



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

AGENDA

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219

January 15, 2020

9:00 a.m. or upon adjournment of the January 14, 2020 Workshop Meeting if the Workshop Meeting carries over to January 15, 2020.

Public Comments:

Approval of Minutes December 11, 2019

OFFICE OF LAND USE:

Presenting: Robert Hofrichter
Director

1. Action on Discontinuance – Secondary System of State Highways
Route 681 in Russell County Located in the Bristol District.
2. Action on Abandonment – Primary System of State Highways
Route 58 in Washington County Located in the Bristol District.

RIGHT OF WAY AND UTILITIES DIVISION:

Presenting: Lori Snider
Division Administrator

3. Action on Locality Land Conveyance Aberdeen Road (Formerly Newport News Connector)
and Pine Avenue, City of Hampton Located in the Hampton Roads District.

FREDERICKSBURG DISTRICT:

Presenting: Lori Snider

4. Authorization for the Commissioner of Highways to Enter into a Special Use Permit Between the Virginia Department of Transportation and the National Park Service Regarding Temporary Construction Rights on Fredericksburg and Spotsylvania National Military Park Property.

MAINTENANCE DIVISION:

Presenting: Branco Vlacich
Division Administrator

5. Action on Commemorative naming of Route 633, Providence Road, for its entire 1.42 mile length in Middlesex County as the “Raymond W. Burrell, Sr. Memorial Highway”, as requested by Middlesex County in the Fredericksburg District.
6. Action on Commemorative naming of the bridge on U.S. Route 360, Richmond-Tappahannock Highway, over the Mattaponi River, King and Queen County as the “Robert H. Morecock Memorial Bridge” in the Fredericksburg District.
7. Action on Commemorative naming of the bridge on State Route 72, Laurel Avenue, over Tom’s Creek, Wise County as the “Rodney Douglas Pickett Memorial Bridge” in the Bristol District.
8. Action on Authorization for the Commissioner of Highways to Enter into a Second Supplement of the Ownership Agreement between the Virginia Department of Transportation and the Maryland State Highway Administration Relating to the Woodrow Wilson Memorial Bridge Located in the Northern Virginia District.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

9. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2020-2025.
10. Action on FY20-25 Six-Year Improvement Program Transfers For November 16, 2019 through December 13, 2019.
11. Action on SMART SCALE Project Cancellation, Arcola Boulevard (Route 50 to Loudoun County Parkway) UPC 111481, Located in the Northern Virginia District.

LOCATION AND DESIGN DIVISION:

Presenting: Susan Keen
Division Administrator

12. Action on Location Approval for Route 632 (Fairground Road) in Goochland County, between U. S. Route 522 and VA Route 6, Located in the Richmond District.

13. Action on Location Approval for the Route 643 (Rio Mills Road) Berkmar Drive Connector in Albemarle County Located in the Culpeper District.

LOCAL ASSISTANCE DIVISION:

Presenting: Russ Dudley
Division Administrator

14. Action on Economic Development Access to Prince Edward County Business Park Project ECON-073, Prince Edward County Located in the Lynchburg District.
15. Action on Revenue Sharing De-allocation of Project Funds (Statewide).
16. Action on Revenue Sharing Reallocation, John Wayland Highway, County of Rockingham in the Staunton District.

TOLLING DIVISION:

Presenting: Laura Farmer
Chief Financial Officer

17. Action on Advance Toll Facilities Revolving Funds to Support Construction and Tolling Integration on Interstate 64 from the I-664/I-264 Interchange to Interstate 264 Located in the Hampton Roads District.

TRANSPORTATION AND MOBILITY PLANNING DIVISION:

Presenting: Nick Donohue
Deputy Secretary of Transportation

18. Action on Approval of the I-95 Interim Corridor Plan.

OFFICE INTERMODAL PLANNING AND INVESTMENT:

Presenting: Nick Donohue
Deputy Secretary of Transportation

19. Action to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs.

ENVIRONMENTAL DIVISION:

Presenting: Angel Deem
Division Administrator

20. Action on Location Approval for the Martinsville Southern Connector Study.

SCHEDULING AND CONTRACT:

Presenting: Harold Caples
Assistant State Construction Engineer

21. Bids.

NEW BUSINESS:

ADJOURNMENT:

###



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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 15, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Discontinuance – Secondary System of State Highways Route 681 in Russell County

WHEREAS, Route 681, located in Russell County, measuring approximately 0.10 of a mile, no longer provides a public convenience that warrants maintenance at public expense; and

WHEREAS, the Russell County Board of Supervisors has approved a resolution, attached hereto as Exhibit A, requesting the discontinuance of a portion of the original roadway, described as Route 681 and measuring approximately 0.10 mi., as seen in the map attached hereto as Exhibit B; and

WHEREAS, pursuant to § 33.2-908 of the *Code of Virginia*, notice of the proposed discontinuance was published in the Lebanon News on October 9, 2019; and

WHEREAS, pursuant to § 33.2-908 of the *Code of Virginia*, a section of the highway may be discontinued from the secondary state highway system by the Commonwealth Transportation Board if the highway is deemed to be not required for public convenience; and

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board approves the discontinuance of the roadway segment identified below as part of the secondary system of state highways, pursuant to §33.2-908, *Code of Virginia*, 1950, as the roadway is no longer necessary for the uses of the secondary state highway system and is no longer providing sufficient public convenience to warrant maintenance at public expense.

Resolution of the Commonwealth Transportation Board
Discontinuance – Secondary System of State Highways – Route 681 in Russell County
January 15, 2020
Page Two

Secondary System of State Highways

Discontinuance

Bristol District

Russell County

- Route 681

0.10 Mi.

Total Mileage Discontinued from the Secondary System:

0.10 Mi.

####

CTB Decision Brief

Discontinuance of Existing Route 681 Located in Russell County

Issue: Russell County Board of Supervisors has requested the Virginia Department of Transportation (VDOT) discontinue Route 681 in Russell County, which is 0.10 of a mile in length. Pursuant to §33.2-908 of the *Code of Virginia*, said discontinuance must be approved by the Commonwealth Transportation Board (Board).

Facts: The Russell County Board of Supervisors has requested the discontinuance of Route 681, from Route 608 (Straight Hollow Road) to Dead End.

The Russell County Board of Supervisors requested, by resolution on December 2, 2019 (Exhibit A, attached), the discontinuance of Route 681 (road noted in “Yellow” on Exhibit B, attached).

Upon review of the area, VDOT staff determined Route 681 should be discontinued as a part of the Secondary System of State Highways, pursuant to § 33.2-908 of the *Code of Virginia*, as it no longer provides a public convenience that warrants maintenance at public expense.

In accordance with §33.2-908, notice of the discontinuance was published in The Lebanon News newspaper on October 9, 2019. Three property owners with land abutting the section of roadway considered for discontinuance received notice via certified mail.

Recommendation: VDOT recommends the Board approve the discontinuance of Route 681 referenced above.

Action Required by CTB: The *Code of Virginia* requires a majority of the Board’s members to approve the change proposed in this brief. A resolution describing the proposed road to be discontinued is provided for the Board’s consideration.

Result if Approved: If approved, VDOT will suspend all its maintenance activity on the roadway segment.

Options: Approve, Deny or Defer

Public Comments/Reaction: There were no public comments made at the Russell County Board of Supervisors meeting regarding this proposed discontinuance.

Exhibit A

Board of Supervisors' Resolution

Russell County Virginia
"The Heart of Southwest Virginia"

Harry Ferguson
At-Large

Tim Lovelace
District 1

Lou Ann Wallace
District 2

Rebecca Dye, Chairperson
District 6

Steve Breeding, Vice-Chairman
District 5

Carl Rhea
District 3

David Eaton
District 4

Lonzo Lester
County Administrator

The Board of Supervisors of Russell County, in regular meeting on the 2nd day of December 2019, adopted the following:

RESOLUTION SUPPORTING DISCONTINUANCE OF STATE ROUTE 681

WHEREAS, Secondary Route 681 extends from Route 608 to 0.10 mile NW of Route 608, appears to no longer serve public convenience warranting its maintenance at public expense and should be discontinued as a part of the Secondary System of State Highways, and;

NOW, THEREFORE, BE IT RESOLVED, The Russell County Board of Supervisors concurs with and supports the action of the Virginia Department of Transportation to discontinue aforesaid portion(s) of Route 681 as a part of the Secondary System of State Highways, pursuant to §33.2-908.B, Code of Virginia, as amended.

BE IT FURTHER RESOLVED, that a certified copy of this resolution be forwarded to the Resident Engineer for the Virginia Department of Transportation.

Recorded Vote

Moved By: Lou Ann Wallace

Seconded By: Steve Breeding

Yeas: 7

Nays: 0

A Copy Teste:

LONZO LESTER

Lonzo Lester, County Administrator
County of Russell Virginia

Exhibit B Sketch of Proposed Road to be Discontinued



**BRISTOL DISTRICT
LEBANON RESIDENCY**

**RUSSELL COUNTY (083)
ROUTE 681 DISCONTINUANCE
Section 33.2-908.B Discontinuance**

Exhibit C Public Notice of Discontinuance

Legal Notice

Public Notice
Application for Bond
Reduction
Under Chapter 19,
Title 45.1
Code of Virginia'

PUBLICATION
NUMBER: 16RBA14

APPLICATION
NUMBER: 1010728

Paramont Contura, LLC is applying for Phase I bond reduction on increments 1, 2, 3, 4, 5 & 6 for Permit No. 1102181 located in Dickerson County 4.0 miles northeast of Transit on Fryhogan Creek. This permit consists of 417.66 acres bonded under Cost Estimate. As provided by 4VAC25-130-800.40 of the Virginia Coal Surface Mining Reclamation Regulations, the Applicant is requesting that the current total bond amount of \$1,254,000 in the form of Virginia Coal Surface Mining Reclamation Fund (Pool Bond) posted for this permit be reduced by \$598,100. This bond reduction request is based on the following Phase I reclamation: The increments have been reclaimed and seeded as per the approved plans as of February 2019. The permit has been well vegetated as per the plans. The post mining land use of

unmanaged forest is approved for 387.04 acres, 29.99 acres for Industrial Gas Well(s)/Pipeline(s) and 0.03 acres for Fish and Wildlife Habitat.

Any person with a valid legal interest which might be adversely affected by this proposal, or an officer or head of any federal, state or local government agency or authority, may within 30 days of (October 9, 2019) submit written comments or objections concerning this bond reduction, and may also request, in writing, that the Division of Mined Land Reclamation hold an informal Conference concerning this application. A copy of the application materials is available electronically at <https://dmrma.virginia.gov/DmLRPermits>

All correspondence concerning this application should be submitted to the Division of Mined Land Reclamation (Attention: Permit Section), P. O. Drawer 900, Big Stone Gap, Virginia 24219. Telephone (276) 523-8180. Written comments and a request for informal conference may be e-mailed to the Division at DmLRPublicNotice@dmrma.virginia.gov. 9-18-41

Notice of Intent And Public Meeting

**R. White
Piano
Tuning**



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NOTICE OF PROPOSED ROAD DISCONTINUANCE ROUTE 681

Pursuant to §33.2-908.8 of the Code of Virginia, the Virginia Department of Transportation will consider discontinuance of Route 681 (unnamed route) from Route 608 (Straight Hollow Rd) to Dead End, a distance of 0.10 mile. Anyone wishing a public hearing be held by VDOT prior to its consideration of this proposed discontinuance should contact the VDOT Lebanon Residency on or before 9 November 2019 to request a public hearing.

Virginia Department of Transportation
Lebanon Residency
1087 Fincastle Rd.
Lebanon, VA 24266
(276) 869-7801

10-19-11

Legal Notice

VIRGINIA:
IN THE CIRCUIT COURT
OF RUSSELL COUNTY

JULIE MAE
PEARL OSBORNE
ROBERTS

PLAINTIFF

VS.

Case No.:
CL-19-749

ANTHONY
RONALD
ROBERTS

DEFENDANT

ORDER OF PUBLICATION

The object of this suit is to obtain a divorce from the bond of matrimony from the defendant on the grounds of living separate and apart in excess of one year. It appearing from an affidavit that due diligence has been used by or on behalf of Plaintiff to ascertain the whereabouts of defendant, Anthony Ronald Roberts, without effect.

WHEREFORE, it is ORDERED that the Clerk of this Court submit a true copy of this Order of Publication to The Lebanon News, a newspaper of general circulation, for the Defendant to appear before this Court on or before the 25th day of November, 2019, and do what is necessary to protect his interest herein.

ENTERED this 30th day of September, 2019.
Michael L. Moore
JUDGE

MICHAEL L.

Legal Notice

VIRGINIA: IN THE
CIRCUIT COURT
OF THE COUNTY
OF RUSSELL

COUNTY OF
RUSSELL,
VIRGINIA,
a Plaintiff,
Subdivision of
the Commonwealth
of Virginia,

Complainant,

NELLIE KATE DYE,
Respondent(s).

Case No. CL-19-822

ORDER OF PUBLICATION

The object of this suit is to enforce the lien of the Complainant, County of Russell, Virginia, for delinquent real estate taxes against certain real property located in the County of Russell, Virginia, described as follows: Tax Map No. 33L-2830A Account No. 14186 TRACT NO 2: Parcel (1) All the tract or parcel of land mentioned and described in the deed of conveyance from Richard Hess and wife, bearing date on the 23rd day of October, 1942, and of record in the clerk's office of Russell County, Virginia, in Deed Book 105, page 491.

Parcel (2) All the tract or parcel of land mentioned and described in the deed of conveyance from S. F. Baldwin and others bearing date on the 15th day of September, 1941, and of record in the clerk's office of Russell County,

set out in full herein.

TRACT NO. 3: All that certain lot or parcel of land situated about one-half mile north of Dry Post office, on the east side of Lewis Creek and between Lewis Creek and the public road, up same, in the New Garden Magisterial District of Russell County, Virginia, and more particularly described as follows: Beginning at a stake in the public road up Lewis Creek, said stake being N. 6-30 W. 120 feet from a white oak in the east side of the public road, and a corner to the lands of the Buckhorn Coal Company and the Hensler Lumber Company; thence up said road N. 22-30 E. 136.6 feet to a stake in the road; N. 32-27 W. 80.9 feet to a stake in the said road; thence leaving said public road, N. 82-30 W. 123.3 feet to a stake about 15 feet east of Lewis Creek; S. 7-30 W. 216.2 feet to a stake about 15 feet east of Lewis Creek and opposite a concrete pipe culvert under N. & W. Railroad; thence N. 88-30 E. 141.4 feet to the point of BEGINNING, containing 0.72 acres.

LESS AND EXCEPT for the miner rights conveyed out by Deed of Gift dated April 25, 2012 to Bobby Lee Ruzsniak, Donna Jean Whitl, Harold David Dye and Deborah Cook Cardock, which was recorded mon April 25, 2012 among the land records of the Clerk's Office of the Circuit Court

Page 745, Deed Book 661 at Page 974, Deed Book 585 at Page 328, Deed Book 585 at Page 448, Deed Book 585 at Page 452, Deed Book 629 at Page 883, Deed Book 733 at Page 560, Deed Book 745 at Page 300 and Deed Book 747 at Page 265.

IT APPEARING that an Affidavit has been made and filed stating that due diligence has been used, without effect, to ascertain the identity and location of certain parties to be served, that the last known addresses for the Respondents herein are as follows: Nellie Kate Dye, whose last known address is 51 Rabbit Hollow Road, Swords Creek, Virginia 24849; and that any officers, heirs, devisees, and successors in title of the Respondent named herein are made parties Respondent to this action individually and/or by the general description of Parties Unknown. It is hereby

ORDERED that the parties herein and all Parties Unknown and/or whose location cannot be ascertained appear on or before November 4, 2019 in the Clerk's Office of the County of Russell, Virginia, and do what may be necessary to protect their interests in this cause.

Entered on the 22 day of September, 2019.

Kathy Huff
D. Clerk



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson
2940

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 15, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Abandonment – Primary System of State Highways

WHEREAS, upon reconstruction of Route 58 in Washington County in the 1960's, the State Highway Commission, predecessor to the Commonwealth Transportation Board, relocated a segment of an existing primary system roadway to a new alignment, causing the segment identified to no longer provide a public convenience that warrants maintenance at public expense; and

WHEREAS, the State Highway Commission passed a resolution on July 8, 1963, discontinuing a portion of old Route 58, including the identified segment; and

WHEREAS, the Washington County Board of Supervisors wishes to have this previously discontinued segment of old Route 58 abandoned; and

WHEREAS, the Washington County Board of Supervisors has approved a resolution, attached hereto as Exhibit A, requesting the abandonment of a certain 0.28 mile segment of old Route 58, as seen in the map attached hereto as Exhibit B, which is the same segment discontinued in 1963; and

WHEREAS, the Virginia Department of Transportation (VDOT) posted notice of the intent to abandon such segment, attached hereto as Exhibit C, and such posting was done in accordance with § 33.2-902, and VDOT received no requests for public hearing on the matter; and

WHEREAS, the primary roadway that is no longer providing sufficient public convenience to warrant maintenance at public expense may be abandoned by the Board, pursuant to § 33.2-902, *Code of Virginia* 1950, as amended

Primary System of State Highways

NOW THEREFORE, BE IT RESOLVED, that the roadway segment identified below, by Construction District, is hereby ordered abandoned as part of primary system of state highways, pursuant to § 33.2-902, *Code of Virginia*, 1950, as amended.

Abandonment

Bristol District

Washington County

Project: 0058-095-101, C501

- Route 58 – Segment A – B 0.28 Mi.

Total Mileage Abandoned from the Primary System: 0.28 Mi.

####

CTB Decision Brief

Abandonment of a Previously Discontinued Portion of old Route 58 Located in Washington County

Issue: The Washington County Board of Supervisors has requested the Virginia Department of Transportation (VDOT) abandon a 0.28 mile segment of a previously discontinued portion of old Route 58 in Washington County.

Facts: The State Highway Commission, predecessor to the Commonwealth Transportation Board, passed a resolution on July 8, 1963, discontinuing a portion of old Route 58, upon the reconstruction of Route 58 nearby. The 0.28 mile segment currently being requested for abandonment is the same portion of roadway, which was discontinued in 1963.

The Washington County Board of Supervisors requested, by resolution on November 12, 2019 (Exhibit A, attached), the abandonment of the 0.28 mile segment of old Route 58 (segment identified as “A – B” noted in “Blue” on Exhibit B, attached).

Upon review of the area, VDOT staff determined the 0.28 mile segment of old Route 58 should be abandoned as a part of the Primary System of State Highways, pursuant to § 33.2-902 of the *Code of Virginia*, since no public necessity exists for the continuance of the segment as a public road.

Pursuant to and in accordance with § 33.2-902 of the *Code of Virginia*, VDOT published a “Notice of Intent to Abandon” in the *Bristol Herald Courier* publication (Exhibit C, attached). No requests for public hearing were submitted during the requisite 30-day time frame.

Recommendations: VDOT recommends the Board approve the abandonment of the 0.28 mile segment of old Route 58 referenced above.

Action Required by CTB: The *Code of Virginia* requires a majority of the Board’s members to approve the change proposed in this brief. A resolution describing the proposed segment to be abandoned is provided for the Board’s consideration.

Result if Approved: If approved, VDOT will suspend all its maintenance activity on the roadway segment.

Options: Approve, Deny or Defer

Public Comments/Reactions: A public hearing was not requested during the requisite time frame.

Exhibit A
Board of Supervisors' Resolution




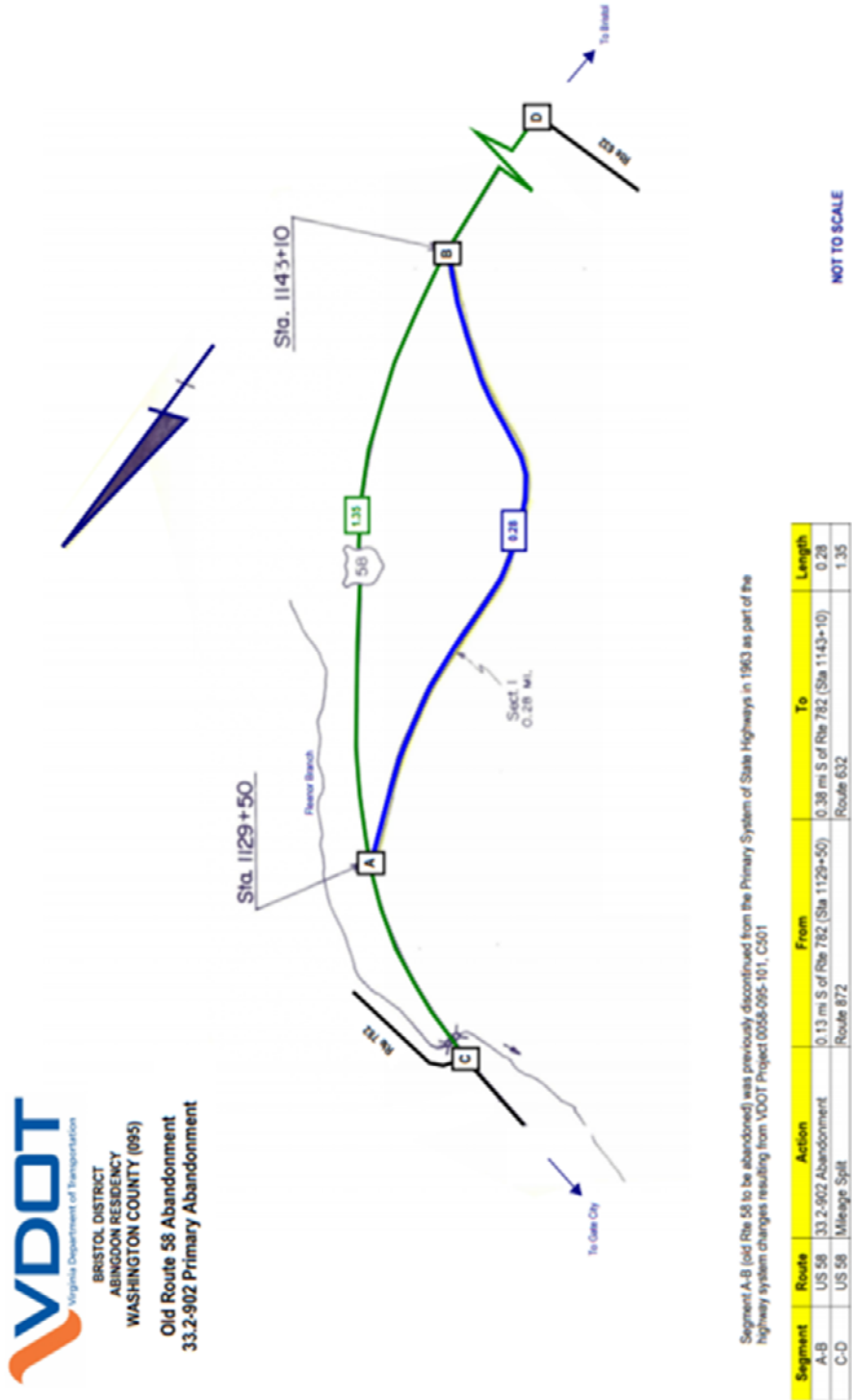
 <p>BOARD OF SUPERVISORS SARA A. HERNANDEZ 2-11 "Yield" Election District ALLISON B. MAYS 1-13 "Cane" Election District PHILLIP B. McCALL 3-11 "Hickory" Election District RANDY L. PENNINGTON 2-12 "Ashwood" Election District EDDIE COPENHAVER 2-11 "Hickory" Election District MIKE RUSH 2-12 "Ashwood" Election District DWAYNE BALL 3-12 "Hickory" Election District</p>	<p>COUNTY OF WASHINGTON, VIRGINIA</p> <p>RESOLUTION 2019-31</p> <p>SUPPORT FOR NON-PROJECT RELATED CHANGES IN THE PRIMARY SYSTEM OF STATE HIGHWAYS</p>	 <p>COUNTY ADMINISTRATION JASON M. BERRY County Administrator LUCY E. PHILLIPS County Attorney</p> <p>GOVERNMENT CENTER BUILDING 1 GOVERNMENT CENTER PLACE SUITE A ARLINGTON, VIRGINIA 22209 703-515-4388 TELEPHONE 703-515-4389 TELEFAX/MAIL WWW.WASHCOUNTYVA.COM</p>
<p>WHEREAS, THE VIRGINIA DEPARTMENT OF TRANSPORTATION HAS NOTIFIED THE WASHINGTON COUNTY BOARD OF SUPERVISORS OF ITS INTENT TO ABANDON A PREVIOUSLY DISCONTINUED SECTION OF OLD ROUTE 58, AND</p>		
<p>WHEREAS, SAID SECTION OF OLD ROUTE 58 WAS DISCONTINUED BY THE COMMONWEALTH TRANSPORTATION BOARD IN 1963 AS PART OF THE HIGHWAY SYSTEM CHANGES RESULTING FROM THE CONSTRUCTION OF VDOT PROJECT 0058-095-101, C501; AND</p>		
<p>WHEREAS, THE SKETCH, ATTACHED AND INCORPORATED HEREIN AS A PART OF THIS RESOLUTION, DEFINES THE ADJUSTMENT REQUIRED IN THE PRIMARY SYSTEM OF STATE HIGHWAYS AS A RESULT OF THE ABANDONMENT OF SAID PREVIOUSLY DISCONTINUED SECTION OF OLD ROUTE 58, AND</p>		
<p>NOW, THEREFORE, BE IT RESOLVED, THIS BOARD HEREBY CONCURS WITH AND SUPPORTS THE COMMONWEALTH TRANSPORTATION BOARD'S CHANGES TO THE PRIMARY SYSTEM OF STATE HIGHWAYS AS IDENTIFIED ON THE ATTACHED SKETCH, PURSUANT TO §33.2-902 OF THE CODE OF VIRGINIA, AND</p>		
<p>BE IT FINALLY RESOLVED, THIS BOARD ORDERS THAT A CERTIFIED COPY OF THIS RESOLUTION BE FORWARDED TO THE RESIDENT ENGINEER FOR THE VIRGINIA DEPARTMENT OF TRANSPORTATION.</p>		
<p>DONE THIS THE 12TH DAY OF NOVEMBER 2019.</p>		
<p>THE FOREGOING RESOLUTION WAS DULY ADOPTED BY THE FOLLOWING VOTE:</p>		
<p>MR. McCALL: ABSENT MR. PENNINGTON: AYE MS. MAYS: ABSENT MR. COPENHAVER: AYE MR. RUSH: AYE MR. HERNANDEZ: AYE MR. BALL: AYE</p>	 <p>JASON M. BERRY COUNTY ADMINISTRATOR</p>	

Exhibit B

Sketch of Proposed Segment to be Abandoned




Segment A-B (old Rte 58 to be abandoned) was previously discontinued from the Primary System of State Highways in 1963 as part of the highway system changes resulting from VDOT Project 0008-095-101, C501

NOT TO SCALE

VDOT
Virginia Department of Transportation
BRISTOL DISTRICT
ABINGDON RESIDENCY
WASHINGTON COUNTY (895)
Old Route 58 Abandonment
33.2-902 Primary Abandonment

Exhibit C
“Notice of Intent to Abandon”

Published in the *Bristol Herald Courier*
October 10 and 17, 2019



NOTICE OF PROPOSED ROAD ABANDONMENT
OLD ROUTE 58

Pursuant to §31.2-902 of the Code of Virginia, the Virginia Department of Transportation will consider abandonment of a previously discontinued section of old Route 58 from 0.13 mile south of Route 872 (Shaffertown Rd) to 0.38 mile south of Route 872, a distance of 0.25 miles. Anyone wishing a public hearing be held by the Virginia Department of Transportation prior to its consideration of this proposed abandonment should contact the Virginia Department of Transportation Abington Residency on or before November 9, 2019 to request a public hearing.

Virginia Department of Transportation
700 East Main St.
Abington, VA 24230
(773) 676-5582



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 15, 2020

MOTION

Made By: Seconded By: Action:

Title: Locality Land Conveyance,
Aberdeen Road (Formerly Newport News Connector) and Pine Avenue,
City of Hampton

WHEREAS, Section 33.2-907 of the *Code of Virginia* allows the Commonwealth Transportation Board to transfer (convey) to the locality, upon petition of the said locality's governing body, real estate acquired incidental to the construction, reconstruction, alteration, maintenance or repair of the State Highway System, which constitutes a section of public road, and upon such transfer, such section of road shall cease being a part of the State Highway System; and

WHEREAS, the City of Hampton has requested by resolution dated November 13, 2019 the conveyance of the real estate for a portion of Aberdeen Road (Formerly Newport News Connector) and Pine Avenue, which is in the City's street system and was acquired as a part of State Highway Project 0064-114-000, N-1 (Hampton Roads Project), and is depicted on the attached *Hampton Roads Project Newport News Connector Contract N-1* (Exhibit A); and

WHEREAS, the proposed conveyance has been reviewed and approved by the Director of Right of Way and Utilities.

NOW, THEREFORE, BE IT RESOLVED, that in accordance with the provisions of Sections 33.2-907 of the *Code of Virginia*, as amended, conveyance of the real estate requested and shown on Exhibit A is approved as set forth and upon conveyance, the roads shall no longer be a part of the State Highway System.

Resolution of the Board
Proposed Locality Land Conveyance
Aberdeen Road and Pine Avenue
City of Hampton
January 15, 2020
Page Two

BE IT FURTHER RESOLVED, the Commissioner of Highways is hereby authorized to execute, in the name of the Commonwealth, a deed or deeds conveying the real estate subject to such restrictions as may be deemed appropriate and to take such other actions as necessary to implement such conveyance.

CTB Decision Brief
Locality Land Conveyance
Aberdeen Road (Formerly Newport News Connector) and Pine Avenue
State Highway Project 0064-114-000, N-1 (Hampton Roads Project)
City of Hampton

Issue: Section 33.2-907 of the *Code of Virginia* allows the Commonwealth Transportation Board to transfer (convey) to the locality, upon petition of the said locality's governing body, real estate acquired incidental to the construction, reconstruction, alteration, maintenance or repair of the State Highway System, which constitutes a section of public road, and upon such transfer, such section of road shall cease being a part of the State Highway System.

The City of Hampton has petitioned by Resolution dated November 13, 2019, for the transfer and conveyance to the City of the right of way for Aberdeen Road (Formerly Newport News Connector) and Pine Avenue acquired and constructed as a part of State Highway Project 0064-114-000, N-1 (Hampton Roads Project) and the requested conveyance requires approval by the CTB.

Facts: The City of Hampton is maintaining, as part of the City's urban street system, the portion of Aberdeen Road (Formerly Newport News Connector) and Pine Avenue that is set forth in the attached *Hampton Roads Project Newport News Connector Contract N-1* (Exhibit A) and is the subject of the requested transfer/conveyance.

This proposed conveyance has been reviewed and approved by the Director of Right of Way and Utilities.

Recommendations: VDOT recommends that the land be conveyed to the City of Hampton for public street purposes and continued inclusion and maintenance of this portion of Aberdeen Road (Formerly Newport News Connector) and Pine Avenue by the City as part of the City's urban street system.

Action Required by CTB: The *Code of Virginia* requires a majority vote of the Commonwealth Transportation Board (CTB) approving the conveyance and authorizing the Commissioner of Highways to execute the deed. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: If said resolution is approved, the Commissioner of Highways will be authorized to execute a deed to convey the property.

Options: Approve, Deny, or Defer

Public Comments/Reactions: None



City of Hampton

22 Lincoln Street
Hampton, VA 23669
www.hampton.gov

Official Record

Resolution: 19-0327

File Number: 19-0327

Resolution Authorizing a Petition to the Commonwealth Transportation Board to Transfer Certain Real Property Acquired for the Construction of a Portion of Aberdeen Road and Pine Avenue to the City of Hampton Pursuant to Virginia Code §§ 33.2-1001 and 33.2-907

WHEREAS, in the normal course of right-of-way acquisition for road construction administered by the Virginia Department of Transportation ("VDOT"), the Commonwealth of Virginia (the "Commonwealth") transfers real property of right-of-way projects to the localities upon completion of the projects;

WHEREAS, the Commonwealth acquired parcels of real estate for the construction, reconstruction, alteration, maintenance, or repair of a portion of Aberdeen Road (aka Newport News Connector) and Pine Avenue between W. Pembroke Avenue and the Newport News city line as shown on VDOT plans entitled "Hampton Roads Project Newport News Connector, Contract N-1" (the "Project") located in the City of Hampton, Virginia (the "City");

WHEREAS, particulars of the Project include:

Commonwealth Project No.: 0064-114-000, N-1
Years Acquired: 1957-1958
Number of Parcels Acquired: 5
Net Length: 1500 feet, more or less;

WHEREAS, all aspects of the construction, reconstruction, alteration, maintenance, and/or repair of the Project are complete, and title to the real property encompassed by the Project remains vested in the Commonwealth;

WHEREAS, the Project constitutes a section of public roadway and related residual areas acquired, and the City maintains the right of way included in the Project;

WHEREAS, in or around 2012, staff became aware that title to a number of right-of-way parcels acquired for projects administered by VDOT were not transferred to the City in the normal course, including the Project; and

WHEREAS, the City Council, believing it is in the best interest of the City for title to the right of way acquired in connection with the Project be transferred to the City, petitions the Commonwealth to transfer the real property of the Project to the City pursuant to § 33.2-907 of the Code of Virginia, 1950, as amended.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF HAMPTON, VIRGINIA:

1. That the City Council of Hampton hereby petitions the Commonwealth Transportation Board, pursuant to §§ 33.2-1001 and 33.2-907 of the Code of Virginia, 1950, as amended, to transfer all real estate, property, and interests comprising the right-of-way acquired incidental to the construction, reconstruction, alteration, maintenance, or repair of the Project, to the City of Hampton, and to take such other action as necessary to complete the conveyance of title for the real property of the right of way to the City of Hampton, and upon transfer, such real property shall cease being a part of the State Highway System.

2. That the City Manager, or her authorized designee, is hereby authorized to execute any and all documents to complete the conveyance of title to the right of way of the Project from the Commonwealth to the City, so long as the documents contain such terms, conditions, and modification as may be acceptable to the City Manager and in a form deemed satisfactory the City Attorney.

approved by the Hampton City Council on 11/13/2019.

Aye: 6 Councilmember Weston Brown, Councilmember Brown, Councilmember Curtis, Vice Mayor Gray, Councilmember Hobbs and Councilmember Snead

Signed by: Donnie R. Tuck
Donnie R. Tuck

Date NOV 13 2019

Attested by: Katherine K. Glass
Katherine K. Glass

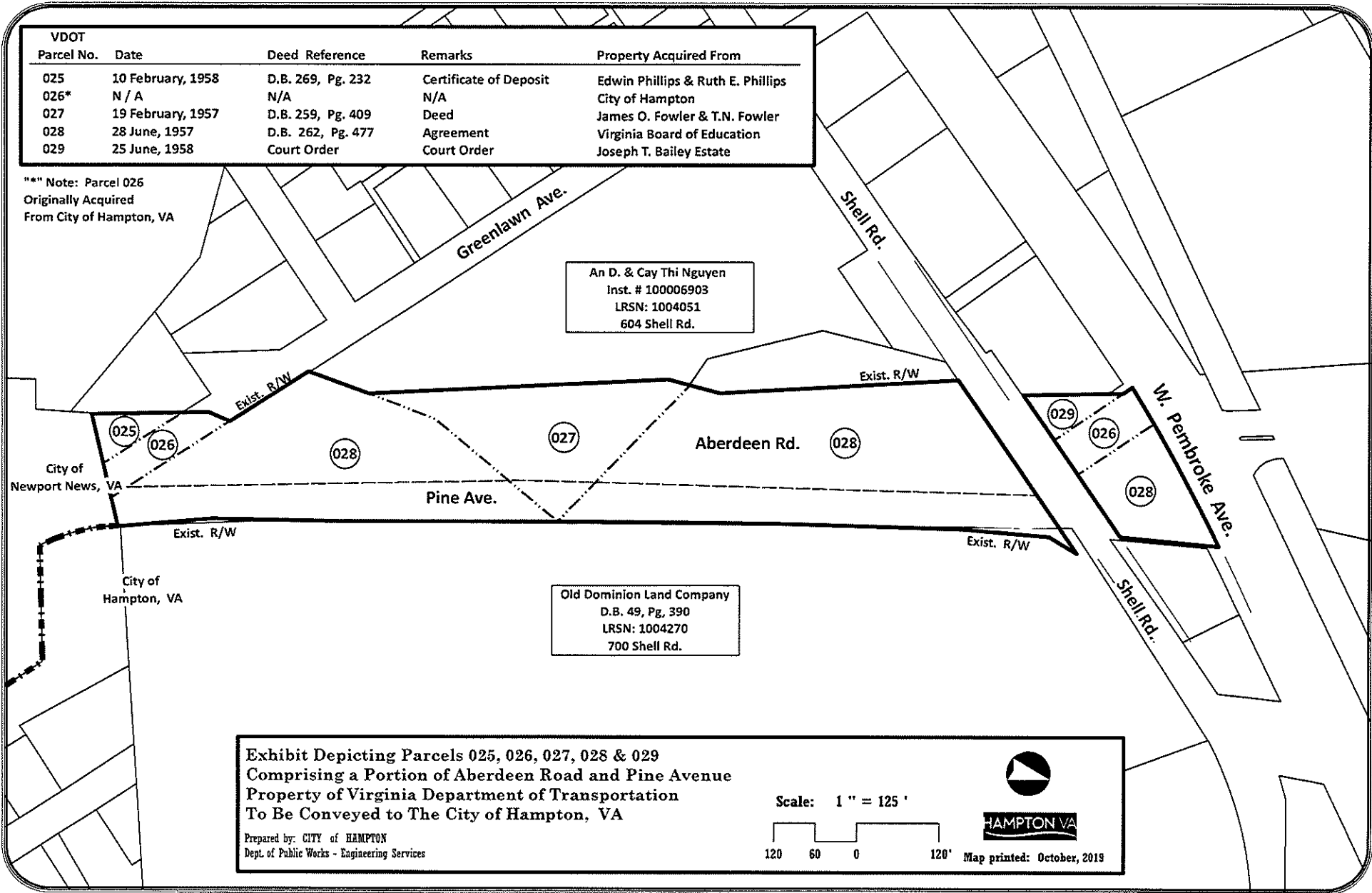
Date NOV 13 2019

VDOT				
Parcel No.	Date	Deed Reference	Remarks	Property Acquired From
025	10 February, 1958	D.B. 269, Pg. 232	Certificate of Deposit	Edwin Phillips & Ruth E. Phillips
026*	N / A	N/A	N/A	City of Hampton
027	19 February, 1957	D.B. 259, Pg. 409	Deed	James O. Fowler & T.N. Fowler
028	28 June, 1957	D.B. 262, Pg. 477	Agreement	Virginia Board of Education
029	25 June, 1958	Court Order	Court Order	Joseph T. Bailey Estate

*** Note: Parcel 026
Originally Acquired
From City of Hampton, VA

An D. & Cay Thi Nguyen
Inst. # 100006903
LRSN: 1004051
604 Shell Rd.

Old Dominion Land Company
D.B. 49, Pg. 390
LRSN: 1004270
700 Shell Rd.



**Exhibit Depicting Parcels 025, 026, 027, 028 & 029
Comprising a Portion of Aberdeen Road and Pine Avenue
Property of Virginia Department of Transportation
To Be Conveyed to The City of Hampton, VA**

Prepared by: CITY of HAMPTON
Dept. of Public Works - Engineering Services

Scale: 1" = 125'

Map printed: October, 2019



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

CONTRACT	SHEET	TOTAL SHEETS
N-1	1A	77

LIMITED ACCESS AS DESIGNATED BY HIGHWAY
COMMISSION AT ITS MEETING ON MAY 16, 1956

CONTRACT N-1

From Victoria Blvd. in Newport News - Highway Approaches, Relocated Pine Ave., Interchange at Aberdeen Rd., Relocated Salters Creek, & Special Design Structures over Shell Rd. Rte. 551 & C. & O. R.R., Aberdeen Rd & West Queen St. - to Approx. 1000 ft. N.E. of West Queen St. in Hampton.

HAMPTON ROADS PROJECT

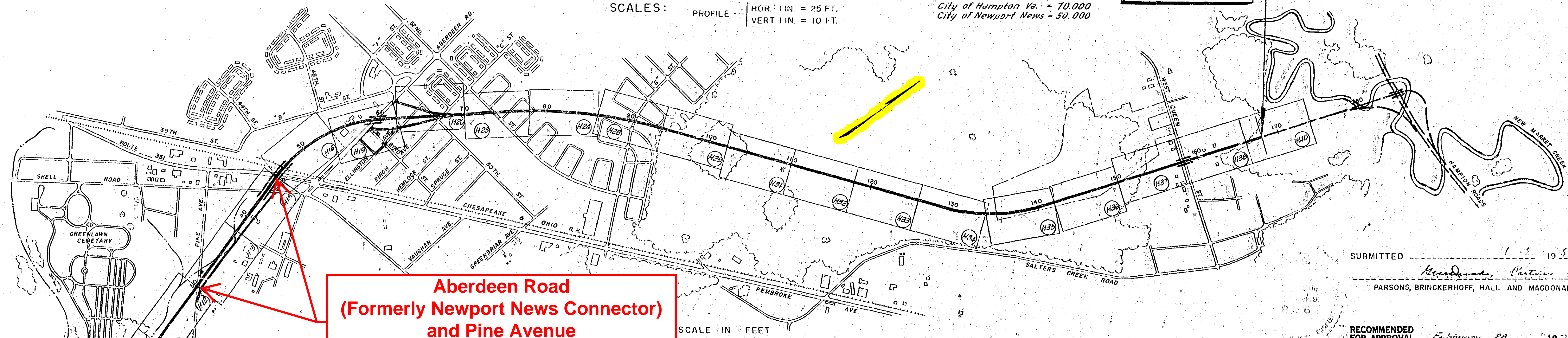
NEWPORT NEWS CONNECTOR

CONTRACT N-1

SCALES: PLAN 1 IN. = 25 FT.
PROFILE HOR. 1 IN. = 25 FT.
VERT. 1 IN. = 10 FT.

Population (1950)
City of Hampton Va. = 70,000
City of Newport News = 50,000

END CONTRACT N-1
STA. 168+00



**Aberdeen Road
(Formerly Newport News Connector)
and Pine Avenue
Approximate Right of Way
Conveyance Limits**

NOTES
OF AN ADDITIONAL SPECIFICATIONS AND PROVISIONS AND SPECIAL OR STD. DESIGNS AS PROVIDED IN THE BIDDING PROPOSAL & CONTRACT.
DESIGN OF SPECIAL DESIGN STRUCTURES HAS BEEN BASED ON DIV. 3 OF THE 6TH EDITION OF THE STD. SPECIFICATIONS FOR HWY. BRIDGES ADOPTED BY A.A.S.H.O. DATED 1953 & THE VIRGINIA DEPT. OF HWYS. ROAD & BRIDGE SPEC'S. DATED APRIL 1, 1954.
ALL COORDINATES SHOWN IN PLANS ARE BASED ON THE VIRGINIA STATE PLANE COORDINATE SYSTEM.



SUBMITTED 1957
W. B. Brinkerhoff
PARSONS, BRINCKERHOFF, HALL AND MACDONALD

RECOMMENDED FOR APPROVAL February 28, 1957
M. R. Brinkley
ASSISTANT CHIEF ENGINEER
DEPARTMENT OF HIGHWAYS

APPROVED July 29, 1957
J. L. Davis
DEPUTY COMMISSIONER & CHIEF ENGINEER
DEPARTMENT OF HIGHWAYS

BEGIN CONTRACT N-1
STA. 9+02

CONVENTIONAL SIGNS

- STATE LINE
- COUNTY LINE
- CITY, TOWN OR VILLAGE
- RIGHT OF WAY LINE
- FENCE LINE
- UNFENCED PROPERTY LINE
- FENCED PROPERTY LINE
- TRAVELED WAY
- GUARD RAIL
- RETAINING WALL
- RAILROADS
- BASE OR SURVEY LINE

- LEVEE OR EMBANKMENT
- BRIDGES
- CULVERTS
- DROP INLET
- TROLLEY POLES
- POWER POLES
- TELEPHONE OR TELEGRAPH POLES
- MARSH
- HEDGE
- WOODS
- GROUND ELEVATION
- GRADE ELEVATION
- POLES WITHIN CONSTRUCTION LIMITS

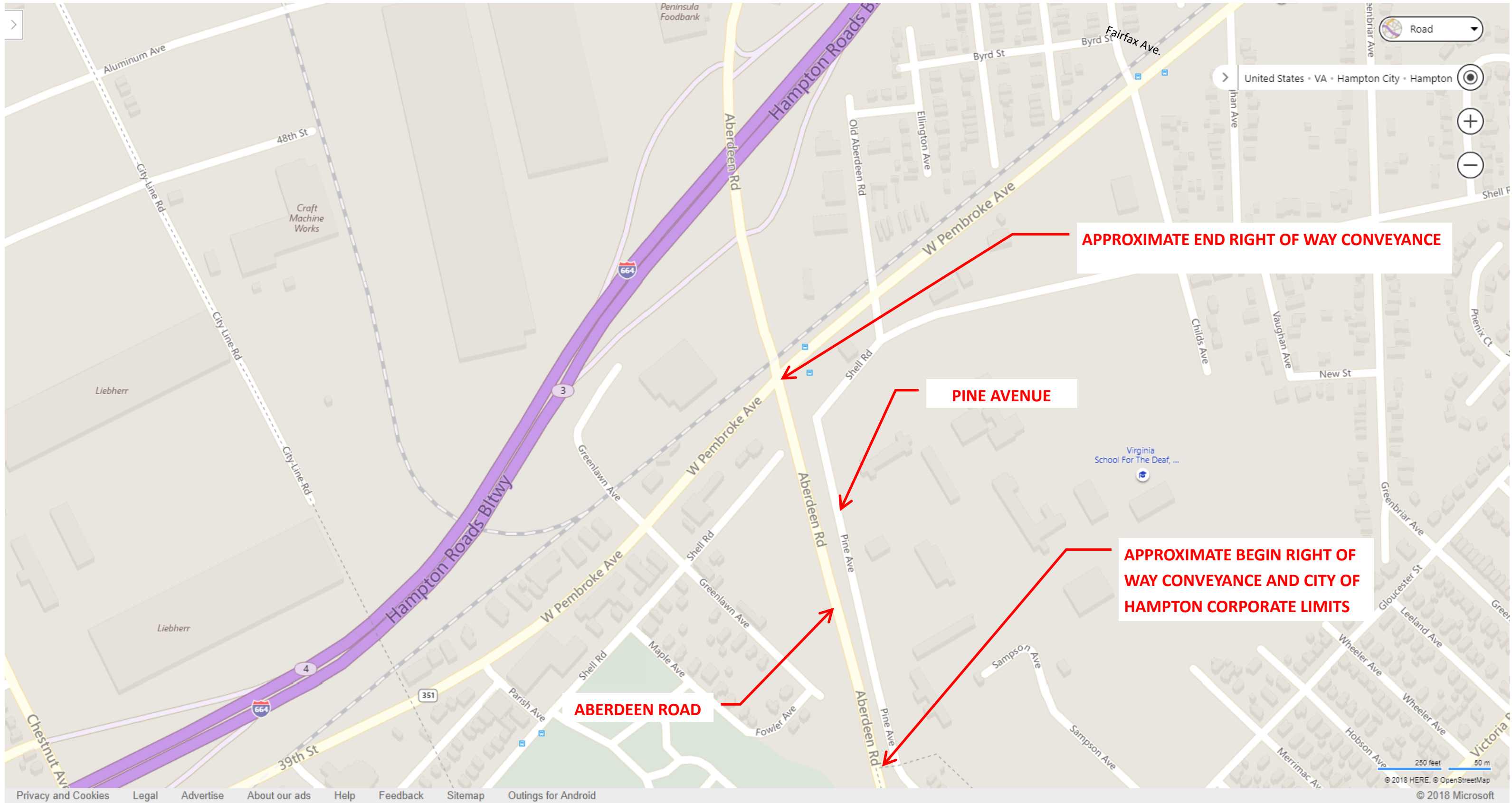
LENGTH BASED ON ROADWAY & BRIDGES

TOTAL ROADWAY LENGTH	15,061.61	Lin. Ft. = 2.853	Miles
TOTAL BRIDGE LENGTH	844.44	Lin. Ft. = 0.160	Miles
TOTAL LENGTH OF PROJECT	15,906.05	Lin. Ft. = 3.013	Miles

A 7503
DRAWING 354
A 7502

A 7 5 0 3 0 0 1

ABERDEEN ROAD AND PINE AVENUE LOCATION MAP
Hampton Roads Project, Newport News Connector, Contract N-1
City of Hampton





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 15, 2020

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Authorization for the Commissioner of Highways to Enter into a Special Use Permit Between the Virginia Department of Transportation and the National Park Service Regarding Temporary Construction Rights on Fredericksburg and Spotsylvania National Military Park Property.

WHEREAS, the Virginia Department of Transportation (“VDOT”) intends to rehabilitate the Chatham Bridge, located along a portion of Route 3, crossing over the Rappahannock River, beginning approximately a tenth mile west of the Fredericksburg City (the “City”) line, and extending approximately a quarter mile east of the City line (the “Project”); and

WHEREAS, the Project requires temporary construction access on Fredericksburg and Spotsylvania National Military Park (the “Park”) property which is owned by the National Park Service (“NPS”), which is a bureau of the United States Department of the Interior; and

WHEREAS, the Department and NPS desire to enter into a special use permit to govern temporary access rights and duties relating to the work performed on and near the Park for the Project; and

WHEREAS, the Commonwealth Transportation Board (“CTB”) is authorized under Virginia Code § 33.2-221(A) to enter into contracts and agreements with the United States government.

Resolution of the Board

Authorization for the Commissioner of Highways to Enter into a Special Use Permit Between the Virginia Department of Transportation and the National Park Service Regarding Temporary Construction Rights on Fredericksburg and Spotsylvania National Military Park Property.

January 15, 2020

Page 2 of 2

NOW THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves, and authorizes the Commissioner of Highways to execute, a special use permit between the Department and NPS, governing access rights and duties relating to the work and improvements on Park property related to the Chatham Bridge Project, as set out in Attachment A, with such changes as the Commissioner deems necessary or appropriate.

####

CTB Decision Brief

Title: Authorization for the Commissioner of Highways to Enter into a Special Use Permit Between the Virginia Department of Transportation and the National Park Service Regarding Temporary Construction Rights on Fredericksburg and Spotsylvania National Military Park Property.

Issue: In furtherance of the project to rehabilitate the Chatham Bridge, located along a portion of Route 3, crossing over the Rappahannock River, beginning approximately a tenth mile west of the Fredericksburg City (the “City”) line, and extending approximately a quarter mile east of the City line (the “Project”), it is necessary for the Virginia Department of Transportation (“VDOT”) and the National Park Service (“NPS”), which is a bureau of the United States Department of the Interior, to enter into a Special Use Permit (“SUP”) regarding temporary access rights needed to construct the bridge approach on and near the Fredericksburg and Spotsylvania National Military Park (the “Park”) as part of the Project. Approval of the SUP by the Commonwealth Transportation Board (“CTB”) and authorization for the Commissioner of Highways to execute the SUP are sought.

Facts: The SUP will govern access, construction, acceptance, and other temporary rights needed from NPS to construct the Project. The CTB is authorized under Virginia Code § 33.2-221(A) to enter into contracts and agreements with the United States government.

Recommendations: VDOT recommends that the CTB approve the SUP, attached hereto as Attachment A, and authorize the Commissioner of Highways to execute the SUP.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote.

Result, if Approved: The Commissioner will execute the SUP with the NPS which will facilitate rehabilitation of the Chatham Bridge over the Rappahannock River on and near the Fredericksburg and Spotsylvania Military Park.

Options: Approve, Deny, or Defer.

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

SPECIAL USE PERMIT



Fredericksburg & Spotsylvania National Military Park
120 Chatham Lane
Fredericksburg, VA 22405
540-693-3200 x3010



Name Byrd Holloway			
Company/Organization Virginia Department of Transportation			
Street Address 87 Deacon St.			
City Fredericksburg	State VA	Zip Code 22405	Country USA
Telephone Number 540-374-3367	Cell Phone Number		
Fax Number			
Email Address Byrd.Holloway@VDOT.Virginia.gov			

Park Alpha Code
FRSP
Type of Use
OTHER (CONSTRUCTION)
Permit #
NER-FRSP 9500-19-001

is hereby authorized to use the following described land or facilities in Fredericksburg & Spotsylvania National Military Park:
Chatham Bridge area along Rappahannock River and River Road (parcel 007.) See aerial overview attached.

The area must be restored to its original condition at the end of the permit.

The permit begins at 8:00 am / pm on 04/01/2020.

The permit expires at 5:00 am / pm on 10/31/2021.

SUMMARY OF PERMITTED ACTIVITY: (see attached sheets for additional information and conditions)
Temporary Construction access for VDOT Chatham Bridge Rehabilitation Project. (Project 003-089-686, PE101,B614, RW201, C501) DHR File No. 2016-0611.)

Person on site responsible for adherence to the terms and conditions of the permit (include contact information)
See above

Authorizing legislation or other authority 16 USC 1a-1

APPLICATION FEE	<input type="checkbox"/> Received	Amount
	<input checked="" type="checkbox"/> Not Required	\$ 100.00
PERFORMANCE BOND	<input type="checkbox"/> Required	Amount
	<input checked="" type="checkbox"/> Not Required	\$
LIABILITY INSURANCE	<input type="checkbox"/> Required	Amount
	<input checked="" type="checkbox"/> Not Required	\$
COST RECOVERY	<input type="checkbox"/> Required	Amount
	<input checked="" type="checkbox"/> Not Required	\$
LOCATION FEE	<input type="checkbox"/> Required	Amount
	<input checked="" type="checkbox"/> Not Required	\$

ISSUANCE of this permit is subject to the attached conditions. The undersigned hereby accepts this permit subject to the terms, covenants, obligations, and reservations, expressed or implied herein.

In WITNESS WHEREOF, the parties sign and cause this Agreement to be executed on this the _____ day of _____, 20_____.

Commissioner of Highways, Commonwealth of Virginia
Department of Transportation

Date

Chief Ranger, Fredericksburg & Spotsylvania National Military Park

Date

CONDITIONS OF THIS PERMIT

Failure to comply with any of the terms and conditions of this permit may result in the immediate suspension or revocation of the permit. [36 CFR 1.6(h)]

1. The permittee is prohibited from giving false information; to do so will be considered a breach of conditions and be grounds for revocation: [36 CFR 2.32(a)(3)].
2. This permit may not be transferred or assigned without the prior written consent of the Superintendent.
3. The permittee shall exercise this privilege subject to the supervision of the Superintendent or designee, and shall comply with all applicable Federal, State, county and municipal laws, ordinances, regulations, codes, and the terms and conditions of this permit. Failure to do so may result in the immediate suspension of the permitted activity or the revocation of the permit. All costs associated with clean up or damage repairs in conjunction with a revoked permit will be the responsibility of the permittee.
4. The permittee is responsible for making all necessary contacts and arrangements with other Federal, State, and local agencies to secure required inspections, permits, licenses, etc.
5. The park area associated with this permit will remain open and available to the public during park visiting hours. This permit does not guarantee exclusive use of an area. Permit activities will not unduly interfere with other park visitors' use and enjoyment of the area.
6. This permit may be revoked at the discretion of the Superintendent upon 24 hours notice.
7. This permit may be revoked without notice if damage to resources or facilities occurs or is threatened, notwithstanding any other term or condition of the permit to the contrary.
8. This permit is made upon the express condition that the United States, its agents and employees shall be free from all liabilities and claims for damages and/or suits for or by reason of any injury, injuries, or death to any person or persons or property of any kind whatsoever, whether to the person or property of the Permittee, its agents or employees, or third parties, from any cause or causes whatsoever while in or upon said premises or any part thereof during the term of this permit or occasioned by any occupancy or use of said premises or any activity carried on by the Permittee in connection herewith, and the Permittee hereby covenants and agrees to indemnify, defend, save and hold harmless the United States, its agents, and employees from all liabilities, charges, expenses and costs on account of or by reason of any such injuries, deaths, liabilities, claims, suits or losses however occurring or damages growing out of the same to the extent allowed by VA law.
9. Permittee agrees to carry general liability insurance against claims occasioned by the action or omissions of the permittee, its agents and employees in carrying out the activities and operations authorized by this permit. The policy shall be in the amount of \$ _____ n/a _____ per Occurrence, \$ _____ n/a _____ Aggregate and underwritten by a United States company naming the United States of America as **additional insured**. The permittee agrees to provide the Superintendent with a Certificate of Insurance with the proper endorsements prior to the effective date of the permit.
10. Permittee agrees to deposit with the park a bond in the amount of \$ _____ n/a _____ from an authorized bonding company or in the form of cash or cash equivalent, to guarantee that all financial obligations to the park will be met.
11. Costs incurred by the park as a result of accepting and processing the application and managing and monitoring the permitted activity will be reimbursed by the permittee. Administrative costs and estimated costs for activities on site must be paid when the permit is approved. If any additional costs are incurred by the park, the permittee will be billed at the conclusion of the permit. Should the estimated costs paid exceed the actual costs incurred; the difference will be returned to the permittee.
12. The person(s) named on the permit as in charge of the permitted activity on-site must have full authority to make any decisions about the activity and must remain available at all times. He/she shall be responsible for all individuals, groups, vendors, etc. involved with the permit
13. Nothing herein contained shall be construed as binding the Service to expend in any one fiscal year any sum in excess of appropriations made by Congress or administratively allocated for the purpose of this permit for the fiscal year, or to involve the Service in any contract or other obligation for the further expenditure of money in excess of such appropriations or allocations.
14. If any provision of this permit shall be found to be invalid or unenforceable, the remainder of this permit shall not be affected and the other provisions of this permit shall be valid and be enforced to the fullest extent permitted by law.
15. The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project to the extent reasonably practical.
16. VDOT will provide survey plat of NPS property with the metes and bounds as well as survey plat with trees to be cut, annotated.
17. No parking of vehicles or equipment is permitted on the Chatham Manor exit road.
18. VDOT is responsible for all signage and traffic control in construction area.



Virginia Department of Transportation

Aerial Overview

Chatham Bridge Rehabilitation



PROJECT NUMBER: 0003-089-686
 SURVEYED BY DATE: BIRD HIGHWAY, PC 14-03-31.357
 DESIGN BY: JERRY RICHARDSON, VA 01-2-2017
 SUBSURFACE UTILITY BY DATE: JERRY RICHARDSON, VA 01-2-2017

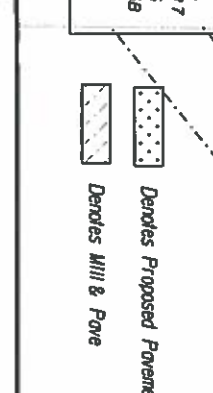
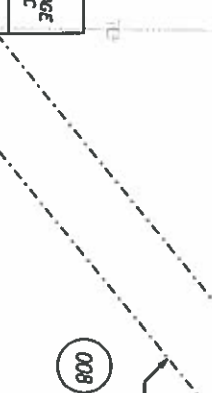
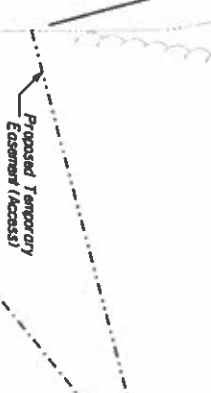
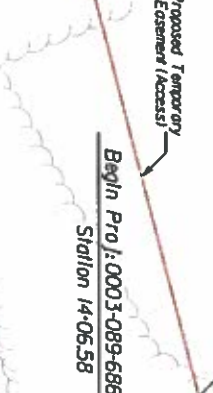
007
 End Proj: 0003-089-686, B614
 Station 14-06.58
 Begin Proj: 0003-089-686, C501
 Station 14-06.58

008
 LEAH B. WATSON
 BAIRAM GASHI
 Proposed VDOT Utility Easement

009
 LEAH B. WATSON
 BAIRAM GASHI
 Proposed VDOT Utility Easement

010
 ROBERT B. P. THOMPSON
 Proposed Permanent Easement (Drainage)

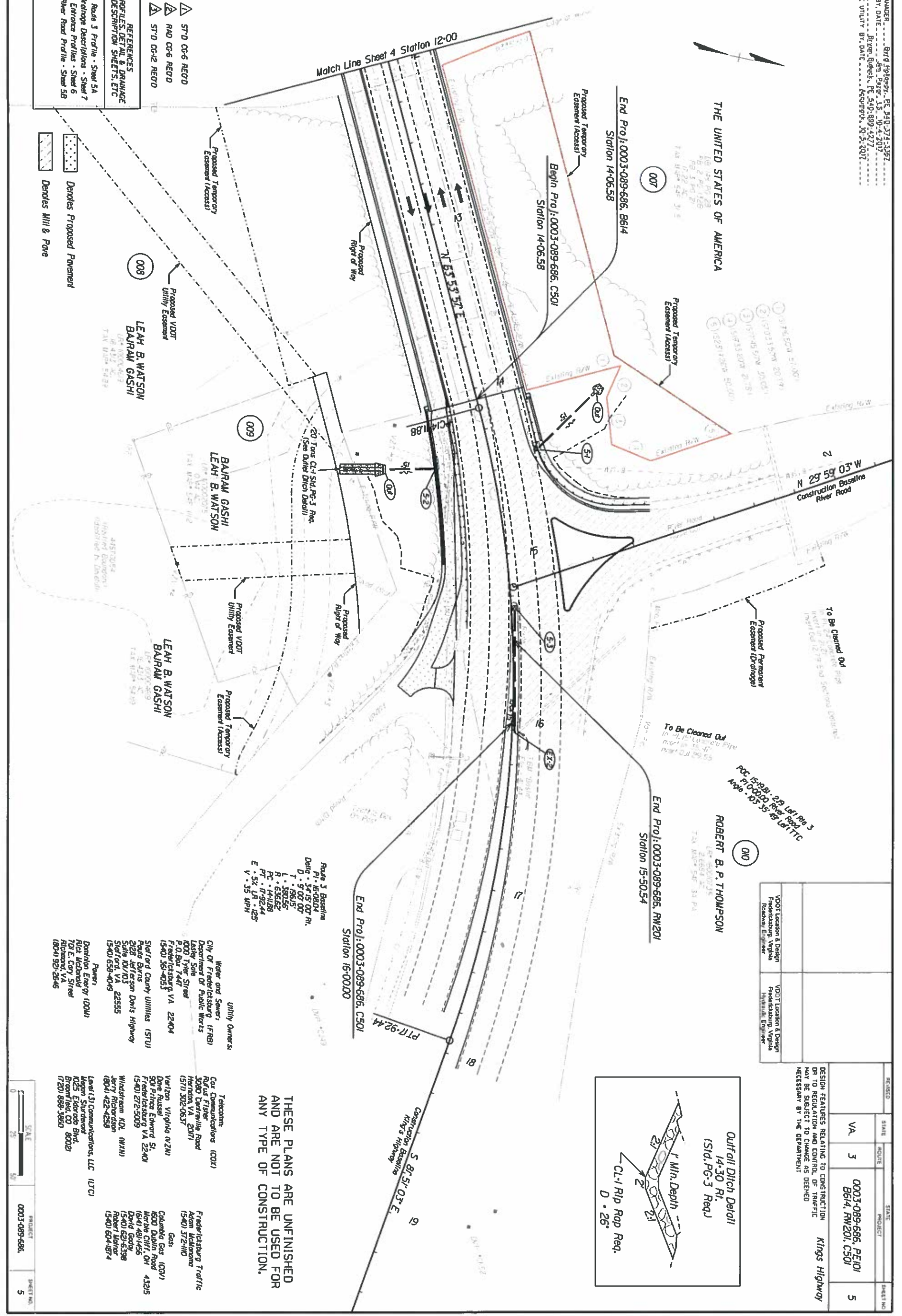
011
 Proposed Temporary Easement (Access)



- STD CG-6 RECD
- STD CG-6 RECD
- STD CG-12 RECD

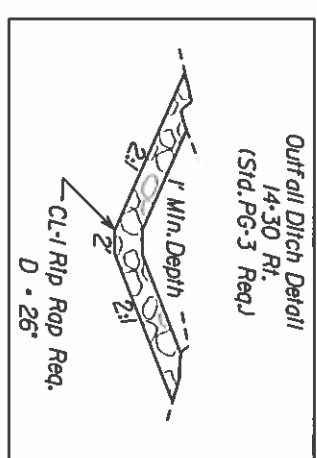
- REFERENCES
- PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC
- Grade 3 Profile - Sheet 5A
- Drainage Descriptions - Sheet 7
- Entrance Profiles - Sheet 6
- River Road Profile - Sheet 5B

- Denotes Proposed Pavement
- Denotes Mill & Pave



VDOT Location & Design Fredericksburg, Virginia Roadway Engineer	VDOT Location & Design Fredericksburg, Virginia Hydraulic Engineer
--	--

RECEIVED	DATE	STATE	PROJECT	SHEET NO.
	VA	3	0003-089-686, PE101 B614, RW201, C501	5



THESE PLANS ARE UNFINISHED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

- Utility Owners:
- Water and Sewer: City of Fredericksburg (FRB), Department of Public Works, 1000 Tyler Street, Fredericksburg, VA 22404, (540) 381-4053
- Starford County Utilities (STU), 2128 Jefferson Davis Highway, Suite 101/103, Starford, VA 22555, (540) 658-4049
- Power: Dominion Energy (DOM), 701 E. Cory Street, Richmond, VA (804) 927-2646
- Telecom: Cox Communications (COX), 3080 Centerville Road, Herndon, VA 20171, (571) 302-0637
- Verizon Virginia (VZI), Columbia Gas (COV), 1600 Dublin Road, Marble Cliff, OH 43215, (614) 491-4156
- David Gandy, (540) 620-6398
- Jerry Richardson, (804) 422-4258
- Level (3) Communications, LLC (L3C), 1400 Sutterford Road, Broomfield, CO 80020, (720) 888-3850
- Fredericksburg Traffic Agency (FTA), (540) 372-1100



PROJECT: 0003-089-686, SHEET NO.: 5



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda Item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 15, 2020

MOTION

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

Action: _____

Title: Highway Naming: “Raymond W. Burrell, Sr. Memorial Highway”

WHEREAS, Middlesex County wishes to honor and memorialize Raymond W. Burrell, Sr. for his exceptional service to his country. Mr. Burrell enlisted in the United States Army in December 1942 and served in the 761st Tank Battalion under General George S. Patton on D-Day at Omaha Beach, France. After enduring 183 days of front-line fighting with no injuries, he returned to his home in Middlesex County; and

WHEREAS, Mr. Burrell lived a lifetime of devotion to his country, his family, his faith and his community until his death at 100 years of age on October 12, 2019; and

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, Middlesex County has requested, by resolution dated December 3, 2019, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life, service and contributions of Raymond W Burrell, Sr., name Route 633, Providence Road, for its entire 1.42 mile length, in Middlesex County as the “Raymond W. Burrell, Sr. Memorial Highway”; and

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

WHEREAS, after the Middlesex County Board of Supervisors passed its resolution requesting this naming, the Middlesex County Administrator provided VDOT a letter dated December 10, 2019, indicating that Middlesex County has agreed to pay VDOT for the costs of producing, placing, and maintaining the signs calling attention to this naming.

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names Route 633, Providence Road, for its entire length of 1.42 miles, in Middlesex County as the "Raymond W. Burrell, Sr. Memorial Highway"; and

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

#####

CTB Decision Brief

Highway Naming: “Raymond W. Burrell, Sr. Memorial Highway”

Issue: Approval of the Commonwealth Transportation Board (CTB) is sought for the commemorative naming of Route 633, Providence Road, for its entire 1.42 mile length in Middlesex County as the “Raymond W. Burrell, Sr. Memorial Highway”, as requested by Middlesex County.

Facts: The Middlesex County Board of Supervisors enacted a resolution on December 3, 2019 memorializing the life and service of Mr. Burrell. Based on that resolution, Mr. Burrell enlisted in the United State Army in December 1942 and served in the 761st Tank Battalion under General George S. Patton on D-Day at Omaha Beach, France. After enduring 183 days of front-line fighting with no injuries, he returned to his home in Middlesex County.

Mr. Raymond W. Burrell lived a lifetime of devotion to his country, his family, his faith and his community until his death at 100 years of age on October 12, 2019.

After the Middlesex County Board of Supervisors passed the resolution requesting the naming, the Middlesex County Administrator submitted a letter to VDOT indicating that the County would pay the costs of producing, placing, and maintaining the signs.

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

Action Required by CTB: The *Code of Virginia*, § 33.2-213, requires a majority of the CTB members to approve a resolution naming a highway or bridge, as appropriate. A resolution will be provided for the CTB’s consideration.

Result if Approved: Route 633, Providence Road, for its entire 1.42 mile length, in Middlesex County will be named the “Raymond W. Burrell, Sr. Memorial Highway”, as requested by Middlesex County. In accordance with § 33.2-213 of the *Code of Virginia*, Middlesex County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

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


Matthew L. Walker
County Administrator



Betty S. Muncy
Asst. County Administrator

County of Middlesex
Office of the County Administrator

December 11, 2019

TO: Commonwealth Transportation Board/VDOT
FROM: Matthew L. Walker 
SUBJECT: Designation of Memorial Highway for Raymond W. Burrell, Sr.

The Board of Supervisors passed a resolution on December 3, 2019 indicating their desire to designate State Route 633, Providence Road, as a memorial highway for Raymond W. Burrell, Sr.

Middlesex County will pay all costs associated with the fabrication, installation and maintenance of The Raymond W. Burrell, Sr. Memorial Highway designation signage.

Middlesex County Board of Supervisors



RESOLUTION

"The Raymond W. Burrell, Sr. Memorial Highway"

Whereas, Raymond W. Burrell, Sr., was born on May 9, 1919; and

Whereas, Mr. Burrell enlisted in the Army in December 1942 and served in the 761st Tank Battalion under General George S. Patton on D-Day at Omaha Beach, France, enduring 183 days of front-line fighting with no injuries before returning to his home in Middlesex County; and

Whereas, Mr. Burrell, lived a lifetime of devotion to his country, his family, his faith, and his community until his death at 100 years of age on October 12, 2019.

NOW, THEREFORE BE IT RESOLVED, the Board of Supervisors desires to honor and memorialize the memory of Raymond W. Burrell, Sr. by designating State Route 633, Providence Road, as "The Raymond W. Burrell, Sr. Memorial Highway"; and

BE IT FURTHER RESOLVED, that the request for this designation be forwarded to the Commonwealth Transportation Board for their concurrence and that the necessary markings for this designation be installed by the Virginia Department of Transportation.

All members present and voting as follows:

Mark E. "Chip" Holt III	Aye
Wayne H. Jessie, Sr.	Aye
Peter W. Mansfield	Aye
John B. Koontz	Aye
Kathleen H. Swinehart	Aye

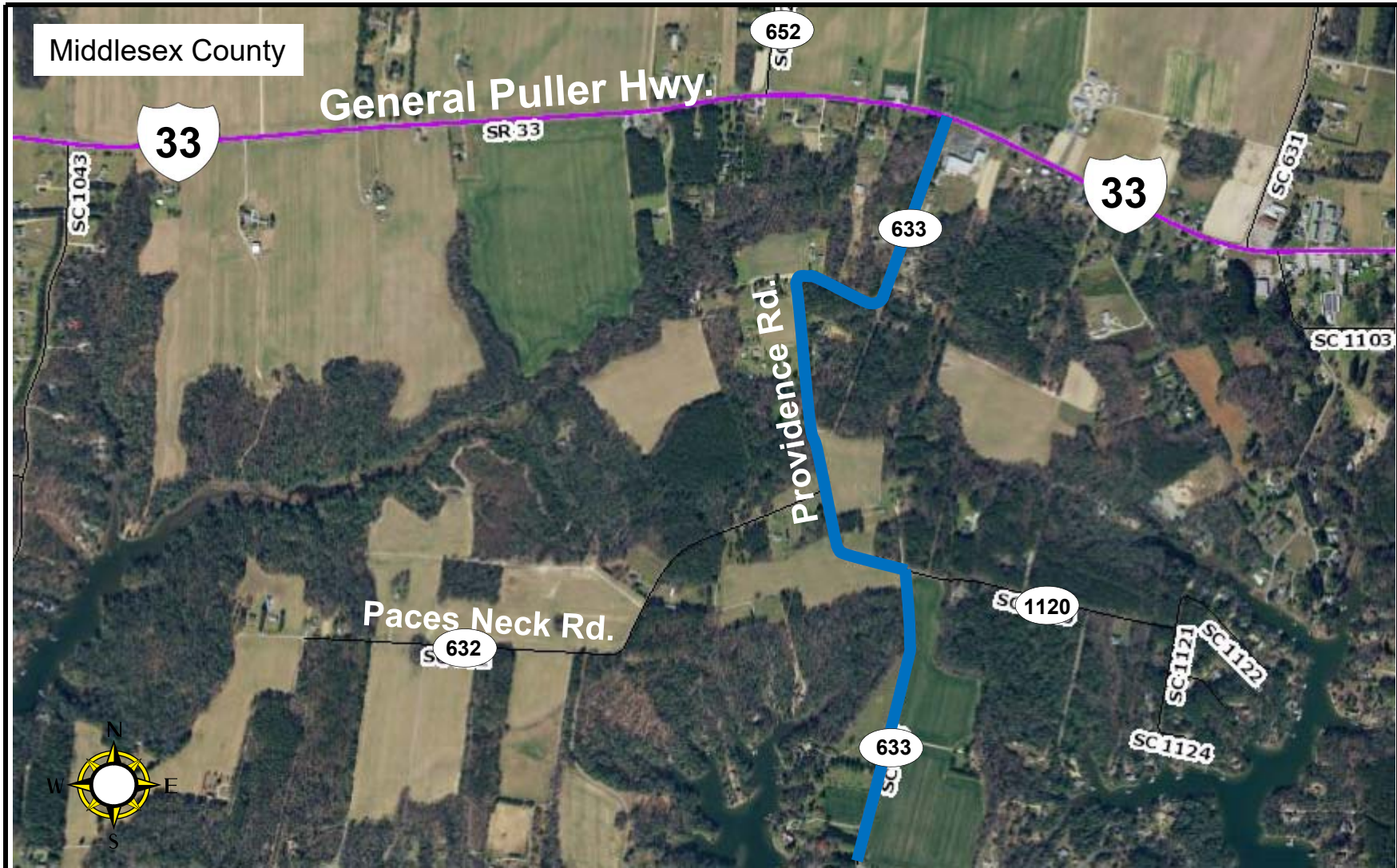
CERTIFICATION

I, Matt Walker, Clerk of the Board of Supervisors of the County of Middlesex, Virginia, certify that the foregoing is a true and correct copy of a resolution passed at a lawfully organized meeting of the Board of Supervisors of Middlesex County held at Saluda, Virginia, at 3:00 p.m. on December 3, 2019.

A Copy Teste:

A handwritten signature in black ink, appearing to read "Matthew Walker".


Matthew Walker, Clerk



Maintenance Division
CTB Meeting January 15, 2020

Middlesex County

Proposed Highway Segment Naming: "Raymond W. Burrell, Sr. Memorial Highway"

 Proposed Highway Naming



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 15, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Bridge Naming: “Robert H. Morecock Memorial Bridge”

WHEREAS, the King and Queen County Board of Supervisors wishes to honor and memorialize the service and dedication of Robert H. Morecock to the Commonwealth and the transportation sector. Mr. Morecock was a Structure and Bridge Engineer with the Virginia Department of Transportation (VDOT) for the Fredericksburg District for his last 26 years with the Department. During that time he was involved with the design, maintenance, inspection and construction supervision of many bridges including some in King and Queen County; and

WHEREAS, Bob moved to Mattaponi after retiring from VDOT when the consultant firm he was working for won the construction oversight contract for the new State Route 33 bridges over the Pamunkey and Mattaponi Rivers. He and his wife moved to Mattaponi during this project where they remained until Bob’s passing on April 6, 2019. Bridges were a large part of Bob’s life and King and Queen County wishes to dedicate a bridge that he was involved with, in the county he last resided in, over the river he closely resided near, to recognize his service and dedication to the Commonwealth; and

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the King and Queen County Board of Supervisors has requested, by resolution dated November 4, 2019, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and service of Robert H. Morecock, name the bridge on U.S. Route 360, Richmond-Tappahannock Highway, over the Mattaponi River, King and Queen County as the “Robert H. Morecock Memorial Bridge”; and

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

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

NOW THEREFORE, BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on U.S. Route 360, Richmond-Tappahannock Highway, over the Mattaponi River, King and Queen County as the "Robert H. Morecock Memorial Bridge"; and

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

#####

CTB Decision Brief

Bridge Naming: “Robert H. Morecock Memorial Bridge”

Issue: Commemorative naming of the bridge on U.S. Route 360, Richmond-Tappahannock Highway, over the Mattaponi River, King and Queen County as the “Robert H. Morecock Memorial Bridge”.

Facts: King and Queen County enacted a resolution on November 4, 2019 to honor the service and dedication to transportation in the Commonwealth of Mr. Robert H. Morecock. Mr. Morecock moved to King and Queen County in 2006 following a long career with the Virginia Department of Transportation (VDOT) in their Fredericksburg District office. Bob was the Structure and Bridge Engineer for the Fredericksburg District for 26 years. During that time, he was involved with the design, maintenance, inspection and construction supervision of many bridges in King and Queen County.

Mr. Morecock moved to Mattaponi after retiring from VDOT when the consultant firm he was working for won the construction oversight contract for the new State Route 33 bridges over the Pamunkey and Mattaponi Rivers. Due to the location of this project, Bob and his wife moved to Mattaponi and remained there until Bob’s passing on April 6, 2019.

Since bridges were a big part of Mr. Morecock’s life, the King and Queen County Board of Supervisors would like to dedicate a bridge to his memory that he was involved with, in the county he last resided in, over the river he closely resided near.

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

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

Result if Approved: The bridge on U.S. Route 360, Richmond-Tappahannock Highway, over the Mattaponi River, King and Queen County will be named as the “Robert H. Morecock Memorial Bridge”. In accordance with law and by local resolution, King and Queen County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

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



King and Queen County

Founded 1691 in Virginia

Office of the County Administrator
P.O. Box 177 • King and Queen Court House, Virginia 23085
Phone: (804) 785-5975 – Fax: (804) 785-5999

At a regular meeting of the King and Queen County Board of Supervisors held on November 4, 2019 at 7:00 p.m. in the King and Queen Courts and Administration Building General District Courtroom, the following resolution was adopted:

RESOLUTION

BRIDGE NAMING ON ROUTE 360, RICHMOND-TAPPAHANNOCK HIGHWAY OVER MATTAPONI RIVER IN KING AND QUEEN COUNTY AS THE “ROBERT H. MORECOCK MEMORIAL BRIDGE”

WHEREAS, Bob Morecock moved to the county in 2006 following a long career with VDOT in their Fredericksburg District office: Bob was the Structure and Bridge Engineer for the Fredericksburg District for his last 26 years with VDOT: During that time, he was involved with the design, maintenance, inspection, and construction supervision of many bridges in King and Queen County: He moved to Mattaponi after retiring from VDOT when the consultant firm he was working for won the construction oversight contract for the new State Route 33 bridges over the Pamunkey and Mattaponi Rivers: Due to the length of time for construction, he and his wife moved from Fredericksburg to Mattaponi to drastically shorten his commute time to the job site where they remained until Bob’s passing April 6, 2019;

WHEREAS, Bridges were a big part of Bob’s life and dedicating a bridge he was involved with, in the County he last resided in, over the river he closely resided near, would be a lasting memorial recognizing him for his service and dedication to the Commonwealth;

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

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the

costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located.

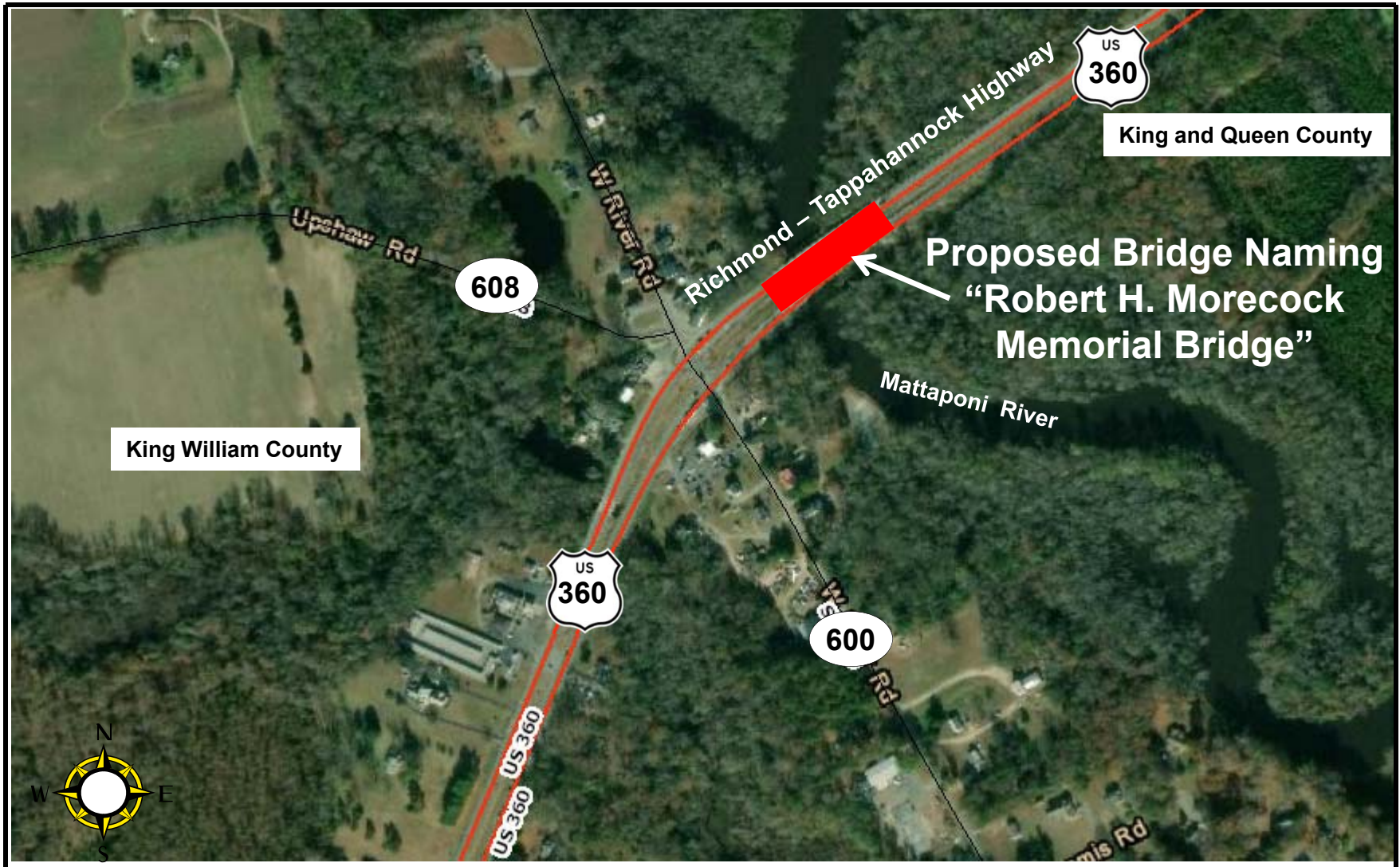
NOW, THEREFORE, BE IT RESOLVED, that King and Queen County, in accordance with the requirements of Section 33.2-213 of the *Code of Virginia*, does hereby request that the Commonwealth Transportation Board name the bridge on Route 360, Richmond-Tappahannock Highway over Mattaponi River in King and Queen County as the "Robert H. Morecock Memorial Bridge";

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

AYES: R. F. BAILEY, JR., J. M. BURNS, SR., J. L. SIMPKINS, S. C. ALSOP, D. H. MORRIS
NAYS: NONE



Thomas J. Swartzwelder, Clerk of the Board



Maintenance Division
CTB MEETING: January 15, 2020

King and Queen County
Proposed Bridge Naming:
“Robert H. Morecock Memorial Bridge”



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 15, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Bridge Naming: “Rodney Douglas Pickett Memorial Bridge”

WHEREAS, the Wise County Board of Supervisors wishes to honor and memorialize the life and ultimate sacrifice of Rodney Douglas Pickett. Mr. Pickett was a past citizen of Coeburn, Virginia. As a soldier in the United States Army he served during the Vietnam War and on May 24, 1967 gave his life when he was killed during a training exercise on his last patrol in country; and

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Wise County Board of Supervisors has requested, by resolution dated November 14, 2019, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and ultimate sacrifice of Rodney Douglas Pickett, name the bridge on State Route 72, Laurel Avenue, over Tom’s Creek, Wise County, as the “Rodney Douglas Pickett Memorial Bridge”; and

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

WHEREAS, by resolution, Wise County has agreed to pay VDOT for the costs of producing and maintaining the signs calling attention to this naming. The Wise County Administrator then sent an email dated December 19, 2019, indicating that Wise County will also pay for the placement of the signs.

Resolution of the Board

Bridge Naming: "Rodney Douglas Pickett Memorial Bridge"

January 15, 2020

Page 2 of 2

NOW THEREFORE, BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on State Route 72, Laurel Avenue, over Tom's Creek, Wise County as the "Rodney Douglas Pickett Memorial Bridge"; and

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

####

CTB Decision Brief

Bridge Naming: “Rodney Douglas Pickett Memorial Bridge”

Issue: Commemorative naming of the bridge on State Route 72, Laurel Avenue, over Tom’s Creek, Wise County as the “Rodney Douglas Pickett Memorial Bridge”.

Facts: Wise County enacted a resolution on November 14, 2019 to honor the life and ultimate sacrifice of Rodney Douglas Pickett who served in the United States Army during the Vietnam War and lost his life on May 24, 1967 during a training exercise. He is listed as the second Wise County resident to be killed in Vietnam.

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

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

Result if Approved: The bridge on State Route 72, Laurel Avenue, over Tom’s Creek, Wise County will be named as the “Rodney Douglas Pickett Memorial Bridge”. In accordance with law and by local resolution, Wise County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming. Wise County’s resolution indicates that Wise County will pay for producing and maintaining the signs. The Wise County Administrator then sent an email dated December 19, 2019, indicating that Wise County will also pay for the placement of the signs.

Options: Approve, Deny, or Defer.

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



Dunn, Brack <brack.dunn@vdot.virginia.gov>

Fwd: Rodney Picket Bridge Dedication

1 message

Sams, Jeffrey <jeff.sams@vdot.virginia.gov>
To: Brack Dunn <brack.dunn@vdot.virginia.gov>

Thu, Dec 19, 2019 at 2:32 PM

Herre is the email you requested from Wise COunty.

Merry Christmas!

BTW...I'm retiring March 1st but will only be working a few days into the new year. Thanks for all your help on these in the past.

Jeff

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

From: **Michael Hatfield** <hatfield_m@wisecounty.org>
Date: Thu, Dec 19, 2019 at 1:17 PM
Subject: Rodney Picket Bridge Dedication
To: Jeff Sams <jeff.sams@vdot.virginia.gov>
Cc: Annette Underwood <underwood_a@wisecounty.org>

Wise County will be responsible for the fabrication, installation and future maintenance of the signs.

Mike

Michael W. Hatfield, P.E.

County Administrator

hatfield_m@wisecounty.org

www.wisecounty.org

(276) 328-2321



County of Wise, VA

Office of the County Administrator

206 E. Main Street, Suite 223

12/23/2019

Commonwealth of Virginia Mail - Fwd: Rodney Picket Bridge Dedication

P. O. Box 570

Wise, Virginia 24293

--

Jeff Sams
Eng. Tech., Sr. - Permits
(276) 321-6456 office
(276) 973-7503 mobile

Memo

To: Brack Dunn
From: Jeff Sams
CC: File
Date: November 22, 2019
Re: Bridge Naming Request

Attached please find a resolution from the Wise County Board of Supervisors requesting the naming of structure #1039 on Route 72 in Wise County Virginia. The structure crosses Toms Creek. I am attaching a section of our county road map denoting the location as well as a Google Earth shot of the structure.

The Board of Supervisors is asking that the bridge be named for Rodney Douglas Pickett who was from the Coeburn area and was killed in action in Vietnam on May 24, 1967.

A field review as well as a search of our files revealed no evidence that this structure has been previously named. We believe there was a previous attempt to name it for Mr. Leland Branham, a former VDOT Resident Engineer and former Board of Supervisors member, but that was not approved by the CTB.

The Board commits in the resolution to be held responsible for the fabrication and future maintenance of the signs.

If any additional information is needed please contact me.

Thank you very much.



Jeff Sams

cc: File

Wise County Board of Supervisors



Office of County Administrator

COURTHOUSE

WISE, VIRGINIA 24293

TELEPHONE 276-328-2321
FAX 276-328-9780

P.O. BOX 570
206 E. MAIN STREET

RESOLUTION

RODNEY DOUGLAS PICKETT MEMORIAL BRIDGE

WHEREAS, the Wise County Board of Supervisors is extremely proud of their citizens, both past and present; and

WHEREAS, one of the past citizens of Coeburn, Virginia, Rodney Douglas Pickett, gave his all to his country, his county and his family; and

WHEREAS, Rodney Douglas Pickett served in the United States Army during the Vietnam War and was listed as the second Wise County native to be killed in Vietnam; and

WHEREAS, Rodney Douglas Pickett died May 24, 1967 during a training exercise on his last patrol in country and just four days before his birthday; and

WHEREAS, the Wise County Board of Supervisors wishes to show its appreciation and respect for the ultimate sacrifice of Rodney Douglas Pickett; and further recognize John Pickett, brother of Rodney Douglas Pickett, and Kenneth Pickett, cousin of Rodney Douglas Pickett, who both served in Vietnam with John Pickett receiving a Purple Heart for injuries sustained in Vietnam.

NOW, THEREFORE, BE IT RESOLVED that the Wise County Board of Supervisors respectfully requests the Commonwealth Transportation Board and the Virginia Department of Transportation to formally designate and formally name the bridge on Route 72/Laurel Ave. just north of the intersection with Route 646/Wise Mountain Rd NW further identified as bridge structure number 1039, as the "Rodney Douglas Pickett Memorial Bridge" to commemorate and honor Rodney Douglas Pickett and the Pickett family, and allow a permanent sign to be erected to recognize this honor.

BE IT FURTHER RESOLVED that the County of Wise shall pay all associated expenses in fabricating and future maintenance of the sign.

ADOPTED this the 14th day of November 2019.

ATTEST:

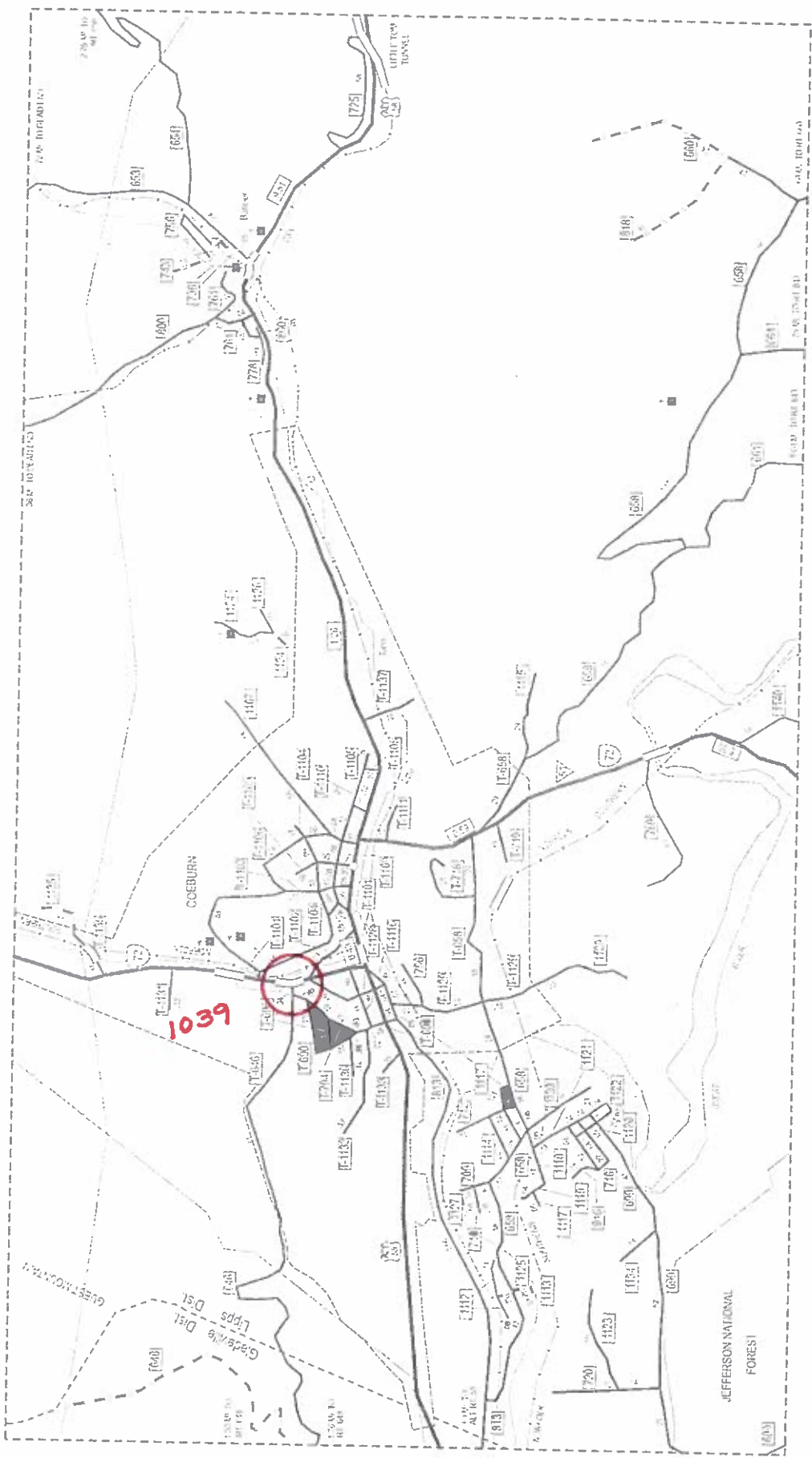
WISE COUNTY BOARD OF SUPERVISORS


Michael W. Hatfield, Clerk


Dana G. Kilgore, Chairman

TOWN OF COEBURN AND BANNER AREA

four times map scale
see notations on map cover for distance information



see notations on map cover for distance information

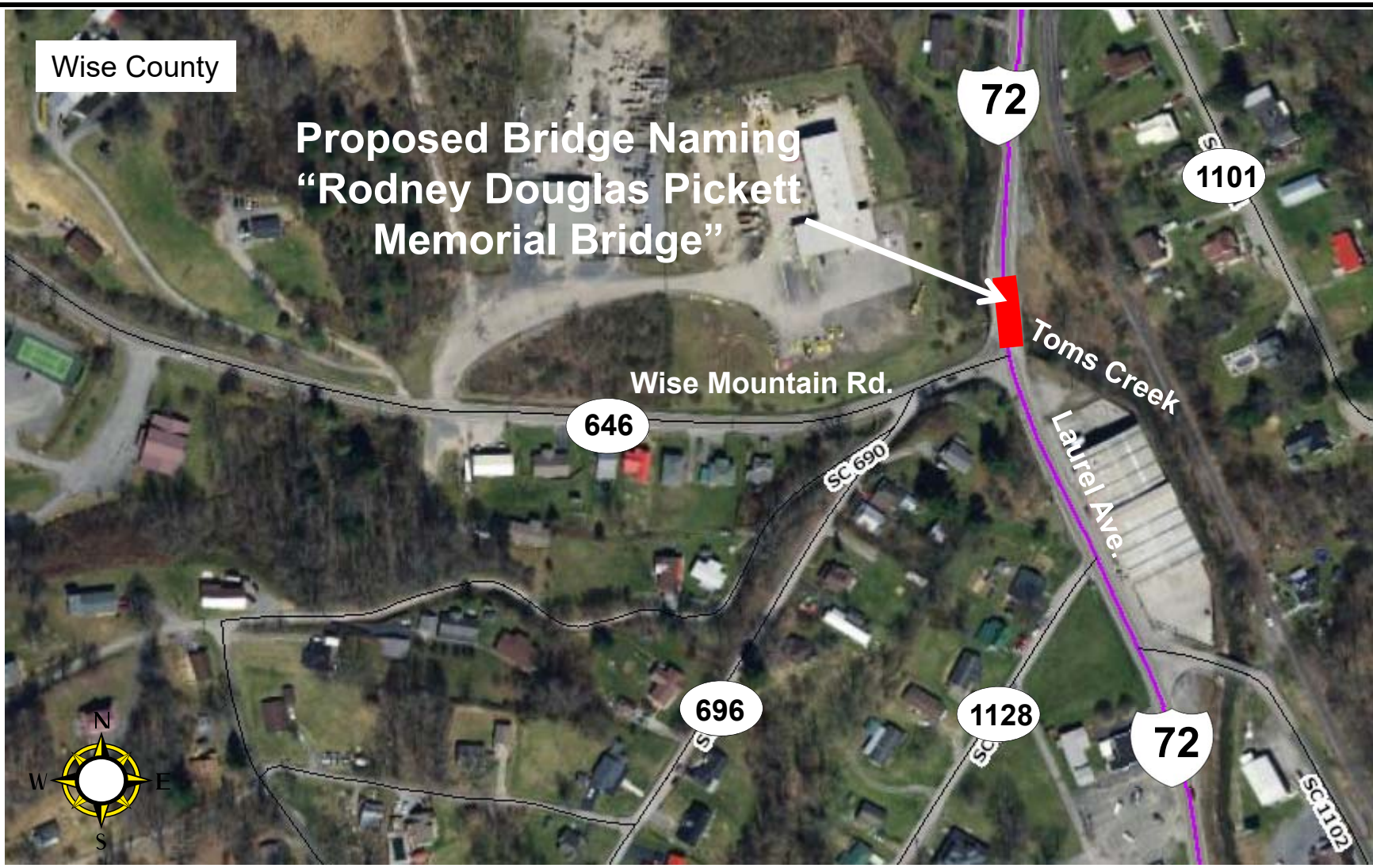


Google Earth

© 2018 Google

Wise County

Proposed Bridge Naming "Rodney Douglas Pickett Memorial Bridge"



Maintenance Division
CTB MEETING: January 15, 2020

Wise County

Proposed Bridge Naming:
"Rodney Douglas Pickett Memorial Bridge"



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 15, 2020

MOTION

Made By:

Seconded By:

Action:

Title: Authorization for the Commissioner of Highways to Enter into a Second Supplement of the Ownership Agreement between the Virginia Department of Transportation and the Maryland State Highway Administration Relating to the Woodrow Wilson Memorial Bridge

WHEREAS, on or about June 15, 2001, Maryland (acting through the Maryland State Highway Administration) and Virginia (acting through the Virginia Department of Transportation), together with the United States Department of Transportation and the Federal Highway Administration and the District of Columbia, entered into the Agreement Covering the Ownership, Operation, Inspection, Maintenance, and Rehabilitation of the Woodrow Wilson Memorial Bridge (Ownership Agreement); and

WHEREAS, under the Ownership Agreement, Maryland and Virginia jointly own and share maintenance responsibility for the Woodrow Wilson Memorial Bridge, while Maryland owns and is responsible for certain non- Bridge portions of highways in Maryland leading to the Bridge, and Virginia owns and is responsible for certain non-Bridge portions of highways in Virginia leading to the Bridge (collectively, the Bridge Project); and

WHEREAS, on September 17, 2009, the Maryland State Highway Administration (MDSHA) and the Virginia Department of Transportation (VDOT) entered into a First Supplement to the Ownership Agreement addressing the maintenance of the Bridge Project (First Supplement); and

Resolution of the Board

Authorization for the Commissioner of Highways to Enter into a Second Supplement of the Ownership Agreement between the Virginia Department of Transportation and the Maryland State Highway Administration Relating to the Woodrow Wilson Bridge

January 15, 2020

Page Two

WHEREAS, pursuant to the First Supplement, VDOT entered into the Woodrow Wilson Bridge Turnkey Asset Management Services (WWB TAMS) contract; and

WHEREAS, the WWB TAMS contract addressed in the First Supplement is expiring on April 14th, 2020 and the First Supplement, because its term runs concurrent with the WWB TAMS contract, will also be expiring; and

WHEREAS, in consultation with MDSHA and as authorized by the Commonwealth Transportation Board (Board), VDOT has let a new contract for operation, maintenance and inspection of the Bridge Project namely, the Woodrow Wilson Bridge Bundled Interstate Maintenance Services contract; and

WHEREAS, §33.2-221 B of the Code of Virginia empowers the Board to enter into all contracts (agreements) with other states necessary for the proper coordination of the location, construction, maintenance, improvement, and operation of transportation systems, including the systems of state highways with the highways of such other states, and where necessary, seek the approval of such contracts by the Congress of the United States; and

WHEREAS, VDOT has requested that the Board authorize the Commissioner to enter into the Second Supplement to the Ownership Agreement between VDOT and MDSHA to address operation, maintenance and inspection of the Woodrow Wilson Memorial Bridge Project, attached hereto as Exhibit A.

NOW, THEREFORE, BE IT RESOLVED, the Commonwealth Transportation Board hereby authorizes the Commissioner of Highways to enter into the Second Supplement to the Ownership Agreement between VDOT and MDSHA addressing operation, maintenance and inspection of the Woodrow Wilson Memorial Bridge Project, attached hereto as Exhibit A, with such changes and additions as the Commissioner deems necessary.

#####

CTB Decision Brief

Authorization for the Commissioner of Highways to Enter into a Second Supplement of the Ownership Agreement between the Virginia Department of Transportation and the Maryland State Highway Administration Relating to the Woodrow Wilson Memorial Bridge

Issue: Pursuant to §33.2-221 B of the *Code of Virginia*, the Virginia Department of Transportation (VDOT) is requesting that the Commonwealth Transportation Board (Board) authorize the Commissioner of Highways to sign the Second Supplement to the Ownership Agreement between the VDOT and the Maryland State Highway Administration (MDSHA) addressing maintenance activities relating to the Woodrow Wilson Memorial Bridge (WWB).

Facts: The Woodrow Wilson Memorial Bridge initial Ownership Agreement was signed on June 15, 2001. Maryland (acting through the Maryland State Highway Administration) and Virginia (acting through the Virginia Department of Transportation), together with the United States Department of Transportation and the Federal Highway Administration and the District of Columbia, entered into the Agreement Covering the Ownership, Operation, Inspection, Maintenance, and Rehabilitation of the Woodrow Wilson Memorial Bridge (Ownership Agreement). Under the Ownership Agreement, Maryland and Virginia jointly own and share maintenance responsibility for the Woodrow Wilson Memorial Bridge, while Maryland owns and is responsible for certain non- Bridge portions of highways in Maryland leading to the Bridge, and Virginia owns and is responsible for certain non-Bridge portions of highways in Virginia leading to the Bridge (collectively, the Bridge Project).

On September 17, 2009, the First Supplement to the Ownership Agreement, addressing the maintenance of the WWB and certain non-Bridge portions of highways in Maryland and Virginia leading to the Bridge, (First Supplement), was, pursuant to authorization by the Board, signed and implemented utilizing the Woodrow Wilson Memorial Bridge Turnkey Asset Management Services Contract (WWB TAMS). The WWB TAMS contract, which is addressed in the First Supplement, is expiring on April 14, 2020. The First Supplement, because its term runs concurrent with the WWB TAMS contract, will also be expiring.

In consultation with MDSHA, and as authorized by the Board, VDOT has let a new contract for operation, maintenance and inspection of the Bridge Project namely, the Woodrow Wilson Bridge Bundled Interstate Maintenance Services contract.

As presented to the Board in the December 2019 Workshop, it is now necessary for VDOT and MDSHA to enter into a second supplemental agreement to the WWB Ownership Agreement (Second Supplement) to address and ensure continued operation, maintenance and inspection of the Woodrow Wilson Memorial Bridge and certain non-Bridge portions of highways in Maryland and Virginia leading up to the Bridge. VDOT and MDSHA have jointly prepared/developed the Second Supplement, which is attached hereto as Exhibit A.

Pursuant to §33.2-221 B of the Code of Virginia the Board is empowered to enter into all contracts (agreements) with other states necessary for the proper coordination of the location, construction, maintenance, improvement, and operation of transportation systems, including the systems of state highways with the highways of such other states, and where necessary, seek the approval of such contracts by the Congress of the United States.

Recommendation: VDOT recommends that the Board delegate to the Commissioner of Highways the authority to enter into the Second Supplement to the Ownership Agreement between VDOT and MDSHA (attached hereto as Exhibit A), addressing operation, maintenance, and inspection of the Woodrow Wilson Memorial Bridge and certain non-Bridge portions of highways leading to the Bridge, with such changes as the Commissioner deems necessary.

Action Required by the CTB: Approve by majority vote the resolution providing the authorization recommended herein.

Result, if Approved: The Commissioner will be authorized to enter into the Second Supplement between VDOT and MDSHA, addressing operation, maintenance and inspection of the Woodrow Wilson Memorial Bridge.

Options: Approve, Deny or Defer

Public Comments/Reactions: N/A

"Exhibit A"

**SECOND SUPPLEMENT TO
AGREEMENT COVERING THE OWNERSHIP, OPERATION, INSPECTION,
MAINTENANCE, AND REHABILITATION OF THE
WOODROW WILSON MEMORIAL BRIDGE**

THIS SECOND SUPPLEMENT TO AGREEMENT (Second Supplement)

made and entered into this __ day of _____ 2019, by and between:

1. the State of Maryland (Maryland), acting by and through the Administrator of the Maryland State Highway Administration; and,
2. The Commonwealth of Virginia (Virginia), acting by and through the Commissioner of the Department of Transportation, with the approval of the Commonwealth Transportation Board;

WHEREAS, on or about June 15, 2001, Maryland and Virginia, together with the United States Department of Transportation and the Federal Highway Administration (collectively FHWA) and the District of Columbia (District), entered into the Agreement Covering the Ownership, Operation, Inspection, Maintenance, and Rehabilitation of The Woodrow Wilson Memorial Bridge (Ownership Agreement); and

WHEREAS, under the Ownership Agreement, Maryland and Virginia agreed to own and maintain the Bridge; and

WHEREAS, more specifically, under the Ownership Agreement, Maryland and Virginia jointly own and share responsibility for the Bridge, Maryland owns and is responsible for the non- Bridge portion of the Project located in Maryland, and Virginia owns and is responsible for the non-Bridge portion of the Project in Virginia; and

WHEREAS, on September 17, 2009,, Maryland and Virginia entered into a First Supplement to the Ownership Agreement addressing the maintenance of the Project, as that term was defined in the First Supplement; and

WHEREAS, pursuant to the First Supplement, Virginia entered into the Woodrow Wilson Bridge Turnkey Asset Management Services (WWB TAMS) contract; and

WHEREAS, the Woodrow Wilson Bridge Turnkey Asset Management Services (WWB TAMS) contract addressed in the First Supplement is ending on April 14th, 2020

WHEREAS, in consultation with Maryland, Virginia is letting a new contract for maintenance of the Project as defined in this Second Supplement, including the operation, maintenance and inspection of the Bridge, known as the Woodrow Wilson Bridge Bundled Interstate Maintenance Services (WWB BIMS) contract; and

WHEREAS, Maryland and Virginia desire to enter into this Second Supplement to agree on the use and implementation of the WWB BIMS contract as a resource to meet both joint and individual responsibilities of Maryland and Virginia under the provisions of the Ownership Agreement; and

WHEREAS, the Request for Proposals for the WWB BIMS contract, including all addendum currently issued or issued in the future (BIMS RFP), and the resulting WWB BIMS contract are incorporated by reference as part of this Second Supplement; and

WHEREAS, the Ownership Agreement is incorporated by reference as part of this

Second Supplement.

NOW THEREFORE, for and in consideration of the premises and mutual covenants herein set forth, Maryland and Virginia agree as follows:

1. For the purposes of this Second Supplement, the term Project means all of the area described in the Route Plan Sheet included as Attachment H of the BIMS RFP. All other terms have the meaning stated in the Ownership Agreement.

2. Maryland and Virginia will use the WWB BIMS contract to provide operation, maintenance, inspection and repair services for the Bridge and the Project.

3. Maryland and Virginia shall make available to each other and the WWB BIMS contractor, at no cost, access to all real property owned by the respective state necessary for inspection, maintenance and repair of the Project.

4. Maryland and Virginia shall allow any official vehicles of either state or of the WWB BIMS contractor to use any median crossover or other facilities belonging to or under control of the other state on or in the immediate vicinity of the Project for the purposes of inspection, maintenance, and/or repair.

5. Maryland and Virginia shall equally share the cost of the performance of the WWB BIMS contract in connection with the Bridge. Maryland will be responsible for the costs of performance of the WWB BIMS contract in connection with the non-Bridge portion of the Project work in Maryland. Virginia will be responsible for the

costs of performance of the WWB BIMS contract in connection with the non-Bridge portion of the Project work in Virginia.

6. All payments to the contractor under the WWB BIMS contract will be made by Virginia. No costs reimbursable by Maryland shall be incurred under the WWB BIMS contract until Maryland has provided written concurrence in the award of the contract.

7. In connection with administering performance under the WWB BIMS contract:

a. Each state shall notify the other in writing immediately if any deductions should be assessed against the BIMS Contractor, consistent with the BIMS Contract, for the contract work performed in its state;

b. On the first of each month, Maryland will provide Virginia an electronic itemized list of all deductions assessed to the contractor for the previous month, for the contract work to be performed in Maryland, including any and all pertinent information necessary to substantiate each deduction.

8. In connection with invoicing and payments under the WWB BIMS contract, Maryland agrees:

a. to reimburse Virginia for the portion of the WWB BIMS contract costs that Maryland is responsible for under this Second Supplement;

b. to review, approve and/or request modifications to all contractor invoices within five (5) days of receipt, with the understanding that the Contractor will simultaneously submit the invoice to Maryland and Virginia;

c. to reimburse Virginia for Maryland's share of the WWB BIMS costs

as appropriately invoiced by Virginia, within thirty (30) calendar days of receipt;

d. to pay interest, at the rate provided in Maryland procurement law (Md. St. Fin. Code Ann. § 15-104) then in effect, calculated from Maryland's receipt of the invoice, should Maryland not reimburse Virginia within thirty (30) calendar days of the receipt of the invoice.

9. In connection with invoicing and payments under the WWB BIMS contract,

Virginia agrees:

- a. to request the WWB BIMS contractor to provide a copy of each invoice to Maryland for its review and signed approval, before the invoice is submitted to Virginia;
- b. to process the WWB BIMS contractor's invoices for payment and make proper distribution of funds once Maryland and Virginia approve and sign the invoice;
- c. to submit an invoice to Maryland, at the time Virginia pays an approved WWB BIMS contractor's invoice, for Maryland's share of the WWB BIMS contract costs included within the approved WWB BIMS contractor's invoice; and,
- d. to submit an invoice to Maryland for interest due, at a rate in accordance with the Maryland law then in effect, calculated from the date Maryland received Virginia's invoice up to the date Maryland reimburses Virginia, should Maryland fail to reimburse Virginia within thirty (30) calendar days.

10. In the event Virginia does not make payment to the WWB BIMS contractor within the Prompt Payment time limits established under Virginia law and becomes liable to the contractor for prompt payment interest, Maryland shall not be responsible to pay any share of the interest.

11. Payments by Maryland under this Second Supplement are subject to appropriation by the Maryland General Assembly. The WWB BIMS contract will include the following provision (in which “the Department” means the Virginia Department of Transportation):

Availability of Funds

The obligation of the Department to make any payment under this Contract, or to continue from year to year and/or month to month all of the line item services initially provided for under this Contract, and the commitment obligation to pay for the same, is subject at all times to the availability of funds, including the annual appropriation of sufficient funds by the Virginia General Assembly and the Maryland General Assembly. In addition, if the availability of funding for this Contract is reduced (rather than curtailed) by the Virginia General Assembly or the Maryland General Assembly, or both the Department may in its sole discretion elect to reduce the total line item services under this Contract such that the Department may continue the Contract in part by paying the line item prices for such services they elect to have performed by the Contractor which shall be done upon sixty (60) calendar days written notice by the Department to the Contractor. The Contractor, by entering into a Contract with the Department, agrees that the said sixty (60) calendar

days written notice shall in all such circumstances constitute reasonable notice to the Contractor should the Department, in their sole discretion, elect to reduce the services performed under this Contract due to any decrease in the availability of funding. Should the provisions of this paragraph be invoked by the Department, and the Department elect to reduce the total line item services under this Contract such that the Department may continue the Contract in part paying the line item prices for such services they elect to have performed by the Contractor; the Contractor will not be entitled to any compensation or damages by any such actions of the Department under this Contract. Section X.40 Termination and Default” shall not apply to any instance(s) where the availability of funding has been reduced and the Contract is not otherwise fully terminated. No user fees for use of the Transportation Facilities shall be established or collected by the Contractor under this Contract.

12. If, after award and execution of the WWB BIMS contract, it appears that Maryland funding is insufficient to cover Maryland's prospective and future costs under the WWB BIMS contract, Maryland will make all reasonable efforts to obtain additional funds through supplemental budget requests for winter operations or any other applicable means. If additional funds are not available, Virginia reserves the right to terminate or reduce WWB BIMS contract work in Maryland, consistent with the funds available.

13. Maryland and Virginia shall each provide a Contract Administrator for the WWBBIMS contract. Virginia Contractor Administrator shall occupy the role of Lead Contract Administrator for the WWB BIMS contract and shall readily and timely

provide all information relating to the contract to the Maryland Contract Administrator.

14. In consultation with Maryland, Virginia has been and will continue to be responsible for the procurement of the WWB BIMS contract. The Virginia Contract Administrator will have lead responsibility for the day to day administration of the WWB BIMS contract in connection with the non-Bridge portion of the Project work in Virginia. The Maryland Contract Administrator will have lead responsibility for the day to day administration of the WWB BIMS contract in connection with the non-Bridge portion of the Project work in Maryland. Lead responsibility for the day to day administration of the Bridge portion of the Project work shall be as specified in the Ownership Agreement. No costs shall be incurred under the WWB BIMS contract until Maryland has provided written concurrence in the award of the contract.

15. All tasks assigned under the WWB BIMS contract that will significantly affect the level of service will be issued by or approved by the Contract Administrator in the state where the service will be provided. Consensus must be obtained from the Contract Administrator from both states before assigning tasks that will affect level of service on the Woodrow Wilson Bridge.

16. Maryland will allow the WWB BIMS contractor to obtain salt and pre-treatment liquid chemicals for winter operations from the Maryland State Highway Administration's Oxon Hill salt facility. Virginia will allow the WWB BIMS contractor to obtain salt and pre-treatment liquid chemicals for winter operations from the Virginia Department of Transportation's Van Dorn salt facility.

17. As required by § I. 4B of the Ownership Agreement, *Indemnity*, the WWB

BIMS contract will require the contractor, and shall require that each subcontractor be required, to defend, indemnify, and save harmless Virginia and Maryland, and all of their employees and representatives, from any and all claims, demands and/or liabilities arising out of or in any way relating to the contractor's obligations and/or duties under the WWB BIMS contract and to maintain Virginia and Maryland as additional named insureds on any liability and/or other policies of insurance required by the WWB BIMS contract.

- a. The contractor's obligation to defend, indemnify, and save harmless Virginia and Maryland shall be primary and shall apply regardless of whether Virginia and/or Maryland are claimed or found to be jointly negligent, at fault, and/or in any way responsible with the contractor, excepting only such injury or damage as shall have been occasioned by the sole negligence or fault of Virginia and/or Maryland.
- b. With regard to the obligation to maintain Virginia and Maryland as additional named insureds on any liability and/or other policies of insurance required by the WWB BIMS contract:
 - i. All insurance policies required by the WWB BIMS contract shall contain endorsements stating that such coverage as is provided by the policies for the benefit of the additional insureds is primary and other coverage maintained by such additional insureds (if any) shall be non-contributing with the coverage provided under the policies. For the purposes of the paragraph "other coverage maintained by

such additional insureds" shall include but not be limited to: (a) claims made against the State of Maryland or brought against the State of Maryland under the State of Maryland Tort Claims Act, as amended, Md. State Gov'n't Code Ann. § 12-101 et. seq.; or, (b) claims made against the Commonwealth of Virginia or brought against the Commonwealth of Virginia under the Virginia Tort Claims Act, as amended, Va. Code § 8.01-195.1 et. seq..

- ii. All insurance policies required by the WWB BIMS contract shall contain waivers of subrogation with respect to all named insureds and additional named insureds shall provide that the bankruptcy or insolvency of the insured does not relieve the insurance company of its obligations under the policies.
- iii. In the event the WWB BIMS Contractor maintains insurance with limits exceeding the limits required, the certificates of insurance provided shall state the full extent of the coverage available to Virginia and Maryland. Such excess liability coverage will inure to the benefit of the additional insureds in the event of loss in excess of the minimum insurance required.
- iv. The WWB BIMS contractor is to be made responsible for the payment of all deductibles or self-insured retentions in the WWB BIMS contract.
- v. All insurance policies required by the WWB BIMS contract shall

include a provision that no act or omission of the contractor or any party acting under its direction will affect or limit the obligations of the insurance company in respect to any additional insured.

- vi. No insurance policies required by the WWB BIMS contract shall contain any phrase or language with the intent that the insurance company has no duty to defend or indemnify against any claim or suit expressly excluded from coverage, and must provide that the insurance company has both the right and the duty to adjust a claim and provide a defense with a law firm acceptable to the Office of the Attorney General of Virginia.

18. The WWB BIMS contract will provide that the contractor's sole remedy for a dispute under the contract is provided for in Section X.11 of the BIMS RFP and culminates with the contractor's right to file a civil action against the Virginia Commissioner of Transportation as to such portion of the claim as is denied by the Commissioner pursuant to Va. Code §2.2-4364. Maryland shall work cooperatively with Virginia in connection with any such dispute and shall be responsible for its share of any settlement or recovery by the contractor consistent with Maryland's cost responsibilities under this Second Supplement. Maryland shall not be a party to any civil action brought by the WWB BIMS contractor under the disputes provisions of the WWB BIMS contract.

19. Virginia and Maryland desire to re-state and clarify their mutual rights and obligations as provided in § I. 4 of the Ownership Agreement, *Sovereign*

Immunity, Agency, and Indemnification.

- a. First and foremost, Virginia and Maryland desire to preserve their sovereign immunity. Nothing in the Ownership Agreement or this Second Supplement shall be construed as a waiver by Virginia and/or Maryland of their sovereign immunity.
 - i. The primary purpose of this preservation of sovereign immunity is to ensure that Virginia and Maryland remain subject to suit only in their own state and that they not be subject to suit in the courts of the other state.
 - ii. In the event that either Virginia or Maryland is sued in a court of the other state, both states shall affirmatively request the court to dismiss the state being sued in the court of the other state on the basis of sovereign immunity or, in the alternative, as a matter of respect and comity.
 - iii. If the state being sued in the court of the other state is not dismissed on the basis of sovereign immunity or comity, both states shall affirmatively request the court to at least honor the immunities and privileges of the state being subjected to suit outside of its borders. For example, if Virginia is subject to suit in the courts of Maryland, the Maryland court would be requested to honor all immunities and privileges available to Virginia if sued in the courts of Virginia. Conversely, if Maryland is subject to suit in the courts of Virginia, the Virginia court would be requested to honor all immunities and privileges available to Maryland if sued in the courts of Maryland.

b. Second, Virginia and Maryland desire to extend their sovereign immunity to each other to the greatest extent permitted by applicable state law and to that end acknowledge that each state shall be considered to be the agent of the other (with all rights and privileges thereunto appertaining) in the discharge of its obligations and duties relating to the Project, the Ownership Agreement, and this Second Supplement. The primary purpose of this extension of sovereign immunity is to ensure that in the event that one state is sued in a court of the other state and is not dismissed on the basis of sovereign immunity or comity and is not permitted to enjoy the same immunities and privileges as it would in the courts of its own state (See paragraph 18a. ii and iii above), the state being subject to suit in the courts of the other state will at least have the same immunity and privileges of the state in which the suit was brought. For example, if Virginia is subjected to suit in a court of the State of Maryland and the Maryland court refuses to afford Virginia the same immunities and privileges it would have if sued in the courts of Virginia, Virginia would at a minimum at least enjoy the same immunity and privileges as would Maryland in the courts of the State of Maryland. Conversely if Maryland is subjected to suit in a court of the Commonwealth of Virginia and the Virginia court refuses to afford Maryland the same immunities and privileges it would have if sued in the courts of Maryland, Maryland would at a minimum at least enjoy the same immunity and privileges as would

Virginia in the courts of the Commonwealth of Virginia.

- c. Third, Virginia and Maryland desire to re-state and clarify their indemnity related obligations regarding potential third party liability arising out of or relating to their joint ownership and maintenance of the Bridge and their ownership and maintenance of the non-bridge portions of the Project.
 - i. As set forth in paragraph 17 of this Second Supplement regarding contractor indemnity and insurance, it is the intent of Virginia and Maryland that the BIMS contractor is and be made responsible in the WWB BIMS contract for all claims arising out of or relating to the discharge of its duties under the BIMS contract for the entire Project, that the BIMS contractor indemnify Virginia and Maryland against any such loss, and that the BIMS contractor maintain insurance to protect against any such loss with Virginia and Maryland as additional named insureds.
 - ii. In addition to the primary protection afforded by contractor indemnity and insurance protection, it is the intent of Virginia and Maryland that each state only be subjected to suit in the courts of its own state as a consequence of any potential third party liability arising out of or relating to their joint ownership and maintenance of the Bridge and their ownership and maintenance of the non-Bridge portions of the Project.
 - iii. It is the intent of Virginia and Maryland to jointly share the expense of any third party liability claims relating to their joint ownership and

maintenance of the Bridge that is not covered by BIMS contractor indemnity and/or insurance.

- iv. It is the intent of Virginia and Maryland that each state shall be responsible for all third party liability claims arising out of or relating to the non-Bridge portions of the Project in each respective state that is not covered by BIMS contractor indemnity and/or insurance. To that end, as provided in § I. 4. B. of the Ownership Agreement, Virginia and Maryland will to the extent permitted by applicable state law indemnify the other against any such loss.

20. Maryland and Virginia each agree to honor the request of the other to inspect WWB BIMS contract records, including, but not limited to, payment records.

21. This Second Supplement will remain in effect for the duration of the WWB BIMS contract, including any contract extension, unless otherwise agreed to by both Maryland and Virginia.

22. Except as expressly modified by this Second Supplement, all provisions of the Ownership Agreement, including but not limited to § V. relating to Future Operation, Inspection, Maintenance, and Rehabilitation of the Bridge, shall remain in full force and effect.

23. The recitals included at beginning of this Second Supplement are incorporated as part of this agreement.

IN WITNESS WHEREOF, Maryland and Virginia have caused this Second Supplement to be executed by their proper and duly authorized officers, as of the day

and year first above written.

Witness:

STATE OF MARYLAND
Maryland State Highway Administration

BY: _____
Maryland State Highway Administrator

APPROVED FOR FORM
AND LEGAL SUFFICIENCY:

Title:

Witness:

COMMONWEALTH OF VIRGINIA
Virginia Department of Transportation

BY: _____
Commissioner of Highways



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

AGENDA

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219

January 15, 2020

9:00 a.m. or upon adjournment of the January 14, 2020 Workshop Meeting if the Workshop Meeting carries over to January 15, 2020.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

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

This resolution is currently unavailable.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 10

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

January 15, 2020

MOTION

Made By: Seconded By:

Action:

Title: FY20-25 Six-Year Improvement Program Transfers
for November 16, 2019 through December 13, 2019

WHEREAS, Section 33.2-214(B) of the Code of Virginia requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. On June 19, 2019, a resolution was approved to allocate funds for the Fiscal Years 2020 through 2025 Program; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2020 through 2025 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2020 through 2025 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

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

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

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

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

####

CTB Decision Brief

FY2020-2025 Six-Year Improvement Program Transfers for November 16, 2019 through December 13, 2019

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

Facts: On June 19, 2019, the CTB granted authority to the Commissioner of Highways (Commissioner), or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2020 through 2025 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2020 through 2025 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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 November 16, 2019 through December 13, 2019 is attached.

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

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to adopt changes to the Program for Fiscal Years 2020– 2025 that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

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

Decision Brief

FY20-25 Six-Year Improvement Program Transfers for November 16, 2019 through December 13, 2019

January 15, 2020

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Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
1	Culpeper	INTERSECTION AND TRAFFIC SIGNAL SAFETY IMPROVEMENTS	114054	Culpeper	ROUTE 522 ROAD DIET AND BIKE PEDESTRIAN IMPROVEMENTS	109573	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$970,815	\$2,570,815	\$2,570,815	37.8%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a cancelled project to fund a scheduled project.
2	Culpeper	N. Main Street Roundabout Sidewalk Extension	111394	Culpeper	Sunset Lane to Madison Road Sidewalk Connection	111395	Local Funds for Enhancement Projects (NPL206), TAP Statewide (CF6100)	\$210,133	\$331,999	\$331,999	63.3%	Transfer of surplus funds recommended by District and Local Assistance Division from a scheduled project to fund a scheduled project.
3	Hampton Roads	HAMPTON ROADS DISTRICT REGIONAL STP (RSTP) BALANCE ENTRY, Saunders Road Widening	57047, 70715	Hampton Roads	Wythe Creek Road - Widen to 3 Lanes	97715	Hampton HIP Pop >200k Federal (CFM390), Hampton HIP Pop >200k Soft Match (CFM391), RSTP - Urban : Hampton Roads MPO (CNF273), RSTP Match - Urban : Hampton Roads MPO (CNS273)	\$3,218,992	\$32,987,926	\$36,049,150	9.8%	Transfer of surplus funds recommended by District and MPO from a completed project and District RSTP Balance Entry line item to a scheduled 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)	\$3,486,505	\$5,160,834	\$5,160,834	67.6%	Transfer of surplus funds recommended by District from the Statewide Balance Entry line item to fund a scheduled project.
5	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Northern Virginia	I-95 EXPRESS AT OPITZ BLVD - VDOT PROJECT OVERSIGHT	T22945	CTB Formula - High Priority State (CS0120)	\$9,673,283	\$9,673,283	\$9,673,283	100.0%	Transfer of surplus funds recommended by the District from the Statewide SYIP Balance Entry line item to a scheduled project.
6	Salem	Route 11,220,220A Access Management Project at I-81 Exit 150	75910	Salem	High Friction Surface Treatment I-81	116488	CTB Formula - High Priority State (CS0120)	\$1,000,000	\$1,000,000	\$1,000,000	100.0%	Transfer of surplus funds recommended by District from a completed project to fund an underway project.
7	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Statewide	#I95CIP PROJECT REFINEMENT	T23530	Interstate Corridor Funds: I-95 Corridor Funds - State (CS9195)	\$1,000,000	\$1,000,000	\$1,000,000	100.0%	Transfer of surplus funds recommended by District from the Statewide Interstate Corridor Balance Entry line item to fund a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
A	Bristol	Roadway Departure Chevron Initiative	107121	Bristol	I-81 Exit 32 - Improve Superelevation NB & SB	113847	Open Container Funds - Statewide (CNF221)	\$5,186	\$1,315,196	\$1,315,196	0.4%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to fund an underway project.
B	Culpeper	RTE 3 & 20 INT. IMPROVEMENT - PAVING WORK ORDER	113594	Culpeper	INT IMP. / UPGRADE SIGNAL AND LTLS @ INT. RTES.3 AND 20	106961	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$15,063	\$473,229	\$473,230	3.2%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund a completed project.
C	Hampton Roads	HAMPTON ROADS DISTRICT REGIONAL STP (RSTP) BALANCE ENTRY	70715	Hampton Roads	Penniman Rd/Government Rd/ROADWAY IMPROVEMENTS	16314	Hampton HIP Pop>200k Federal (CFM390), Hampton HIP Pop >200k Soft Match (CFM391)	\$741,412	\$5,554,374	\$5,744,330	13.3%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to fund a scheduled project.
D	Hampton Roads	HAMPTON ROADS DISTRICT REGIONAL STP (RSTP) BALANCE ENTRY	70715	Hampton Roads	Croaker Road - Four Lane Widening From Library to Rte 60	100920	Hampton HIP Pop >200k Federal (CFM390), Hampton HIP Pop >200k Soft Match (CFM391)	\$1,380,901	\$16,113,295	\$20,717,637	8.6%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to fund a scheduled project.
E	Hampton Roads	HAMPTON ROADS DISTRICT REGIONAL STP (RSTP) BALANCE ENTRY	70715	Hampton Roads	Centerville Turnpike Widening Phase 2	103005	Hampton HIP Pop >200k Federal (CFM390), Hampton HIP Pop >200k Soft Match (CFM391)	\$1,380,901	\$44,855,126	\$42,907,026	3.1%	Transfer of surplus funds recommended by District and MPO from the RSTP Balance Entry line item to fund a scheduled project.
F	Lynchburg	RTE 58 EB - SHOULDER WIDENING / RUMBLE STRIPS / GR UPGRADES	111093	Lynchburg	BUS 29 - CONSTRUCT SIDEWALK (MADISON HEIGHTS)	109586	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$380,905	\$2,038,648	\$2,038,648	18.7%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to fund a scheduled project.
G	Lynchburg	RTE 58 EB - SHOULDER WIDENING / RUMBLE STRIPS / GR UPGRADES	111093	Lynchburg	RTE 29 - DYNAMIC FLASHERS AT RTE 6 (SOUTHERN INT.)	114026	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$23,460	\$200,000	\$200,000	11.7%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to fund a completed project.
H	Richmond	INSTALL PEDESTRIAN ACCOMMODATIONS - DISTRICTWIDE, RTE 250 - PROVIDE PEDESTRIAN ACCOMMODATIONS, RTE. 54 & 671 INTERSECTION IMPROVEMENTS	104666, 106240, 114336	Richmond	RTE 250 - CONSTRUCT ROUNDABOUT	107081	Open Container Funds - Statewide (CNF221), Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$508,469	\$3,133,270	\$3,133,269	16.2%	Transfer of surplus funds recommended by District and Traffic Engineering Division from completed projects to fund a scheduled project.
I	Richmond, Statewide	PHASE 2 - PEDESTRIAN SAFETY IMPROVEMENTS - CITYWIDE, STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	110844, 70700	Richmond	PEDESTRIAN IMPROVEMENTS - CITY WIDE	108889	Open Container Funds - Statewide (CNF221), Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$443,729	\$3,743,738	\$3,746,338	11.9%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project and the Statewide Safety Balance Entry line item to fund an underway project.

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
J	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	PEDESTRIAN SAFETY ENHANCEMENTS ALONG THE CAPITAL TRAIL	114337	Safety (statewide) (CF3100), Safety Match (statewide) (CS3101)	\$69,000	\$545,523	\$546,295	12.6%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund an underway project.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 15, 2020

MOTION

Made By:

Seconded By:

Action:

**Title: SMART SCALE Project Cancellation
Arcola Boulevard (Route 50 to Loudoun County Parkway) UPC 111481**

WHEREAS, the Commonwealth Transportation Board's (Board) Six-Year Improvement Program Development Policy adopted December 7, 2016 states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board. In the event that a project is not advanced to the next phase of construction when requested by the Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the Virginia Department of Transportation (VDOT) for all state and federal funds expended on the project; and

WHEREAS, Item 11 of the Board's SMART SCALE Prioritization Process adopted February 21, 2018 states that a project that has been selected for funding must be initiated and at least a portion of the programmed funds expended within one year of the budgeted year of allocation or funding may be subject to reprogramming to other projects selected through the prioritization process. In the event the Project is not advanced to the next phase of construction when requested by the Commonwealth Transportation Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse VDOT for all state and federal funds expended on the project; and

WHEREAS, Item 18 of the Board's SMART SCALE Prioritization Process adopted February 21, 2018 states that surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts, and further, provides that such surplus funds may either be reserved

Resolution of the Board

SMART SCALE Project SMART SCALE Project Cancellation Arcola Boulevard (Route 50 to Loudoun County Parkway) UPC 111481

January 15, 2020

Page 2 of 2

to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE; and

WHEREAS, the Arcola Boulevard Project (Route 50 to Loudoun County Parkway) UPC 111481 (Project) was submitted for consideration and selected for \$28,969,930 in funding through the Construction District Grant Program in the second round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, on October 17, 2019, the Loudoun County Board of Supervisors voted unanimously to process a budget adjustment rescinding the appropriation of SMART SCALE funds to the Project and to inform VDOT that the county will not accept future SMART SCALE allocations for the Project; and

WHEREAS, the county intends to complete the Project by working with developers to advance delivery of their preferred alignment using proffers; and

WHEREAS, the Project is locally administered and was scheduled to begin preliminary engineering in November 2017, but has not advanced to scoping; and

WHEREAS, VDOT recommends Board action to cancel the Project and transfer all Construction District Grant funds to the Northern Virginia Construction District Grant balance entry (UPC -15988) for allocation to projects selected in Round 4 of SMART SCALE.

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the Arcola Boulevard Project (Route 50 to Loudoun County Parkway) UPC 111481 is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board, that all Construction District Grant funds allocated to the project be transferred to the Northern Virginia Construction District Grant balance entry (UPC -15988) for allocation to projects selected in Round 4 of SMART SCALE.

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CTB Decision Brief
SMART SCALE Project Cancellation
Arcola Boulevard (Route 50 to Loudoun County Parkway) UPC 111481

Issue: The Arcola Boulevard Project (UPC 111481) (Project) was selected for funding in the second round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Policy/Process. The Project was submitted by Loudoun County and screened in for meeting a VTrans regional network need. It was selected for funding and received \$28,969,930 in Construction District Grant funds to support a total Project cost of \$54,927,930. On October 17, 2019, the Loudoun County Board of Supervisors voted unanimously to process a budget adjustment rescinding the appropriation of SMART SCALE funds to the Arcola Boulevard Project and to inform the Virginia Department of Transportation (VDOT or Department) that the county will not accept future SMART SCALE allocations for the project. The county intends to complete the project by working with developers to advance delivery of their preferred alignment using proffers. CTB approval is needed for cancellation of this Project pursuant to the Six-Year Improvement Program Development Policy adopted by the Board on December 7, 2016.

Facts: The Project is locally administered and was scheduled to begin preliminary engineering in November 2017; however, the Project has not advanced to scoping. There are no expenditures.

The Board's Six-Year Improvement Program Development Policy adopted December 7, 2016 states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board. In the event that a project is not advanced to the next phase of construction when requested by the Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the project.

Item 11 of the Board's SMART SCALE Prioritization Process adopted February 21, 2018 states that a project that has been selected for funding must be initiated and at least a portion of the programmed funds expended within one year of the budgeted year of allocation or funding may be subject to reprogramming to other projects selected through the prioritization process. In the event the Project is not advanced to the next phase of construction when requested by the Commonwealth Transportation Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the project.

Item 18 of the Board's SMART SCALE Prioritization Process adopted February 21, 2018 states that Surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts. In addition, this item provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE.

Recommendation: VDOT recommends that the Board cancel the Arcola Boulevard Project (UPC 111481) and transfer all Construction District Grant funds to the Northern Virginia Construction District Grant balance entry (UPC -15988) for allocation to projects selected in Round 4 of SMART SCALE.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to cancel the Arcola Boulevard Project (UPC 111481) and transfer all Construction District Grant funds to the Northern Virginia Construction District Grant balance entry (UPC -15988) for allocation to projects selected in Round 4 of SMART SCALE.

Result, if Approved: If approved, the project will be removed from the Six-Year Improvement Program and all Construction District Grant funds will be transferred to the Northern Virginia Construction District Grant balance entry (UPC -15988).

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 15, 2020

MOTION

Made By: Seconded By: Action:

Title: Location Approval for Route 632 Fairground Road Extension

WHEREAS, State Highway Project 0632+037+R83, P101, R201, C501 (the "Project") will extend Route 632 (Fairground Road) in Goochland County, between U. S. Route 522 and VA Route 6.

WHEREAS, in accordance with § 33.2-208 of the Code of Virginia and the policies and regulations of the Commonwealth Transportation Board (CTB), including 24 VAC 30-380-10, a Location Public Hearing was held in Goochland County on September 12, 2019 at the Goochland County Administration Building for the purpose of considering alternative alignments to the preferred alignment of Route 632 Fairground Rd. Extension, as shown in Attachment A, and their potential impacts, as found on Attachment B; and

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

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

WHEREAS, Goochland County Board of Supervisors adopted a resolution on November 6, 2019 supporting and endorsing the preferred alignment, and the resolution is provided as Attachment C; and

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

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

WHEREAS, review of all data resulted in VDOT's recommendation that the most northern road alignment as presented at the public hearing be the Preferred Alternative.

NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby approves the Preferred Alternative location of the Route 632 Fairground Road Extension as proposed and presented at the September 12, 2019 public hearing and as shown in yellow in Attachment A.

#####

Commonwealth Transportation Board (CTB) Decision Brief

Route 632 Extension in Goochland County

Issue: The new Route 632 Extension project shall include grading and the construction of two (2) 11 ft. lanes of Rural Minor Arterial paved roadway with a 13 ft. two-way left turn lane (striped) along a new alignment.

Facts: The purpose of the project is as follows:

- Allow for future economic development in this part of Goochland County.
- Improve mobility, safety and functionality along Route 522 Sandy Hook Road,

Recommendations: 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, a Location Public Hearing was held in Goochland County, on September 12, 2019 at the Goochland County Administration Building for the purpose of considering alternative alignments to the preferred alignment of Route 632 Fairground Rd. Extension, as shown in Attachment A, and their potential impacts, as found on Attachment B. The Virginia Department of Transportation recommends approval of the new Route 632 Extension in its entirety, as proposed as the preferred alternative as shown in yellow in Attachment A.

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 roads comprising systems of state highways between points designated in the establishment of such systems.

Result, if Approved: If approved by the CTB, the Route 632 Extension project will move forward to the design phase.

Options: Approve, Deny or Defer

Public Comments/ Reaction: Twenty-five (25) citizens attended the Location Public Hearing. Most citizens that would be affected by this project supported the project. Those citizens that expressed opposition to the project were opposed to elements of the project that were not related to the new road alignment.

On November 6, 2019, Goochland County Board of Supervisors adopted a resolution of support for the preferred alternative (See attached resolution in Attachment C).

ATTACHMENT A



ATTACHMENT B

Project Location

ROUTE 632 (FAIRGROUND RD.) EXTENSION

ALTERNATIVE ALIGNMENT COMPARISON CHART

	PREFERRED ALTERNATIVE	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3
Cost	\$3,800,000	\$3,700,000	\$4,000,000	\$4,300,000
Length (ft.)	1,160	1,085	1,080	955
Advantages	<ul style="list-style-type: none"> • Very near lowest cost alternative • Provides more direct access to northern parcels than other alternatives • Provides greater development space on the east/south side of the Fairground Rd Extension than the other alternatives • Minimizes wetland impacts • Fairground Rd Extension intersects River Rd at a 90-degree angle, which is preferred • Slightly longer alignment • Does not consolidate access points on River Rd 	<ul style="list-style-type: none"> • Lowest cost alternative 	<ul style="list-style-type: none"> • Fairground Rd Extension intersects River Rd at a 90-degree angle, which is preferred 	<ul style="list-style-type: none"> • Aligns new roadway further to the east/south in order to provide more developable property on the western portion of the impacted parcels/properties • Consolidates access points on River Rd • Fairground Rd Extension intersects River Rd at a 90-degree angle, which is preferred
Challenges	<ul style="list-style-type: none"> • Uneconomical remnant of land remaining on east/south side of impacted parcel • Proposed new intersection with River Rd is not at a 90-degree angle, which is not preferable • Does not consolidate access points on River Rd • Limited development opportunities due to wetland and stream features on the properties to the east of the new road alignment and north of River Rd 	<ul style="list-style-type: none"> • Does not consolidate access points on River Rd • Slight increased cost due to excavation • Limited development opportunities due to wetland and stream features on the properties to the east of the new road alignment and north of River Rd 	<ul style="list-style-type: none"> • Highest cost alternative • Significant increased costs due to excavation • Road widening will impact mobile home community driveway, increasing cost and lengthening schedule • Greatest wetland impacts 	

Contact Information

Anthony Harvey, PE, PMP
Project Manager
Virginia Department of Transportation
2120 Pine Forest Drive
Colonial Heights, VA 23054
Comments may also be sent to:
anthony.harvey@dot.virginia.gov

Comments should be submitted to the project manager or the project engineer. Comments should be submitted to the project manager or the project engineer. Comments should be submitted to the project manager or the project engineer.

ATTACHMENT C



Board of Supervisors

1800 Sandy Hook Road
Goochland, VA 23063

Meeting: 11/06/19 03:00 PM

Department: Planning & Zoning

Category: Other

Prepared By: Tom Coleman

Department Head: MinuteTraq Admin

**ADOPTED
RESOLUTION**

(ID # 3403)

✓ Vote Record - Resolution 3403						
<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Recommended for Approval <input type="checkbox"/> Recommended for Denial <input type="checkbox"/> Deferred <input type="checkbox"/> Denied <input type="checkbox"/> Withdrawn <input type="checkbox"/> Recommended for Approval as Am <input type="checkbox"/> Adopted <input type="checkbox"/> Adopted as Amended <input type="checkbox"/> Defeated <input type="checkbox"/> Consensus of the Board <input type="checkbox"/> Tabled by Consensus <input type="checkbox"/> Approved as Amended <input type="checkbox"/> Send to BOS with Report of Tie Vote						
			Yes/Aye	No/Nay	Abstain	Absent
Susan Lascolette	Voter	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Manuel Alvarez	Voter	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Robert Minnick	Seconder	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ken Peterson	Voter	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Lumpkins	Mover	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AT A MEETING OF THE BOARD OF SUPERVISORS OF THE COUNTY OF GOOCHLAND, VIRGINIA, HELD ON NOVEMBER 6, 2019, IN THE GOOCHLAND COUNTY ADMINISTRATION BUILDING, 1800 SANDY HOOK RD., SUITE 250, GOOCHLAND, VIRGINIA, THE FOLLOWING ACTION WAS TAKEN:

Resolution endorsing a Virginia Department of Transportation Infrastructure Project for construction of a new segment of Route 632 (Fairground Road) from Route 522 (Sandy Hook Road) to Route 6 (River Road West) in Goochland County

WHEREAS, the Goochland County Board of Supervisors, on September 5, 2017, approved a resolution endorsing a Revenue Share Program application for construction of the Fairground Road (Rte. 632) Extension Project, a new segment of Route 632 (Fairground Road) from Route 522 (Sandy Hook Road) to State Route 6 (River Road West); and

WHEREAS, the Virginia Commonwealth Transportation Board approved a Revenue Share Program allocation for Fairground Road (Rte. 632) Extension for Fiscal Year 2019-20; and

WHEREAS, the Virginia Department of Transportation and Goochland County hosted a Location Public Hearing on September 12, 2019, at the Goochland County Administration Building to consider four alternative alignments, including a preferred alternative (see attachment); and

WHEREAS, twenty-four people attended the Location Public Hearing and attendees were provided the following information:

- A display of different alternative alignments and a recommended alternative;
- A display with pros and cons for each alternative;
- Construction of the project will require right-of-way from Goochland County;
- The total estimated cost is \$3,800,000, which includes \$500,000 for preliminary engineering, \$400,000 for right-of-way and utilities, and \$2,900,000 for construction; and

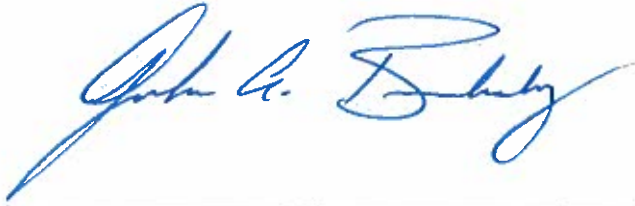
WHEREAS, no one expressed opposition to the preferred alternative; and

WHEREAS, the Fairground Road (Rte. 632) Extension Project will improve mobility, safety, functionality, and connectivity, primarily along Route 522 and Route 6 in the Goochland Courthouse Village.

NOW, THEREFORE, BE IT RESOLVED, that the Goochland County Board of Supervisors does hereby endorse and support the preferred alternative (see attachment) for the construction of the Fairground Road (Rte. 632) Extension, and

BE IT FURTHER RESOLVED, that the County Administrator is authorized to execute all appropriate agreements and documents for this project with the Virginia Department of Transportation, provided the agreements and documents are in legally approvable form.

A COPY ATTEST:



John A. Budesky, County Administrator
Goochland County Board of Supervisors



COMMONWEALTH of VIRGINIA

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

Stephen Brich
Commissioner

January 1, 2020

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

Subject: Location Approval of the Route 632 Fairground Road Extension in Goochland County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for Location Approval for your consideration. The proposed Location Approval on State Highway Project 0632-037-R83 has been recommended for approval by the Department's staff.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Barton A. Thrasher".

Barton A. Thrasher, P.E.
Chief Engineer

CTB PUBLIC HEARING SUMMARY

Location Public Hearing

Route 632 Fairground Rd Extension

Goochland County

State Project: 0632-037-R83, P101, R201, C501
UPC: 113323
From: 0.076 Miles West of Route 522 (Sandy Hook Rd)
To: Route 6 (River Rd West)
Length: 0.2400 Miles

PROJECT PURPOSE AND NEED

The primary purpose of the project is to extend Route 632 (Fairground Road) from the existing terminus at U. S. Route 522 (Sandy Hook Road) to a new intersection at VA Route 6 (River Road). This proposed extension will serve as the eastbound approach to the proposed roundabout at the intersection of Route 632 and Route 522. The extension will allow for future development north and south of the road and improve traffic operations along Sandy Hook Road.

PROJECT SCOPE

The Virginia Department of Transportation proposes two 11' through lanes and a 13' two-way left turn lane (striped) as a typical section along the Route 632 extension. Approaching the intersection with Route 6, the two-way left turn lane tapers down to an 11' left turn lane, and the two through lanes become 12'. The proposed typical section of Route 6 will consist of two 11' through lanes and a 12' eastbound left turn lane at the intersection with Route 632. Sidewalk (5' wide) is proposed to the east of the Route 632 extension. Four-foot buffer strips have been provided between the curb and gutter and the sidewalk along with varying side slopes (3:1 mostly with some 2:1) to tie into the existing ground. Curb and gutter is proposed on the Route 632 extension. A 2' paved shoulder is proposed on each side of Route 6 within the widening limits.

PUBLIC HEARING

TYPE: Location Public Hearing
DATE: September 12, 2019
TIME: 5:00 p.m. until 7:00 p.m.
PLACE: Goochland County Administration Building
1800 Sandy Hook Road
Goochland, VA 23063

ATTENDANCE

Twenty-five (25) citizens attended the public hearing.

COMMENTS RECEIVED

Eight (8) comments were received by letter, comment sheet or via email and two (2) oral comments were given at the Public Hearing. Of the ten (10) total comments received, six (6) supported the project, one (1) did not support the project without a speed reduction on all of Fairground Road to 45 mph and three (3) were non-committal.

ENVIRONMENTAL DATA

VDOT's Richmond District Environmental Office has performed environmental reviews and coordination to obtain information about environmental resources in the project vicinity; to provide natural and historic resource agencies an opportunity to review and comment on the project during its development, and to identify opportunities for avoidance, minimization and mitigation of potential environmental impacts.

The project will continue to be coordinated with the appropriate federal, state and local agencies as part of the environmental review and approval processes required throughout project development and construction. All required environmental clearances and permits will be obtained prior to commencement of construction. Strict compliance with all environmental conditions and commitments resulting from regulatory approvals, and implementation of VDOT's specifications and standard best practices will protect the environment during construction.

ESTIMATED COST

Preliminary Engineering:	\$ 506,700
Right of Way Acquisitions:	\$ 363,917
Project Construction:	\$2,927,383
Total Project Cost:	\$3,798,000

RIGHT OF WAY

The project will require Right of Way acquisition from Goochland County. The County plans to donate this property.

ADVERTISEMENT

The project is scheduled for a construction advertisement in May 2023.

STAFF RECOMMENDS

The Virginia Department of Transportation recommends approval of the Route 632 Fairground Road Extension location in its entirety as shown as the Preferred Alternative as proposed and presented at the September 12, 2019 Location Public Hearing



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
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Agenda item # 13

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 15, 2020

MOTION

Made By: Seconded By: Action:

Title: Location Approval for the Route 643 (Rio Mills Road) - Berkmar Drive Connector

WHEREAS, State Highway Project 9999-002-941, P101, R201, C501 (the "Project") will realign a portion of existing Route 643 (Rio Mills Road) to connect to the recently constructed Berkmar Drive extension in Albemarle County; and

WHEREAS, in accordance with §33.2-208 of the Code of Virginia and the policies and regulations of the Commonwealth Transportation Board (CTB), including 24 VAC 30-380-10, Combined Location and Design Public Hearings were held on October 9, 2018 from 5:30 pm to 7:30 pm at Monticello High School in Albemarle County and October 10, 2018 from 5:30 pm to 7:30 pm at Western Albemarle High School in Albemarle County, Virginia for the purpose of reviewing six planned projects, including the Route 643 (Rio Mills Road) - Berkmar Drive Connector as shown on the attached exhibit; and

WHEREAS, proper notice of the Combined Location and Design Public Hearings was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed Project as presented, and their statements have been duly recorded; and

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

WHEREAS, on July 17, 2019 the Albemarle County Board of Supervisors adopted a Resolution of Support for the location of the Route 643 (Rio Mills Road) - Berkmar Drive Connector (See attached exhibit); and

WHEREAS, a Preliminary Environmental Inventory (PEI) was completed in September, 2018 as part of the State Environmental Review Process (SERP). However, the proposed Project is not programmed with any federal funding, and as such the National Environmental Policy Act (NEPA) does not apply to this Project.

NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby approves the location of Route 643 (Rio Mills Road) on the new alignment from the end of the existing paved surface of Route 643 (Rio Mills Road) to connect to the recently constructed Berkmar Drive extension as presented at the Combined Location and Design Public Hearings and as amended in extensive coordination with Albemarle County as shown on the attached exhibit.

#####

Commonwealth Transportation Board (CTB) Decision Brief

Location Approval for the Route 643 (Rio Mills Road) - Berkmar Drive Connector

Issue: The purpose of the project is to provide a new two-lane roadway to realign a portion of the existing Route 643 (Rio Mills Road) and connect to the recently constructed Berkmar Drive extension.

Facts: The Route 643 (Rio Mills Road) - Berkmar Drive Connector project has been identified as a priority road improvement by Albemarle County in its Places 29 Master Plan. The Project will serve to improve safety and connectivity and reduce maintenance on the existing gravel road portion of Route 643 (Rio Mills Road). The proposed location of the Route 643 (Rio Mills Road) - Berkmar Drive Connector is shown on the attached exhibit.

Recommendations: VDOT recommends approval of the location of the Route 643 (Rio Mills Road) - Berkmar Drive Connector as presented at the Combined Location and Design Public Hearings and as amended in extensive coordination with Albemarle County as shown on the attached exhibit.

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

Result, if Approved: If approved by the CTB, the Project will move forward to the design approval phase.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: Combined Location and Design Public Hearings were held on October 9, 2018 from 5:30 p.m. and 7:30 p.m. at Monticello High School located in Albemarle County and on October 10, 2018 from 5:30 p.m. and 7:30 p.m. at Western Albemarle High School in Albemarle County. Citizens that attended were able to view displays for the proposed Project.

There were fifty-nine (59) attendees who signed-in at the two Public Hearing meetings (20 attended on October 9th & 39 attended on October 10th). During the comment period, we received 20 comments on the Route 643 (Rio Mills Road) - Berkmar Drive Connector, with 16 supporting the project as presented and 4 supporting the project with modifications. There were no comments on the Route 643 (Rio Mills Road) - Berkmar Drive Connector indicating “no support” of this Project.

On July 17, 2019 the Albemarle County Board of Supervisors adopted a Resolution of Support for the location of the Route 643 (Rio Mills Road) - Berkmar Drive Connector (See attached exhibit).

**RESOLUTION OF SUPPORT
FOR RIO MILLS CONNECTOR TO BERKMAR EXTENDED ALIGNMENT**

WHEREAS, Albemarle County included a connection from Rio Mills Road to the new Berkmar Drive Extended in the Places 29 Master Plan as a priority road improvement; and

WHEREAS, Albemarle County approved the accumulation of Telefee funds in the Secondary Six Year Plan to be designated to the construction of this Connector road; and

WHEREAS, the Commonwealth Transportation Board approved the remainder of funding necessary to complete the connector road to be awarded to Albemarle County through the Smart Scale program based on Albemarle County's 2016 Grant application; and

WHEREAS, the Virginia Department of Transportation worked extensively with Albemarle County staff, Albemarle County Schools Division, and the developer of Brookhill on the proposed alignment of the connector road; and


WHEREAS, the Virginia Department of Transportation received public comments on the preliminary design and alignment at advertised Public Hearings on October 9, 10, and 11, 2018; and

WHEREAS, the public comments received by the Virginia Department of Transportation supported the proposed alignment of the new connector road.

NOW, THEREFORE, BE IT RESOLVED, that the Albemarle County Board of Supervisors hereby fully endorses and supports the proposed alignment as presented by the Virginia Department of Transportation for the Rio Mills to Berkmar Drive Connector; and

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

I, Claudette K. Borgerson, do hereby certify that the foregoing writing is a true and correct copy of a Resolution duly adopted by the Board of Supervisors of Albemarle County by a vote of six to zero, as recorded below, at a meeting held on July 17, 2019.


Clerk, Board of County Supervisors

	<u>Aye</u>	<u>Nay</u>
Mr. Dill	<u>Y</u>	_____
Mr. Gallaway	<u>Y</u>	_____
Ms. Mallek	<u>Y</u>	_____
Ms. McKeel	<u>Y</u>	_____
Ms. Palmer	<u>Y</u>	_____
Mr. Randolph	<u>Y</u>	_____



COMMONWEALTH of VIRGINIA

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

Stephen Brich
Commissioner

January 1, 2020

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

Subject: Location Approval for the Route 643 (Rio Mills Road) – Berkmar Drive Connector in Albemarle County

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for Location Approval for your consideration. The proposed Location Approval on State Highway Project 9999-002-941, P101, R201, C501 has been recommended for approval by the Department's staff.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Barton A. Thrasher".

Barton A. Thrasher, P.E.
Chief Engineer

CTB PUBLIC HEARING SUMMARY

Route 643 (Rio Mills Road) - Berkmar Drive Connector

Albemarle County

State Project: 9999-002-941, P101, R201, C501

UPC: 109397

Federal Project: N/A

Fr: The end of the paved portion of existing Rte. 643 (Rio Mills Road)

To: Route 1403 (Berkmar Drive)

Project Length: 0.25 miles

PROJECT HISTORY – The Route 643 (Rio Mills Road) - Berkmar Drive Connector project has been identified as a priority road improvement by Albemarle County in its Places 29 Master Plan. The Project will serve to improve safety and connectivity and reduce maintenance on the existing gravel road portion of Route 643 (Rio Mills Road). Project funding is State Funds provided by the CTB through the SMART SCALE program.

PROJECT PURPOSE – The purpose of the Project is to provide a new two-lane roadway to realign Route 643 (Rio Mills Road) and connect to the recently constructed Berkmar Drive extension.

TYPICAL SECTION – The proposed typical section will provide 2-11’ travel lanes, 4’ bike lanes in each direction, and a 10’ shared use path on the south side along the majority of the realignment.

PUBLIC HEARING –

Type – Combined Location and Design

Dates – October 9 and October 10, 2018

Time – 5:30 p.m. to 7:30 p.m.

Location – Monticello High School (Oct. 9th) and Western Albemarle High School (Oct. 10th)

ATTENDANCE – There were fifty-nine (59) attendees who signed-in at the two Public Hearing meetings (20 attended on October 9th & 39 attended on October 10th).

COMMENTS RECEIVED – We received 20 comments alone on the Route 643 (Rio Mills Road) Connection, with 16 supporting the project as presented and 4 supporting the project with modifications. There were no comments on the Route 643 (Rio Mills Road) - Berkmar Drive Connector indicating “no support” of this project.

ENVIRONMENTAL DATA – A Preliminary Environmental Inventory (PEI) was completed in September, 2018 as part of the State Environmental Review Process (SERP).

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

ESTIMATED COST –

Preliminary Engineering	-	\$ 355,000
Right of Way and Utilities	-	\$ 157,500
Construction	-	<u>\$3,286,733</u>
Total Estimated Cost	-	\$3,799,233

ADVERTISEMENT – Design-build contract was awarded on July 17, 2019.

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


TRAFFIC DATA – The current average daily traffic on Route 643 (Rio Mills Road) is 480 vehicles per day. It is anticipated that in the design year of 2040 the average daily traffic will be 670 vehicles per day on the new roadway.

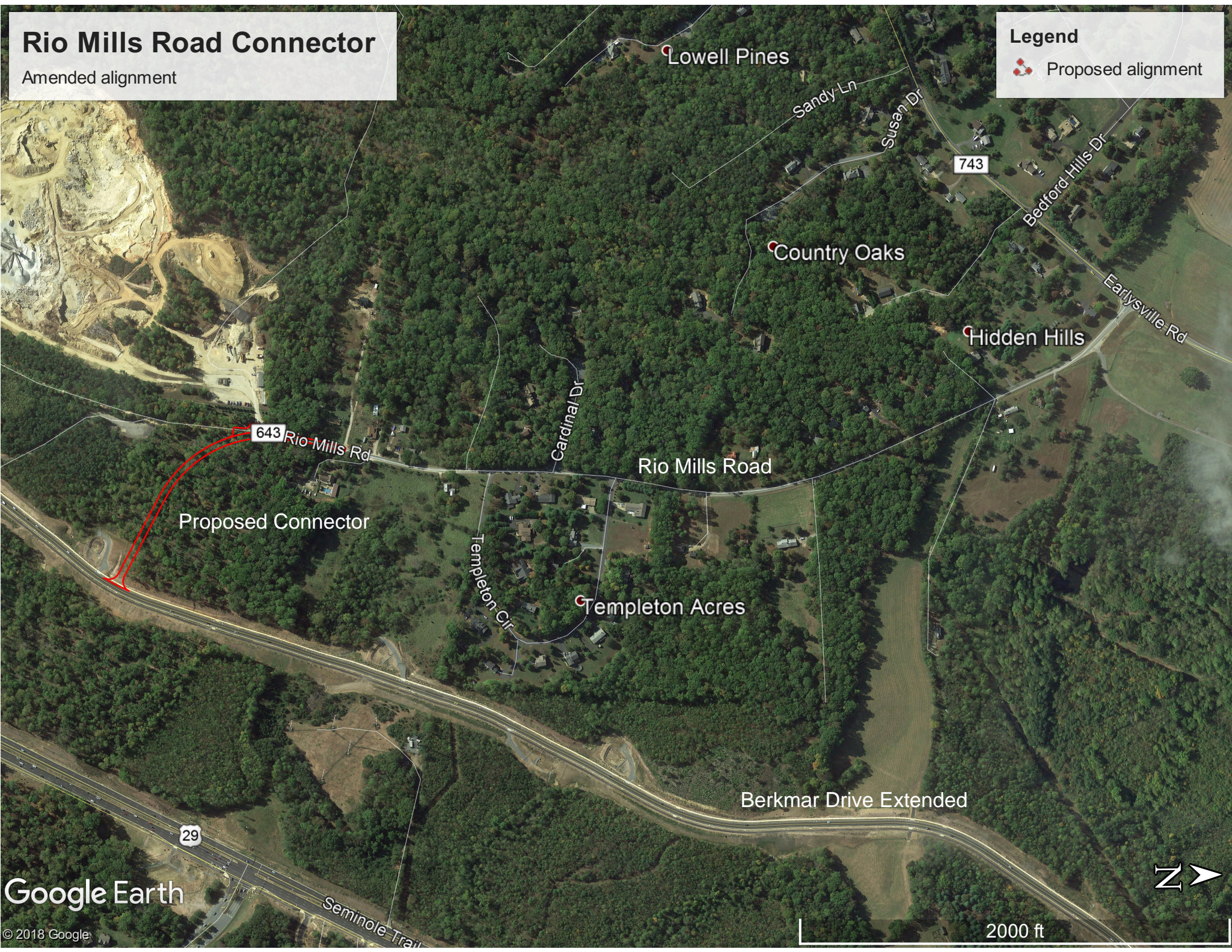
STAFF RECOMMENDS – Approval of the location of the Route 643 (Rio Mills Road) - Berkmar Drive Connector on new alignment as presented at the Combined Location and Design Public Hearings and as amended in extensive coordination with Albemarle County.

Rio Mills Road Connector

Amended alignment

Legend

 Proposed alignment



Google Earth

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2000 ft



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Richmond, Virginia 23219

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Agenda Item # 14

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 15, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Economic Development Access to
Prince Edward County Business Park
Project ECON-073-639 – Prince Edward County**

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

WHEREAS, the Prince Edward County Board of Supervisors has, by appropriate resolution, requested Economic Development Access Program funds to serve eligible property located within the Prince Edward Business Park, located off of Commerce Road (Route 628), and said access is estimated to cost approximately \$2.1 million; and

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

Resolution of the Board

Economic Development Access Program – Business Park – Prince Edward County

January 15, 2020

Page Two

NOW, THEREFORE, BE IT RESOLVED, that \$650,000 (\$500,000 unmatched and \$150,000 matched) of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to eligible property within the Prince Edward County Business Park property, located off of Commerce Road (Route 628), just south of Farmville in the southwest quadrant of U.S. Highway 15 and U.S. Highway 460, Project ECON-011-XXX, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between Prince Edward County (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Design, administration, construction and maintenance of this project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - c. Provision by the LOCALITY of either i) documentation of a least \$3,250,000 of eligible capital outlay attributed to qualifying business on property served exclusively by this project, or ii) should documentation of capital outlay be insufficient, an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before February 15, 2025, without written permission of VDOT. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Economic Development, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of establishments served by the project. If, by January 15, 2025, at least \$3,250,000 of eligible capital outlay on property served exclusively by this project has not been expended or committed by firm contract by a qualified establishment or establishments, then an amount equal to 20% of the eligible capital outlay of up to \$3,250,000 will be credited toward the project's Economic Development Access Program allocation utilized in the project's construction and the balance of the utilized allocation not justified by eligible capital outlay will be returned to VDOT and the Economic Development, Airport and Rail Access Fund in accordance with the CTB's Economic Development Access Fund Policy. This surety may be released or reduced accordingly at an earlier date upon provision of documentation of eligible capital outlay by a qualified establishment, or establishments; and
3. Determination by VDOT of eligible capital outlay in accordance with current policy and procedures for administering the Economic Development Access Program.

#####

CTB Decision Brief

Economic Development Access – Prince Edward County Business Park

Issue: Pursuant to Section 33.2-1509 of the *Code of Virginia* and the Economic Development Access Policy of the Commonwealth Transportation Board (CTB), the Prince Edward County Board of Supervisors has requested funds from the Economic Development Access Program to assist in constructing road access to eligible property off Route 628, Commerce Road, just south of Farmville, in the southwest quadrant of U.S. Highway 15 and U.S. Highway 460.

Facts: Section 33.2-1509 of the *Code of Virginia* provides for the CTB to expend funds set aside for constructing access roads to economic development sites on which certain establishments as prescribed or other establishments that meet the basic employer criteria as determined by the Virginia Economic Development Partnership in consultation with the Virginia Department of Business Assistance will be built under firm contract or are already constructed. Or, in the event there is no such establishment already constructed or for which the construction is under firm contract, a locality may guarantee to the CTB by bond or other acceptable device that such will occur.

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

Prince Edward County's plan for this development within the Prince Edward Business Park consists of four parcels totaling 43.42 acres that do not currently have public access. Funding under the Economic Development Access Program is requested by Prince Edward County under the "bonded" concept to assist in construction of an access road to eligible property. The county intends to administer design and construction of the proposed access road project. Prince Edward County will be responsible for all costs exceeding the combined EDA state allocation and locality match. Documentation of qualifying capital investment of \$3,250,000 or provision of appropriate surety from the County will be required prior to funding authorization.

The Local Assistance Division has consulted with the Virginia Economic Development Partnership (VEDP) regarding Prince Edward County's plans for this development and VEDP staff has provided support for the County's plans to attract qualifying business operations to this site.

Recommendations: The access project recommended by staff as adequate to serve eligible parcels will provide a 24-foot wide, 0.28-mile long, asphalt roadway with appropriate shoulders and ditches within a 60-foot right of way. Lynchburg District has estimated a total cost of \$2,097,000 million for construction of the proposed access road project. The Local Assistance Division recommends that the maximum allocation of \$650,000 (\$500,000 unmatched and

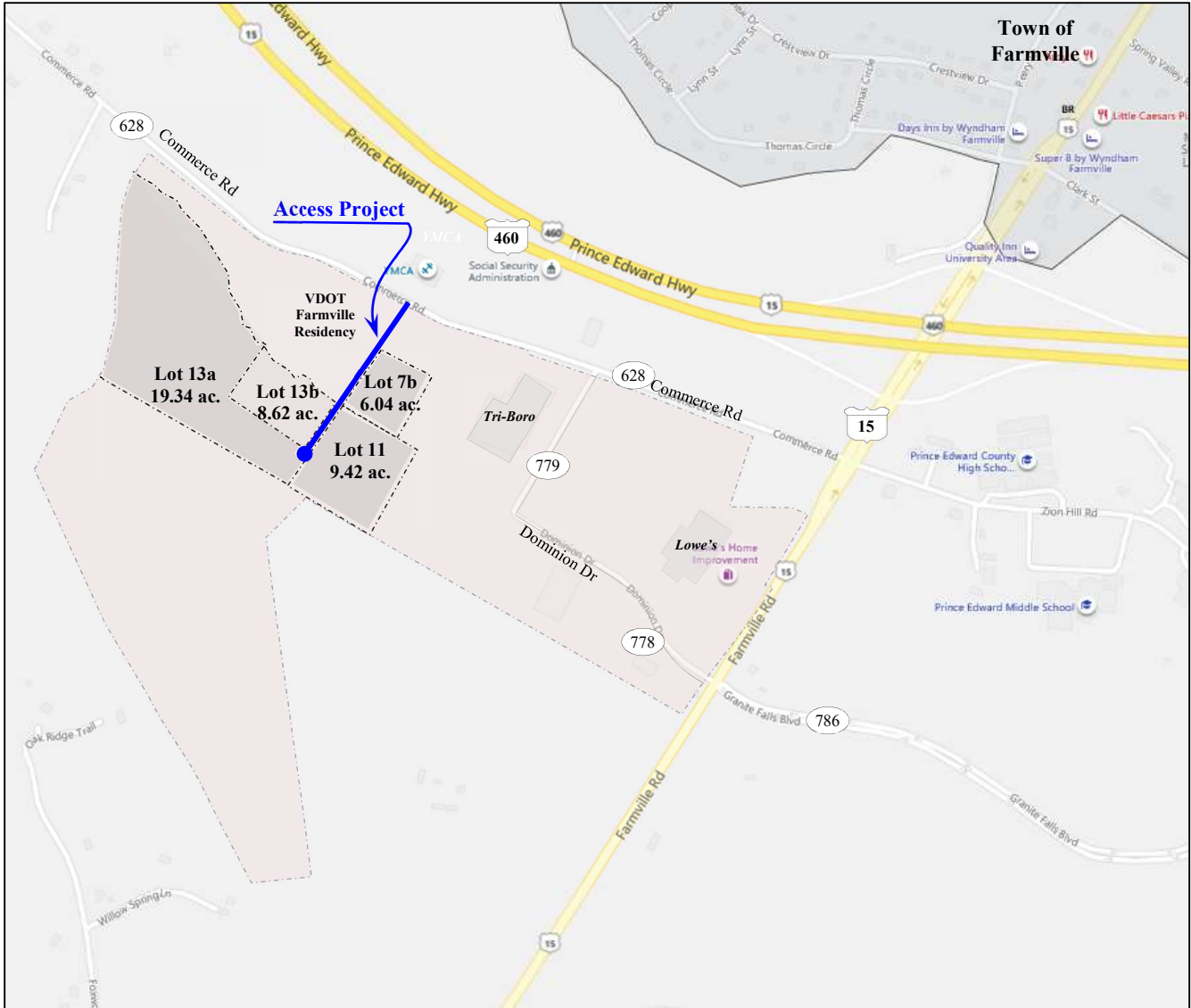
\$150,000 matched) from the Economic Development, Airport and Rail Access Fund be approved for construction of this project, subject to certain contingencies as set forth in the accompanying resolution.

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

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



PROPOSED INDUSTRIAL ACCESS PROJECT
Prince Edward Business Park
Project ECON-073-639
Prince Edward County

Economic Development Site

Continued development of industrial park to include 4 parcels totaling approximately 43 acres.

Access Facility

Project Length: 0.28 mile
 Pavement Width: 24 Feet
 Proposed R/W Width: 60 feet
 Estimated Cost: \$2,097,000
 Proposed Allocation: \$650,000 (bonded)
 (\$500,000 unmatched, \$150,000 matched)



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 15

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 15, 2020

MOTION

Made By:

Seconded By:

Action:

Title: Revenue Sharing De-allocation of Project Funds (Statewide)

WHEREAS, § 33.2-357 of the *Code of Virginia* (1950), as amended (“*Va. Code*”), prescribes that from funds made available by the General Assembly, the Commonwealth Transportation Board (“CTB”) may make an equivalent matching allocation to any locality for the improvement, construction, or reconstruction of the highway systems within such locality; and

WHEREAS, pursuant to § 33.2-357 of the *Va. Code*, “any revenue-sharing funds for projects not initiated after two subsequent fiscal years of allocation may be reallocated at the discretion of the Commonwealth Transportation Board”; and

WHEREAS, § 33.2-357 of the *Va. Code* stipulates that the funds allocated by the CTB under this section “shall be distributed and administered in accordance with the revenue-sharing program guidelines established by the Board”; and

WHEREAS, at its December 5, 2018 meeting, the CTB adopted its revision of the Revenue Sharing Program Policy and Guidelines, and the process for de-allocation of revenue-sharing program funds for projects not initiated after two subsequent fiscal years of the allocation is described within these guidelines; and

WHEREAS, in accordance with the approved de-allocation process, projects that meet the criteria for de-allocation or are cancelled at the request of the locality, have been identified and affected localities have received written notification of the Virginia Department of

Resolution of the Board
Revenue Sharing De-Allocation of Project Funds (Statewide)
January 15, 2020
Page Two

Transportation's intent to remove the Revenue Sharing Program funds from identified projects for the purpose of reallocation by the CTB; and

WHEREAS, "Attachment A", which is made a part of this Resolution, lists all projects and respective Revenue Sharing Program funding to be de-allocated and the funding amount indicated to be returned to the statewide Revenue Sharing account for distribution.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the de-allocation of funding from projects as set forth in the "Attachment A" listing.

#####

CTB Decision Brief

Revenue Sharing De-Allocation of Project Funds (Statewide)

Issue: As stipulated in § 33.2-357 of the *Code of Virginia*, any projects having funds allocated under the revenue sharing program shall be initiated within two subsequent years of the allocation or those funds may be reallocated at the discretion of the Commonwealth Transportation Board (CTB). The Revenue Sharing Program Guidelines (Guidelines), as approved by the CTB, establish circumstances when project funds may be de-allocated due to cancellation of projects, project inactivity, or surplus allocations on completed projects. Accordingly, the Virginia Department of Transportation (Department) has prepared a list of projects which meet de-allocation/reallocation conditions set forth in § 33.2-357 and in the Guidelines and recommends that the funding previously allocated to these projects be de-allocated by the CTB and made available in the Revenue Sharing account for reallocation statewide.

Facts: The de-allocation process is described within the Revenue Sharing Program Guidelines, revised and adopted by the CTB at its December 5, 2018 meeting. In adherence with the process, the Department conducted a review of all revenue sharing projects that had no expenditures within the last twenty-four months, or had been completed for six months or more with a surplus balance. Projects meeting the de-allocation criteria were identified, and a list of those projects was provided to each locality to offer input regarding the status of the project in order for the Department to determine if the funds should be retained or de-allocated. Localities were notified, in writing, of their project deallocations in November 2019. Subsequently, four localities requested that some of their projects not be deallocated at this time. VDOT has reviewed and concurred with those requests and those projects are attached to this decision brief. Based on this input, the Department has prepared a final list of projects which are intended to have funding de-allocated and made available for reallocation statewide, subject to the approval of the CTB.

Recommendation: The Department recommends that the allocations/funding shown on “Attachment A” to the CTB Resolution be de-allocated from the projects specified in “Attachment A” and returned to the statewide Revenue Sharing account so that they are available for re-allocation.

Action Required by CTB: The *Code of Virginia* and the CTB’s Revenue Sharing Program Guidelines specify that the CTB shall approve the de-allocation of identified funds that meet the criteria set forth in the de-allocation process. A resolution is provided for a formal vote.

Result, if Approved: Eighty-four (84) projects, totaling \$32,938,421, identified on “Attachment A” to the CTB Resolution will have funds de-allocated and returned to the statewide Revenue Sharing account rendering them available for reallocation at the discretion the CTB.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

PROJECTS REMOVED FROM POTENTIAL DEALLOCATION - FY19/20 DEALLOCATION

District	FY	UPC	Locality	Project Description	State Match	Reason
NOVA	2010	91773	Loudoun Co. Chesterfield	RIVERSIDE PARKWAY - WIDEN FR. 2 LN TO 4 LN MED. DIVIDED	\$524,712	funds to be transferred to fully fund recently advertised project
Richmond	2018	107129	Co.	LAKE CHESDIN TRAIL	\$29,127	invoice pending
Richmond	2015	102962	Richmond City	7TH ST - REPLACE BRIDGE	\$49,236	invoice pending
Richmond	2015	102963	Richmond City	5TH ST - REPLACE BRIDGE	\$86,295	invoice pending
Richmond	2016	105680	Richmond City	MULTI-USE TRAIL	\$1,491,031	invoice pending
Richmond	2015	105693	Richmond City	RIVERSIDE DR - INSTALL GUARDRAIL	\$84,193	funds to be transferred to fund advertisement <12 months
Richmond	2013	106569	Richmond City	CANNON CREEK GATEWAY TRAIL - PHASE 3	\$42,468	invoice pending
Richmond	2018	108630	Richmond City	RELOCATE DOCK STREET ROUNDABOUT AT MAIN ST. W/INT. IMPR.	\$210,917	invoice pending
Richmond	2015	105691	Richmond City	EAST 37TH ST. - RECONSTRUCTION	\$67,961	funds to be transferred to fund advertisement <12 months
Richmond	2015	105649	Richmond City	IMPROVE SIDEWALK - VARIOUS LOCATIONS	\$111,624	invoice pending
Richmond	2014	104218	Richmond City	INSTALL SIDEWALK & CROSSWALK - CITYWIDE	\$280,315	funds to be transferred to fund advertisement <12 months
Richmond	2014	102961	Richmond City	MILL AND OVERLAY BELVIDERE ST OVER CSXT AND BROOK RD	\$135,808	funds to be transferred to fund advertisement <12 months
Salem	2018	108871	Montgomery Co.	WESTERN PERIMETER ROAD	\$13,061,049	county may not want to cancel project as planned
					\$16,174,736	

Revenue Sharing Projects for De-Allocation - Approved "Attachment A"

District	Locality	Project #	UPC #	Scope Of Work	Project Administered By	Deallocation Reason	State Match Amount to be De-allocated	Allocation Fiscal Year	
Bristol									
Bristol City									
		0011-102-727	105308	Widening	Locality	Completed	\$3,100,000	2014	
Dickenson County									
		0637-025-756	101143	Reconstruction (w/o added capacity); spot widening	Locality	Completed	\$746,000	2015	
		0649-025-713	86726	Reconstruct road to state standard	VDOT	Completed	\$440,199	2013	
		9999-025-R94	107240	Reconstruction/asphalt strengthening	VDOT	Completed	\$2	2014	
		0604-025-R00	108746	Drainage Improvements/reconstruction	VDOT	Completed	\$61,028	2017	
Norton Town									
		SRTS-146-111	87182	Bikeways/Trails	Locality	Completed	\$308,785	2014	
Tazewell County									
		9999-092-R94	107231	Guardrail installation	VDOT	Completed	\$5,143	2016	
Tazewell Town									
		U000-158-R73	107246	Pavement Overlay (maintenance)	Locality	Completed	\$23,832	2016	
Washington County									
		0611-095-R40	107234	Relocation/realignment	Locality	Completed	\$411,112	2016	
Bristol District summary:		9 projects					\$5,096,101		
Culpeper									
Culpeper County									
		0647-023-R61	108679	Pave Unpaved Road	VDOT	Completed	\$96,311	2017	
		0607-023-R63	108724	Pave Unpaved Road	VDOT	Completed	\$50,188	2017	
Fauquier County									
		9999-030-R02	107006	New Road, upgrade to state standard	Locality	Cancelled	\$1,604,365	2017	
		EN18-030-R32	113411	Reconstruction/Rehabilitation	VDOT	match reclassified	\$360,263	2019	
Orange Town									
		U000-275-R33	108727	Milling, reconstruction, paving	Locality	Completed	\$3,871	2017	
		U000-275-R29	108758	milling, reconstruction, paving	Locality	Completed	\$45,122	2017	
		U000-275-R28	108894	Reconstruction/paving	Locality	Completed	\$104,053	2014	
		U000-275-R32	108752	milling, reconstruction, paving	Locality	Completed	\$1,880	2017	
Warrenton Town									
		U000-156-R16	108718	Intersection Improvement	Locality	Completed	\$83	2017	

District	Locality	Project #	UPC #	Scope Of Work	Project Administered By	Deallocation Reason	State Match Amount to be De-allocated	Allocation Fiscal Year	
Culpeper									
Culpeper District summary:		9 projects					\$2,266,136		
Fredericksburg									
Fredericksburg City									
		U000-111-R84	108734	Reconstruction	Locality	Completed	\$19,121	2017	
		U000-111-R71	105735	Pavement Overlay (maintenance)	Locality	Completed	\$56,551	2015	
		U000-111-R74	107138	Mill & Pavement Overlay (maintenance)	Locality	Completed	\$1,369	2016	
Spotsylvania County									
		0017-088-R74	105893	Intersection Improvements, signal	VDOT	Completed	\$183,296	2016	
Stafford County									
		0616-089-622	102688	Bridge Replacement	Locality	Completed	\$334,062	2016	
Fredericksburg District summary:		5 projects					\$594,399		
Hampton Roads									
Chesapeake City									
		U000-131-R01	105621	Pavement Overlay (maintenance)	Locality	Completed	\$8,928	2015	
Hampton City									
		U000-114-R04	107345	Signals/Traffic Services	Locality	Completed	\$25,905	2016	
		0169-114-R02	107341	Reconstruction	Locality	Completed	\$41,414	2016	
Newport News City									
		9999-121-R67	104375	Drainage Improvements	Locality	Completed	\$12,966	2014	
		9999-121-R68	104376	Sidewalk (new construction)	Locality	Completed	\$71,344	2014	
		U000-121-R95	105627	Sidewalk (new construction)	Locality	Completed	\$24,610	2015	
		U000-121-R96	105641	Sidewalk (maintenance replacement)	Locality	Completed	\$1,961	2015	
		0060-121-R94	105626	Signals/Traffic Services	Locality	Completed	\$12,905	2017	
Suffolk City									
		0010-133-378	104332	Intersection Improvement	Locality	Cancelled	\$543,809	2014	
		0058-133-355	102998	Intersection Improvement	Locality	Completed	\$15,869	2017	
Hampton Roads District summary:		10 projects					\$759,711		
Northern Virginia									
Fairfax County									
		0029-029-R27	59094	Bikeways/Trails	Locality	Completed	\$882,506	2006	
Falls Church City									
		U000-110-R73	105526	Signals/Traffic Services	Locality	Cancelled	\$267,063	2016	

District	Locality	Project #	UPC #	Scope Of Work	Project Administered By	Deallocation Reason	State Match Amount to be De-allocated	Allocation Fiscal Year	
Northern Virginia									
	Loudoun Town								
		0771-053-P42	90725	Realignment/reconstruction	VDOT	Completed	\$1,958	2014	
	Manassas City								
		U000-155-R00	107076	Pavement Overlay (maintenance)	Locality	Completed	\$75,919	2016	
	Manassas Park								
		U000-152-R69	91477	Drainage improvement	Locality	Completed	\$41,129	2010	
	Vienna Town								
		U000-153-194	105520	Sidewalk	Locality	Completed	\$3,476	2013	
Northern Virginia District summary:							6	projects	\$1,272,051
Richmond									
	Amelia County								
		0646-004-R90	108656	Pave Unpaved Road	VDOT	Completed	\$27,756	2017	
	Brunswick County								
		0659-012-R66	107091	Pave Unpaved Road	VDOT	Completed	\$42	2016	
	Chesterfield County								
		4700-020-R75	104285	new curb & gutter and sidewalk	Locality	Completed	\$67	2016	
		9999-020-R37	101103	Sidewalk, streetlighting	Locality	Completed	\$12,099	2013	
	Henrico County								
		0000-043-R27	105658	Sidewalk (new construction)	Locality	Completed	\$18,594	2015	
		9999-043-R50	107173	Sidewalk (new construction)	Locality	Completed	\$31,687	2016	
		9999-043-R59	107176	Sidewalk (new construction)	Locality	Completed	\$12,763	2016	
		0615-043-R94	104274	Bridge replacement/Reconstruction	Locality	Completed	\$192	2014	
	Hopewell City								
		U000-116-R80	105708	Reconstruction	Locality	Completed	\$1,015	2015	
		U000-116-R63	102927	Drainage Improvements	Locality	Completed	\$1,884	2014	
		U000-116-R77	104510	Bridge Rehabilitation (maintenance)	Locality	Completed	\$3,451	2014	
		U000-116-R81	105654	Reconstruction	Locality	Completed	\$741	2015	
		U000-116-R88	107183	Pavement Overlay (maintenance)	Locality	Completed	\$2,475	2016	
		U000-116-R82	105656	Reconstruction	Locality	Completed	\$1,014	2015	
	Mecklenburg County								
		0608-058-R22	107136	Reconstruction, pave unpaved road	Locality	Completed	\$273,144	2016	
	Petersburg City								
		0460-123-R76	105665	Pavement Overlay (maintenance)	Locality	Completed	\$672,544	2015	

District	Locality	Project #	UPC #	Scope Of Work	Project Administered By	Deallocation Reason	State Match Amount to be De-allocated	Allocation Fiscal Year	
Richmond									
	Petersburg City								
		9999-123-R02	113070	Bikeways/Trails	Locality	Reduced Scope	\$1,073,325	2020	
	Richmond City								
		U000-127-R08	105652	Signals/Traffic Services	Locality	Completed	\$12,769	2015	
		U000-127-R07	105653	Intersection Improvement	Locality	Completed	\$50,503	2015	
		0651-127-R75	108629	Intersection Improvement (Roundabout)	Locality	Completed	\$22,806	2017	
		U000-127-R50	104279	traffic calming	Locality	Completed	\$5,133	2014	
		U000-127-R67	104507	Pavement Overlay (maintenance)	Locality	Completed	\$4,618	2014	
Richmond District summary:		22 projects						\$2,228,622	
Salem									
	Bedford City								
		0122-141-105	76401	pedestrian safety improvements	VDOT	Completed	\$4,640	2009	
	Blacksburg Town								
		U000-150-R81	113131	Drainage Improvements	Locality	Cancelled	\$62,643	2019	
		U000-150-R870	108859	Drainage Improvements	Locality	Completed	\$5,273	2017	
	Christiansburg Town								
		U000-154-R18	108866	Sidewalk (new construction)	Locality	Completed	\$2,404	2017	
	Franklin County								
		9999-033-R16	108881	Reconstruction (w/o added capacity)	VDOT	Completed	\$15,242	2017	
	Galax City								
		U000-113-260	103080	Drainage Improvements	Locality	Completed	\$151,211	2016	
	Henry County								
		ECON-044-024	106056	Reconstruction	Locality	Cancelled	\$350,000	2016	
	Pulaski County								
		0011-077-R27	101264	Intersection improvement/turn lanes	Locality	Completed	\$40,723	2013	
	Roanoke City								
		U000-128-R17	111160	Drainage Improvements	Locality	Completed	\$57,853	2017	
		U000-128-R37	78693	Sidewalk replacement	Locality	Completed	\$437	2006	
		U000-128-R08	110357	Drainage Improvements	Locality	Completed	\$67,634	2017	
		U000-128-R82	108082	Drainage Improvements	Locality	Completed	\$42,517	2016	
	Roanoke County								
		0613-080-R80	107313	Drainage Improvements	Locality	Cancelled	\$158,065	2016	
		0115-080-R95	98220	corridor improvements	Locality	Completed	\$46,980	2013	

District	Locality	Project #	UPC #	Scope Of Work	Project Administered By	Deallocation Reason	State Match Amount to be De-allocated	Allocation Fiscal Year	
Salem									
	Roanoke County								
		0775-080-R08	110466	Reconstruction	VDOT	Completed	\$42,198	2013	
	Vinton Town								
		U000-149-R43	104253	Bikeways/Trails	Locality	Completed	\$7,421	2016	
Salem District summary:		16 projects					\$1,055,241		
Staunton									
	Berryville Town								
		0340-168-R17	108671	Signals/Traffic Services (pedestrian crosswalk)	VDOT	Completed	\$10,383	2017	
	Frederick County								
		0000-034-R02	108672	Extend Road	Locality	Cancelled	\$9,330,250	2018	
		0000-034-R15	105633	New Road	Locality	Completed	\$115,434	2015	
	Warren County								
		9999-093-R40	101214	Rural Addition	Locality	Completed	\$20,000	2012	
		RS14-093-R71	104428	Intersection Improvement, turn lane	Locality	Completed	\$182,426	2014	
		0730-093-R04	107245	Rural Addition/reconstruction to state standard	Locality	Completed	\$7,667	2016	
		0000-093-R06	111312	New Road	VDOT	Cancelled	\$10,000,000	2018	
Staunton District summary:		7 projects					\$19,666,160		
REPORT SUMMARY		84 projects					\$32,938,421		



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 16

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

Date: January 15, 2020

MOTION

Made By: Seconded By: Action:

**Title: Revenue Sharing Reallocation
County of Rockingham – John Wayland Highway**

WHEREAS, §33.2-357 of the *Code of Virginia* (1950), as amended (“*Va. Code*”) prescribes that from funds made available by the General Assembly, the Commonwealth Transportation Board (CTB) may make an equivalent matching allocation to any locality for the improvement, construction, reconstruction or maintenance of the highway systems within such locality; and

WHEREAS, the governing body of the County of Rockingham elected to participate in this program in fiscal year 2018 and, with the Virginia Department of Transportation (VDOT), identified specific eligible project work to be financed from the special fund account; and

WHEREAS, the governing body of the County of Rockingham has, by appropriate resolution, requested the John Wayland Highway (UPC 107517) project to be established as a revenue sharing project; and

WHEREAS, the John Wayland Highway (UPC 107517) project meets the criteria for eligibility to receive such funds; and

WHEREAS, funds previously allocated to the County of Rockingham for the Reservoir Street (UPC 101216) project remain unexpended after completion of that project, and may be reallocated by the CTB in accordance with the CTB’s Policy and Guidelines; and

WHEREAS, the governing body of the County of Rockingham has, by appropriate resolution, requested that the funds set forth herein be transferred from the Reservoir Street (UPC 101216) project to the John Wayland Highway (UPC 107517) project for eligible work, as indicated herein; and

WHEREAS, this project work falls within the intent of § 33.2-357 of the *Va. Code*, and complies with the CTB’s Policy and Guidelines for the use of such funds.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby establishes the John Wayland Highway (UPC 107517) project as a revenue sharing project and approves the transfer of these funds as indicated herein.

**Reallocation of Funds Pursuant to
 § 33.2-357 of the *Code of Virginia***

Fiscal Year of Revenue Sharing Allocation	Locality Match	State Match	Original Project Number (UPC)	New Project Number (UPC)	Scope of Eligible Work for New Project
County of Rockingham					
2018	\$121,942	\$121,942	101216	107517	Construction of bicycle / pedestrian / buggy lanes on both sides of John Wayland Highway

#####

CTB Decision Brief

Revenue Sharing Reallocation – County of Rockingham John Wayland Highway

Issue: The County of Rockingham has requested that an existing Six-Year Improvement Program project be approved as a revenue sharing project and that revenue sharing funds be reallocated to that project.

Facts: Section 33.2-357 of the *Code of Virginia* authorizes the Commonwealth Transportation Board (CTB) to make matching allocations to any city, town or county for highway projects. The CTB approves each project and scope of work, and the program funds are distributed and administered in accordance with guidelines established by the CTB.

The Revenue Sharing Program Guidelines stipulate that surplus funds may be transferred from a completed revenue sharing project to an existing project in the Six-Year Improvement Program if approved by the CTB. In addition, such transfers require that the recipient project needs the funding in order to proceed to advertisement or award within the next twelve months. The current award date for the recipient project is February 2020, thereby meeting the prescribed guidelines requirement. The transfer request must also include a resolution from the locality establishing the project as a revenue sharing project.

The County of Rockingham requests that the Virginia Department of Transportation (VDOT) reallocate funds from an existing revenue sharing project that was for the Reservoir Street (UPC 101216) project to a project in the Six-Year Improvement Program, John Wayland Highway (UPC 107517), which currently is not being funded with revenue sharing funds. The John Wayland Highway (UPC 107517) project is currently underfunded but will be able to meet the award date of February 2020 with these funds. The County of Rockingham, by resolution, has established the John Wayland Highway (UPC 107517) project as a revenue sharing project and has requested, by resolution, to have revenue sharing funds transferred from the Reservoir Street (UPC 101216) project, which has been completed by the county and has a surplus of funding. This transfer will allow the John Wayland Highway (UPC 107517) project award to occur. The transfer will not affect the overall allocation of the revenue sharing program. The VDOT Staunton District Office has obtained concurrence for this transfer from Mr. F. Dixon Whitworth Jr., Staunton District CTB representative.

Recommendations: VDOT recommends that the John Wayland Highway (UPC 107517) project in the Six-Year Improvement Program be established as a revenue sharing project and the proposed reallocation be approved.

Action Required by CTB: A resolution is presented for CTB approval to establish the John Wayland Highway (UPC 107517) project as a revenue sharing project and document CTB approval of the reallocation.

Result, if Approved: Revenue Sharing Program funding will be reallocated in accordance with the Rockingham County Board of Supervisor's request to the CTB. VDOT will be able to award the John Wayland Highway project on schedule.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: N/A



STEPHEN G. KING
County Administrator



ROCKINGHAM COUNTY

BOARD OF SUPERVISORS
PABLO CUEVAS
Election District No. 1
SALLIE WOLFE-GARRISON
Election District No. 2
RICK L. CHANDLER
Election District No. 3
WILLIAM B. KYGER, JR.
Election District No. 4
MICHAEL A. BREEDEN
Election District No. 5

RESOLUTION

APPROVING THE FOLLOWING PROJECT INCLUDED IN VDOT'S SYIP BE DESIGNATED AS AN ELIGIBLE REVENUE SHARING PROJECT:

UPC 107517; Project: EN15-082-102, N501 – Route 42 Bicycle and Buggy Lane
From Eberly Road to 0.1 Miles N of Int of Garbers Church Road – 1.33 Mi

WHEREAS, said project is currently in need of an additional \$243,884 to fully fund the project so that it can be awarded, and

WHEREAS, the Board has dedicated monies to another Revenue Sharing project in Rockingham County, Project 0710-082-R66, M501, UPC 101216, which is complete and has surplus Revenue Sharing funds, and

WHEREAS, the Board wishes to utilize \$243,884 of the surplus Revenue Sharing funds from Project 0710-082-R66, M501, UPC 101216 indicated above to fully fund and be able to award Project EN15-082-102, N501, UPC 107517.

NOW, THEREFORE BE IT RESOLVED, that project EN15-082-102, N501, UPC 107517 be considered and designated as a Revenue Sharing Project; and that surplus Revenue Sharing funds of \$243,884 (\$121,942 state/\$121,942 local) be re-allocated from Revenue Sharing Project 0710-082-R66, M501, UPC 101216 to Project EN15-082-102, N501, UPC 107517 in order to fully fund the project so that it can be awarded.

Given under our hand this sixteenth day of December in the year two thousand nineteen, A.D.

Michael A. Breeden, Chairman
Supervisor, District 5

Sallie Wolfe-Garrison
Supervisors, District 2

Rick L. Chandler
Supervisor, District 3

William B. Kyger, Jr.
Supervisor, District 4

Attest:

Stephen G. King,
County Administrator



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 17

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 15, 2020

MOTION

Made By: Seconded By: Action:

Title: Advance Toll Facilities Revolving Funds to Support Construction and Tolling Integration on Interstate 64 from the I-664/I-264 Interchange to Interstate 264

WHEREAS, on July 18, 2017, the Commonwealth Transportation Board (CTB) was briefed on the concept of a regional Express Lanes Network in Hampton Roads that would include not only the HOT lanes that have thus far been designated by the CTB, but also other potential HOT lanes designations along I-64 from Bowers Hill, in Chesapeake, to Jefferson Avenue, in Newport News (see presentation entitled *Hampton Roads Express Lanes Network*); and

WHEREAS, on September 20, 2017, pursuant to § 33.2-502 and § 33.2-309 of the *Code of Virginia* and 23 USC §§ 129 and 166, the CTB designated a vehicle occupancy requirement of two (2) and authorized dynamic tolling of vehicles carrying less than two occupants for vehicles utilizing the new lanes constructed on I-64 beginning in the vicinity of the I-464 Interchange in Chesapeake and extending to the I-664/I-264 Interchange at Bowers Hill pursuant to the Interstate 64 Southside Widening and High Rise Bridge Project, 24 hours - 7 days a week (collectively, HOT Lanes-2 designation), to be implemented for each phase of the Project at such time that the new lanes for the phase on said portion of I-64 are determined by the Commissioner of Highways to be completed and ready to open for traffic/operation.

WHEREAS, on September 20, 2017, the CTB advanced an amount up to \$10,000,000 from the Toll Facility Revolving Account (TFRA) and allocated the same to pay the costs associated with work necessary to begin the engineering, analysis and construction of the needed tolling infrastructure and related services on Interstate 64 beginning in the vicinity of the I-664/264 Interchange and extending to the vicinity of the I-264 Interchange ("Segment 2"), and directed that requests for additional funding from the TFRA or other sources for tolling infrastructure and related services shall be presented to the CTB for its approval.

Resolution of the Board

Advance Toll Facilities Revolving Funds to Support Construction and Tolling Integration on Interstate 64 from the I-664/I-264 Interchange to Interstate 264

January 15, 2020

Page 2 of 2

WHEREAS, the estimated cost to complete tolling integration for the High Rise Bridge components is \$6.1 million and the estimated cost to complete construction and tolling integration for Segment 2 is \$21.9 million; and

WHEREAS, the CTB is authorized to allocate funding, whereby such funds allocated shall be considered as an advance of funding, from the TFRA pursuant to §33.2-1529 of the *Code of Virginia* to support these construction and tolling integration efforts.

NOW, THEREFORE, BE IT RESOLVED by the CTB that, in addition to the amount advanced on September 20, 2017, an amount up to \$28,000,000 be advanced from the TFRA and allocated to support the construction and tolling integration on Interstate 64 from the I-664/I-264 Interchange to Interstate 264, including tolling integration costs for the High Rise Bridge, and related efforts for a regional Express Lanes Network in Hampton Roads.

BE IT FURTHER RESOLVED that the advance funding provided by the TFRA shall be repaid with toll revenues from the network of Express Lanes contemplated, or any portion thereof, or such other funds as may be identified and made available by the CTB.

#####

CTB Decision Brief

Advance Toll Facilities Revolving Funds to Support Construction and Tolling Integration on Interstate 64 from the I-664/I-264 Interchange to Interstate 264

Issue: The Virginia Department of Transportation (VDOT) seeks Commonwealth Transportation Board (CTB) approval of a request for funding from the Tolls Facility Revolving Account (TFRA) to support Construction and Tolling Integration on Interstate 64 from the I-664/I-264 Interchange to Interstate 264.

Facts: On July 18, 2017, the CTB was briefed on the concept of a regional Express Lanes Network in Hampton Roads that would include not only the HOT lanes that have thus far been designated by the CTB, but also other potential HOT lanes designations along I-64 from Bowers Hill, in Chesapeake, to Jefferson Avenue, in Newport News (see presentation entitled *Hampton Roads Express Lanes Network*).

On September 20, 2017, pursuant to § 33.2-502 and § 33.2-309 of the Code of Virginia and 23 USC §§ 129 and 166, the CTB designated a vehicle occupancy requirement of two (2) and authorized dynamic tolling of vehicles carrying less than two occupants for vehicles utilizing the new lanes constructed on I-64 beginning in the vicinity of the I-464 Interchange in Chesapeake and extending to the I-664/I-264 Interchange at Bowers Hill pursuant to the Interstate 64 Southside Widening and High Rise Bridge Project, 24 hours - 7 days a week (collectively, HOT Lanes-2 designation), to be implemented for each phase of the Project at such time that the new lanes for the phase on said portion of I-64 are determined by the Commissioner of Highways to be completed and ready to open for traffic/operation. With the same action, the CTB advanced an amount up to \$10,000,000 from the TFRA and allocated the same to pay the costs associated with work necessary to begin the engineering, analysis and construction of the needed tolling infrastructure and related services on Interstate 64 beginning in the vicinity of the I-664/264 Interchange and extending to the vicinity of the I-264 Interchange (“Segment 2”). Pursuant to the September 20, 2017 action, the CTB directed that requests for additional funding from the TFRA, or other sources for tolling infrastructure and related services, must be presented to the CTB for its approval.

The estimated cost to complete tolling integration for the High Rise Bridge components is \$6.1 million and the estimated cost to complete construction and tolling integration for Segment 2 is \$21.9 million; and

The CTB is authorized to allocate funding, whereby such funds allocated shall be considered as an advance of funding, from the TFRA pursuant to §33.2-1529 of the *Code of Virginia* to support the construction and tolling integration efforts.

Recommendations: VDOT recommends the approval of a loan, in addition to the amount advanced on September 20, 2017, in an amount up to \$28,000,000, to be advanced from the TFRA and allocated to support the construction and tolling integration on Interstate 64 from the I-664/I-264 Interchange to Interstate 264, including tolling integration costs for the High Rise Bridge, and related efforts for a regional Express Lanes Network in Hampton Roads. The advance funding provided by the TFRA shall be repaid with toll revenues from the network of Express Lanes contemplated, or any portion thereof, or such other funds as may be identified and made available by the CTB.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the loan from the TFRA. If the CTB chooses not to approve the resolution, the construction and tolling integration work needed for Interstate 64 from the I-664/I-264

Interchange to Interstate 264, including tolling integration costs for the High Rise Bridge, and related efforts for a regional Express Lanes Network in Hampton Roads would not be funded.

Options: Approve, Deny or Defer.

Public Comments/Reactions: N/A



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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AGENDA

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219

January 15, 2020

9:00 a.m. or upon adjournment of the January 14, 2020 Workshop Meeting if the Workshop Meeting carries over to January 15, 2020.

TRANSPORTATION AND MOBILITY PLANNING DIVISION:

Presenting: Nick Donohue
Deputy Secretary of Transportation

18. Action on Approval of the I-95 Interim Corridor Plan.

This resolution is currently unavailable.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine

Chairperson

Richmond, Virginia 23219

1401 East Broad Street

(804) 786-2701

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Agenda item # 19

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 16, 2020

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs.

WHEREAS, [§ 2.2-229](#) of the *Code of Virginia*, establishes the Office of Intermodal Planning and Investment (OIPI) within the Office of the Secretary of Transportation, and charges OIPI to assist the Commonwealth Transportation Board (Board) in the development of a comprehensive, multimodal transportation policy, which may be developed as part of the Statewide Transportation Plan pursuant to [§ 33.2-353](#); and

WHEREAS, pursuant to [§ 33.2-353](#) of the *Code of Virginia*, the General Assembly of Virginia has directed the Board, with assistance from OIPI, to conduct a comprehensive review of statewide transportation needs in a Statewide Transportation Plan setting forth an assessment of capacity needs for all Corridors of Statewide Significance (CoSS), Regional Networks (RN), and improvements to promote Urban Development Areas (UDA) established pursuant to [§ 15.2-2223.1](#) of the *Code of Virginia*; and

WHEREAS, pursuant to [§ 33.2-353](#), the Statewide Transportation Plan shall be updated as needed, but no less than once every four years and promote economic development and all transportation modes, intermodal connectivity, environmental quality, accessibility for people and freight, and transportation safety; and

WHEREAS, pursuant to [§ 33.2-353](#), the Statewide Transportation Plan shall establish goals, objectives, and priorities that cover at least a 20-year planning horizon; and

WHEREAS, a plan of work for the 2019 VTrans Update was provided for review and comment to the Virginia Department of Transportation (VDOT), Department of Rail and Public Transportation (DRPT), Virginia Department of Conservation and Recreation, Tourism Virginia, Port of Virginia, Virginia Motor Vehicle Dealer Board, Virginia Department of Motor Vehicles, and the Virginia Department of Aviation; and

WHEREAS, the 2019 VTrans Update includes Mid-term and Long-term planning horizons. The Mid-term horizon identifies Needs for transportation capacity and safety improvements, project planning, and project development activities for 0 to 10 years into the future (hereinafter referred to as the 2019 VTrans Mid-term Needs) and the Long-term horizon identifies Needs for new policies and modifications to existing policies for 10 years and beyond (hereinafter referred to as VTrans Long-term Needs); and

WHEREAS, pursuant to [§ 33.2-214.1](#) of the Code of Virginia, candidate projects and strategies evaluated using the Statewide prioritization process shall be screened by the Board to determine whether they are consistent with the assessment of capacity needs for all CoSS, RN, and improvements to UDAs, undertaken in the Statewide Transportation Plan in accordance with [§ 33.2-353](#); and

WHEREAS, pursuant to [§ 33.2-214.1](#) of the Code of Virginia, the 2019 VTrans Mid-term Needs will be utilized for screening candidate projects evaluated using the statewide prioritization process for project selection beginning with applications submitted for the Fiscal Year 2021-2026 Six-Year Improvement Program; and,

WHEREAS, pursuant to [§ 33.2-357](#) of the Code of Virginia, the 2019 VTrans Mid-term Needs will also be utilized for establishing second tier priorities in allocating Revenue Sharing funds; and,

WHEREAS, OIPI created a VTrans Steering Committee consisting of the Port of Virginia, DRPT's Transit and Rail Divisions, and the following VDOT Divisions: Asset Management, Communications, Financial Planning, Governance and Legislative Affairs, Infrastructure Investment, Local Assistance, Office of Strategic Innovation, Security and Emergency Management, Transportation and Mobility Planning, Operations, and Traffic Engineering to make recommendations and advise in the development of the 2019 VTrans Update; and

WHEREAS, the 2019 VTrans Update was initiated with a presentation to the Board at the workshop on October 29, 2018; and,

WHEREAS, extensive stakeholder and public outreach has been conducted as part of the development of the methodology to identify 2019 Mid-term Needs (2019 Mid-term Needs Identification Methodology) as well as Vision, Goals, Objectives, and Guiding Principles,

including 21 Kickoff presentations to metropolitan planning organization (MPO) and planning district commission (PDC) boards and committees, 16 Needs Method and Demographic Trends presentations to MPO and PDC boards and committees, 9 Open Houses at the Fall Transportation Meetings in 2018, and 9 Open Houses at the Spring Transportation Meetings in 2019; and

WHEREAS, the findings of draft demographic trends; initial work towards a comprehensive statewide vulnerability assessment; draft VTrans Vision, Goals, Objectives, and Guiding Principles; and a 2019 Mid-term Needs Identification Methodology for CoSS, RN, and UDA were presented to the Board on June 18, 2019; and

WHEREAS, initial results based on the draft 2019 Mid-term Needs Identification Methodology were presented to transportation stakeholders during a series of 13 VTrans Regional Workshops conducted in July and August 2019. A total of 83 Cities and Counties, 30 Towns, 15 MPOs, 16 PDCs, 16 Transit operators, four Transportation Demand Management agencies, four airports, and three universities participated; and

WHEREAS, OIPI collected, compiled, and made modifications to the draft 2019 Mid-term Needs Identification Methodology presented to the Board based on the feedback received; and

WHEREAS, Route 288 between the I-64 interchange in Goochland County and the I-95 interchange in Chesterfield County is included as a corridor component of the CoSS Washington to North Carolina Corridor; and

WHEREAS, the draft Mid-term Needs were developed based on the modified 2019 Mid-term Needs Identification Methodology and were presented at nine Fall Transportation Meetings in October and November 2019, documents were made available for public review and comment on October 28, 2019, and public comments were accepted until November 30, 2019.

NOW, THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the 2019 VTrans Update Vision, Goals, Objectives, and Guiding Principles included in *Attachment A: Executive Summary and 2019 Mid-term Transportation Needs* are hereby approved.

BE IT FURTHER RESOLVED, that the Board approves the 2019 Mid-term Needs Identification Methodology included in Attachment B: *Methodology Report for the Identification of 2019 Mid-term Needs* and accepts the 2019 Mid-term Needs included in Attachment A: *Executive Summary and 2019 Mid-term Transportation Needs*.

BE IT FURTHER RESOVLED, that OIPI shall, under the direction of the Secretary of Transportation and in coordination with VDOT and DRPT, develop a VTrans action plan that prioritizes the 2019 Mid-term Needs and includes recommendations for such prioritized needs based on the VTrans Vision and constrained resources and shall modify the adopted 2019 Mid-

Resolution of the Board

Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and 2019 Mid-term Needs Identification Methodology

January 16, 2020

Page 4 of 4

term Needs to reflect changes in the transportation system that have taken place since the data used in the 2019 Mid-term Needs were developed.

BE IT FURTHER RESOLVED, that OIPI shall, under the direction of the Secretary of Transportation and pursuant to [§ 33.2-353](#) of the Code of Virginia, and in coordination with VDOT and DRPT, review and provide recommendations to modify the Board action, entitled *Action to Approve the VTrans Multimodal Transportation Plan Needs Recommendations Methodology and Recommendations by the Commonwealth Transportation Board*, taken on January 10, 2018, providing that utilization of VDOT or DRPT funds for advanced activities and project development relating to concepts addressing a capacity need of the surface transportation network be limited to the VTrans Tier I Recommendations.

BE IT FURTHER RESOLVED, that OIPI shall under the direction of the Secretary of Transportation and in coordination with VDOT and DRPT, develop scenarios to assess the impacts of divergent futures trends and conduct an assessment of vulnerability from flooding and sea-level rise of the transportation network, local communities and regions.

CTB Decision Brief

Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs

Issue: Pursuant to [§ 2.2-229](#) and [§ 33.2-353](#) of the *Code of Virginia*, the General Assembly of Virginia has directed the Commonwealth Transportation Board (Board), with assistance from the Office of Intermodal Planning and Investment (OIPI), to conduct a comprehensive review of statewide transportation needs in a Statewide Transportation Plan setting forth assessment of capacity needs for all Corridors of Statewide Significance (CoSS), Regional Networks (RN), and improvements to promote Urban Development Areas (UDA) established pursuant to [§15.2-2223.1](#) of the Code of Virginia. Board approval of Vision, Goals, Objectives, Guiding Principles, and the 2019 Mid-term Needs Identification Methodology included in the 2019 VTrans Update is requested along with authorization and direction for OIPI and the Secretary of Transportation to take other actions in order to effectuate the purposes of the 2019 VTrans Update.

Facts: Pursuant to [§ 33.2-353](#), the General Assembly has directed that the Statewide Transportation Plan shall be updated as needed, but no less than once every four years; shall promote economic development and all transportation modes, intermodal connectivity, environmental quality, accessibility for people and freight, and transportation safety; and shall establish goals, objectives, and priorities that cover at least a 20-year planning horizon. The Board kicked off the development of the 2019 VTrans Update on October 29, 2018.

The 2019 VTrans Update includes two planning horizons: the Mid-term horizon identifies Needs for transportation capacity and safety improvements, project planning, and project development for 0 to 10 years into the future (hereinafter referred to as the 2019 VTrans Mid-term Needs) and the Long-term horizon identifies Needs for new policies and modifications to existing policies for 10 years and beyond (hereinafter referred to as VTrans Long-term Needs).

The findings of draft demographic trends; initial work towards a comprehensive statewide vulnerability assessment; Draft Vision, Goals, Objectives, and Guiding Principles for the 2019 VTrans Update; and a methodology for the identification of the 2019 Mid-term Needs (2019 Mid-term Needs Identification Methodology) for CoSS, RN, and UDA were presented to the Board on June 18, 2019. The methodology was used to develop initial results that were provided to and discussed at 13 Regional Workshops attended by representations from 83 Cities and Counties, 30 Towns, 15 Metropolitan Planning Organizations, 16 Planning District Commissions, 16 Transit Agencies, four Transportation Demand Management agencies, four airports, and three universities.

Based on the feedback received from those in attendance at these workshops as well as those who have provided feedback since then, a number of modifications were made to the 2019 Mid-term Needs Identification Methodology to develop Draft Mid-term Needs that were presented at the 2019 Fall Transportation Meetings and made available for public review and comment on October 28, 2019, with public comments being accepted until November 30, 2019. The 2019

Mid-term Needs Identification Methodology as modified was used to develop the proposed 2019 VTrans Mid-term Needs.

The 2019 Update of VTrans has been guided by a VTrans Steering Committee consisting of the Port of Virginia, Department of Rail and Public Transportation's (DRPT) Transit and Rail Divisions, and the following VDOT Divisions: Asset Management, Communications, Financial Planning, Governance and Legislative Affairs, Infrastructure Investment, Local Assistance, Office of Strategic Innovation, Security and Emergency Management, Transportation and Mobility Planning, Operations, and Traffic Engineering. Accordingly, the VTrans Steering Committee was also involved in the development of the 2019 Mid-term Needs Identification Methodology.

Recommendations: OIPI recommends the approval of the VTrans 2019 Update Vision, Goals, Objectives, and Guiding Principles contained in *Executive Summary and 2019 Mid-term Transportation Needs* (Attachment A) and *the 2019 Mid-term Needs Identification Methodology* (Attachment B). OIPI also recommends acceptance of the resulting 2019 Mid-term Needs contained in *Executive Summary and 2019 Mid-term Transportation Needs* (Attachment A). Approval of the resolution by majority vote of the Board is required.

It is also recommended that the Board provide OIPI and/or the Secretary of Transportation the authority to take the following actions in coordination with VDOT and DRPT in order to continue to effectuate the purposes of the 2019 VTrans Update:

- develop a VTrans action plan that prioritizes the 2019 Mid-term Needs and includes recommendations for such prioritized needs;
- modify the 2019 Mid-term Needs to reflect changes in the transportation system that have taken place since the data used in the 2019 Mid-term Needs were developed;
- Review and provide recommendations to modify the Board action, entitled *Action to Approve the VTrans Multimodal Transportation Plan Needs Recommendations Methodology and Recommendations by the Commonwealth Transportation Board*, taken on January 10, 2018, providing that utilization of VDOT or DRPT funds for advanced activities and project development relating to concepts addressing a capacity need of the surface transportation network be limited to the VTrans Tier I Recommendations; and
- develop scenarios to assess the impacts of divergent futures trends and conduct an assessment of vulnerability from flooding and sea-level rise of the transportation network, local communities and regions

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology, accept the 2019 Mid-term Needs, and to provide additional direction for effectuating the purposes of the 2019 VTrans Update.

Result, if Approved: If approved, the 2019 Mid-term Needs will be used for screening of project funding applications for the Statewide prioritization process for project selection, branded as SMART SCALE, pursuant to [§ 33.2-214.1](#) of the Code of Virginia. The 2019 Mid-term Needs will

also be used for establishing second tier priorities in allocating Revenue Sharing Funds pursuant to [§ 33.2-357](#) of the Code of Virginia.

OIPI will develop a VTrans action plan that prioritizes the 2019 Mid-term Needs and includes recommendations for such prioritized needs based on the VTrans Vision and constrained resources.

The methodology used to identify 2019 Mid-term Needs will be used to modify the adopted 2019 Mid-term Needs to reflect changes in the transportation system that have taken place since the data used in the 2019 Mid-term Needs were developed and update the 2019 Mid-term Needs.

OIPI will review and provide recommendations to modify the Board action, entitled *Action to Approve the VTrans Multimodal Transportation Plan Needs Recommendations Methodology and Recommendations by the Commonwealth Transportation Board*, taken on January 10, 2018, providing that utilization of VDOT or DRPT funds for advanced activities and project development relating to concepts addressing a capacity need of the surface transportation network be limited to the VTrans Tier I Recommendations.

OIPI will develop scenarios to assess the impacts of divergent futures trends as well as an assessment of vulnerability from flooding and sea-level rise on the transportation network, local communities and regions.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: See attached.

Summary of Comments Received on Draft VTrans 2019 Mid-term Needs

Draft documents released on October 28, 2019

Draft documents available here: <http://vtrans.org/mid-term-planning/mid-term-needs>

ID	Name of Submitter	Agency or Public	Submitter's Affiliation (if applicable)	Construction District	Date Received	Method Received	Comment	Response
1	Joseph Kroboth, III	Agency	Loudoun County	Northern Virginia	9/25/2019	Letter	The Office of Intermodal Planning and Investment (OIP) is actively seeking input on the draft Mid-term Needs. By December 2019 the CTB will consider action on the Mid-term Needs, with the goal of publishing final Needs by the end of the Year. We know that proving a project meets a VTRANS Need is part of the screening process for Smart Scale. Don't meet a need, the application is 'screened out". While the OIP staff is going around the Commonwealth on a very aggressive schedule to provide this update, coming forth with recommendations in December that could eliminate a project, or validate another project, leaves little time to do the advance planning needed to produce a competitive application by March of 2020. We recommend that the existing needs in VTRANS stay through Round 4, and if changes are needed based on OIP staff surveys and studies, then those changes be added to the list of needs, without any being cut. This gives everyone a chance to start preparing early for Round 4; major changes, if recommended by CTB, will be all ready for Round 5.	It is our intent to seek Commonwealth Transportation Board action in time for SMART SCALE Round 4.
2	Joe Vidunas	Agency	Hanover County	Richmond	10/15/2019	Fall Transportation Meeting (discussion)	County interested in recommending inclusion of Route 360 in Hanover County as a CoSS	Acknowledged. No response required.
3	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/15/2019	Fall Transportation Meeting (public comment)	Thank you to OIP for holding the Mid-Term Needs Workshop in August and in seeking our input and ideas.	Acknowledged. No response required.
4	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/15/2019	Fall Transportation Meeting (public comment)	We are concerned re: bike/ped and eligibility – this is a Tier 1 Need in the 2025 Needs Assessment. We need to strengthen the bike/ped needs, access, and connections to Activity Centers in this Mid-Term Needs Assessment.	The 2019 Update of Mid-term Needs includes three distinct categories to address bike/ped needs: (1) Need for Non-motorized Access to Activity Centers; (2) Need for Pedestrian Safety Improvements; and, (3) Need for Transportation Demand Management.
5	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/15/2019	Fall Transportation Meeting (public comment)	We are concerned with the Activity Centers and various purposes and modes – as we build on the Activity Centers already identified in the previous 2025 Needs Assessment we should include the freight, auto, bike/ped, and transit access and connection needs for the various Activity Center purposes, not focus on one or two purpose categories. The VTrans Mid-term Regional Network Needs should be Regional Network Needs, not Statewide Needs.	Needs for freight and auto access to Activity Centers and other places are captured as part of the Congestion and Reliability categories. Additionally, freight access related Needs are also captured as part of the Access to Industrial and Economic Development Area category.
6	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/15/2019	Fall Transportation Meeting (public comment)	We are concerned that PSI safety locations located in the previous Rounds may not be identified in this Round and will focus primarily on limited PSI locations in large urban areas. For most rural areas and small MPOs, Safety is the only eligible VTrans Needs category to apply for SMART SCALE funding, and we are limited in the time to develop good applications. If we used the 2013-2017 PSI list the last 2 Rounds, the #1 Safety project in Virginia for Round 2 (in Prince George County) and the #1 Safety Project for Round 3 (in Nottoway County) would not even have been eligible for SMART SCALE.	The 2019 Update of Mid-term Needs include VDOT Top 100 PSIs and other locations based on crash history, frequency, and severity.
7	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/15/2019	Fall Transportation Meeting (public comment)	As you can see, these concerns above directly affect the VTrans Mid-Term Needs Assessment and SMART SCALE project eligibility. We will take a closer look at the Draft Mid-Term Needs and you should expect formal comments after our next round of TAC and Policy Committee meetings (in early-mid November)	Acknowledged. No response required.

Summary of Comments Received on Draft VTrans 2019 Mid-term Needs

Draft documents released on October 28, 2019

Draft documents available here: <http://vtrans.org/mid-term-planning/mid-term-needs>

ID	Name of Submitter	Agency or Public	Submitter's Affiliation (if applicable)	Construction District	Date Received	Method Received	Comment	Response
8	Virginia Cowles	Public	League of Women Voters	Richmond	10/15/2019	Fall Transportation Meeting (public comment)	We observed that accessing bus service on West Broad Street west of Glenside Drive (Henrico County) is dangerous for pedestrians because of the lack of continuous sidewalks and an insufficient number of crosswalks and pedestrian crossing traffic signals in an areas where drivers often exceed the 45 mph speed limited along six traffic lanes. This need for greater pedestrian safety has been recognized in VTrans2040: "Transit access is limited west of Willow Lawn. Extending and improving transit access along the entire corridor would improve transit accessibility for the region substantially (Table 11.B. page 137). VTrans 2040 also recognizes that the C4 segment is congested and dangerous for traffic in this corridor of statewide significance.....we respectfully request that priority will continue to be given to the safety of those who both need and want to use transit.	The 2019 Update of Mid-term Needs identifies need for pedestrian infrastructure at these locations.
9	Jon Lugbill	Public	Sportsbackers Group	Richmond	10/15/2019	Fall Transportation Meeting (discussion)	Will Ashland to Petersburg Trail meet a VTrans Need?	Needs do not prescribe nature or location of potential improvements.
10	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/16/2019	Email	We are pleased that it appears that there will be a good "VTrans Safety Needs" list beyond the VDOT Top 100 PSIs" in the Mid-Term Safety Needs, and that there is a strengthening of the bike/ped/transit/TDM needs identification in this exercise.	Acknowledged. No response required.
11	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/16/2019	Email	One VTrans Need, however, is still a concern to the MPO and its members; that is regarding Activity Centers and the need for improved access and connectivity for all of the various purposes of the Activity Centers by all transportation types (freight, auto, bike/ped, and transit). As Secretary Valentine mentioned last night, "Virginia is Open for Business". However it appears VTrans is disconnected to that theme when it comes to Activity Centers. Looking yesterday at the Draft Mid-Term Needs on the online map (which now appears to be down), we have a few key and economically busy Activity Centers that need improvements to access and connectivity but only the bike/ped, transit, and TDM Needs are noted.	Needs for freight and auto access to Activity Centers and other places are captured as part of the Congestion and Reliability categories. Additionally, freight access related Needs are also captured as part of the Access to Industrial and Economic Development Area category.
12	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/16/2019	Email	It appears we have Activity Centers identified in VTrans that will only have VTrans Mid-Term Needs if they are narrowly-defined bike/ped, transit, safety, or capacity needs. Therefore, we will miss the bigger picture of the connection between transportation and economic vitality benefits for the region and state. By focusing on these few modes (bike/ped, transit), we risk "putting the cart before the horse" for addressing the Mid-Term Needs via SMART SCALE projects and miss the transportation needs and solutions that carry out the economic vitality portion of the VTrans Vision (and based on the Secretary's remarks last night, that sounds like it will remain part of the VTrans Vision). Three examples in our MPO area: 1.) Meadowville Technology Park has only one real access into the Park (via the 2-lane Meadowville Road bridge over I-295). The MPO and the County have identified the need to improve Enon Church Road from Meadowville Technology Parkway to Route 10 to provide a better access for freight, autos, etc. It would be much cheaper to widen Enon Church Road to Route 10 than build a wider or additional bridge on Meadowville Rd. (note: the new Meadowville Rd. bridge project was applied for in Round 3 and was screened in because it provided sidewalk; it did not score well and was ultimately not selected for funding). The MPO has already committed \$2.6 million RSTP to this project and has a shortfall in FY26-27. If I understand the previous Needs Assessment correctly and this Draft, this project will likely only meet	Needs for freight and auto access to Activity Centers and other places are captured as part of the Congestion and Reliability categories. Additionally, freight access related Needs are also captured as part of the Access to Industrial and Economic Development Area category.

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							a Vtrans Mid-Term Need if it adds a sidewalk or bike lane. 2.) Central State Hospital is undergoing a multi-million dollar redevelopment by the Commonwealth with associated redevelopment along Route 1. Improving Route 1 to a three-lane roadway met a VTrans Safety Need (PSIs) in Round 3 but may not in Round 4 and it appears will only meet a VTrans Need if sidewalks are provided. 3.) Rives Road is a joint Petersburg/Prince George County economic development project, with active efforts to bring in large businesses. The I-95/Rives Road interchange and the portion of Rives Road from the economic development site to Route 1 needs improving. Unless it has bike/ped improvements, it appears it would not address a VTrans Need, plus it would be difficult to obtain technical assistance from VDOT or its on-call consultant for a feasibility study of the interchange.	
13	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	10/16/2019	Email	For most rural areas and small MPOs, economic development is the #1 or #2 SMART SCALE benefit score category. However, it appear there is not a corresponding Economic Vitality VTrans Need. I believe a more appropriate VTrans Mid-Term Need would be: "Improve Access and/or Connectivity of Activity Centers," and just leave it that simple.	The 2019 Update of VTrans Mid-term Needs includes a new Need category called - Access to Industrial and Economic Development Areas.
14	N.A.	Public	N.A.	Northern Virginia	10/22/2019	Fall Transportation Meeting (discussion)	A congestion need at intersection of Fairfax County Parkway and Sunrise Valley Drive (Fairfax County) was shared. A follow-up was requested.	We confirmed that the Draft VTrans Needs identify a need for congestion mitigation at this intersection.
15	Erik Olsen	Agency	Blacksburg Transit	Salem	10/25/2019	Email	While providing input for VTRANS during Aug 2019, I noted that the Blacksburg Transit bus stops data is not up-to-date. The stops appear to be about 2 years old as shown on the map layers at http://vtrans.org/mid-term-planning/InteractVTrans . This may be the same for both Radford Transit and for Pulaksi Area Transit, as their routes and stops have likely changed recently.	We will work with DRPT to ensure a method for regular updates of this data.
16	Tom Hartman	Agency	City of Harrisonburg	Staunton	10/28/2019	Email	Studying the VTRANS data for next round. Thanks for your support on these.	Acknowledged. No response required.
17	Virginia Cowles	Public	League of Women Voters	Richmond	10/28/2019	Email	Constructing sidewalks, crosswalks, and pedestrian crossing traffic lights for public transit users ALONG West Broad Street in Henrico County would fulfill many of the mid-term needs recognized by VTrans: More transit use would reduce the congestion mitigation in the area (and also improve air quality). More transit use would improve time reliability for both buses and automobiles through the U.S. 250 corridor (a CoSS). Sidewalks, crosswalks, and pedestrian crossing lights would create transit and non-motorized accessibility for workers. These bicycle and pedestrian facilities would be tremendous safety improvements, not only for bicyclists and pedestrians but also for anyone using transit. Please give priority to these much needed improvements.	The 2019 Update of Mid-term Needs identifies need for pedestrian infrastructure and transit infrastructure at these locations.
18	Ann W. Cundy	Agency	Central Shenandoah Planning District Commission	Staunton	10/28/2019	Fall Transportation Meeting (discussion)	Inquired about the availability of VTrans print-ready documents.	We shared available resources.
19	Bob Brown	Agency	Loudoun County	Northern Virginia	10/29/2019	Email	I attached some screen shots from the VTRANS interactive maps and are indicating a number of places in Loudoun where roads have been completed in the past couple of years (in some case even longer), but do not appear to be included in the Regional Network. I may have missed some; I did not include the new interchanges	We have looked at this issue and plan on using the official roadway dataset (LRS 19.1) released in February 2019 for the 2019 Update of VTrans Mid-term Needs. This dataset is linked to many other attributes within the analysis so consistency is

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							that have been built that replace signalized intersections. I also included some roads that are about to be constructed. I have been concerned about these missing links (sometimes nodes for new interchanges) that have occurred in Loudoun and are not being picked up in these networks (and perhaps even in your models). I am more than happy and willing to come to you and review all of these changes (as they happen quickly in Loudoun it seems these days). Thank you for your consideration.	essential. Newly constructed facilities are designed for future traffic conditions and, in other words, do not necessarily have additional set of needs on the day or the year of the opening. Once approval and acceptance process is complete, the identified facilities will be reflected in the next update of the VTrans Mid-term Needs.
20	David Phelps	Public	Bedford/Franklin Regional Rail Initiative	Salem	10/30/2019	Fall Transportation Meeting (public comment)	VTrans only identifies needs, not solutions. It is inadequate. On-time performance of Amtrak is a concern.	Acknowledged. No response required.
21	Brian Hill	Agency	Roanoke Alleghany Regional Commission & Roanoke Valley TPO	Salem	10/30/2019	Fall Transportation Meeting (public comment)	VTrans needs should be defined broadly, specific needs sometimes exclude good projects.	The 2019 Update of VTrans Mid-term Needs do not prescribe location or nature of improvements. The identified needs are specific to ensure that nature and location of needs are clearly communicated.
22	Liz Belcher	Agency	Roanoke Valley Greenway Commission	Salem	10/30/2019	Fall Transportation Meeting (public comment)	Thank you past funding on Roanoke River Greenway. It needs to be included in VTrans.	The 2019 Update of VTrans Mid-term Needs do not prescribe location or nature of improvements which may include a greenway or other pedestrian facilities.
23	Liz Belcher	Agency	Roanoke Valley Greenway Commission	Salem	10/30/2019	Fall Transportation Meeting (public comment)	(Referring to a need category in VTrans Draft report) Non-motorized needs are for all users, not just workers.	Agreed.
24	Liz Belcher	Agency	Roanoke Valley Greenway Commission	Salem	10/30/2019	Fall Transportation Meeting (discussion)	Is Valley to Valley Greenway (In Roanoke) identified as a VTrans Need?	Acknowledged. Two important clarifications on the VTrans Mid-Term Needs: 1.) A solution to a Need may be elsewhere on the same facility or on a parallel facility 2.) Needs are not solutions - in this case a greenway may be part of the solution to solve a highway congestion or TDM need. The 2019 Update of VTrans Mid-term Needs do not prescribe location or nature of improvements.
25	Ron Svejkovsky	Agency	Crater PDC/Tri-Cities MPO	Richmond	11/1/2019	Email	I reviewed the (Richmond District) Executive Summary Report and the InteracVTrans Map and at today's TAC meeting I referred our members to them, and have these two comments: 1.) Our TAC members commented today about how wonderful and helpful the InteractVtrans Map is 2.) The IEDA list appears to omit Meadowville Technology Park (which is a Tier 4 Certified location) and therefore the Map does not show the IEDA Need for Meadowville like it should.	We are relying on a Virginia Economic Development Partnership (VEDP) Business Ready Site Program database to identify readiness status. Please contact VEDP to make appropriate changes. We will review site Readiness Status at the time of VTrans Need screening during SMART SCALE Round 4.
26	Chad Neese	Agency	Southside PDC	Richmond	11/5/2019	Email	In looking over the VTrans materials there were two items that caught my attention. The first is that the old UDA for the Town of South Boston is shown in the Lynchburg Executive Summary. Attached to this email you will find their updated UDA in shapefile format. It was my understanding that the Town was going to provide this info, so if there was a mix up please accept my apologies.	We will use the up to date version and ensure that the right boundary is used for the final VTrans Needs.

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27	Chad Neese	Agency	Southside PDC	Richmond	11/5/2019	Email	The second comment relates to the "Arterial Managements Plans" layer on InteractVTrans. Specifically, the US 58 Arterial Preservation Plan that has recently been worked on is shown on the map, but it is identified as "US 58 from Suffolk to Greensville County". Would it be more accurate to reword the Plan Name to "US 58 from Suffolk to Mecklenburg County" since that would be the furthest point west along US 58 that the plan now stretches?	The Arterial Management Plan layer on InteractVTrans points to a feature service hosted on VDOT's ArcGIS Online. We will notify the data owner with VDOT about your comment. If they do make an update it will be reflected in our application. (Additional details) This data was provided by VDOT's Transportation Planning and Management Division and will not have a material impact on VTrans Mid-term Needs identification.
28	Chad Neese	Agency	Southside PDC	Richmond	11/5/2019	Email	Other than that, thank you for the opportunity to participate and provide feedback throughout the planning process. (In the Richmond District Executive Summary and Draft Mid-term Needs) Appendix C was especially helpful, thank you.	Acknowledged. No response required.
29	Tara Reel	Agency	City of Virginia Beach	Hampton Roads	11/6/2019	Fall Transportation Meeting (discussion)	In Hampton Roads Draft Mid-Term Needs report, the "Needs Adjacent to the UDA" for the Rosemont UDA are not captured in report profile	As of the publication date for draft data and report we were relying on previous UDA survey response (circa 2015) for Rosemont. We now have your updated survey completed on October 31 and we will be sure that responses for question #107 are used to inform the updated external/adjacent UDA Needs for Rosemont in the final version of the VTrans Needs.
30	Elijah Sharp	Agency	New River Valley Regional Commission	Salem	11/7/2019	Email	I would like to recommend the addition of three regional networks: VA Primary Route 100, Connecting I-81 to US Route 460 in Giles County, VA: this route serves daily commuters and freight needs for several large employers in the NRV. VA Primary Route 8, between the Town of Floyd and Montgomery County-Line: nearly 70% of the county's workforce commutes outside of the county daily for work. This route is one of two that provide connections to employment centers and medical treatment facilities (no hospital in Floyd County). US Route 221, between the Town of Floyd and Roanoke County-Line: nearly 70% of the county's workforce commutes outside of the county daily for work. This route is one of two that provide connections to employment centers and medical treatment facilities (no hospital in Floyd County).	Acknowledged and clarified that Regional Networks are made of cities and counties and are not defined by corridors.
31	Clara Vaughn	Agency	Accomack-Northampton PDC	Hampton Roads	11/7/2019	Email	We are planning to request a VDOT study for a rail-to-trail project along Route 13, a CoSS in Accomack and Northampton Counties on the Eastern Shore. Our question is: Since the trail is adjacent to Route 13 within the CoSS buffer zone and will help address TDM, will the resulting study recommendations be eligible for SMART SCALE funding?	We are not at the point to make this determination as we have yet to begin applying the new set of Draft VTrans Mid-term Needs for SMART SCALE screening. The Commonwealth Transportation Board will consider both the VTrans Needs and proposed changes to the SMART SCALE process. Prior to pre-application and application intake for SMART SCALE next Spring (2020), we expect some additional guidance will be provided by the OIPI SMART SCALE team regarding the screening process.
32	Troy Eisenberger	Agency	City of Chesapeake	Hampton Roads	11/8/2019	Email	Thank you for the informative presentation today. I could hear the audio fine, but was only able to view the slides with my phone. I had asked the section about business development zones. Can you help direct me to any additional information on this topic?	We shared available resources.
33	N.A.	Agency	N.A.	Salem	11/12/2019	InteractVTrans	Included in the widening of Valleypointe Parkway (In Roanoke), the construction of a sidewalk along the the western portion of the road would greatly enhance the	The 2019 Update of Mid-term Needs identifies need for pedestrian infrastructure at these locations.

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							accessibility of the Green Ridge Recreation Center; a heavily used Recreation and wellness facility within close proximity to heavily populated portions of the county.	
34	N.A.	Agency	N.A.	Salem	11/12/2019	InteractVTrans	(In Roanoke) Realign and widen Valleypointe Parkway from Concourse Drive to Woodhaven road. This would enhance access to the Woodhaven Technology Park resulting in increased economic benefits for the region.	This roadway segment is in the Roanoke County-I-81/Glenvar/Hollins Urban Development Area for which several Mid-term Needs have been identified including Needs for Complete Streets and Street Grid connections.
35	N.A.	Agency	N.A.	Richmond	11/12/2019	InteractVTrans	(In Chesterfield County) Shoulder improvements, turn lanes, or widening needed. Morning traffic constantly lining up and driving on shoulders westbound. Eastbound backs to signal at Brandermill Parkway.	Available data does not indicate a Need that exceeds the proposed thresholds.
36	Rupert Farley	Public	N.A.	Fredericksburg	11/12/2019	Fall Transportation Meeting (discussion)	Suggested that toll based funding should be generated. Shared that all tolls should be value based or congestion priced throughout the state, not just in NOVA or Fredericksburg.	This comment will be considered as part of the Long-term Needs.
37	Leslie Tate	Agency	Augusta County	Staunton	11/13/2019	Email	(In the Staunton District Executive Summary and Draft Mid-term Transportation Needs) Stuarts Draft and Weyers Cave are listed as areas that do not have a need for improved transit access. It is a bit contradictory because areas of Stuarts Draft are later identified as areas with a potential for transit based on the data showing transit access for equity emphasis areas. Augusta County would like Weyers Cave and Stuarts Draft identified as areas that have a need for improved transit access. Weyers Cave has a local community college and is currently serviced by the transit system.	Mid-term Needs are identified for different categories. Needs identified in different categories should be seen as supplementary, not contradictory. The Transportation Demand Management category captures transit needs for both areas. The methodology was also revised to reflect needs associated with these Activity Centers.
38	Leslie Tate	Agency	Augusta County	Staunton	11/13/2019	Email	Augusta County has identified a past need for park and ride facilities in Weyers Cave due to the location along I-81, in close proximity to Harrisonburg City, the Shenandoah Valley Regional Airport, and as mentioned above Blue Ridge Community College.	The Transportation Demand Management category identifies a Need for park-and-ride improvements along I-81.
39	Leslie Tate	Agency	Augusta County	Staunton	11/13/2019	Email	Perhaps the most important issue is related to economic development centers. Using the VEDP shovel ready Tier 3 or above to identify needs in this category eliminates a key need for various activity centers within Augusta County. The only economic development center need showing up within our County is Mill Place's access to a Corridor of Statewide Significance. This eliminates need we have for improvements in Weyers Cave, stemming from all of the uses listed above as well as a distribution activity center.	Mid-term Needs are identified for different categories. Needs identified in different categories should be seen as supplementary. While the threshold for Industrial and Economic Development Areas is Readiness Status of 3 or higher, need for existing developments are identified under other VTrans Need categories including congestion, reliability, and several other Needs are identified for existing development.
40	Leslie Tate	Agency	Augusta County	Staunton	11/13/2019	Email	(In the Staunton District Executive Summary and Draft Mid-term Transportation Needs) The end of the report includes the high, moderate, and low needs identified by each locality for their UDAs. Augusta County strongly recommends that the needs remain within the plan and can be used as categories meeting Smart Scale application criteria.	UDA Needs reflect responses provided by sponsoring jurisdictions in a survey conducting in summer of 2019. Funding applications for SMART SCALE Round 4 will be evaluated against all Needs.
41	Leslie Tate	Agency	Augusta County	Staunton	11/13/2019	Email	Capacity Preservation need does not take into account access management standards localities have adopted by ordinance.	The Needs identified in VTrans do not impact standards adopted by local jurisdictions, or prescribe the nature or location of possible solutions.
42	Leslie Tate	Agency	Augusta County	Staunton	11/13/2019	Email	Regional activity centers appear to be used to develop transit related needs and not to address economic development and movement of freight needs. We would recommend changing this so that identified activity centers are considered for other improvement projects beyond transit.	Freight access needs are captured as part of the Congestion and Reliability categories. Please refer to Maps 1A - 1C (In the Staunton District Executive Summary and Draft Mid-term Transportation Needs). Additionally, freight access related Needs

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								are also captured as part of the Access to Industrial and Economic Development Area category.
43	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) Redwood Road (near US 13) - Widening and add shoulders (Walmart has increased traffic on the road)	Available data does not indicate a Need that exceeds the proposed thresholds.
44	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) Locustville Road (near Colonial Drive) - Widening and add shoulders needed.	Available data does not indicate a Need that exceeds the proposed thresholds.
45	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Northampton County) Webbs Island Drive (near Seaside Rd.) - Inundation of 2' rise in water disconnects community	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
46	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) Bayside Road (near Church Neck Rd.) - Inundation of 2' rise at the headwaters of Hungars Creek in water limits access to community.	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
47	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Northampton County) Old Neck Road (near Concord Wharf Rd) - inundation of 1' rise in water in two specific locations disconnects community.	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
48	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Northampton County) Ramp Lane (within the Eastern Shore National Wildlife Refuge) - Inundated at 2' rise in water disconnects county landing.	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
49	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) Schooner Bay Road (near Deep Creek Rd.) - Inundation at 2' rise in water, disconnects community	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
50	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) Saxis Causeway (near Matthews Rd.) - Inundated at specific locations at 1' rise in water, complete inundation of causeway at 2' rise in water, community disconnected.	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
51	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) East Point Road (near Pebble Drive) - 3 low spots on East Point Road inundation at 2' water rise disconnects community	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
52	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) State Line Road 679 (near Church St.) - Inundation at 1' water rise limits access to the community	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
53	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) Chincoteague Causeway and Bridge Landing need improvement - Town and Wildlife Refuge inaccessible at inundation of 1' rise in water, also stormwater flooding at bridge landing on island at high tide	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.

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54	N.A.	Agency	N.A.	Hampton Roads	11/13/2019	InteractVTrans	(In Accomack County) Northside Rd (near Deep Creek Rd.) - Inundated at 2' rise in water disconnects community.	This is a systematic issue that affects this and several other areas. We are conducting detailed Vulnerability Assessment as part of the 2019 VTrans Update and plan on developing some recommendations.
55	Leslie Tate	Agency	Augusta County	Staunton	11/14/2019	Email	The amount of investment needed to take a site from a Tier II to a Tier III is significant. The County markets our Tier II sites and would encourage the needs include those sites as many localities throughout the Commonwealth are marketing Tier II sites for development.	Access to Industrial and Economic Development Areas was introduced in the 2019 Update of VTrans Mid-term Needs based on the comments received. The site readiness requirement was lowered from Tier 4 to Tier 3 based on feedback received at the VTrans Regional Workshops conducted in the summer of 2019. We will rely on similar feedback to make changes in the future updates of VTrans.
56	N.A.	Agency	N.A.	Hampton Roads	11/14/2019	InteractVTrans	(In Accomack County) The intersection of Bunting and Ridge Road (on Chincoteague Island) is very dangerous as Bunting intersects at an approximate 45 degrees angle to Ridge. A project to improve safety is proposed to bring Bunting into a 90 degree intersection with Ridge.	Based on the crash data, this location does appear to have several incidents over the last five years. The method to identify VTrans Safety Needs required that a segment or intersection must meet one or more of the following conditions: 1.) Included in the VDOT Top 100 Potential for Safety Improvement (PSI) segments or intersections 2.) Locations with PSI value > 0 for 2+ years in past five years, and with at least 3+ Fatal or Injury crashes at the intersection or segment over the last five years. Available data indicates that this threshold does not meet the established conditions or thresholds.
57	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	We understand that this document is driven by data; however, there are several corridors and intersections in desperate need of improvement that may not have experienced fatalities or injuries (yet). The local perspective needs to be accounted for, as locality staff know where backups, trouble spots and near-misses occur. Data alone does not tell the whole story.	We understand the concern and would like to share that a number of changes were made based on feedback received from localities, including Roanoke County. Our goal is to ensure objective and uniform analysis for the entire commonwealth and will be open to additional suggestions to further improving the Needs Assessment methodology for future updates.
58	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	Greenways are also part of our regional transportation infrastructure but are not included or considered in this document. Just because greenway routes typically follow watercourses instead of roadways does not mean they are not important to the transportation network.	Two important clarifications on the VTrans Mid-Term Needs: 1.) The location of a Need may not necessarily be same as the location of the solution. A solution to a Need may be elsewhere on the same facility or on a parallel facility 2.) Needs are not solutions - in this case a greenway may be part of the solution to solve a highway congestion or TDM need.
59	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page 13, Goal B: While Industrial and Economic Development Areas are marked, those locations are rarely identified in the document and there appear to be very few, if any, substantive measures or needs included in the document or the map to assist in improving access to these sites.	For Industrial and Economic Development Areas (IEDA) Needs our method identifies Needs to improve access and connections to the nearest CoSS for sites characterized as Tier 3 or above in terms of site readiness as evaluated by the Virginia Economic Development Partnership through the Virginia Business Ready Site Program (VBRSP).
60	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page 19, Needs for Congestion Mitigation and Travel Time Reliability Improvement: The long yellow line on the eastern edge of Roanoke County is identifying the Blue Ridge Parkway instead of Route 460, Challenger Avenue. Please update for all of Route 460 between I-581 and Botetourt County. Other segments of Southbound I-81 in Roanoke County should be showing up on this map.	VTrans 2019 Mid-term Needs are based on a data-driven approach and rely on objective thresholds to determine needs. We have reviewed the underlying data and confirmed accuracy. Available data does not indicate a Need that exceeds the proposed threshold at the other locations noted.

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ID	Name of Submitter	Agency or Public	Submitter's Affiliation (if applicable)	Construction District	Date Received	Method Received	Comment	Response
61	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page 24, Needs for Transit and Non-Motorized Accessibility Improvement for Workers: Change the Richfield Activity Center on Route 460 between Daugherty Road and Alleghany Drive to "Need for Improved Transit Access" as several businesses with high concentrations of employees are located in this area, besides the Atlas freight facility. Add a Local-serving Activity Center on Plantation Road at Lila Drive as this is the highest concentration of employees in Roanoke County (approximately 3,000) and it has a need for improved transit access. Add the Woodhaven Technology Park at the intersection of I-81, I-581 and Woodhaven Road as it will have a need for improved transit access.	The 2019 Update of Mid-term Needs, under Transportation Demand Management category, identifies need for transit services at these locations.
62	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page 40, Needs for Capacity Preservation: Add Route 220 between Route 419 and the Blue Ridge Parkway. Add Route 117, Peters Creek Road, between I-581 and Route 11, Williamson Road. Add Route 419 from the City of Salem line to Grandin Road. Add Route 460 from I-581 through to Botetourt County	The 2019 Update of Mid-term Needs, the Capacity Preservation Needs are based on segments included in VDOT's Arterial Preservation Network. Sections of roadways mentioned, for example Route 460 in Roanoke County between the City of Roanoke and Botetourt County lines, are included as Capacity Preservation Needs.
63	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page B-4, Percent of Person Miles Traveled in Excessively Congested Conditions Other segments of Southbound I-81 in Roanoke County should be showing up on this map.	VTrans 2019 Mid-term Needs are based on a data-driven approach and rely on objective thresholds to determine needs. Available data does not indicate a Need that exceeds the proposed threshold at the locations noted.
64	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page B-12, Level of Travel Time Reliability (LOTTR) The long blue line on the eastern edge of Roanoke County is identifying the Blue Ridge Parkway instead of Route 460, Challenger Avenue. Please update for all of Route 460 between I-581 and Botetourt County. Add Route 419 between Route 221 and Route 220. Add Route 220 between Route 419 and Yellow Mountain Road.	VTrans 2019 Mid-term Needs are based on a data-driven approach and rely on objective thresholds to determine needs. We have reviewed the underlying data and confirmed accuracy. Available data does not indicate a Need that exceeds the proposed threshold at the other locations noted.
65	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page B-18, Competitiveness of Transit Access to Activity Centers for Workers. Add the Richfield Activity Center on Route 460 between Daugherty Road and Alleghany Drive as a Local-serving Activity Center as several businesses with high concentrations of employees are located in this area, besides the Atlas freight facility. Add a Local-serving Activity Center on Plantation Road at Lila Drive as this is the highest concentration of employees in Roanoke County (approximately 3,000).	The 2019 Update of Mid-term Needs, under Transportation Demand Management category, identifies need for transit services at these locations.
66	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page B-22, Non-Motorized Access to Activity Centers for Workers. Add the Richfield Activity Center on Route 460 between Daugherty Road and Alleghany Drive as a Local-serving Activity Center as several businesses with high concentrations of employees are located in this area, besides the Atlas freight facility. Add a Local-serving Activity Center on Plantation Road at Lila Drive as this is the highest concentration of employees in Roanoke County (approximately 3,000).. Add the Woodhaven Technology Park at the intersection of I-81, I-581 and Woodhaven Road	The 2019 Update of Mid-term Needs, under Transportation Demand Management category, identifies need for transit services at these locations.
67	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page B-30, Pedestrian Safety Improvement Locations. Add Route 419 between Route 221 and Route 220. Add Route 115, Plantation Road, between the current extent and I-81. Add Route 117, Peters Creek Road, between I-581 and Route 11, Williamson	VTrans is a statewide plan and relies on data-driven methods designed to capture issues similar to those mentioned in the comment. Pedestrian Safety Needs are based on segment needs identified in VDOT's Statewide Pedestrian Safety Action Plan.

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							Road. Add Route 11, Williamson Road, from the City of Roanoke line to Botetourt County. Add Route 220 between Route 419 and Clearbrook Village Lane. Add Route 221 between the City of Roanoke and Ranchcrest Drive. Add Route 460 between the City of Salem and Technology Drive. Add Route 460 between the City of Roanoke and the Botetourt County line. Add Ogden Road between Route 419 and Colonial Avenue. Add Valleypointe Boulevard between Route 117, Peters Creek Road, and Woodhaven Road	
68	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page B-34, Capacity Preservation. Add Route 220 between Route 419 and the Blue Ridge Parkway. Add Route 117, Peters Creek Road, between I-581 and Route 11, Williamson Road. Add Route 419 from the City of Salem line to Grandin Road. Add Route 460 from I-581 through to Botetourt County	The 2019 Update of Mid-term Needs, the Capacity Preservation Needs are based on segments included in VDOT's Arterial Preservation Network. Sections of roadways mentioned, for example Route 460 in Roanoke County between the City of Roanoke and Botetourt County lines, are included as Capacity Preservation Needs.
69	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page E-30, UDA #133 - Roanoke County- 1-81/Glenvar/Hollins (UDA Needs). Sidewalks – High . Other Pedestrian Infrastructure – High. Bicycle Infrastructure – High. Other Complete Streets Improvements – High. Intersection Design or Other Improvements – High. Street Grid – Moderate. Signage/Wayfinding – Moderate. Transit Capacity and Access – Moderate. Transit Facilities and Amenities – Moderate	Responses are based on an online survey completed in summer of 2019. We will modify those responses to reflect this new request.
70	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page E-31, UDA #130 - Route 220 South/Clearbrook (UDA Needs). Intersection Design or Other Improvements – High. Signage/Wayfinding – Moderate. Transit Capacity and Access – Low	Responses are based on an online survey completed in summer of 2019. We will modify those responses to reflect this comment
71	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page E-32, UDA #129 - Route 24/116/Vinton/Mount Pleasant (UDA Needs). Signage/Wayfinding – Moderate. Transit Capacity and Access – Low	Responses are based on an online survey completed in summer of 2019. We will modify those responses to reflect this comment
72	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page E-33, UDA #128 - Route 419/221/Cave Spring/Windsor (UDA Needs). Sidewalks – High . Other Pedestrian Infrastructure – High Bicycle Infrastructure – High. Other Complete Streets Improvements – High. Intersection Design or Other Improvements – High. Street Grid – Moderate. Signage/Wayfinding – Moderate. Transit Capacity and Access – Moderate. Transit Facilities and Amenities – Moderate. Improvements to the natural environment, etc. – High	Responses are based on an online survey completed in summer of 2019. We will modify those responses to reflect this comment
73	Megan Cronise	Agency	Roanoke County	Salem	11/19/19	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Page E-34, UDA #132 - Route 460 East/Bonsack (UDA Needs). Street Grid – Moderate. Signage/Wayfinding – Moderate. Transit Capacity and Access – Moderate	Responses are based on an online survey completed in summer of 2019. We will modify those responses to reflect this new request.
74	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Insufficient space exists at the end of the ramp to merge into eastbound Peters Creek Road traffic. Additionally, it is difficult with minimal spacing to cross two lanes of Peters Creek Road traffic to access the left turn lane to turn onto Valleypointe Parkway. As Valleypointe Parkway to Wood Haven Road is the most appropriate route to access the Wood Haven Technology Park, this weaving movement from I-581 to Peters Creek to Valleypointe Parkway needs improvements.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Roadway Capacity, Operations, Intersection Design and Safety, at this location.

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75	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) The Thirlane Road intersection at Peters Creek Road needs improvements to provide better access to the I-581 interchange. Currently, drivers make a u-turn at Northside High School Road to access the interchange.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Roadway Capacity, Operations, Intersection Design and Safety, at this location.
76	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) The I-581 interchange at Peters Creek Road/Exit 2 and the associated road network, which includes Valleypointe Parkway, Thirlane Road (City), Thirlane Road (County) and Frontage Road need improvements to enhance safety and to provide appropriate access to the Wood Haven Technology Park.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Roadway Capacity, Operations, Intersection Design and Safety, at this location.
77	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Pedestrian signals and crosswalks are needed at the intersection of Route 419/Electric Road and Starkey Road.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified with Regional Network Non-motorized (Bicycle and Pedestrian) Access to Activity Center Needs.
78	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Pedestrian and bicycle accommodations are needed along Route 419/Electric Road between Ogden Road and Starkey Road.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified with Regional Network Non-motorized (Bicycle and Pedestrian) Access to Activity Center Needs.
79	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Pedestrian signals and crosswalks needed at the intersection of Colonial Avenue and Ogden Road.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified with Regional Network Non-motorized (Bicycle and Pedestrian) Access to Activity Center Needs.
80	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Pedestrian and bicycle accommodations are needed along Ogden Road between Route 419/Electric Road and Colonial Avenue. Transit improvements are needed along this corridor as well to connect residents in multifamily housing to the Tanglewood Activity Center.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified with Regional Network Non-motorized (Bicycle and Pedestrian) Access to Activity Center Needs.
81	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Pedestrian signals and crosswalks are needed at the intersection of Route 419/Electric Road, Carriage Lane and Grandin Road. Users in motorized wheelchairs cross Route 419 from Fairington Apartments to Oak Grove Plaza every day. Sidewalks are needed to connect to the crosswalks.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified as a Pedestrian Safety Improvement Need and with Regional Network Non-motorized (Bicycle and Pedestrian) Access to Activity Center Needs.
82	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) The approach to the intersection at Route 221/Brambleton Avenue at Old Cave Spring Road is too narrow. Turn lanes need to be extended and the throat of the intersection expanded to accommodate heavy traffic volumes.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Roadway Capacity, Operations, and Intersection Design, at this location.
83	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) The approach to the intersection at Route 419/Electric Road at McVitty Road is too narrow. Turn lanes need to be extended and the throat of the intersection expanded to accommodate heavy traffic volumes.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Roadway Capacity, Operations, and Intersection Design, at this location.
84	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) The Orange Market Park and Ride and Creekside Parking Lot need to be paved and expanded. Pedestrian accommodations and bicycle amenities need to be provided in both locations, and connections need from both lots to the Hanging Rock Battlefield Greenway.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified with Regional Network Non-motorized

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85	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Pedestrian signals and crosswalks are needed at the intersection of Route 221/Brambleton Avenue and Garst Mill Road.	(Bicycle) Access to Activity Center and Transportation Demand Management Needs. The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified with Regional Network Non-motorized (Bicycle and Pedestrian) Access to Activity Center Needs.
86	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Pedestrian accommodations are needed along Garst Mill Road from Route 221/Brambleton Avenue to Halevan Road as many residents from multifamily housing walk along this dangerous stretch of road.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified with Regional Network Non-motorized (Bicycle and Pedestrian) Access to Activity Center Needs.
87	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Pedestrian accommodations are needed along Brambleton Avenue/Route 221 between the City of Roanoke and Ranchcrest Drive.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location. The location is also identified with Regional Network Non-motorized (Bicycle and Pedestrian) Access to Activity Center Needs.
88	N.A.	Agency	N.A.	Salem	11/19/2019	InteractVTrans	(In Roanoke) Bicycle accommodations are needed along Route 221/Brambleton Avenue between Route 419 and Cotton Hill Road.	The 2019 Update of Mid-term Needs identifies several UDA Needs, including Bicycle Infrastructure, Pedestrian Infrastructure, Complete Streets, and Safety Features, at this location.
89	Michael Sawyer	Agency	City of Richmond	Richmond	11/20/2019	InteractVTrans	For nodes and segments of the VTrans Safety Improvement Needs, please utilize the work completed in the City of Richmond and our Vision Zero Action Plan which identified the High Injury Street Network. This network identifies 58 percent of the serious injuries and deaths from traffic-related crashes on just 16 percent of the street network.	VTrans is a statewide plan and relies on data-driven methods designed to capture the Needs mentioned in the comment.
90	Michael Sawyer	Agency	City of Richmond	Richmond	11/20/2019	InteractVTrans	For segments of the VTrans Bicycle Access, please utilize the work completed in the City of Richmond Bicycle Master Plan which identifies all short, mid, and long term work required for bicycle access and safety improvements.	Bicycle access related needs are identified in two VTrans Need categories: (1) Need for Non-motorized Access to Activity Centers for Workers; and, (2) Need for Transportation Demand Management. These two categories identify numerous bicycle access needs that address this comment. As for implementation time frame, we plan on prioritizing the identified needs in 2020 and will rely on agency and public feedback.
91	Michael Sawyer	Agency	City of Richmond	Richmond	11/20/2019	InteractVTrans	For nodes and segments of the VTrans Pedestrian Safety Needs, please utilize the work completed in the City of Richmond Vision Zero Action Plan and the Statewide Pedestrian Safety Action Plan.	VTrans is a statewide plan and relies on data-driven methods designed to capture issues similar to those mentioned in the comment. Pedestrian Safety Needs based on segment needs identified in VDOT's Statewide Pedestrian Safety Action Plan.
92	Michael Sawyer	Agency	City of Richmond	Richmond	11/20/2019	InteractVTrans	This measure appears to value coverage over frequency. Please look at increasing frequency and extending hours of high frequency transit lines that assist the transportation disadvantaged communities (low income, disabled, elderly) identified by the Richmond Regional TPO. Also, do not neglect the transit stop and the basics of sitting areas, shelter, bike parking, and trash cans.	We agree that quality of transit service is an important measure. We have reviewed this subject and found that, at this time, this measure cannot be developed for the entire state due to incomplete or inconsistent datasets. We would like to pursue this for future updates of VTrans Mid-term Needs. As for the transit amenities and infrastructure, these needs are identified for Equity Emphasis Areas and other areas as part of the Transportation Demand Management.

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93	Michael Sawyer	Agency	City of Richmond	Richmond	11/20/2019	InteractVTrans	The Boulevard Bridge (Westover Hills Boulevard), crossing the James River, is weight restricted for transit vehicles and is therefore functionally obsolete.	The intent is to convey the underlying need. Solution to an identified need can be on parallel streets or corridors.
94	Michael Sawyer	Agency	City of Richmond	Richmond	11/20/2019	InteractVTrans	State agencies need a comprehensive approach to TDM with GRTC providing free rides to all state employees and using the same model partnership that VCU is currently enjoying.	We will examine this matter as we work on policy related needs.
95	Michael Sawyer	Agency	City of Richmond	Richmond	11/20/2019	InteractVTrans	Entire I-64 / I-95 overlap needs to have improved TDM to improve travel time reliability for peak periods within the City of Richmond. HOV/HOT conversion should be considered for peak periods only.	The draft VTrans Mid-term Needs identify the suggested TDM need as part of the Need for Transportation Demand Management. As for HOV/HOT conversion, please note that our team will be working on recommendations to address the identified mid-term needs. We will commence this work in 2020.
96	Michael Sawyer	Agency	City of Richmond	Richmond	11/20/2019	InteractVTrans	The current corridors selected within the City of Richmond on the local system for congestion mitigation appears to be deficit.	The results are based on available datasets. VTrans Mid-term Needs are updated periodically to reflect change in conditions.
97	Lindsey Coley	Agency	Smith Mountain Lake Regional Chamber of Commerce	Lynchburg	11/21/2019	Letter	<p>On Behalf of more than 700 members of the Smith Mountain Lake Regional Chamber of Commerce, I am writing to convey our support for the VTrans Draft Mid-term Transportation Needs (Virginia Statewide Transportation Plan) as discussed during the Salem District Public Meeting held 30 October, 2019.</p> <p>We commend the Salem district staff on their analytical assessment of transportation needs in the Bedford and Franklin County areas, specifically those needs identified in the "Bedford Area and Moneta Areas, Bedford County # 16"; as well as the "Westlake-Hales Ford, Frankling County, # 157"; and the "220 North Corridor, Franklin County, #163".</p> <p>As tourism is the lifeblood of the economic well-being of the Smith Mountain Lake region, sounds transportation planning and project execution area critical to our success. Thank you for allowing us to comment on this important work.</p>	Acknowledged. No response required at this time.
98	Liz Belcher	Agency	Roanoke Valley Greenway Coordinator - Roanoke County	Salem	11/22/2019	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) In the mid-term Needs document, for the Roanoke region, the Roanoke Valley Greenway Plan needs to be specifically mentioned. The maps on Page 42 and 44 mention bicycle and pedestrian facilities but the maps are road maps and do not include the needed off-road connections. Plus the colors are not distinguishable on the maps. If you add "greenways" to the legend to say "... bicycle, pedestrian and greenway facilities", I would be more comfortable that you are not leaving out one of the region's most important initiatives.	A solution to an identified Need can be on-road or off-road. VTrans Mid-term Needs do not specify nature or type of solution. Therefore, a solution to an identified pedestrian connectivity need can be a "greenway" or other pedestrian infrastructure.
99	Liz Belcher	Agency	Roanoke Valley Greenway Coordinator - Roanoke County	Salem	11/22/2019	Email	(In the Salem Executive Summary and Draft Mid-Term Transportation Needs) Also, bicycle, pedestrian and greenway facilities need to be included in the section on Non-motorized Accessibility Improvements. The maps on page B-22 are helpful.	Maps included in the final documentation distinguish between Need for Pedestrian Access Improvement and Need for Bicycle Access Improvement.
100	Ann W. Cundy	Agency	Central Shenandoah Planning District Commission	Staunton	11/24/2019	Email	We mapped the projects in both MPO's LRTPs with the draft VTrans Needs to evaluate whether our regions' priority projects will be eligible for SMART SCALE. We found one project in Staunton that is not identified in any travel market, which we think is a mapping error (Englewood Drive).	We agree that the segment of Englewood Drive mentioned should be tagged for UDA Needs. We will make the required change.

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101	Ann W. Cundy	Agency	Central Shenandoah Planning District Commission	Staunton	11/25/2019	Email	<p>We have a number of projects in our LRTPs significant to both the MPOs and our member jurisdictions which are only eligible through UDA needs. In particular, we and the Staunton District have completed or will soon complete corridor and STARS studies on 2 US highways in the SAWMPO (US 250 and US 11) and 2 US highways in HRMPO (US 33 and US 11). None of these facilities and their needs within the cities of Harrisonburg, Staunton, or Waynesboro will be eligible for Regional Network needs or Statewide High Priority funding as the Mid-Term needs are currently structured.</p> <p>The MPOs will be asked to submit some of these projects for SMART SCALE, but at present the projects are ineligible because they are excluded from Regional Networks. I've listed the projects in the attached spreadsheets.</p> <p>We strongly encourage OIPI to revise the Needs and not exclude Regional Network facilities from UDA areas given MPO and PDC eligibility to submit projects only on Regional Network and CoSS facilities, and UDA projects' ineligibility to compete for Statewide High Priority Program dollar.</p>	<p>Shared with Chad Tucker, SMART SCALE Program Manager, and Kim Pryor, Director, VDOT Infrastructure Investment Division. for comments related to the SMART SCALE program.</p> <p>(Clarification on Nov 27, 2019) Roadway and other multimodal facilities within UDAs are not excluded from analysis for CoSS and RN analysis. Please consider the following examples: (1) a number of RN and CoSS congestion and reliability needs are identified within Staunton UDA; (2) a number of RN accessibility needs are identified for Activity Centers that are within UDAs; and, (3) CoSS Reliability need is identified for Amtrak station which also is within a UDA.</p>
102	Gary	Public	Roanoke	Salem	11/25/2019	Email	<p>This 2018 article with quotes from a DOT official is the path to Virginia's future. Thanks for reading and sharing this content.</p> <p>An official with DOT admits the following:</p> <p>https://www.equipmentworld.com/wsdot-chief-cannot-build-out-congestion/?fbclid=IwAR2QJLoCq7EK7L9AqBxMLKHeUAzqFCIfRC4GNDIhpwHM OeEZIEpzc_ol7CU#</p>	<p>Maximizing existing capacity either by technology applications/operational improvement or with rail and transit services is important. VTrans identifies needs associated with these categories.</p>
103	Mark Duceman	Agency	City of Herndon	Northern Virginia	11/26/2019	Email	<p>A quick note to request a few changes (attached shown in red) to the Town of Herndon's UDA transportation needs associated with the town's Herndon Metrorail Station (UDA #199), per Appendix page E-6 of the VTrans Executive Summary and Mid-Term Transportation Needs (Northern Virginia Construction District) draft'.</p>	<p>Responses are based on an online survey completed in summer of 2019. We will modify those responses to reflect this comment</p>
104	Mark Duceman	Agency	City of Herndon	Northern Virginia	11/26/2019	Email	<p>Also, would it be possible to have the Town of Herndon's 2 Urban Development Areas placed together in the aforementioned VTrans document...so that the town's UDA #199 (ie. Herndon Metrorail Station UDA) would immediately follow the town's other designated UDA (ie. UDA 36 - Herndon Town)?</p>	<p>We will make modifications to the document per the suggestion.</p>
105	Leslie C. Tate	Agency	Augusta County	Staunton	11/27/2019	Email	<p>The following two projects are in the LRTP and the (Augusta) County wants to ensure that they would screen in for Smart Scale.</p> <p>Wilson Workforce and Rehabilitation Center long-term access improvements. This project was applied for in the last round of Smart Scale. Construction of a 3,700 ft. new alignment to connect US 250 to the WWRC complex. We would ask that you consider the needs this project met during the last Smart Scale application round. Funding was received for the short-term improvements at the entrance to the WWRC complex, but a small area study made long-term recommendations for a secondary access/new alignment.</p> <p>Johnson Road (909), new alignment from current southern terminus to VA 608 Cold</p>	<p>We are not quite at the point to make screening determination for SMART SCALE. The Commonwealth Transportation Board (CTB) will consider both the VTrans Needs and proposed changes to the SMART SCALE process. Prior to pre-application and application intake for SMART SCALE next Spring, we expect some additional guidance will be provided by the OIPI SMART SCALE team regarding the screening process.</p>

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							Springs Road. This project does include a shared use path component and would be serving bicycle and pedestrian needs in the Stuarts Draft UDA.	
106	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Please review shield placement on the graphic as it seems that some of my concerns may be partially captured but obscured by the graphics.	We will review and make modifications.
107	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 20: Congestion and Reliability: Route 11 North. As noted it appears Exit 317 is identified as an area in need of congestion mitigation. However, the congestion issues in this area extend beyond just the immediate area of the interchange as the graphic seems to indicate. This area really should be identified from Crown Lane through Snowden Bridge Blvd at a minimum and would actually be more fully addressed by extending from Crown Lane all the way to Old Charlestown road to the north of the interchange. Additionally I feel that it is incorrect to not also note this area as having issues of Travel Time Reliability as well as Congestion Mitigation. It may be anecdotal evidence, but this area is notoriously bad in the evening hour to the point that anyone who is familiar with it and has the option goes out of their way to avoid it at that time. This is an ongoing issue about which I receive many many complaints. Our current ongoing MPO study of the area only serves to confirm this.	The location of a solution may not necessarily be same as the location of an identified Need. It also appears that this segment is within Fredrick County UDA for which a number of Needs including a need for Roadway Capacity has been identified based on the County's response. Finally, this segment is near an Industrial and Economic Development Area (IEDA) for which projects and solutions can be submitted.
108	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 20: Congestion and Reliability: Route 11 South. Frankly the situation is much the same as Route 11 North, though I will still not the Route 11 north issue as more severe. From the area of Winchester City Limits to the Route 37 interchange, peak hour traffic is significant and once again this has become an area to be avoided. It appears that travel time reliability has been identified but only at the interchange itself. This is simply inaccurate.	VTrans 2019 Mid-term Needs are based on a data-driven approach and rely on objective thresholds to determine needs. We have reviewed the underlying data and confirmed accuracy. Available data does not indicate a Need that exceeds the proposed threshold at the other locations noted Please note that the location of a Need may not necessarily be same as the location of the solution. Also, in addition to Congestion and Reliability there are UDA and IEDA Needs in and around this area.
109	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 20: Congestion and Reliability: Brucetown Road and Hopewell Road at Route 11. It appears this area is identified for congestion mitigation but I can't tell the extent because of the I-81 shield on the graphic. Since I can't see I will just note that the area should cover all the way to the I-81/Hopewell Road Interchange.	We will look at this issue of overlapping labels in the report. For more flexibility in visualizing the 2019 Update Mid-Term Needs we encourage you to use InteractVTrans, the interactive mapping application which allows for zooming in and out to view or search Mid-term Needs at specific locations.
110	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 20: Congestion and Reliability: Tasker Road. I am surprised to not see Tasker Road at its interchange with Route 37 identified. This is largely an AM peak issue but Tasker road does incur significant back ups in this area.	VTrans 2019 Mid-term Needs are based on a data-driven approach and rely on objective thresholds to determine needs. Available data does not indicate a Need that exceeds the proposed threshold at the location noted.
111	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 20: Congestion and Reliability: This is more of a question than a comment but I am guessing that Route 277 in the vicinity of Exit 307 is not noted due to the upcoming project?	The 2019 Update of Mid-term Needs does not account for planned or programmed projects in any methods for identifying Needs.
112	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 33: I am uncertain why only Graystone Industrial Park is identified. We have numerous other industrial areas that were previously identified.	The Graystone Industrial Park is a site in the Virginia Economic Development Partnership (VEDP) Business Ready Site Program. The VTrans Industrial and Economic Development Areas (IEDAs) include Locally-identified industrial and economic development

Summary of Comments Received on Draft VTrans 2019 Mid-term Needs

Draft documents released on October 28, 2019

Draft documents available here: <http://vtrans.org/mid-term-planning/mid-term-needs>

ID	Name of Submitter	Agency or Public	Submitter's Affiliation (if applicable)	Construction District	Date Received	Method Received	Comment	Response
								sites submitted to VEDP's program by political subdivisions of the Commonwealth of Virginia, including counties, cities, towns, industrial/economic development authorities. We encourage you to coordinate with VEDP for their consideration of additional sites.
113	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 33: Our UDA does appear to be accurately captured, but I would note that in Frederick County you don't only have to be within the UDA to be able to develop commercial or industrial property. Our UDA primarily limits residential development. We have a separate designation for our sewer and water service area within which commercial and industrial development can take place. I'm not sure if this impacts or not, but thought I should make note of it.	Acknowledged. A jurisdiction's sewer and water service area does not impact UDA designation or VTrans Mid-term Needs.
114	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 37: Once again I can't fully tell if all are captured due to shield placement on the map. However, it does appear that most of the areas of greatest concern have been captured.	We will look at this issue of overlapping labels in the report. For more flexibility in visualizing the 2019 Update of Mid-Term Needs we encourage you to use InteractVTrans, the interactive mapping application which allows for zooming in and out to view or search Mid-term Needs at specific locations.
115	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 37: On Route 11 south, Route 11 at Shawnee Drive and Opequon Church lane appears to have been missed. This area regularly comes to our attention.	Several Intersections and Segments with Need for Safety Improvement were identified along Route 11 South in the area noted in the comment. For more flexibility in visualizing the 2019 Update of Mid-Term Needs we encourage you to use InteractVTrans, the interactive mapping application which allows for zooming in and out to view or search Mid-term Needs at specific locations.
116	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 37: As noted it's difficult to tell due to the shield on the map but I believe the area in the vicinity of Exit 317 along Route 11 north is not fully captured.	We will look at this issue of overlapping labels in the report. For more flexibility in visualizing the 2019 Update of Mid-Term Needs we encourage you to use InteractVTrans, the interactive mapping application which allows for zooming in and out to view or search Mid-term Needs at specific locations.
117	John Bishop	Agency	Frederick County	Staunton	11/30/2019	Email	(In the Staunton District Executive Summary and Draft Mid-Term Transportation Needs) Page 37: It also appears that Exit 315 is not fully captured. Unless it is not properly placed there really should be a node at the Valley Mill Road/Route 7 intersection at the interchange. There are also needs for improvement at Route 7 and Regency Lakes Drive as well as Gateway Drive though the main issue we have at Gateway drive is turn lane spillover in the evening peak on the eastbound side.	VTrans 2019 Mid-term Needs are based on a data-driven approach and rely on objective thresholds to determine needs. Available data does not indicate a Need that exceeds the proposed threshold at the Valley Mill Road/Route 7 intersection at the interchange. Segments with Need for Safety Improvement was identified along Route 7 WB at Regency Lakes Drive and at Route 7 WB at Gateway Drive.
118	Melissa L. Kim	Agency	Washington Metropolitan Area Transit Authority	Northern Virginia	12/2/2019	Email	(In the Northern Virginia Executive Summary and Draft Mid-Term Transportation Needs) Pg. 12: PECC Measure, Goals and Measures by Travel Market: In the measure column of the Goals and Measures by Travel Market table, PECC is defined as the Percent of Personal Miles Traveled in Excessively Congested Conditions while in the "What it Measures" column, it states that PECC measures the percent of total vehicle travel at speeds significantly slower than the posted speed limit. Please be more explicit about methodology used to convert vehicle miles traveled to person miles traveled. Is it based on an average number of people per car? If so, "adjusted VMT" may be more accurate than person miles traveled.	A more detailed methodology document has been developed. It provides more details and addresses this comment.

Summary of Comments Received on Draft VTrans 2019 Mid-term Needs

Draft documents released on October 28, 2019

Draft documents available here: <http://vtrans.org/mid-term-planning/mid-term-needs>

ID	Name of Submitter	Agency or Public	Submitter's Affiliation (if applicable)	Construction District	Date Received	Method Received	Comment	Response
119	Melissa L. Kim	Agency	Washington Metropolitan Area Transit Authority	Northern Virginia	12/2/2019	Email	(In the Northern Virginia Executive Summary and Draft Mid-Term Transportation Needs) Pgs. 22-25: Needs for Transit and Non-Motorized Accessibility Improvement for Workers: The majority of the Metropolitan Washington area's regional activity centers, as defined by the Metropolitan Washington Council of Governments (MWCOCG), are also identified as VTrans activity centers. However, while King Street-Old Town in Alexandria is identified as a regional activity center by MWCOCG (https://www.mwcog.org/maps/map-listing/activity-centers/), the maps on pages 22 through 25 do not include any activity centers along King Street or in Old Town Alexandria. As such, King Street-Old Town is excluded from the Needs for Transit and Non-Motorized Accessibility Improvement for Workers analysis, even though it is an area with a high density of economic and social activity that would likely qualify as having a need for improved transit accessibility for workers.	Acknowledged. In addition to the nearby Braddock Rd. Metro Area Activity Center, please note that Non-Motorized Accessibility Needs also assessed Needs to reach fixed guideway transit stations - for example King Street Metro Station.
120	Melissa L. Kim	Agency	Washington Metropolitan Area Transit Authority	Northern Virginia	12/2/2019	Email	(In the Northern Virginia Executive Summary and Draft Mid-Term Transportation Needs) Pgs. 26-29: Needs for Transit Improvements for Equity Emphasis Areas: The Metadata Documentation for Draft VTrans Mid-Term Segment Needs (available as a ZIP file online at http://www.vtrans.org/mid-term-planning/mid-term-needs), states that for this measure "Equity Emphasis Areas that are mostly outside of a ¼-mile radius of a transit stop are considered underserved by transit. Equity emphasis areas whose population density exceeds the lowest 10th percentile density of communities in the RN already served by fixed-route transit are considered viable for fixed-route transit." Please confirm that both fixed-route bus stops and Metrorail stations were considered to determine areas underserved by transit as part of this analysis.	A more detailed methodology document has been developed. It provides more details and addresses this comment.
121	Melissa L. Kim	Agency	Washington Metropolitan Area Transit Authority	Northern Virginia	12/2/2019	Email	(In the Northern Virginia Executive Summary and Draft Mid-Term Transportation Needs) Pgs. B-16 to B-19: Competitiveness of Transit Access to Activity Centers for Workers: Please include more information about assumptions used for the Competitiveness of Transit Access to Activity Centers for Workers maps. The Metadata for the Draft VTrans Mid-Term Node Needs (available as a ZIP file online at http://www.vtrans.org/mid-term-planning/mid-term-needs), states that the VDOT TransCAD model was applied to assess the number of workers that can access an Activity Center within 45 minutes by bus or rail transit compared to auto. Please state some of the major assumptions that went into the model. For example, what time period was used for this analysis? Does the 45-minute car travel shed assume peak period traffic conditions? Is the 45-minute transit travel-shed based on peak period service, when more service is running but traffic impacts bus travel times? According to these maps, Crystal City (served by Metrorail, Metroway, VRE) has the same transit access deficit as Dulles South (served by less transit, most of which is buses in mixed traffic). This is counterintuitive, given that the Competitiveness of Transit Access to Activity Centers for Workers measure is intended to highlight the greatest need for improved transit services based on the difference between public transportation and auto, and Crystal City is served by several transit routes that have dedicated right of way and therefore do not compete with traffic. Additional information about the inputs and assumptions that were used when developing the VDOT TransCAD model for this analysis will allow readers to have a better understanding of some of these findings.	A more detailed methodology document has been developed. It provides more details and addresses this comment.

Summary of Comments Received on Draft VTrans 2019 Mid-term Needs

Draft documents released on October 28, 2019

Draft documents available here: <http://vtrans.org/mid-term-planning/mid-term-needs>

ID	Name of Submitter	Agency or Public	Submitter's Affiliation (if applicable)	Construction District	Date Received	Method Received	Comment	Response
122	Melissa L. Kim	Agency	Washington Metropolitan Area Transit Authority	Northern Virginia	12/2/2019	Email	<p>(In the Northern Virginia Executive Summary and Draft Mid-Term Transportation Needs) Pgs. B-28 to B-31: Pedestrian Safety Improvement Locations: Please elaborate on how corridors with safety needs were identified. The report states that these were part of the VDOT Pedestrian Safety Action Plan from 2018. For those not familiar with the VDOT Pedestrian Safety Action Plan, it would be valuable to discuss how this study identified corridors as having safety needs.</p> <p>There are several clusters of high pedestrian crashes identified in the VDOT Pedestrian Safety Action Plan heatmap (http://vdot.maps.arcgis.com/apps/View/index.html?appid=ae073e60495948deafc34d08812dfb20) that are not identified as priority corridors in the VDOT Pedestrian Safety Action Plan and therefore are not identified in the Mid-Term Needs as roadway segments with pedestrian safety needs (see Figure 1). Corridors that have a high rate of pedestrian crashes, but are not identified as segments with safety needs include:</p> <ul style="list-style-type: none"> • Gallows Road between US-50 & Washington & OD • Route 7 in City of Falls Church and Pimmit Hills • Pentagon City/Crystal City • Fairfax City • Sterling Boulevard in Loudoun 	A more detailed methodology document has been developed. It provides more details and addresses this comment. Need for Pedestrian Safety Improvement are based on segments identified in VDOT's Pedestrian Safety Action Plan.
123	Melissa L. Kim	Agency	Washington Metropolitan Area Transit Authority	Northern Virginia	12/2/2019	Email	Interact VTrans Online Tool: In future versions of the Interact VTrans online tool (http://vtrans.org/mid-term-planning/InteractVTrans), it would be valuable to include heavy rail and light rail stations (such as Metrorail Stations) as a layer feature in the Multimodal Facilities group, which currently includes Bus Stops and VRE Passenger Rail Stations.	We will consider this for future updates.
124	Tara D. Reel	Agency	Virginia Beach	Hampton Roads	12/2/2019	Email	This looks great. It looks like there is a missing answer for 106 (Rosemont UDA - Virginia Beach) – sidewalk, which would be low. I realize you may have went to print but it was the only error I saw.	Acknowledged. We will make this change.
125	Ann W. Cundy	Agency	Central Shenandoah Planning District Commission	Staunton	12/3/2019	Email	<p>We understand that eligibility to apply for SMART SCALE in certain travel markets is codified in HB2 and not subject to change, and we do not seek to make MPOs/PDCs eligible to apply for projects at a local level.</p> <p>The VTrans 2045 changes to how needs are grouped by travel corridor may clarify the planning process for a statewide long range plan, but given the critical nexus between VTrans Needs and SMART SCALE eligibility, we submit that the outcome for our region/regions is a negative one.</p> <p>The reduction in Regional Network needs in this VTrans 2045 update, combined with the 4 application limit for areas with > 500k people, puts smaller urbanized regions like SAWMPO and HRMPO at a disadvantage in SMART SCALE by reducing our ability to apply for projects in partnership with our localities. We can only apply for projects on CoSS and RNS, yet our arterials/regional travel corridors predominately qualify only for TDM and Bike/Ped Regional Network/CoSS needs. This reduction in CoSS and RN needs also limits projects' eligibility for High Priority Program Funds.</p>	The 2019 Update of VTrans Needs utilizes travel markets established per Code of Virginia § 33.2-353. The needs are established based on the methodology that was shared at the Regional Workshops and then modified based on the feedback received at the Regional Workshops. Application limit and program funding eligibility are related to SMART SCALE Policy and have been shared with relevant OIPI and VDOT contact persons.

Summary of Comments Received on Draft VTrans 2019 Mid-term Needs

Draft documents released on October 28, 2019

Draft documents available here: <http://vtrans.org/mid-term-planning/mid-term-needs>

ID	Name of Submitter	Agency or Public	Submitter's Affiliation (if applicable)	Construction District	Date Received	Method Received	Comment	Response
							I have attached two tables to illustrate this. The first shows our eligibility limitations with regards to travel markets, funding programs, and application limits. The second table lists corridors that we have recently studied using MPO planning funds, or through the VDOT STARS program. As currently proposed, most segments of these corridors in the SAWMPO and HRMPO do not have any RN needs other than Bike/Ped and TDM, yet we have developed capacity preservation, safety and congestion mitigation improvement recommendations for them, in addition to important non-motorized improvements. From a project application and delivery perspective, we would not de-couple a set of corridor improvements in this way.	
126	N.A.	Agency	N.A.	Culpeper	12/3/2019	InteractVTrans	This segment (Barracks Rd. at US 29) does not show the correct RN Need as adjacent segments (Need for Bicycle and Pedestrian Facilities).	Acknowledged. We will make this change.
127	N.A.	Agency	N.A.	Culpeper	12/4/2019	InteractVTrans	This intersection (Route 29 Seminole Trail & Frays Mill Rd.) shows up as a safety need on the COSS and RN in addition to the capacity preservation. It is in the Top 100 PSI location ranked 12th in the district.	Acknowledged. No response required at this time.
128	Barb Smith	Agency	Chesterfield County	Richmond	12/6/2019	Email	We have been reviewing the mid-term needs and trying to understand IEDAs in particular. While IEDAs are grouped with UDA's in VTRANS, I would suggest that in the Smart Scale process, projects that address IEDA needs be eligible for submission by localities, regional entities and transit agencies.	The Commonwealth Transportation Board will consider both the VTrans Needs and proposed changes to the SMART SCALE process. Prior to pre-application and application intake for SMART SCALE next Spring (2020), we expect some additional guidance will be provided by the OIPI SMART SCALE team regarding the screening process.
129	Joe Bonanno	Agency	West Piedmont PDC/ Danville MPO	Lynchburg	12/16/2019	Email	On the map entitled Needs for Transit and Non-Motorized Accessibility for Workers on Pages 22 and 25 (Maps 3A and 3D), Hurt (northern Pittsylvania County) should be indicated as "Need for Improved Transit Access," as Danville Transit plans to expand service as far north as Hurt.	VTrans 2019 Mid-term Needs are based on a data-driven approach and rely on objective thresholds to determine needs. The "Need for Improved Transit Access" were determined by analyzing the transit access deficit, defined as the difference between number of workers that can access an Activity Center within 45 minutes by bus or rail transit compared to auto. Any deficit greater than zero constitutes a Need. Activity Centers in the 2019 Update of VTrans Mid-term Needs are based on the set of Activity Centers that were identified in VTrans2040, supplemented by new locations identified by regional stakeholders. In this case, the Town of Hurt in Pittsylvania County was not identified as an Activity Center through the outreach process and therefore was not analyzed for Transit Access.
130	Joe Bonanno	Agency	West Piedmont PDC/ Danville MPO	Lynchburg	12/16/2019	Email	Were towns along the US 29 corridor in Pittsylvania County (Chatham, Gretna, and Hurt) analyzed for the Needs for Transit Accessibility Improvement for Equity Emphasis Areas? The poverty rate for Gretna, for instance, is 28%, and the minority population is approximately 49.2%, based on the 2017 ACS. Additionally, the population aged 65 and over is greater than 35% in all three towns. This comment also applies to maps 8A and 8D on pages B-24 and B-27, respectively.	VTrans 2019 Mid-term Needs are based on a data-driven approach and rely on objective thresholds to determine needs. The analysis of Transit Access for Equity Emphasis areas were applied to all block groups within Regional Networks, including block groups within the Towns of Chatham, Gretna and Hurt. In addition to consideration of elderly (age 75 or older), persons with low income, disabilities, minorities, and limited English proficiency population the identification of the "Transit Access for Equity Emphasis Area" Need also included a population density variable to assess the viability of fixed route transit service.

Summary of Comments Received on Draft VTrans 2019 Mid-term Needs

Draft documents released on October 28, 2019

Draft documents available here: <http://vtrans.org/mid-term-planning/mid-term-needs>

ID	Name of Submitter	Agency or Public	Submitter's Affiliation (if applicable)	Construction District	Date Received	Method Received	Comment	Response
131	Joe Bonanno	Agency	West Piedmont PDC/ Danville MPO	Lynchburg	12/16/2019	Email	There does not appear to be any map highlighting bicycle crashes / needs.	The 2019 Update of Mid-term Needs includes three distinct categories to address bike/ped needs: (1) Need for Non-motorized Access to Activity Centers; (2) Need for Pedestrian Safety Improvements; and, (3) Need for Transportation Demand Management. We do plan on further evaluating bicycle mode specific safety needs for future updates.
132	Joe Bonanno	Agency	West Piedmont PDC/ Danville MPO	Lynchburg	12/16/2019	Email	The table in Appendix F shows the Southern Virginia Mega Site at Berry Hill and Cane Creek Center being in close proximity to I-785. While I-785 is planned, this roadway is currently US 58 / 29 (Danville Expressway). Perhaps relabel as "Future I-785."	Acknowledged. We will make this change.
133	Joe Bonanno	Agency	West Piedmont PDC/ Danville MPO	Salem	12/16/2019	Email	In the map needs (Maps 1 – 10 on pages 17 to B-35), the maps include close-ups of Roanoke City, Roanoke County, much of the New River Valley, Bedford County and points north in the Salem District, yet close-ups are not shown for any localities within the West Piedmont Planning District, or for Carrol or Floyd counties. For example, the set of maps entitled Transit Access for Equity Emphasis Areas shows maps 8A – 8D, but does not show the southern portion of the region (noted above) in detail. Why is this? These should be shown as close-ups as well, as it is difficult to discern detail in smaller localities such as Martinsville.	Acknowledged. The map extents include the entirety of the Salem District, and one map for each Regional Network area in the Salem District. For more flexibility in visualizing the 2019 Update of Mid-Term Needs we encourage you to use InteractVTrans, the interactive mapping application which allows for zooming in and out to view or search Mid-term Needs at specific locations.
134	Joe Bonanno	Agency	West Piedmont PDC/ Danville MPO	Salem	12/16/2019	Email	Many of the maps (Maps 1 – 10 on pages 17 to B – 35) appear to be missing analyses within the West Piedmont Planning District, as well as possibly in Floyd and Carrol counties. The West Piedmont Planning District has transit service – Piedmont Area Regional Transit (PART), which serves the City of Martinsville and parts of Henry County. Additionally, the Ferrum Express, operated by RADAR of Roanoke, provides limited service the Village of Ferrum and the Rocky Mount area, connecting these localities to Roanoke. The maps in which data appear to be missing include the following: <ul style="list-style-type: none"> • Needs for Transit and Non-motorized Accessibility Improvement for Workers (Map series 3) • Needs for Transit Accessibility Improvement for Equity Emphasis Areas (Map series 4). • Needs for Transportation Demand Management (Map series 8) • Competitiveness of Transit Access to Activity Centers for Workers (Maps series 6 – Appendix B) • Non-motorized Access to Activity Centers for Workers (Map series 7 – Appendix B) • Transit Access for Equity Emphasis Areas (Map series 8 – Appendix B) • Pedestrian Safety Improvement Locations (Map series 9 – Appendix B) 	Please see the table "Goals and Measures by Travel Market" on page 12-13 in the Executive Summary and Draft Mid-Term Transportation Needs for Salem Construction District document which outlines the travel markets in which Needs were identified.
135	Joe Bonanno	Agency	West Piedmont PDC/ Danville MPO	Salem	12/16/2019	Email	UDA needs in the Town of Rocky Mount are blank (Page E-36, #1). This is also the case for Martinsville (Page E-19, #193)	Acknowledged. Several UDA Needs surveys were received after the publication date of the Executive Summary and Draft Mid-Term Transportation Needs for Salem Construction District, and will be included in the final documentation.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

AGENDA

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219

January 15, 2020

9:00 a.m. or upon adjournment of the January 14, 2020 Workshop Meeting if the Workshop Meeting carries over to January 15, 2020.

ENVIRONMENTAL DIVISION:

Presenting: Angel Deem
Division Administrator

20. Action on Location Approval for the Martinsville Southern Connector Study.

This resolution is currently unavailable.

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Letting Date: 12/18/2019

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
B36	108906, 111373, 115502	LOCATION: VARIOUS - I-81 NB & SB, MM 141-145	BRANCH CIVIL, INC.	2	\$27,285,000.00	\$28,180,062.41	Within
	(NFO) 0081-080-903,C501		ROANOKE				
	NHPP-081-2(302); NHFP-081-2(318); PM02458	ROANOKE	VA				
	Construction Funds / Maintenance	SALEM DISTRICT					
		SMART SCALE*-AUXILIARY LANE ADDITIONS & INTERSTATE PAVING					

1 Recommended for AWARD \$27,285,000.00

AWARD

RURAL

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
B30	86601	FROM: 0.198 MI WEST OF POWELL RIVER	ELK KNOB, INC.	6	\$5,643,350.65	\$5,696,939.32	Within
	0058-052-715, B661, C501	TO: 0.172 MI EAST OF POWELL RIVER	PENNINGTON GAP				
	STP-052-1(137)	LEE	VA				
	Construction Funds	BRISTOL DISTRICT					
		BRIDGE REPLACEMENT OVER POWELL RIVER					

1 Recommended for AWARD \$5,643,350.65.00

BID RESULTS FOR THE CTB

January 15, 2020

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-100200	Skiffes Creek Connector	AWARD	Shirley Contracting Company, LLC Lorton, VA	2	\$24,484,562.45	\$31,161,590	Lower
0060-047-627	James City County, Hampton Roads District						
Contract #C00100200DB104	Design, ROW, Construction & QA/QC	<p>The purpose of this project is to create efficient local connectivity between Rte. 60 and Rte. 143, in the area between Rte. 199 and Rte. 238, in a manner that improves safety, emergency evacuation, local connectivity, and the movement of goods along the two primary roadways. The Project involves the design and construction of a new two-lane roadway, and includes a bridge at Skiffes Creek, a bridge over CSXT Railroad and Rte. 143, and intersection improvements at the two termini. The Project also includes a multi-use path along eastbound Rte. 60 from intersection with Green Mount Parkway (Rte. 774) to the existing bus stop.</p>					

Recommended for Award: \$24,484,562.45

January 2020 CTB Meeting

B30

0058-052-715,C501, B661

Lee County

The purpose and need of this project is to replace the Route 58 Bridge over Powell River. The bridge was built in 1955 and is structurally deficient. Route 58 is a two lane roadway and has a current Average Daily Traffic of 2,740 vehicles per day. The existing 5 span structure has a total span length of 328.67 feet with a width of 26 feet. The proposed construction consists of building the new three span bridge approximately 9 feet to the south of the existing bridge and realigning the approaches. The new bridge length is 340 feet with 2 twelve-foot lanes. The new bridge profile is approximately 4 feet higher than the existing bridge. The new structure will be constructed in stages, with temporary signalization to accommodate one-lane traffic.

Fixed Completion Date: May 24, 2021

B36

0081-080-903,C501; 0081-080-912,C501; PM2R-080-F20,P401

Roanoke County

The purpose of the project is to provide additional capacity, by adding a third lane in both the northbound and southbound directions, between Exits 141 and 143 along I-81. This area experiences peak hour delays due to the high traffic volumes entering onto and exiting from I-81 at these exits.

The proposed typical section for I-81 northbound will consist of three lanes. The proposed inside lane and paved shoulder widths shall approximately match the width of the existing inside lane and paved shoulder, work will consist mostly of mill and overlay. The two outside lanes will be 12ft wide and the outside shoulder will be 10ft paved and 2ft graded for a total width of 12ft. I-81 NB at the I-581 SB exit will be designed as a major diverge with dual lanes, of which one lane will serve as a choice lane in lieu of simply connecting the new lane to the existing I-581 ramp.

The proposed typical section for I-81 southbound will consist of three lanes. The two proposed inside lanes will be 12ft wide and the inside shoulder will be 4ft paved and 4ft graded for a total width of 8ft. The outside lane and shoulder widths will approximately match the width of the existing outside lane and shoulder.

Fixed Completion Date: August 3, 2022

January 2020 CTB Meeting

DESIGN-BUILD PROJECT

Project Name: Skiffes Creek Connector
Project #: 0060-047-627, P101, R201, C501, B619, B620
UPC: 100200
Contract #: C00100200DB104
Location: James City County, Hampton Roads District

The purpose of this project is to create efficient local connectivity between Route 60 (Pocahontas Trail) and Route 143 (Merrimac Trail), in the area between Route 199 and Route 238, in a manner that improves safety, emergency evacuation, local connectivity, and the movement of goods along the two primary roadways.

The Project is located in James City County, Virginia, and involves the design and construction of a new two-lane roadway, and includes a bridge at Skiffes Creek, a bridge over CSX Transportation (CSXT) Railroad and Route 143, and intersection improvements at the two termini. The Project also includes a multi-use path along eastbound Route 60 from intersection with Green Mount Parkway (Route 774) to the existing bus stop. The limits of the Project are from approximately intersection of Route 60/Green Mount Parkway to the intersection with Route 143, for a total length of approximately 1 mile. These improvements are also critical to the regional transportation system to provide improved access to Virginia's ports and enhanced accessibility to existing corporations.

The project will include, among other things, design and construction of roadway and intersection; design and construction of bridge substructure and superstructure; survey; right of way acquisition; lighting; drainage and storm water management; traffic signals; railroad coordination; environmental permitting, erosion and sedimentation controls; utility relocation; and quality assurance and quality controls.

This procurement used the Two Phase Best Value method.

Funding Source: Federal and Smart Scale

Final Completion Date: October 27, 2022

SHORTLISTED OFFERORS:

<u>Name</u>	<u>Bid Price</u>	<u>Combined Score</u>
Shirley Contracting/Dewberry	\$24,484,562.45	91.9
Corman Kokosing /Parsons	\$29,940,812.68	72.8