.4	\$ 32.4	
<i>James River Bridge Total</i>			\$ 6.2	\$ 50.3	\$ 114.2	\$ 32.7	\$ 273.1	\$ 341.5	

Special Structures Long Term Plan Hampton Roads District									
By Fiscal Year (\$ in Millions)									
Special Structure	Program	Work Description	Previous	2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 - 2072	
I-564 Tunnel	Special Structure Fund	Maintenance	-	0.5	2.3	-	-	4.7	
		Rehabilitation	-	2.6	7.0	-	-	16.0	
	Special Structure Fund Total		\$ -	\$ 3.0	\$ 9.3	\$ -	\$ -	\$ 20.7	
	Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)			\$ 1.0	\$ 10.0	\$ 10.0	\$ 10.0	\$ 10.0	\$ 10.0
<i>I-564 Tunnel Total</i>			\$ 1.0	\$ 13.0	\$ 19.3	\$ 10.0	\$ 10.0	\$ 30.7	

Special Structures Long Term Plan Hampton Roads District									
By Fiscal Year (\$ in Millions)									
Special Structure	Program	Work Description	Previous	2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 - 2072	
Willoughby Bay	Special Structure Fund	Rehabilitation	10.9	28.8	-	-	109.0	37.9	
		Maintenance	-	-	-	-	-	-	5.0
		Structure Replacement	-	-	-	-	-	-	11.4
	Special Structure Fund Total		\$ 10.9	\$ 28.8	\$ -	\$ -	\$ 109.0	\$ 54.3	
Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)			\$ 0.2	\$ 1.5	\$ 1.5	\$ 1.5	\$ 1.5	\$ 1.5	
<i>Willoughby Bay Total</i>			\$ 11.0	\$ 30.3	\$ 1.5	\$ 1.5	\$ 110.5	\$ 55.8	
Hampton Roads District Total			\$ 43.6	\$ 816.6	\$ 1,036.1	\$ 1,304.1	\$ 1,562.4	\$ 2,057.3	

Special Structures Long Term Plan Fredericksburg District									
By Fiscal Year (\$ in Millions)									
Special Structure	Program	Work Description	Previous	2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 - 2072	
Eltham	Special Structure Fund	Alarms	0.1	0.2	-	-	-	-	-
		Bascule Span Balancing	0.1	0.2	-	-	-	-	-
		Clearance Gauge Signs	0.1	-	-	-	-	-	-
		Deck Rehabilitation	2.4	4.5	-	-	-	-	-
		Fender	0.5	2.1	-	-	-	-	-
		Rehabilitation	-	-	2.7	2.3	13.3	21.0	-
		Span Lock Replacement	0.1	0.2	-	-	-	-	-
		Drives and Machinery	0.1	0.2	-	-	-	-	-
		Painting	0.3	1.3	-	-	-	-	-
		Maintenance	-	-	1.7	15.3	3.6	23.2	-
Special Structure Fund Total			\$ 3.6	\$ 8.7	\$ 4.4	\$ 17.6	\$ 17.0	\$ 44.2	
Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)			\$ 0.5	\$ 5.2	\$ 5.2	\$ 5.2	\$ 5.2	\$ 5.2	
Eltham Bridge Total			\$ 4.1	\$ 13.9	\$ 9.6	\$ 22.8	\$ 22.2	\$ 49.4	

Special Structures Long Term Plan Fredericksburg District									
By Fiscal Year (\$ in Millions)									
Special Structure	Program	Work Description	Previous	2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 - 2072	
Gwynn's Island Bridge	Special Structure Fund	Fender	0.3	0.7	-	-	-	-	-
		Mechanical and Electrical Rehabilitation	8.8	1.9	-	-	-	-	-
		Rehabilitation	0.5	0.4	-	-	-	-	-
		Structure Replacement	-	-	0.8	95.7	-	40.1	-
		Maintenance	-	-	0.2	-	0.2	-	-
Special Structure Fund Total			\$ 9.6	\$ 3.0	\$ 1.0	\$ 95.7	\$ 0.2	\$ 40.1	
Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)			\$ 0.6	\$ 64.0	\$ 64.0	\$ 64.0	\$ 64.0	\$ 64.0	
Gwynn's Island Bridge Total			\$ 10.2	\$ 67.0	\$ 65.0	\$ 159.7	\$ 64.2	\$ 104.1	

Special Structures Long Term Plan Fredericksburg District									
By Fiscal Year (\$ in Millions)									
Special Structure	Program	Work Description	Previous	2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 - 2072	
Norris Bridge	Special Structure Fund	Maintenance	0.0	1.3	0.7	17.1	8.7	5.4	-
		Pile Jackets	0.6	2.5	-	-	-	-	-
		Rehabilitation	0.3	10.0	11.3	-	-	-	-
		Structure Replacement	3.2	166.8	430.1	-	-	-	-
		Painting	0.5	1.4	-	-	-	-	-
Special Structure Fund Total			\$ 4.5	\$ 181.9	\$ 442.1	\$ 17.1	\$ 8.7	\$ 5.4	
Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)			\$ 3.7	\$ 36.6					
Norris Bridge Total			\$ 8.2	\$ 218.5	\$ 478.7	\$ 53.7	\$ 45.3	\$ 42.0	
Fredericksburg District Total			\$ 22.5	\$ 299.4	\$ 553.4	\$ 236.3	\$ 131.8	\$ 195.5	

Special Structures Long Term Plan Northern Virginia District								
Special Structure	Program	Work Description	By Fiscal Year (\$ in Millions)					
			Previous	2023 - 2032	2033 - 2042	2043 - 2052	2052 - 2062	2063 - 2072
Rosslyn Tunnel	Special Structure Fund	Alarms	-	0.5	-	-	-	-
		Cameras (CCTV)	-	0.1	-	-	-	-
		Generator Replacement	-	0.4	-	-	-	-
		Maintenance	-	-	0.4	1.0	9.5	16.9
		Rehabilitation	3.5	34.4	-	-	0.8	86.9
		Signage	1.4	1.1	-	-	-	-
	Special Structure Fund Total		\$ 4.9	\$ 36.5	\$ 0.4	\$ 1.0	\$ 10.2	\$ 103.8
	Maintenance and Operations Program Fund Total (labor, equipment, utilities, inspection and materials)	\$ 0.4	\$ 4.3	\$ 4.3	\$ 4.3	\$ 4.3	\$ 4.3	
	<i>Rosslyn Tunnel Total</i>	\$ 5.3	\$ 40.8	\$ 4.7	\$ 5.3	\$ 14.5	\$ 108.1	
	Northern Virginia District Total	\$ 5.3	\$ 40.8	\$ 4.7	\$ 5.3	\$ 14.5	\$ 108.1	



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 6, 2022

MOTION

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

Action: _____

Title: Submittal of a Project by the Commonwealth Transportation Board for SMART SCALE Evaluation

WHEREAS, in accordance with the Commonwealth Transportation Board's (CTB) SMART SCALE Policy, the CTB may by majority vote, choose to submit up to two projects to be evaluated for funding in each biennial SMART SCALE application cycle; and

WHEREAS, expansion of capacity on the Interstate 64 (I-64) corridor between Exit 205 and Exit 234, hereafter referred to as the I-64 GAP project, was identified as a recommendation within the Commonwealth Transportation Board's adopted I-64 Corridor Improvement Plan; and,

WHEREAS, significant investments have been completed on either side of the I-64 GAP project to improve access and performance between the Richmond and Hampton Roads region including improvements along the I-64/664 beltway and in the Richmond region between I-295 and Bottom's Bridge; and,

WHEREAS, completing the widening of I-64 between Richmond and Hampton Roads will enhance commerce, create jobs, improve safety, provide travel time savings and boost regional economic growth; and,

WHEREAS, the Governor and General Assembly included actions in Chapters 1 and 2 of the 2022 Special Session I that provide \$470 million in General Funds to improve the I-64 GAP with priority given to enhancements that provide long-term traffic flow improvements for the full 29-mile corridor; and

Resolution of the Board
Submittal of a Project by the Commonwealth Transportation Board
for SMART SCALE Evaluation
December 6, 2022
Page 2 of 2

WHEREAS, the Central Virginia Transportation Authority has allocated \$100M in regional funds to support the completion of the I-64 GAP project; and,

WHEREAS, Virginia Department of Transportation has submitted a Federal Discretionary Grant application seeking \$150M in federal funds; and,

WHEREAS, the Hampton Roads Region has unanimously identified the I-64 Gap project as a regional priority and continues to explore funding opportunities for the project; and,

WHEREAS, the Commonwealth Transportation Board (CTB) is proposing a SMART SCALE project application for the I-64 GAP project as part of Round 5 of SMART SCALE evaluation and scoring; and,

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board recognizing the importance of completing the widening of I-64 and hereby submits the I-64 GAP project for evaluation in Round 5 of the SMART SCALE program.

###

CTB Decision Brief

Submittal of a Project by the Commonwealth Transportation Board for SMART SCALE Evaluation

December 6, 2022

Issue: The CTB is considering the submittal of a project for evaluation in the SMART SCALE process for the purpose of expanding capacity of Interstate 64 between Exit 205 and Exit 234, referred to as the I-64 GAP project. The project will serve Richmond and Hampton Roads districts.

Facts: Submission of the Interstate 64 Capacity Expansion project between Exit 205 and Exit 234 project by the CTB will allow the project to be scored for SMART SCALE funding consideration.

The Governor and General Assembly included actions in Chapters 1 and 2 of the 2022 Special Session I that provide \$470 million to improve Interstate 64 between Exit 205 and Exit 234 with priority given to enhancements that provide long-term traffic flow improvements for the full 29-mile corridor.

In addition to the funding earmark from the General Assembly, following commitments have been made:

- I. Central Virginia Transportation Authority has allocated \$100M in regional funds; and
- II. The Virginia Department of Transportation has submitted a Federal Discretionary Grant application seeking \$150M in federal funds.

The total estimated cost of the project is \$750 million and the total amount requested through the SMART SCALE project is subject to the outcome of the commonwealth's application for a discretionary grant through the federal Infrastructure Investment and Jobs Act.

Recommendation: Approval of the attached resolution.

Action Required by CTB: Approval of the attached resolution.

Options: Approve, Deny or Defer.

###



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

DECEMBER 6, 2022

MOTION

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

Action: _____

Title: Submittal of a Project by the Commonwealth Transportation Board for SMART SCALE Evaluation

WHEREAS, in accordance with the Commonwealth Transportation Board's (CTB) SMART SCALE Policy, the CTB may by majority vote, choose to submit up to two projects to be evaluated for funding in each biennial SMART SCALE application cycle; and

WHEREAS, expansion of capacity southbound on Interstate 81 (I-81) corridor between Exit 137 and Exit 128 was identified as a capital improvement need on the I-81 corridor, however it was not included in the original financially constrained list of recommended improvements in the adopted I-81 Corridor Improvement Program; and,

WHEREAS, the Commonwealth Transportation Board (CTB) has identified and prioritized funding a project to expand capacity of the Interstate 81 corridor northbound between Exit 128 and Exit 137 in the Salem district, as part of the adopted I-81 Corridor Improvement Plan; and,

WHEREAS, the southbound widening of I-81 between Exit 128 and Exit 137 has been previously identified as one of the next projects to be added to the I-81 Improvement Program as funding becomes available; and,

WHEREAS, southbound expansion on I-81 between Exit 128 and Exit 137 is the final segment to complete widening of I-81 between Blacksburg and Salem/Roanoke; and,

Resolution of the Board
Submittal of a Project by the Commonwealth Transportation Board
for SMART SCALE Evaluation
December 6, 2022
Page 2 of 2

WHEREAS, improving southbound I-81 between Exit 128 and Exit 137 in conjunction with the fully-funded adjacent I-81 northbound segment will reduced overall cost for design and project management, reduce overall cost for construction, specifically median and drainage improvements and reduced overall construction duration which would reduce impacts to the public and freight movements.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby submits the Interstate 81 Corridor Expansion Between Exit 137 and Exit 128 project, for evaluation in Round 5 of the SMART SCALE program.

###

CTB Decision Brief

Submittal of a Project by the Commonwealth Transportation Board for SMART SCALE Evaluation

December 6, 2022

Issue: The CTB is considering the submittal of a project for evaluation in the SMART SCALE process for the purpose of expanding capacity southbound on Interstate 81 (I-81) corridor between Exit 137 and Exit 128, in the Salem district. The improvement was identified as a capital improvement need on the I-81 corridor, however it was not included in the financially constrained list of recommended projects in the adopted I-81 Corridor Improvement Program (CIP).

As part of the adopted I-81 CIP, funding has been prioritized to expand capacity in the northbound direction of I-81 between Exit 128 and 137. The proposed southbound expansion on I-81 between Exit 128 and Exit 137 is the final segment to complete widening between Blacksburg and Salem/Roanoke. By improving southbound in conjunction with the fully-funded adjacent northbound segment, impacts to the public and freight movements will be reduced, as well the cost for design, project management, and overall cost for construction.

Facts: Submission of the I-81 Capacity Expansion between Exit 137 and Exit 128 southbound project by the CTB will allow the project to be scored and considered for SMART SCALE funding.

Recommendation: Approval of the attached resolution.

Action Required by CTB: Approval of the attached resolution.

Options: Approve, Deny or Defer.

###

BIDS FOR DECEMBER CTB ACTION MEETING

 Ben Coaker, P.E.

December 6, 2022

Order No. 504 – Hampton Roads District – UPC 120978

SCOPE:	2023 PLANT MIX- INTERSTATE
LOCATION:	SUSSEX (I-95)
BIDS:	2
LOW BID:	\$5,042,777.00 (within range)
CONTRACTOR:	ALLAN MYERS VA, INC. (GLEN ALLEN, VA)

Order No. H85 – NOVA District – UPC 118394

SCOPE:	BRIDGE REPAIRS OVER POWELLS CREEK
LOCATION:	PRINCE WILLIAM (I-95)
BIDS:	3
LOW BID:	\$6,335,918.50 (within range)
CONTRACTOR:	MARTINS CONSTRUCTION CORP. (FALLS CHURCH, VA)

Order No. H66 – Richmond District – UPC 111291

SCOPE:	SGR - BRIDGE REHABILITATION
LOCATION:	HENRICO(ROUTE 157)
BIDS:	6
LOW BID:	\$5,342,222.25 (within range)
CONTRACTOR:	CATON CONSTRUCTION GROUP, INC. (CHARLOTTESVILLE, VA)

Order No. H78 – Lynchburg District – UPC 111306

SCOPE:	SMART SCALE - ROAD RECONSTRUCTION
LOCATION:	APPOMATTOX (ROUTE 131)
BIDS:	3
LOW BID:	\$5,182,566.00 (exceeds range)
CONTRACTOR:	PEARSON CONSTRUCTION, INC. (DILLWYN, VA)

Order No. H71 – Lynchburg District – UPC 115493

SCOPE:	CONSTRUCT CONNECTOR ROAD
LOCATION:	PITTSYLVANIA (ROUTE 311)
BIDS:	4
LOW BID:	\$17,485,000.00 (within range)
CONTRACTOR:	BRANCH CIVIL, INC. (ROANOKE, VA)

Order No. 405 – Richmond District – UPC 122079,122118

SCOPE:	2023 PLANT MIX- SECONDARY
LOCATION:	VARIOUS (ROUTE VARIOUS)
BIDS:	2
LOW BID:	\$5,023,731.53 (within range)
CONTRACTOR:	SLURRY PAVERS, INC. (RICHMOND, VA)

Order No. H65 – Richmond District – UPC 111290

SCOPE:	SGR - BRIDGE REHABILITATION
LOCATION:	HENRICO (ROUTE 7667)
BIDS:	5
LOW BID:	\$6,643,004.70 (within range)
CONTRACTOR:	ORDERS CONSTRUCTION CO, INC. (ST. ALBANS, WV)

Order No. DB112 – Hampton Roads District – 117840, 119637, 121630, 121631 and 120944

SCOPE:	Widening of I-64
LOCATION:	City of Norfolk (I-64)
BIDS:	3
LOW BID:	\$163,377,777 (exceeds range)
CONTRACTOR:	Allan Myers VA (Glen Allen, VA)

December 2022 CTB Meeting

504

PM5P-091-774, P401

Sussex County

This is a Plant Mix project for a portion of Interstate 95 in Sussex County. The project will include, mainline resurfacing, pavement line markings, installation of pavement markers and guardrail improvements where applicable.

This project is eligible for federal funding and being on the Interstate system, the inclusion of dedicated pedestrian or bicycle facilities is not applicable. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within the existing right of way and no utilities will be impacted.

Fixed Completion Date: November 17, 2023

H85

0095-076-322, B686 and B687

Prince William County

The purpose of this project is to rehabilitate the NB and SB bridges along Interstate 95 over Powells Creek in Prince William County. The project will include steel girder repairs and repainting, bearing replacements, bridge deck joint closures and/or replacements, concrete repairs for abutments and pier caps and columns, bridge deck overlay, approach roadway milling and overlay, and pavement lane markings.

This project is federally eligible, and being on the Interstate system, the inclusion of dedicated pedestrian or bicycle facilities is not applicable. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: August 12, 2024

H66

0157-043-922, B647, C501

Henrico County

This project will rehabilitate the bridge on Pemberton Road over I-64 in Henrico County, Virginia, and remove the bridge from the structurally deficient list. The project provides superstructure replacement. Roadway improvement are limited to minor modifications to the approach roadways and tying in the guardrail immediately adjacent to the bridge to meet the new standards.

The project is eligible for federal funding. A proposed sidewalk on one side of the bridge and paved shoulder provides bicycle and pedestrian accommodations. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way, and utilities have been relocated. Traffic will be detoured during construction.

Fixed Completion Date: July 1, 2024

H78

6131-165-659

Appomattox County

The purpose of this project is to improve safety and drainage on Route 131, Old Courthouse Road in the Town limits of Appomattox. This project includes constructing a new roadway along existing alignment, addressing drainage, constructing a shared use path for pedestrian travel, installing street lighting and landscaping.

Fixed Completion Date: January 3, 2025

H71

6311-071-454, C501

Pittsylvania County

This project will improve mobility, safety, functionality and connectivity primarily along the US Route 58 Corridor, and will reduce travel times for both employees and freight associated with the developing Berry Hill Industrial Park. The Berry Hill Industrial Park, currently under development on 3,528 acres in southwestern Pittsylvania County will be a major regional employment center and this road will help to boost economic development and streamline access to this facility.

The project involves the construction of a connector road from the existing interchange of Oak Ridge Farms Road (Route 1260) and the Danville Expressway (US Route 58) west to tie in with Berry Hill Road (US 311) in Pittsylvania County. The connector road will replace Berry Hill Road as Route 311 along new alignment and a new T- configured intersection will result in the abandonment of a small portion of Berry Hill Road between the southern point of the connector road north to the new intersection.

Fixed Completion Date: June 16, 2025

405

SS4A-964-F23, P401

**Richmond Districtwide
(Amelia, Chesterfield, Goochland, Hanover, Powhatan)**

The purpose of this project is to apply Slurry and Chip Seal to various secondary routes in the Richmond District. The project will include asphalt hot mix patching, surface treatment (chip seal) and slurry, and removal and reinstallation of pavement markings.

Due to the scope of the work (surface seal) the inclusion of dedicated pedestrian or bicycle facilities is not applicable. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: October 20, 2023

H65

7667-043-921, B601, C501

Henrico County

This project will rehabilitate the bridge on Skipwith Road over I-64 in Henrico County, Virginia, and remove the bridge from the structurally deficient list. The project provides superstructure replacement. Roadway improvement are limited to minor modifications to the approach roadways and tying in the guardrail immediately adjacent to the bridge to meet the new standards.

The project is eligible for federal funding. A proposed paved shoulder provides bicycle and pedestrian accommodations. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way, and no utilities were impacted. A temporary signal will one lane of traffic during construction.

Fixed Completion Date: May 1, 2025

DESIGN BUILD PROJECT AWARD

Project Name: I-64 Hampton Roads Express Lanes (HREL) Segment 1A
Project #: 0064-122-470, P101, R201, C501
UPC: 117840 (PE), 119637 (PE, RW and CN), 121630 (CN), 121631 (CN)
and 120944 (CN)
Contract #: C00117840DB112
Location: City of Norfolk, Hampton Roads District

This project is located in the City of Norfolk. The scope includes repurposing EB and WB I-64 from 0.150 miles East of Patrol Road to 0.673 miles East of Tidewater Drive (total of 2.1 miles). The three existing EB and WB general purpose lanes and shoulders will be converted into one high occupancy express managed part time shoulder lane, and three general purpose (GP) lanes. This will provide an express lane option for both directions of I-64 in the reversible toll lane section. The eastern end of the project will connect to three general purpose lanes. The western end of the project will connect to a typical section with two high occupancy express lanes and two general purpose lanes. The proposed improvements include rehabilitation of the existing shoulders and bridge widening and rehabilitation in each direction.

The Project was procured using a two-phase best-value design-build selection process.

Funding Sources:

117840 - HRTAC funds
119637 - HRTAC funds
121360 - Transportation Initiatives Funding
121361 - Transportation Initiatives Funding
120944 - Highway Maintenance Funds

Final Completion Date: January 9, 2026

Offerors:

<u>Name</u>	<u>Price</u>	<u>Combined Score</u>
Allan Myers VA	\$ 163,377,777.00	84.83
Archer Western	\$ 156,470,385.25	84.49
Wagman- Fay SE JV	\$ 173,751,783.00	83.23

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
504	120978	LOCATION: VARIOUS	ALLAN MYERS VA, INC.	2	\$5,042,777.00	\$5,002,146.10	Within
	PM5P-091-774,P401		GLEN ALLEN				
	PM05(521)	SUSSEX	VA				
	Maintenance Funds	HAMPTON ROADS DISTRICT					
		2023 PLANT MIX - INTERSTATE					
H85	118394	FROM: 0.033 MILE SOUTH OF POWELLS CREEK	MARTINS CONSTRUCTION CORP.	3	\$6,335,918.50	\$5,414,292.82	Within
	0095-076-322, B686, B687	TO: 0.064 MILE NORTH OF POWELLS CREEK	FALLS CHURCH				
	NHPP-BR09(316)	PRINCE WILLIAM	VA				
	Maintenance Funds	NORTHERN VIRGINIA DISTRICT					
		BRIDGE REPAIRS OVER POWELLS CREEK					

2 Recommended for AWARD \$11,378,695.50

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
H66	111291	FROM: 0.71 MI. S. RTE 250	CATON CONSTRUCTION GROUP, INC.	6	\$5,342,222.25	\$5,396,526.75	Within
	0157-043-392, B647, C501	TO: 0.80 MI. S. RTE. 250	CHARLOTTESVILLE				
	NHPP-5A27 (889)	HENRICO	VA				
	Construction/Maintenance Funds	RICHMOND DISTRICT					
		SGR - BRIDGE REHABILITATION					
H78	111306	FROM: 0.247 MI. SOUTH OF RTE.748	PEARSON CONSTRUCTION, INC.	3	\$5,182,566.00	\$4,742,428.94	Exceeds
	6131-165-659	TO: 0.216 MI. NORTH OF RTE.748	DILLWYN				
	STP-5165(004)	APPOMATTOX	VA				
	Construction Funds	LYNCHBURG DISTRICT					
		SMART SCALE - ROAD RECONSTRUCTION					

2 Recommended for AWARD \$10,524,788.25

AWARD

RURAL

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
H71	115493	FROM: 0.226 MILES WEST OF RTE. 311	BRANCH CIVIL, INC.	4	\$17,485,000.00	\$20,874,275.71	Within
	6311-071-454, C501	TO: 2.145 MILES EAST OF RTE. 311	ROANOKE				
	6311-071-454, C501	PITTSYLVANIA	VA				
	Construction Funds	LYNCHBURG DISTRICT					
		CONSTRUCT CONNECTOR ROAD					

1 Recommended for AWARD \$17,485,000.00

AWARD

SECONDARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
405	122079, 122118	LOCATION: VARIOUS	SLURRY PAVERS, INC.	2	\$5,023,731.53	\$5,040,830.05	Within
	SS4A-964-F23, P401		RICHMOND				
	PM04-516	VAROUS	VA				
	Maintenance Funds	RICHMOND DISTRICT					
		2023 SLURRY SEAL - SECONDARY					
H65	111290	FROM: 0.10 MI. N. ANOKA RD.	ORDERS CONSTRUCTION COMPANY, INC.	5	\$6,643,004.70	\$6,439,876.55	Within
	7667-043-921, B601, C501	TO: 0.20 MI. N. ANOKA RD.	ST. ALBANS				
	NHPP-5A27 (888)	HENRICO	WV				
	Construction/Maintenance Funds	RICHMOND DISTRICT					
		SGR - BRIDGE REHABILITATION					

2 Recommended for AWARD \$11,666,736.23

BID RESULTS FOR THE CTB

December 6, 2022

DESIGN-BUILD PROJECT

UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	Estimated Construction Cost	EE Estimate Range
UPC 117840 (PE), 119637 (PE, RW and CN), 121630 (CN), 121631 (CN) and 120944 (CN)	I-64 Hampton Roads Express Lanes (HREL) Segment 1A City of Norfolk, Hampton Roads District	AWARD	Allan Myers VA, Inc. (Glen Allen, VA)	3	\$163,377,777	\$123,194,910	Bid Higher than EE Range
0064-114-374 Contract #C00117840DB112	Design, ROW, Construction & QA/QC This project is located in the City of Norfolk. The scope includes repurposing EB and WB I-64 from 0.150 miles East of Patrol Road to 0.673 miles East of Tidewater Drive (total of 2.1 miles). The three existing EB and WB general purpose lanes and shoulders will be converted into one high occupancy express managed part time shoulder lane, and three general purpose (GP) lanes. This will provide an express lane option for both directions of I-64 in the reversible toll lane section. The eastern end of the project will connect to three general purpose lanes. The western end of the project will connect to a typical section with two high occupancy express lanes and two general purpose lanes. The proposed improvements include rehabilitation of the existing shoulders and bridge widening and rehabilitation in each direction.						

Recommended for Award: \$163,377,777