



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

VDOT Central Office Auditorium

1221 East Broad Street

Richmond, Virginia 23219

January 14, 2025

12:30 p.m. or upon adjournment of the January 14, 2025, Workshop Meeting

Public Comments:

Approval of Minutes:

December 4, 2024

OFFICE OF LAND USE:

Presenting: Robert Hofrichter
Division Director

1. Action on Abandonment - Primary System of State Highways: Route FR-1018 in Appomattox County located within the Lynchburg District.

MAINTENANCE DIVISION:

Presenting: Robbie Prezioso
State Maintenance Engineer

2. Action on Commemorative naming, at the request of Wise County, of the bridge on Route 613, East Stone Gap Road, Wise County, over Beaver Dam Creek, as the "Tate Brothers Memorial Bridge", located within the Bristol District.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

3. Action on Revised FY25-30 Six-Year Improvement Program Transfers For November 15, 2024, through December 15, 2024.
4. Action on SMART SCALE Project Cancellation Route 179 Market Street Road Diet Project (UPC 119283), located within the Hampton Roads District.

5. Action on SMART SCALE Project Cancellation 5th Street SW and Ridge Project (UPC 124409), located within the Culpeper District.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Mike Todd
Director of Rail Programs

6. Action on Rail Industrial Access, SIMS Metal Southeast LLC, Chesapeake located within the Hampton Roads District.

Presenting: Emily Stock
Chief of Rail Transportation

7. Action on Authorization for the Director of the Department of Rail and Public Transportation to Enter into an Agreement with the North Carolina Department of Transportation and the Virginia-North Carolina Interstate High-Speed Rail Compact Relating to and Providing a Non-Federal Match to the Receipt of Federal Funding for Administration of the Virginia-North Carolina High-Speed Rail Interstate Compact and An Analysis of the Southeast Rail Network.

VIRGINIA DEPARTMENT OF TRANSPORTATION:

Presenting: Ben Mannell
Assistant Director of Planning

8. Action on Approval of Interstate 81 Corridor Improvement Program Progress Report and Support for Future Actions Relating to I-81 Improvement Projects.

SCHEDULING AND CONTRACT:

Presenting: Ben Coaker
Assistant State Construction Engineer

9. Bids.

Presenting: Robbie Prezioso
State Maintenance Engineer

10. Action on Fredericksburg Bundled Interstate Maintenance Services (BIMS), UPC 158388, Order Number 2STP-72170.

NEW BUSINESS:

ADJOURNMENT:

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 14, 2025

MOTION

Made By:

Seconded By:

Action:

**Title: Abandonment – Primary System of State Highways
Route FR-1018 Located in the Town of Appomattox, Appomattox County**

WHEREAS, pursuant to §33.2-902, *Code of Virginia 1950*, as amended, the Commissioner of Highways was provided with a petition to abandon from the Primary System of State Highways Route FR-1018, as seen in the map attached hereto as Exhibit B, in the Town of Appomattox, in Appomattox County. The road proposed for abandonment of 0.04 of a mile is:

- (a) no longer necessary as a public road, and
- (b) no longer provides a public convenience that warrants maintenance at public expense;
and

WHEREAS, the Appomattox County Board of Supervisors supports the abandonment of Route FR-1018 from the Primary System of State Highways, as documented in the resolution, attached hereto as Exhibit A; and

Resolution of the Board

Abandonment – Primary System of State Highways Route FR-1018 in Town of Appomattox,
Appomattox County

January 14, 2025

Page 2 of 2

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

WHEREAS, a Primary highway that is no longer providing sufficient public convenience to warrant maintenance at public expense and no public necessity exists for the continuance of the section of highway may be abandoned by the Board, pursuant to §33.2-902, *Code of Virginia 1950*, as amended.

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

Primary System of State Highways

Abandonment

Lynchburg District

Town of Appomattox, Appomattox County

- Route FR-1018 0.04 Mi.

Total Mileage Abandoned from the Primary System: 0.04 Mi.

#####

CTB Decision Brief

Abandonment – Primary System of State Highways **Route FR-1018 – Town of Appomattox in Appomattox County**

Issue: An interested landowner has petitioned for the abandonment of the 0.04 mile length of Route FR-1018 in the Town of Appomattox in Appomattox County. The County Board of Supervisors supports the abandonment.

Facts: An interested landowner has requested the abandonment of Route FR-1018, which is 0.04 of a mile (road identified in “Red” on Exhibit B, attached). The resolution from the County, dated November 18, 2024, is attached as Exhibit A.

Upon review of the area, VDOT staff determined the 0.04 of a mile length of Route FR-1018 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*, the Virginia Department of Transportation published a “Notice of Intent to Abandon” in the *Appomattox Times Virginian* publication on September 11 and October 16, 2024 (Exhibit C, attached). No request was received to hold the public hearing.

Recommendations: VDOT recommends the Board approve the abandonment of the 0.04 mile length of Route FR-1018 referenced above.

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

Result if Approved: If approved, the highway will no longer be available for use by the public.

Options: Approve, Deny, or Defer

Public Comments/Reactions: A public hearing was not requested to be held.

Exhibit A
Appomattox County Resolution dated November 18, 2024



APPOMATTOX COUNTY
BOARD OF SUPERVISORS

P.O. Box 863, Appomattox, VA 24522 Phone: (434) 352-2637
www.AppomattoxCountyVA.gov

At the regular scheduled meeting of the Board of Supervisors of Appomattox County, Virginia held on the 18th day of November, 2024, it was duly moved and seconded that the following resolution be adopted:

RESOLUTION

WHEREAS, pursuant to §33.2-902 of the *Code of Virginia*, the Commissioner of the Virginia Department of Transportation has provided this Board with its notice of intent to abandon from the Primary System of State Highways Route F-1018, a total distance of 0.04 miles as shown on the attached sketch; and

NOW, THEREFORE, BE IT RESOLVED, this Board supports the Virginia Department of Transportation's action to abandon from the Primary System of State Highways Route F-1018 pursuant to §33.2-902 of the *Code of Virginia*, as this Council agrees that no public necessity exists for the continuance of the section of highway as a public highway; and

BE IT FURTHER RESOLVED that a certified copy of this resolution be forwarded to the Residency Administrator of the Virginia Department of Transportation Appomattox Residency.

The vote was: Aye: 5
Nay: 0
Absent: 0

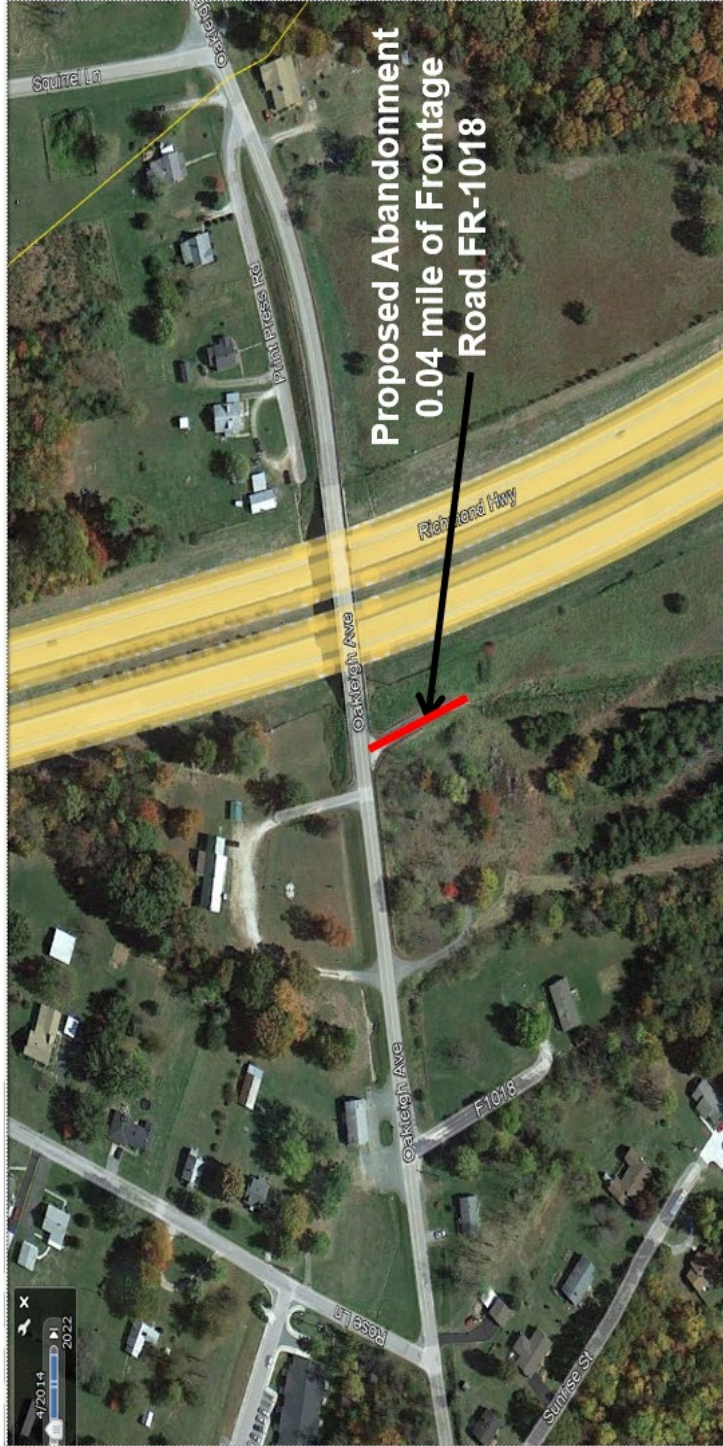


John F. Hinkle, Chairman
Appomattox County Board of Supervisors

ATTEST:


Susan M. Adams, Clerk to the Board

Exhibit B
Sketch of Proposed Road to be Abandoned
0.04 Mile Length of Route FR-1018 in the Town of Appomattox in Appomattox County



Town of Appomattox

**Proposed Abandonment of
Frontage Road FR 1018 0.04 Miles**



Exhibit C
“Notice of Intent to Abandon”

Published in the *Appomattox Times Virginian*
September 11 and October 16, 2024



**VIRGINIA DEPARTMENT OF
TRANSPORTATION
NOTICE OF INTENT TO ABANDON
PUBLIC ROAD SEGMENT**

Pursuant to §33.2-902 of the Code of Virginia, The Virginia Department of Transportation (VDOT) will consider the abandonment of the entire 0.04 of a mile length of Route F-1018 in the Town of Appomattox, in Appomattox County. The road runs from Route 631 Oakleigh Avenue to its end 0.04 miles south of Route 631 Oakleigh Avenue.

VDOT is willing to hold a public hearing prior to considering the abandonment. A public hearing may be requested in writing to Ms. Kimberly McMahan, Area Land Use Engineer, VDOT Appomattox Residency 331 Fergusons Street, Appomattox, VA 24522 by close of business on Wednesday, October 16, 2024.

Additional Information about the proposed abandonment is available at VDOT's Appomattox Residency office located at 331 Ferguson Street, Appomattox, VA 24522. Please call ahead at 434-352-7135 or TDD/TTY 711 to ensure availability of the appropriate personnel to answer your questions.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact the area land use engineer listed above.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 14, 2025

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Bridge Naming: "Tate Brothers Memorial Bridge"

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, 2024, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and service to their country and community of Chief Gunners Mate Creed Tate, Sergeant Fleet Tate, Gunners Mate James Tate and Sergeant Woodrow Tate, name the bridge on Route 613, East Stone Gap Road, Wise County, over Beaver Dam Creek, as the "Tate Brothers Memorial Bridge"; and

WHEREAS, Wise County, by that same resolution dated November 14, 2024 and by letter dated December 11, 2024, has agreed to be responsible for payment of all sign costs billed by the Virginia Department of Transportation calling attention to this naming, which will include the costs to produce, place, and maintain the signs; 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.

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 613, East Stone Gap Road, Wise County, over Beaver Dam Creek, as the "Tate Brothers Memorial Bridge".

Resolution of the Board
Bridge Naming: "Tate Brothers Memorial Bridge"
January 14, 2025
Page 2 of 2

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.

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CTB Decision Brief

Bridge Naming: "Tate Brothers Memorial Bridge"

Issue: Commemorative naming, at the request of Wise County, of the bridge on Route 613, East Stone Gap Road, Wise County, over Beaver Dam Creek, as the "Tate Brothers Memorial Bridge".

Facts: The Wise County Board of Supervisors enacted a resolution on November 14, 2024, to honor the life and service to their country and community of the four Tate brothers.

According to that resolution, Creed, Fleet, Woodrow and James Tate were dedicated sons of Peter and Laura Tate. They all served honorably in the United States Armed Forces during a time of great global conflict, demonstrating unwavering courage and commitment to their country.

Chief Gunners Mate Creed Tate served in the Navy, bravely participating in pivotal battles across the Pacific and at Pearl Harbor during the Japanese attack.

Sergeant Fleet Tate served in the Army as a mortar man, playing a crucial role in the liberation efforts in New Guinea, Luzon, and the Philippines.

Gunners Mate James Tate served valiantly in the Navy in the North Atlantic contributing to critical naval operations.

Sergeant Woodrow Tate demonstrated exceptional bravery while serving in the South Pacific including significant engagements in the Marshall Islands, Guadalcanal and New Guinea.

The Tate brothers returned home as hardened combat veterans, carrying with them the respect and admiration of their community for their service and sacrifice. The contributions of the Tate brothers extend beyond their military service as they remained influential and respected members of their community before and after the war.

Chief Gunners Mate Creed Tate departed this world on February 27, 2005 at the age of 88.

Sergeant Fleet Tate departed this world on June 26, 2010 at the age of 91.

Gunners Mate James Tate departed this world on September 17, 1997 at the age of 72.

Sergeant Woodrow Tate departed this world on March 19, 1998 at the age of 83.

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

Result if Approved: The bridge on Route 613, East Stone Gap Road, Wise County, over Beaver Dam Creek, will be known as the "Tate Brothers Memorial Bridge". In accordance with law,

and by resolution dated November 14, 2024 and letter dated December 11, 2024, Wise 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 has not received any public comments on this proposal.

Wise County Board of Supervisors



Office of the County Administrator

TELEPHONE (276) 328-2321
FAX (276) 328-9780

Michael W. Hatfield, P.E.

P.O. BOX 570
WISE, VA 24293

WISE COUNTY COURTHOUSE

RESOLUTION TATE BROTHERS MEMORIAL BRIDGE

WHEREAS, the Tate brothers—Creed, Fleet, Woodrow, and James—were dedicated sons of Peter (Pete) and Laura Tate, all of whom served honorably in the armed forces during a time of great global conflict, demonstrating unwavering courage and commitment to their country; and

WHEREAS, Chief Gunners Mate Creed Tate served in the Navy, bravely participating in pivotal battles across the Pacific and at Pearl Harbor during the Japanese attack; and

WHEREAS, Sergeant Fleet Tate served in the Army as a mortar man, playing a crucial role in the liberation efforts in New Guinea, Luzon, and the Philippines; and

WHEREAS, Gunners Mate James Tate served valiantly in the Navy in the North Atlantic, contributing to critical naval operations; and

WHEREAS, Sergeant Woodrow Tate demonstrated exceptional bravery while serving in the South Pacific, including significant engagements in the Marshall Islands, Guadalcanal, and New Guinea; and

WHEREAS, the Tate brothers returned home as hardened combat veterans, carrying with them the respect and admiration of our community for their service and sacrifice. The contributions of the Tate brothers extend beyond their military service, as they remained influential and respected members of our community before and after the war; and

WHEREAS, naming the bridge in their honor will serve as a lasting tribute to their bravery, commitment, and the values they exemplified. Such recognition will inspire future generations to remember the sacrifices made by those who served in the armed forces.

NOW, THEREFORE, BE IT RESOLVED that the Wise County Board of Supervisors desires that the bridge located on East Stone Gap Road (613) approximately 125 feet southeast of the intersection with Clinch Haven Road (612) shall henceforth be known as the "Tate Brothers Memorial Bridge" in honor of Creed, Fleet, Woodrow, and James Tate, reflecting the community's gratitude for their service and commitment to our nation.


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

ADOPTED this the 14th day of November 2024.

ATTEST:


Michael W. Hatfield, Clerk

WISE COUNTY BOARD OF SUPERVISORS


J.H. Rivers, Chairman

Wise County Board of Supervisors



Office of the County Administrator

TELEPHONE (276) 328-2321
FAX (276) 328-9780

Michael W. Hatfield, P.E.

WISE COUNTY COURTHOUSE

P.O. BOX 570
WISE, VA 24293

December 11, 2024

Virginia Department of Transportation
Attn: Glenn M. Cantrell, Eng. Tech., Sr. – Permits

VIA Email: glenn.cantrell@VDOT.Virginia.gov

In Re: Tate Brothers Memorial Bridge

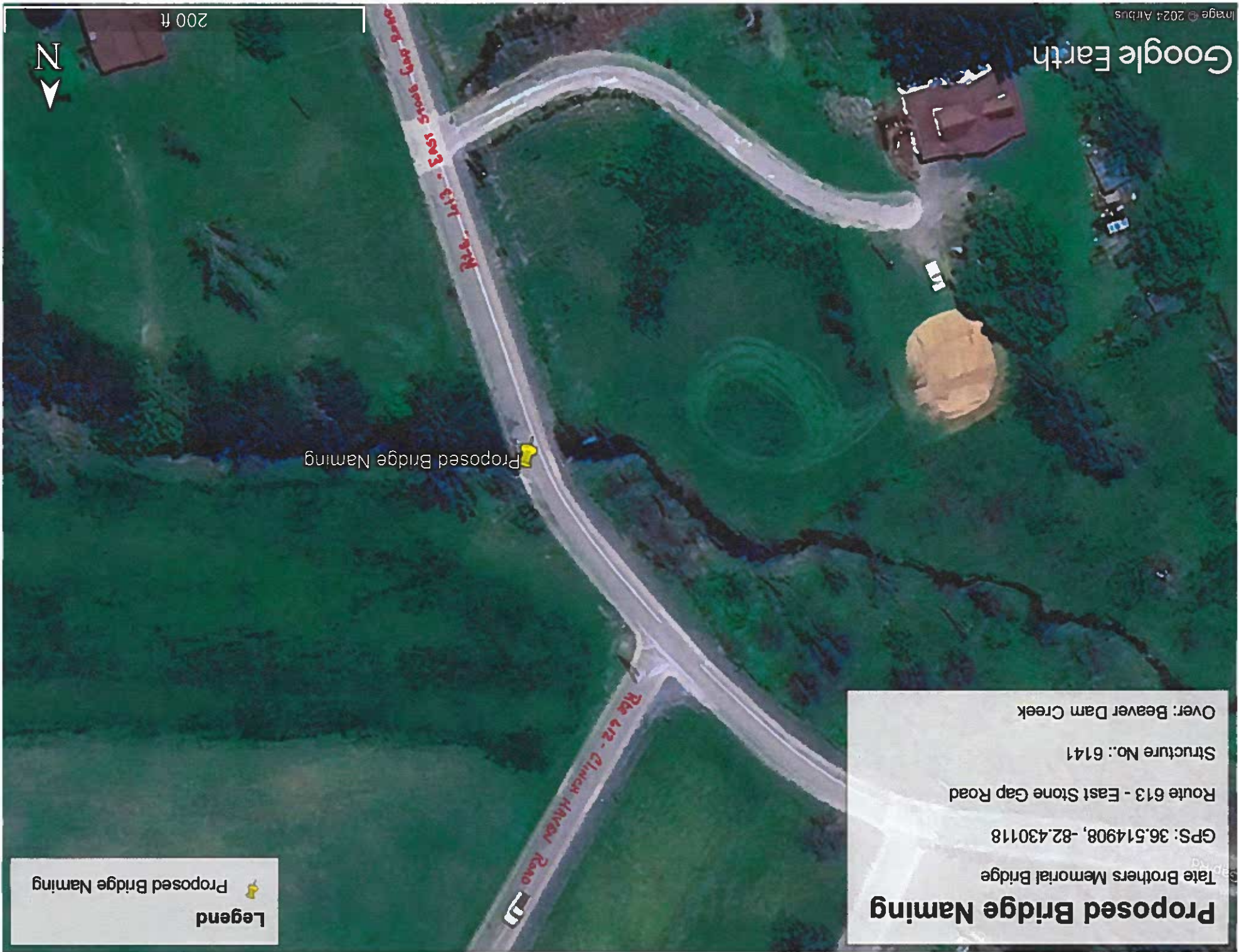
Dear Glenn:

This letter confirms that the Wise County Board of Supervisors pay all associated expenses for the fabrication, installation, and future maintenance of the signs pertaining to the Tate Brothers Memorial Bridge.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Hatfield".

Michael W. Hatfield, P.E.
County Administrator



Proposed Bridge Naming
Tate Brothers Memorial Bridge
GPS: 36.514908, -82.430118
Route 613 - East Stone Gap Road
Structure No.: 6141
Over: Beaver Dam Creek

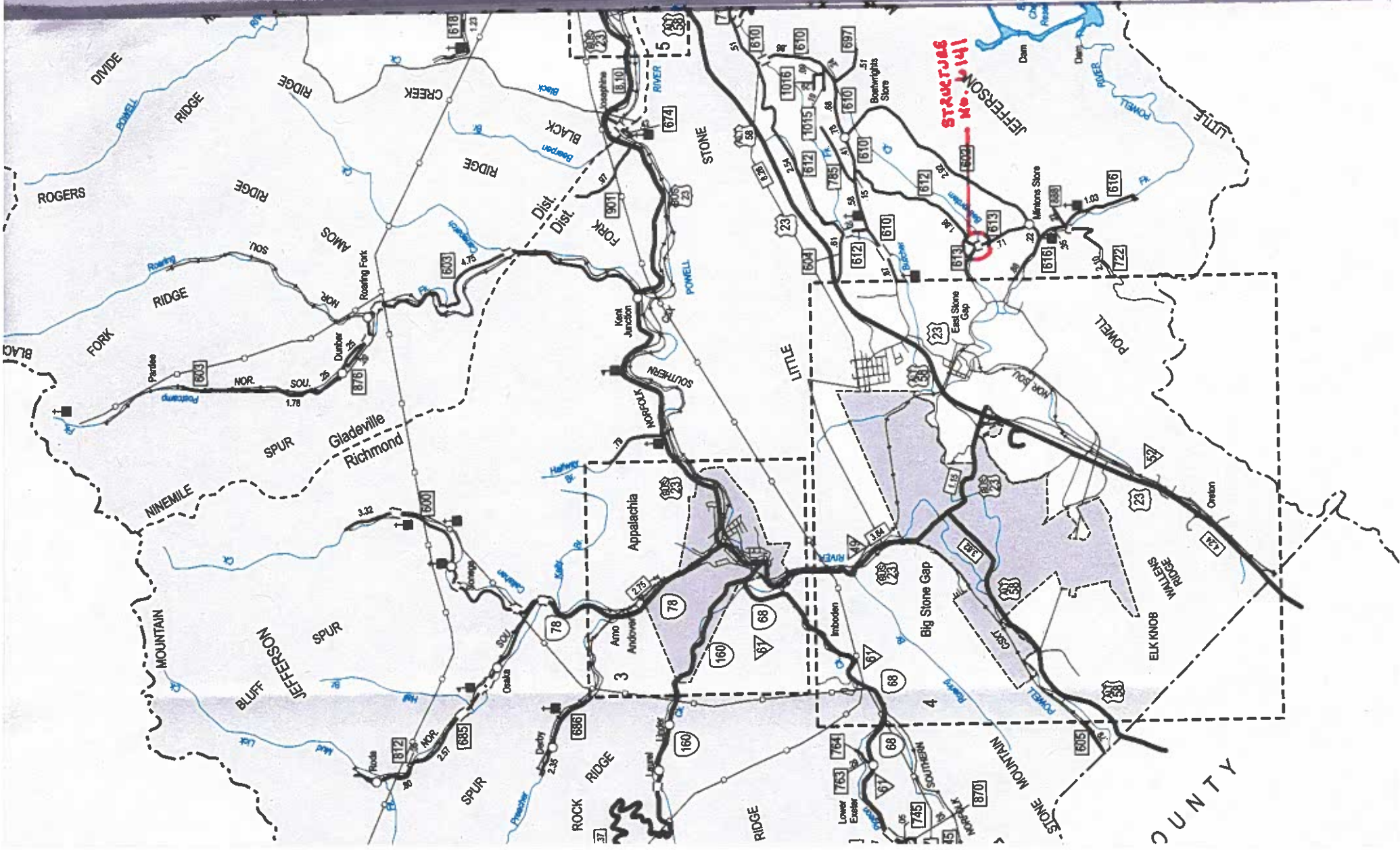
Legend
📌 Proposed Bridge Naming

📌 Proposed Bridge Naming



200 ft

Wise
County



Mrs. Mullins,

Per VDOT's request, here are the dates of birth and the dates of death for the four Tate brothers that the bridge will be named for:

Woodrow Edward Tate – 9/19/1914 to 3/19/1998

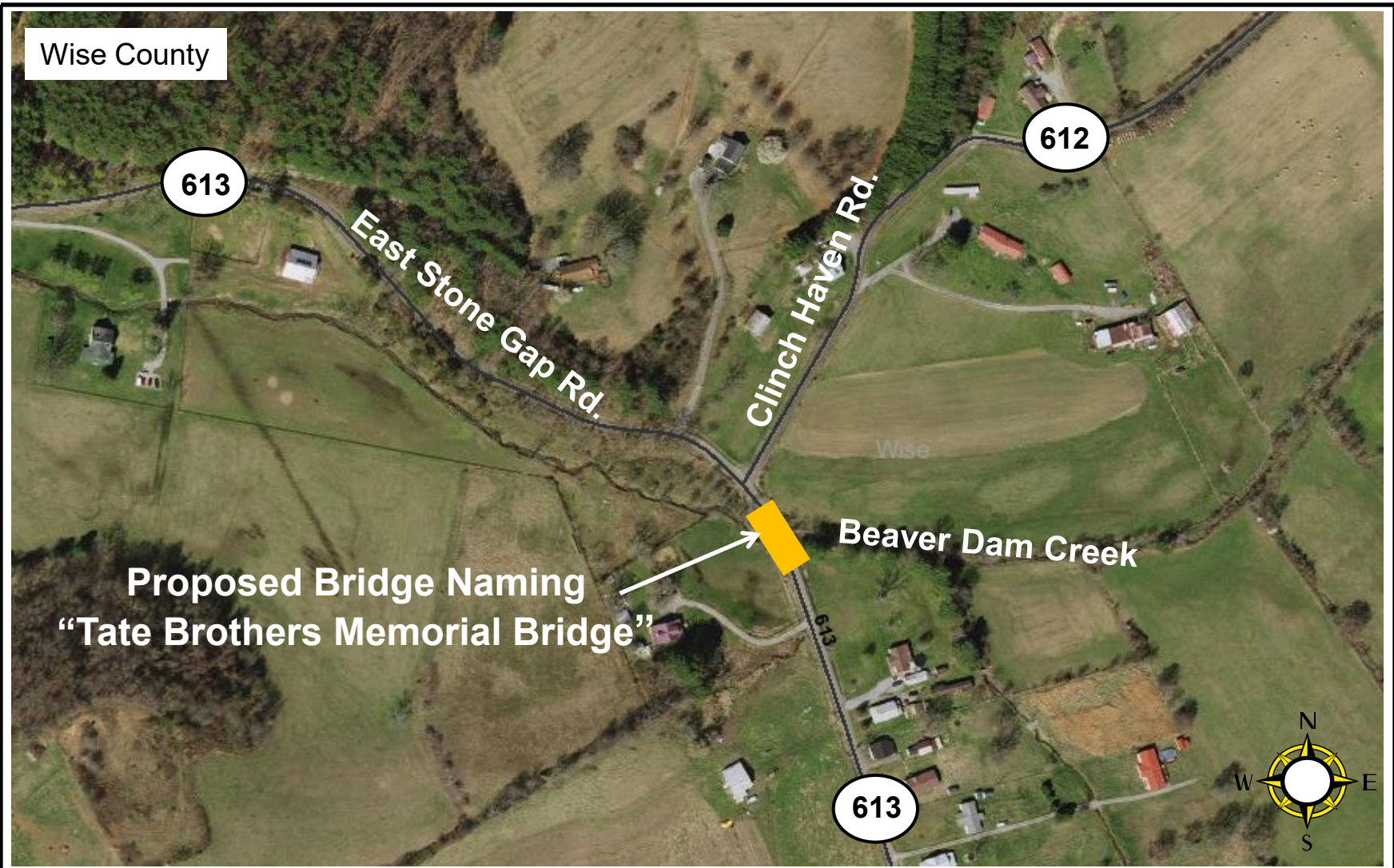
Marvin Creed Tate – 3/21/1916 to 2/27/2005

Fleet L Tate – 9/21/1919 to 6/26/2010

James Polk Tate – 2/14/1925 to 9/17/1997

Please let me know if I need to provide any additional information. Thanks for all your help.

Matt Cooper



CTB MEETING: January 14, 2025

Wise County

Proposed Bridge Naming:
"Tate Brothers Memorial Bridge"



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Commonwealth Transportation Board

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Chairperson

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Agenda item # 3

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

January 14, 2025

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: FY2025-2030 Six-Year Improvement Program Transfers
November 16, 2024 through December 15, 2024**

WHEREAS, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. After due consideration, the Board adopted a Fiscal Years 2025-2030 Program on June 18, 2024; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the Six-Year Improvement Program of projects and programs for Fiscal Years 2025 through 2030 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 Six-Year Improvement Program of projects and programs for Fiscal Years 2025 through 2030 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

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

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

Resolution of the Board
FY2025-2030 Six-Year Improvement Program Transfers
November 16, 2024 through December 15, 2024
January 14, 2025
Page 2 of 2

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

FY2025-2030 Six-Year Improvement Program Transfers November 16, 2024 through December 15, 2024

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 18, 2024, 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 2025 through 2030 (the Program) 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 Program 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, 2024 through December 15, 2024 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 that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
1	Culpeper	#SGR Culpeper - Local SGR Bridge - Balance Entry	T9558	Culpeper	#SGR21LB - DAIRY ROAD OVER RTE 250 BYPASS (FED ID 20073)	118295	SGR - State (SS0100)	\$4,509,932	\$12,619,825	\$12,619,825	55.61%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Local Bridge Balance Entry line item to fund a scheduled project.
2	Hampton Roads	City of Suffolk Citywide Signal System Upgrade	111086	Hampton Roads	Suffolk Transportation Operation Center	108982	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31)	\$1,056,000	\$3,122,839	\$3,122,839	51.09%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a scheduled project.
3	Hampton Roads	Citywide Traffic Signal System Upgrade, CITYWIDE TRAFFIC SIGNAL SYSTEM UPGRADES	115369, 119246	Hampton Roads	Citywide Signal System Upgrade with Feasibility Study	110801	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31)	\$1,875,000	\$4,112,000	\$4,112,000	83.82%	Transfer of surplus funds recommended by District and MPO from cancelled projects to a scheduled project.
4	Hampton Roads	#SGR Hampton Roads-VDOT SGR Bridge-Balance Entry	T13919	Hampton Roads	#SMART22 #SGRVB I-64 DENBIGH BOULEVARD INTERCHANGE	119217	SGR Bridge State (SSB700)	\$19,616,349	\$93,420,101	\$93,420,101	26.58%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to a scheduled project.
5	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Hampton Roads	INSTALL LADDERS AND CATWALKS FOR HYDRAULIC LIFT MAINTENANCE	123193	Ferries Allocation - Federal (CF7230), Ferries Allocation - Soft Match (CF7231)	\$117,036	\$542,036	\$542,036	27.54%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a scheduled project.
6	Richmond	SYSTEMIC IMPROVEMENTS TO COUNTER ROADWAY DEPARTURE CRASHES	110836	Richmond	INSTALL ROUNDABOUT - BUFORD RD AT ROCKAWAY RD	122809	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$1,392,436	\$3,322,436	\$3,322,436	72.15%	Transfer of surplus funds recommended by District and Traffic Operations Division from an underway project to a scheduled project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
A	Fredericksburg	#SGR Fredericksburg-VDOT SGR Bridge-Balance Entry	T13913	Fredericksburg	#SGR18VB - RT 14 N END BRANCH, BRDG. SUPERSTR. REPL ID 11835	111390	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111)	\$90,256	\$5,339,981	\$5,249,725	1.72%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to an underway project.
B	Lynchburg	#SGR Lynchburg - VDOT SGR Bridge - Balance Entry	T13631	Lynchburg	#SGR18VB - RT 92 BRIDGE & APPR OVER STAUNTON RIVER Fed 4851	111280	SGR Bridge State (SSB700)	\$864,379	\$27,043,000	\$27,043,000	3.30%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to an underway project.
C	Northern Virginia	FAIRFAX COUNTY PARKWAY WIDENING - SOUTHERN SEGMENT, NORTHERN VIRGINIA (NOVA) REGIONAL STP (RSTP) BALANCE ENTRY	122982, 70717	Northern Virginia	ROLLING ROAD - RTE 638 - WIDEN TO 4 LANES - PH II	5559	Federal STP Regional - Fairfax (CNF273), RSTP - Secondary : Northern Virginia MPO (CNF273), RSTP : Northern Virginia (CF2M10), RSTP Match - Secondary : Northern Virginia MPO (CNS273), RSTP Match : Northern Virginia (CS2M11), State Match Non-Formula - Fairfax (CNS273)	\$4,630,283	\$79,026,646	\$79,026,646	6.22%	Transfer of surplus funds recommended by District and MPO from an underway project and the District RSTP Balance Entry line item to an underway project.
D	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Northern Virginia	TRAFFIC CALMING, CITY OF FALLS CHURCH	112465	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$87,362	\$1,081,949	\$1,081,949	8.78%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry to a scheduled project.
E	Statewide	#ITTF STATEWIDE BALANCE ENTRY	T21588	Northern Virginia	#ITTF20 PERFORMANCE PARKING -COMMERCIAL CORRIDORS	115832	ITTF (HS7100)	\$494,210	\$5,593,494	\$5,593,494	9.69%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide ITTF Balance Entry line item to an underway project.
F	Northern Virginia	#SMART18 - NEABSCO MILLS ROAD - WIDEN TO 4 LANES	107947	Northern Virginia	RTE 123 AND OLD BRIDGE ROAD INTERSECTION IMPROVEMENTS	119364	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$843,010	\$34,142,236	\$97,200,000	2.53%	Transfer of surplus funds recommended by District and MPO from a completed project to a scheduled project.
G	Richmond	RICHMOND MPO CMAQ BALANCE ENTRY	70719	Richmond	RTE 1 - INTERSECTION IMPROVEMENTS AT HOPKINS RD & HARWOOD ST	15955	CMAQ : Richmond (CF5M20), CMAQ Match : Richmond (CS5M21)	\$1,084,443	\$20,876,070	\$20,876,070	5.48%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to fund an underway project.
H	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Richmond	RTE 609 - REPLACE BRIDGE (FED ID 3658)	105490	CTB Formula - Bridge State (CS0110)	\$115,124	\$2,810,758	\$2,779,806	4.27%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a completed project.
I	Richmond	RICHMOND TRI-CITIES REGIONAL STP (RSTP) BALANCE ENTRY	70725	Richmond	LAKEVIEW RD AND BRANDERS BRIDGE RD INTERSECTION IMPROVEMENTS	109229	Local Project Contributions - Secondary (NPL623), RSTP : Tri-Cities (CF2MB0), RSTP Match : Tri-Cities (CS2MB1)	\$200,000	\$5,601,000	\$5,601,000	3.70%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to fund a scheduled project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
J	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	PEDESTRIAN IMPROVEMENTS AT MARY MUMFORD ELEMENTARY SCHOOL	110843	VA Safety State - State (CS3SS0)	\$8,121	\$183,121	\$183,121	4.64%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to fund a completed project.
K	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Richmond	BRODNAX DEPOT RESTORATION	111276	Local Funds for Enhancement Projects (NPL206), TAP <5K (CF6700)	\$31,419	\$1,103,049	\$1,103,049	2.93%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to fund an underway project.
L	Richmond	#SGR Richmond - VDOT SGR Bridge - Balance Entry, #SGR22VB - Rt 33 over I-64 - Major Rehab - FED ID 9745	T13914, 118300	Richmond	#SGR18VB - BRIDGE-ONLY REHAB I-64 OVER I-95 (Fed 21441)	111303	SGR Bridge State (SSB700), SGR STP STWD Bridge Federal (SFB210), SGR STP STWD Bridge Soft Match (SFB211)	\$49,679	\$4,578,018	\$4,578,018	1.10%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item and a scheduled project to fund a completed project.
M	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Salem	Project to install Pedestrian crossing at Daniels Creek Rd.	113946	VA Safety State - State (CS3SS0)	\$14,985	\$1,147,374	\$1,147,374	1.32%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to an underway project.
N	Salem	SALEM DGP DEALLOCATION BALANCE ENTRY	T21767	Salem	#SMART20 - Rte 419 & Rte 220 Diverging Diamond Interchange	115460	DGP - State (GS0100)	\$14,247	\$21,889,431	\$21,839,284	0.07%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to an underway project.
O	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Staunton	#SGR21VB ROUTE 640 BRIDGE AND APPROACHES	117021	PROTECT Formula Program Allocation - Soft Match (CF8001), PROTECT Formula Program Allocation-Federal (CF8000)	\$383,742	\$5,173,134	\$5,173,134	8.01%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to a scheduled project.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 14, 2025

MOTION

Made By:

Seconded By:

Action:

Title: SMART SCALE Project Cancellation
Route 179 Market Street Road Diet Project (UPC 119283) – Hampton Roads District

WHEREAS, the Commonwealth Transportation Board's (the "Board's") SMART SCALE Project Prioritization Process last approved December 4, 2023, and as revised January 16, 2024, (the "Policy") 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; and

WHEREAS, the Board's Policy 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 to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE; and

WHEREAS, the Board's Policy states that surplus High Priority Projects Program Funds no longer needed for delivery of a project will remain in the statewide High Priority Projects Program and, further, 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; and

WHEREAS, the Board's Policy states that in cases where programmed funds are no longer needed for delivery of a project due to estimate decreases, contract award savings, schedule changes, etc., the unexpended surplus funds are SMART SCALE unless superseded by the terms of a signed project agreement; and

WHEREAS, the Route 179 Market Street Road Diet Project (UPC 119283) (the “Project”) was submitted by Accomack County for consideration and selected for \$1,728,540 in funding through the Construction District Grant Program in the fourth round of the prioritization process pursuant to Va. Code § 33.2-214.1; and

WHEREAS, the Project is VDOT-administered and has not yet started; and

WHEREAS, since the application was approved, Accomack County received complaints regarding the Project and subsequently held a public hearing on August 21, 2024; and

WHEREAS, all citizen comments received by Accomack County at the hearing urged the Board to preserve the current configuration of Route 179 Market Street; and

WHEREAS, following the public hearing, on August 21, 2024, Accomack County requested cancellation of the Project; and

WHEREAS, at its meeting on December 4, 2024, the Board was briefed on the proposed cancellation of the Project and transfer of all Construction District Grant funds to the Hampton Roads Construction District Grant deallocation balance entry (UPC -21763); and

WHEREAS, VDOT recommends that the Board take action to cancel the Project and transfer all Construction District Grant funds allocated to the Project to the Hampton Roads District Construction District Grant deallocation balance entry (UPC -21763).

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the Route 179 Market Street Road Diet Project (UPC 119283) 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 Hampton Roads District Construction District Grant deallocation balance entry (UPC -21763).

###

CTB Decision Brief
SMART SCALE Project Cancellation
Route 179 Market Street Road Diet Project (UPC 119283)

Issue: The Route 179 Market Street Road Diet Project (UPC 119283) (the “Project”) was selected for funding in the fourth round of the Commonwealth Transportation Board’s (the “Board’s”) SMART SCALE Prioritization Process. For reasons stated herein, Accomack County requested cancellation of the Project. Board approval is needed for cancellation of this Project pursuant to the Policy for Implementation of the SMART SCALE Project Prioritization Process last approved by the Board December 4, 2023, and as revised January 16, 2024 (the “Policy”).

Facts: The Project was submitted by Accomack County and screened in for meeting a VTrans need. The Project consisted of re-striping Route 179 Market Street to reduce travel lanes from 4 lanes to 2 lanes with a center turn lane and a buffer separated 5-foot bicycle lane. It was selected for funding and received \$1,728,540 in Construction District Grant funds to fully fund the Project. The project is VDOT-administered and has not yet started.

Since the application was approved, Accomack County received complaints regarding the Project and subsequently held a public hearing on August 21, 2024. All citizen comments received by the Accomack County at the hearing urged the Board to preserve the current configuration of Route 179 Market Street. Following the public hearing, on August 22, 2024, Accomack County requested cancellation of the Project.

The Board’s Policy 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.

The Board’s Policy also 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, the Prioritization Process 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.

The Board’s Policy further states that in cases where programmed funds are no longer needed for delivery of a project due to estimate decreases, contract award savings, schedule changes, etc., the unexpended surplus funds are SMART SCALE unless superseded by the terms of a signed project agreement.

Recommendation: VDOT recommends that the Board cancel the Route 179 Market Street Road Diet Project (UPC 119283) and transfer all Construction District Grant funds to the Hampton Roads District Construction District Grant deallocation balance entry (UPC -21763).

Decision Brief

SMART SCALE Project Cancellation Route 179 Market Street Road Diet Project (UPC 119283)

January 14, 2025

Page 2 of 2

Action Required by CTB: The Board will be presented with a resolution for a formal vote to cancel the Route 179 Market Street Road Diet Project (UPC 119283) and transfer all Construction District Grant funds to the Hampton Roads District Construction District Grant deallocation balance entry (UPC -21763).

Result, if Approved: If approved, the Project will be removed from the Six-Year Improvement Program and all Construction District Grant funds allocated to the Project will be transferred to the Hampton Roads District Construction District Grant deallocation balance entry (UPC -21763).

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 14, 2025

MOTION

Made By:

Seconded By:

Action:

**Title: SMART SCALE Project Cancellation
5th Street SW and Ridge Project (UPC 124409) – Culpeper District**

WHEREAS, the Commonwealth Transportation Board's (the "Board's") SMART SCALE Project Prioritization Process last approved December 4, 2023, and as revised January 16, 2024, (the "Policy") 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; and

WHEREAS, the Board's Policy 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 to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE; and

WHEREAS, the Board's Policy states that surplus High Priority Projects Program Funds no longer needed for delivery of a project will remain in the statewide High Priority Projects Program and, further, 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; and

WHEREAS, the Board's Policy states that in cases where programmed funds are no longer needed for delivery of a project due to estimate decreases, contract award savings, schedule changes, etc., the unexpended surplus funds are SMART SCALE unless superseded by the terms of a signed project agreement; and

WHEREAS, the City of Charlottesville submitted the 5th Street SW Corridor Improvements Project for consideration and it was selected for \$6,103,034 in funding through the Construction District Grant Program in the third round of the prioritization process pursuant to Va. Code § 33.2-214.1; and

WHEREAS, the City of Charlottesville submitted the Ridge Street Safety Improvements Project for consideration and it was selected for \$8,738,020 in funding through the Construction District Grant Program in the fourth round of the prioritization process pursuant to Va. Code § 33.2-214.1; and

WHEREAS, after selection, the 5th Street SW Corridor Improvements Project and the Ridge Street Safety Improvements Project were consolidated into a single project for purposes of project delivery and subsequently renamed the 5th Street SW and Ridge Project (UPC 124409) (the “Project”) for a combined total cost of \$14,841,054; and

WHEREAS, the Project is locally-administered and has not yet started; and

WHEREAS, the Project is significantly underfunded due to inflation, unit costs, and higher than anticipated right of way costs; and

WHEREAS, on October 15, 2024, the City of Charlottesville requested cancellation of the Project in order to focus on delivering projects within their portfolio already underway before undertaking new starts; and

WHEREAS, at its meeting on December 4, 2024, the Board was briefed on the proposed cancellation of the Project and transfer of all Construction District Grant funds to the Culpeper District Construction District Grant deallocation balance entry (UPC -21761); and

WHEREAS, VDOT recommends that the Board take action to cancel the Project and transfer all Construction District Grant funds allocated to the Project to the Culpeper District Construction District Grant deallocation balance entry (UPC -21761).

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the 5th Street SW and Ridge Project (UPC 124409) 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 Culpeper District Construction District Grant deallocation balance entry (UPC -21761).

###

CTB Decision Brief
SMART SCALE Project Cancellation
5th Street SW and Ridge Project (UPC 124409)

Issue: The 5th Street and Ridge Project (UPC 124409) (the “Project”) was screened in for meeting a VTrans need and selected for funding. For reasons stated herein, on October 15, 2024, the City of Charlottesville requested cancellation of the Project. Board approval is needed for cancellation of this Project pursuant to the Policy for Implementation of the SMART SCALE Project Prioritization Process last approved by the Board December 4, 2023, and as revised January 16, 2024 (the “Policy”).

Facts: The City of Charlottesville submitted the 5th Street SW Corridor Improvements Project for consideration and it was selected for \$6,103,034 in funding through the Construction District Grant Program in the third round of the SMART SCALE prioritization process. The City of Charlottesville submitted the Ridge Street Safety Improvements Project for consideration and it was selected for \$8,738,020 in funding through the Construction District Grant Program in the fourth round of the SMART SCALE prioritization process. After selection, the 5th Street SW Corridor Improvements Project and the Ridge Street Safety Improvements Project were consolidated into a single project for purposes of project delivery and subsequently renamed the 5th Street SW and Ridge Project (UPC 124409) for a combined total cost of \$14,841,054. The Project consisted of improvements to reduce congestion, improve safety, and accommodate bicyclists, pedestrians, and transit at the intersection of Ridge Street, Cherry Avenue and Elliot Avenue. The Project also included multimodal improvements along Ridge Street, including sidewalks, curb ramps/extensions, signal improvements, and bicycle facilities. The Project is locally administered and has not yet started.

The Project is currently significantly underfunded due to inflation, unit costs, and higher than anticipated right of way costs. On October 15, 2024, the City of Charlottesville requested cancellation of the Project in order to focus on delivering projects within their portfolio already underway before undertaking new starts. The Board was briefed on the proposed cancellation at its meeting December 4, 2024.

The Board’s Policy 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 Va. Code § 33.2-214, to reimburse the Department for all state and federal funds expended on the project.

The Board’s Policy 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, the Prioritization Process 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.

Decision Brief

SMART SCALE Project Cancellation 5th Street SW and Ridge Project (UPC 124409)

January 14, 2025

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Policy states that in cases where programmed funds are no longer needed for delivery of a project due to estimate decreases, contract award savings, schedule changes, etc., the unexpended surplus funds are SMART SCALE unless superseded by the terms of a signed project agreement.

Recommendation: VDOT recommends that the Board cancel the Project and transfer all Construction District Grant funds to the Culpeper District Construction District Grant deallocation balance entry (UPC -21761).

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to cancel the Project and transfer all Construction District Grant funds to the Culpeper District Construction District Grant deallocation balance entry (UPC -21761).

Result, if Approved: If approved, the Project will be removed from the Six-Year Improvement Program and all Construction District Grant funds allocated to the Project will be transferred to the Culpeper District Construction District Grant deallocation balance entry (UPC -21761).

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 14, 2025

MOTION

Made By: Seconded By: Action:

**Title: Rail Industrial Access –
SIMS Metal Southeast LLC, Chesapeake**

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

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

WHEREAS, SIMS Metal Southeast LLC submitted an application for RIA grant funds in the amount of \$750,000 to construct a 410-foot spur with in-track scale to serve its facility in the City of Chesapeake, Virginia (Project); and

WHEREAS, the Department of Rail and Public Transportation (DRPT) evaluated the Project in accordance with the Commonwealth Transportation Board's (Board) Rail Industrial Access Policy and, because the Project scored 50 or more points, has recommended its approval; and

WHEREAS, the City of Chesapeake, Virginia has, by resolution dated September 10, 2024, shown support for the application for RIA funds by SIMS Metal Southeast LLC for use at its facility located in the City of Chesapeake; and

WHEREAS, Norfolk and Portsmouth Belt Line Railroad, by letter dated October 10, 2024, has indicated its support for the SIMS Metal Southeast LLC Project and has agreed to serve the facility; and

WHEREAS, the funding request falls within the intent of Section 33.2-1600 of the *Code of Virginia*, and because the Project is in accordance with the provisions of the Board's Policy on the use of Industrial Access Railroad Track funds, funding may be allocated to this Project; and

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

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$750,000 of the RIA Fund be provided to SIMS Metal Southeast LLC to construct a 410-foot spur with in-track scale subject to the following requirements:

1. All necessary right of way and utility adjustments must be provided at no cost to the Commonwealth;
2. All costs above the \$750,000 RIA grant must be borne by SIMS Metal Southeast LLC or sources other than those administered by DRPT;
3. Execution of an agreement acceptable to the Director of DRPT; and
4. Execution of a contractual commitment by SIMS Metal Southeast LLC to maintain the track and make repayment of any costs related to the future relocation or removal of such track and facilities, in form acceptable to the Director of DRPT.

#####

CTB Decision Brief
Rail Industrial Access Applicant
Location: City of Chesapeake, Virginia
SIMS Metal Southeast LLC

Summary: SIMS Metal Southeast LLC is a metal recycler. Its operations encompass buying, processing, and selling recycled metal products. SIMS has five facilities located across Virginia. The Chesapeake facility is a full-service metal recycling facility equipped with state-of-the-art infrastructure, innovative manufacturing and recycling equipment and a robust logistics network. This Project will expand the facility's rail infrastructure in order to cost-effectively transport recycled metal products to domestic steel mills. They have submitted an application for Rail Industrial Access grant funds in the amount of \$750,000 to construct a new rail spur with in-track scale at their facility.

DRPT has evaluated the Project in accordance with the CTB's Rail Industrial Access Policy. The Project scores 72 points. Proposed projects must reach a 50-point threshold to receive a recommendation by DRPT staff. For this Project:

- The Applicant plans 570 new rail cars annually.
- The minimum threshold for carloads is 10 carloads annually.
- The Applicant commits to 2 new jobs.
- The Applicant's new 410-foot rail spur with in-track scale will divert approximately 1,938 trucks from Virginia highways per year.
- The total capital investment in the facility is estimated at \$1.396M.
- The total railroad track construction cost is estimated at \$1.396M.
- There will be a claw-back provision in the grant Agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

Source of State Funds: FY 2025 Industrial, Airport, and Rail Access Fund

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

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

Options: Approve, Deny, or Defer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item #

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 14, 2025

MOTION

Made By: _____ Seconded By:

Action:

Title: Authorization for the Director of the Department of Rail and Public Transportation to Enter into an Agreement with the North Carolina Department of Transportation and the Virginia-North Carolina Interstate High-Speed Rail Compact Relating to the Receipt of Federal Funding for the Virginia-North Carolina High-Speed Rail Interstate Compact

WHEREAS, the Federal Railroad Administration (“FRA”) awarded the North Carolina Department of Transportation (“NCDOT”) and the Virginia Department of Rail and Public Transportation (“DRPT”), on behalf of the Virginia-North Carolina High-Speed Rail Interstate Compact (“Compact”), a \$200,000 Fiscal Years 2022-2023 Interstate Rail Compact Grant to continue efforts to improve passenger and freight rail in both states and the Southeast; and

WHEREAS, Virginia and North Carolina have proposed entering into an agreement (the “Agreement”), which specifies the terms and conditions for the coordination between the two agencies for the project;

WHEREAS, the Compact was established in 2004 to study, develop, and promote a plan for the design, construction, financing, and operation of interstate high-speed rail service through and between points in the Commonwealth of Virginia and the State of North Carolina and adjacent states; to coordinate efforts to establish high-speed rail service at the federal, state, and local governmental levels; to advocate for federal funding to support the establishment of high-speed rail service within and through Virginia and North Carolina and to receive federal funds made available for rail development; and to provide funding and resources to the Virginia-North Carolina High-Speed Rail Compact Commission from funds that are or may become available and are appropriated for that purpose; and

Resolution of the Board

Authorization for the Director of the Department of Rail and Public Transportation to Enter into an Agreement with the North Carolina Department of Transportation and the Virginia-North Carolina Interstate High-Speed Rail Compact Relating to the Receipt of Federal Funding for the Virginia-North Carolina High-Speed Rail Interstate Compact

January 14, 2025

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WHEREAS, the FRA awarded the funds for a Southeast Rail Network Analysis to evaluate the Southeast rail network constraints and identify opportunities to improve the fluidity of the network to benefit passenger and freight rail and for administrative and operational expenses related to the Compact and other technical coordination among states, Amtrak, FRA, and railroads to advance rail connections throughout the Southeast; and

WHEREAS, Virginia and North Carolina committed \$100,000 each for the non-federal match for the grant, which is to be memorialized in a memorandum of agreement between DRPT and NCDOT; and

WHEREAS, DRPT's Fiscal Year 2025 Six Year Improvement Program allocates \$461,700 in funds for "federal grant match"; and

WHEREAS, the Commonwealth Transportation Board approved the "Six-Year Improvement Program and Rail and Public Transportation Allocations for Fiscal Years 2025-2030" resolution on June 18, 2024, stating that the DRPT Director "is authorized up to \$200,000 to reallocate funds among existing grants"; and

WHEREAS, the Agreement states that DRPT, NCDOT, and the Compact shall be responsible for the administration of the grant, including:

1. Preparation, review, and approval of the project work plan, budget, and schedule.
2. Participation in meetings with the Southeast Rail Corridor Commission ("SEC") Technical Committee and additional project stakeholders.
3. Preparation, review, and approval of an existing conditions review and analysis and screening results memoranda to evaluate and report on previous rail network analysis, document identified network capacity constraints and identify project opportunities for passenger and freight rail growth, screening methodologies, and other SEC stakeholder priorities.
4. Development, review, and approval of a report that summarizes the existing conditions, analysis and screening results, and recommendations for next steps.
5. Submission to FRA of a final performance report describing the cumulative activities of the Project as required by the grant agreement.

WHEREAS, the Agreement states that NCDOT will submit itemized invoices to DRPT no more than once every thirty days with appropriate supporting documentation to DRPT for reimbursement of Project costs; and

WHEREAS, §33.2-221 B of the Code of Virginia empowers the Commonwealth Transportation Board to enter into all contracts and agreements with other states necessary for the proper coordination of the location, construction, maintenance, improvement, and operation

Resolution of the Board

Authorization for the Director of the Department of Rail and Public Transportation to Enter into an Agreement with the North Carolina Department of Transportation and the Virginia-North Carolina Interstate High-Speed Rail Compact Relating to the Receipt of Federal Funding for the Virginia-North Carolina High-Speed Rail Interstate Compact

January 14, 2025

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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.

NOW, THEREFORE, BE IT RESOLVED, the Commonwealth Transportation Board hereby authorizes the Director of the Department of Rail and Public Transportation to enter into an Agreement, attached hereto as Exhibit A, with the North Carolina Department of Transportation and the Virginia-North Carolina Interstate High-Speed Rail Compact relating to the receipt of federal funding for the Southeast Rail Network Analysis and administrative and operational expenses related to the Compact with such changes and additions as the Director deems necessary.

#####

CTB Decision Brief

Authorization for the Director of the Department of Rail and Public Transportation to Enter into an Agreement with the North Carolina Department of Transportation and the Virginia-North Carolina Interstate High-Speed Rail Compact Relating to and Providing a Non-Federal Match to the Receipt of Federal Funding for Administration of the Virginia-North Carolina High-Speed Rail Interstate Compact and An Analysis of the Southeast Rail Network

Issue: Pursuant to §33.2-221 B of the Code of Virginia, the Virginia Department of Rail and Public Transportation (DRPT) is requesting that the Commonwealth Transportation Board (Board) authorize the DRPT Director to enter into an Agreement with the North Carolina Department of Transportation (NCDOT) and the Virginia-North Carolina Interstate High-Speed Rail Compact (Compact) relating to the receipt of federal funding for the administration of the Virginia-North Carolina High-Speed Rail Interstate Compact and an analysis of the Southeast Rail Network.

Facts: The Federal Railroad Administration (FRA) awarded NCDOT on behalf of the Compact a \$200,000 FY22-23 Interstate Rail Compact Grant toward a \$400,000 project to continue efforts to improve passenger and freight rail in both states and the Southeast. DRPT and NCDOT are to provide \$100,000 each for the non-federal match, which is to be memorialized in a memorandum of agreement between DRPT, NCDOT, and the Compact. (VA funds included in DRPT Rail Planning section of the FY25 SYIP.) Code of Virginia § 33.2-221 and CTB policy requires Board approval for an MOA with another state.

§ 33.2-1400 establishes the Virginia-North Carolina Interstate High-Speed Rail Compact. The Compact is to: i) study, develop, and promote a plan for the design, construction, financing, and operation of interstate high-speed rail service through and between points in the Commonwealth of Virginia and the State of North Carolina and adjacent states; ii) coordinate efforts to establish high-speed rail service at the federal, state, and local governmental levels; iii) advocate for federal funding to support the establishment of high-speed interstate rail service within and through Virginia and North Carolina and to receive federal funds made available for rail development; and iv) provide funding and resources to the Virginia-North Carolina High-Speed Rail Compact Commission from funds that are or may become available and are appropriated for that purpose. The Compact is comprised of five legislators from Virginia and five legislators from North Carolina.

FRA awarded funds to conduct a Southeast Rail Network Analysis that will evaluate the Southeast rail network constraints and identify opportunities to improve the fluidity of the network to benefit passenger and freight rail. The funds also were awarded for administrative and operational expenses related to VA-NC Compact and other technical coordination among states, Amtrak, FRA, and railroads to advance rail connections

throughout the Southeast, including the Southeast Corridor Commission (SEC), which extends to Tennessee, South Carolina, Georgia, and Florida.

DRPT's participation in Southeast Corridor Commission (SEC) gives Virginia a seat at the table as multi-state rail plans and federal funding strategies are developed. It is a vehicle to advocate for Virginia's freight needs as the SEC produces a network analysis, including the needs of the Port of Virginia. It also builds support and awareness for the value of Virginia's Corridor Identification and Development (CID) rail corridors - Commonwealth, DC to Bristol, and DC to Charlotte.

Recommendation: DRPT recommends that the Board delegate to the Director the authority to enter into the attached Agreement with the North Carolina Department of Transportation and the Virginia-North Carolina Interstate High-Speed Rail Compact with such changes and additions as the DRPT Director deems necessary.

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

Options: Approve, Deny, or Defer

MONTH DD, YYYY

NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION

**VA-NC COMPACT ADMINISTRATION
& SOUTHEAST RAIL NETWORK
ANALYSIS PROJECT AGREEMENT**

AND

WBS NO.

VIRGINIA DEPARTMENT OF RAIL AND
PUBLIC TRANSPORTATION

AND

VIRGINIA-NORTH CAROLINA
INTERSTATE HIGH-SPEED RAIL
COMPACT

This **VA-NC COMPACT ADMINISTRATION & SOUTHEAST RAIL NETWORK ANALYSIS PROJECT AGREEMENT** (Agreement) is made and entered into on the last date executed below, by and among the North Carolina Department of Transportation (NCDOT), an agency of the State of North Carolina, Virginia Department of Rail and Public Transportation (DRPT), an agency of the Commonwealth of Virginia, and the Virginia-North Carolina Interstate High-Speed Rail Compact (Compact), an Interstate Compact legislatively established by the General Assemblies of North Carolina and Virginia. Unless otherwise provided, the NCDOT, DRPT, and Compact will be referred to individually as “Party” and collectively as “Parties.”

WITNESSETH:

WHEREAS, in 1992, the U.S. Department of Transportation (USDOT) designated the Southeast High Speed Rail Corridor as one of the first five (5) federally designated future high speed rail corridors, presently known as the Southeast Corridor (SEC); and

WHEREAS, pursuant to congressional authorization for the formation of Interstate Rail Compacts under 49 U.S.C. § 24101, North Carolina and Virginia established and designated the NCDOT and DRPT as primary staff to the Compact under N.C. Gen. Stat. §§ 136-220 to 136-222 and Va. Code § 33.2-1400; and

WHEREAS, on behalf of the Compact, the NCDOT applied for, and the Federal Railroad Administration (FRA) awarded to the Compact, FY 2022-2023 Interstate Rail Compacts Grant

Program (FRA IRC Grant) funding, incorporated into this Agreement in Attachment A, for the VA-NC Compact Administration & Southeast Rail Network Analysis project (Project); and

WHEREAS, the total cost of the Project is estimated at up to four hundred thousand dollars (\$400,000), of which the NCDOT and DRPT will each provide one hundred thousand dollars (\$100,000) in non-federal funds, and the Compact will provide two hundred thousand dollars (\$200,000) in FRA IRC Grant funds; and

WHEREAS, on June 22, 2023, as part of that FRA IRC Grant application, the DRPT provided to the USDOT a letter expressing support for the FRA IRC Grant application and committing a one hundred thousand dollar (\$100,000) non-federal match contribution toward Project costs; and

NOW THEREFORE, the Parties hereby incorporate the above recitals into this Agreement, and each in consideration of the promises and undertakings of the other as provided in this Agreement, covenant and agree to the following.

1. PURPOSE

This Agreement defines each Party's responsibilities for the Project, the intent of which is to coordinate and administer meetings for the Compact and identify, evaluate, and report on opportunities to improve the SEC rail network for both passengers and freight rail through coordination with the SEC Commission, Amtrak, other intercity passenger rail operators, freight railroads, and other stakeholders.

2. FUNDING

- A. The NCDOT shall fund fifty percent (50%) of the non-federal portion of Project costs, not to exceed one hundred thousand dollars (\$100,000).
- B. The DRPT shall fund fifty percent (50%) of the non-federal portion of Project costs, not to exceed one hundred thousand dollars (\$100,000).
- C. The Compact shall fund fifty percent (50%) of total Project costs utilizing FRA IRC Grant funds, not to exceed two hundred thousand dollars (\$200,000).

3. RESPONSIBILITIES

- A. Grant Administration.

The NCDOT, its agents, or contractors shall serve as the FRA IRC Grant Administrator for the Project and assist the Compact with the development and execution of a grant agreement with the FRA (FRA IRC Grant Agreement) for the FRA IRC Grant.

- B. Financial Administration.

The NCDOT, its agents, or contractors shall serve as fiscal agent of the Compact for the purposes of the FRA IRC Grant and be responsible for budget administration, cost allocation, and invoicing as follows:

- (1) Receive, manage, and disperse the Compact's FRA IRC Grant funds in accordance with the FRA IRC Grant Agreement.
- (2) Maintain accurate and transparent financial records related to the Project.
- (3) Invoice the DRPT for reimbursement of Project costs as provided under Section 4 of this Agreement.
- (4) Provide the Compact with an itemized Project financial report for Project expenditures once per federal fiscal quarter following execution of this Agreement and until Project completion detailing (i) the FRA IRC Grant funds expended, (ii) amounts reimbursed by the DRPT, and (iii) amounts expended by the NCDOT.

C. Project Administration.

The Parties shall be responsible for FRA IRC Grant Project Administration as follows:

- (1) The NCDOT shall prepare and DRPT shall provide review and approval of the draft Detailed Project Work Plan, Budget, and Schedule. The NCDOT shall coordinate with the FRA for review and approval of the draft Detailed Project Work Plan, Budget, and Schedule. The NCDOT will involve the DRPT in the preparation and coordination of the documents prior to finalization.
- (2) The NCDOT shall coordinate and administer and the DRPT shall participate in Project meetings with the Compact, SEC Technical Committee, and additional Project stakeholders, including the FRA, Amtrak, and freight railroads.
- (3) The NCDOT shall prepare and DRPT shall provide review and approval of an Existing Conditions Review and Analysis and Screening Result memoranda to evaluate and report on previous rail network analysis, document identified network capacity constraints and identify project opportunities for passenger and freight rail growth, screening methodologies, and other SEC stakeholder priorities.
- (4) The NCDOT shall develop and DRPT shall provide review and approval of a draft report for the SEC Technical Committee's review that summarizes the Existing Conditions Review, Analysis and Screening Results, and recommendations for next steps.

- (5) The NCDOT shall prepare and DRPT shall provide review and approval of a final report that addresses comments from the Compact, SEC Technical Committee, and SEC Commission members for publication on the SEC Commission website.
- (6) The NCDOT shall prepare and the DRPT shall provide review and approval of a draft final performance report describing the cumulative activities of the Project as required by the FRA IRC Grant Agreement. NCDOT shall submit the final report to the FRA with a copy to the DRPT.

4. REIMBURSEMENT

- A. The NCDOT shall submit an itemized invoice based on the actual cost of work completed to the DRPT for reimbursement of Project costs that are in accordance with the FRA IRC Grant, as provided in Attachment A.
- B. The NCDOT may not invoice more frequently than once every thirty (30) days and shall include appropriate supporting documentation with each invoice as may be reasonably required by the DRPT.
- C. The DRPT shall reimburse the NCDOT for actual eligible costs within thirty (30) days of receipt of a properly itemized invoice.

5. PROJECT ADDENDUM AND AMENDMENT

The Parties agree that the NCDOT shall perform or cause to be performed the Project in accordance with this Agreement unless otherwise specified in writing by Project Addendum or an Amendment to this Agreement. No oral statement by any person shall be interpreted as modifying or otherwise affecting the terms of this Agreement.

6. TERM OF AGREEMENT

- A. This Agreement will become effective when signed by the Parties, on the last date executed below.
- B. This Agreement will remain in effect until (i) terminated by a Party pursuant to Section 6.C of this Agreement or (ii) such time that the Project responsibilities provided under Section 3 of this Agreement are complete.
- C. Any may terminate this Agreement for convenience at any time for any reason upon thirty (30) days' notice to the other Parties. Any such termination will not result in any liability or obligation for the terminating Party to the other Parties, except that the FRA IRC Grant funds shall continue to be available to the NCDOT for responsibilities provided under Section 3 of this Agreement for any compensation owed to the NCDOT, its agents, or contractors arising from the Project prior to the

NCDOT receiving notice of a termination for convenience by the Compact or DRPT, including any costs necessitated by a termination for convenience.

7. MISCELLANEOUS

- A. Nothing in this Agreement shall be deemed to create any right in any person that is not a party to this Agreement other than permitted successors and assigns of a Party, and this Agreement shall not be construed in any respect to be a contract in whole or in part for the benefit of a third party except as otherwise provided by this Agreement.
- B. If any terms or conditions of this Agreement are found by a competent court to be invalid or unenforceable, such term or provision shall in no way affect the validity or enforceability of any other term or provision contained herein.
- C. The headings contained in this Agreement are for convenience only and shall not be interpreted to limit, control, or affect the meaning or construction of the provisions of this Agreement. This Agreement has been prepared and negotiated by the Parties and their respective counsel and shall be interpreted fairly in accordance with its terms and without any strict construction in favor of or against any Party.
- D. This Agreement may be executed in any number of counterparts, each of which shall constitute an original agreement and all of which taken together shall be deemed one and the same agreement. The counterparts of this Agreement may be executed and delivered by PDF, facsimile, or other electronic signature by email transmission by the Parties. The receiving Party may rely on the receipt of such document so executed and delivered electronically or by facsimile as if the original has been received. No Party shall contest the admissibility or enforceability of the electronically signed copy of the Agreement in any proceeding arising out of the terms and conditions of this Agreement.

8. TIMELY REVIEW AND DISPUTE RESOLUTION

- A. The Parties shall review and make any determinations required under this Agreement in a timely manner, ensuring compliance with the deadlines and timeframes of the Project. Each Party agrees to act in good faith and exercise reasonable diligence in performing its review and issuing determinations.
- B. If any Party anticipates that it will be unable to meet a required deadline, it shall promptly notify the other Party as provided under Section 10 of this Agreement, stating the reasons for the delay and proposing a revised timeframe for completion.
- C. In the event of a dispute between the Parties regarding this Agreement, the Designated Representatives shall attempt to resolve the dispute. The affected Party shall, within seven (7) business days of becoming aware of the disputed matter, contact the other Parties' Designated Representative in writing and inform the other

Parties' Designated Representative of the need for resolution of the dispute in accordance with this provision. If the Designated Representatives cannot resolve the matter within ten (10) business days, then the Parties will elevate the dispute to the senior level of both organizations to resolve within twenty (20) business days. If the Parties cannot resolve at the senior level, then the Parties agree to a good faith meeting. The Parties shall use their best efforts to ensure that dispute resolution hereunder does not delay, interfere with, or impede activities under this Agreement. If the NCDOT determines that any aspect of the dispute constitutes an emergency, the NCDOT will address the emergency aspect while the dispute is being resolved.

9. ETHICS

N.C.G.S. § 133-32 and Executive Order 24 prohibit the offer to, or acceptance by, any State Employee of any gift from anyone with a contract with the State, or from any person seeking to do business with the State. By execution of any response in this Agreement, you attest, for your entire organization and its employees or agents, that you are not aware that any gift in violation of N.C.G.S. § 133-32 and Executive Order 24 has been offered, accepted, or promised by any employees of your organization.

10. NOTICES

Any request, demand, authorization, direction, notice, consent, waiver, or other document provided or permitted by this Agreement to be made, given, or furnished to the NCDOT, DRPT, or Compact shall be in writing and delivered by (i) hand, (ii) certified mail, return receipt requested, or (iii) overnight delivery service, addressed as follows with Compact notices sent to both the NCDOT and DRPT:

NCDOT: North Carolina Department of Transportation
Rail Division
1553 Mail Service Center
Raleigh, North Carolina 27699-1553
ATTN: Jason Orthner
Rail Division Director
jorthner@ncdot.gov
919.707.4714

DRPT: Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, Virginia 23219
ATTN: Emily Stock
Chief of Rail Transportation
emily.stock@drpt.virginia.gov
(804) 971-1381

IN WITNESS WHEREOF, this VA-NC COMPACT ADMINISTRATION & SOUTHEAST RAIL NETWORK ANALYSIS PROJECT AGREEMENT has been executed, in duplicate originals, the last day and year set out below, on the part of the NCDOT, DRPT, and Compact by authority duly given.

VIRGINIA-NORTH CAROLINA
INTERSTATE HIGH-SPEED RAIL
COMPACT

BY: _____

NAME: Julie White

TITLE: Deputy Secretary for Multi-Modal
Transportation

DATE: _____

SEAL

MAILING ADDRESS

North Carolina Department of Transportation
Rail Division
1501 MSC
Raleigh, North Carolina 27699-1501

ATTN: Julie White
Deputy Secretary for Multi-Modal
Transportation

IN WITNESS WHEREOF, this VA-NC COMPACT ADMINISTRATION & SOUTHEAST RAIL NETWORK ANALYSIS PROJECT AGREEMENT has been executed, in duplicate originals, the last day and year set out below, on the part of the NCDOT, DRPT, and Compact by authority duly given.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

BY: _____

NAME: _____

TITLE: _____

DATE: _____

SEAL

MAILING ADDRESS

Virginia Department of Rail and Public Transportation

Address

City, Virginia Zip

ATTN: NAME
TITLE

IN WITNESS WHEREOF, this VA-NC COMPACT ADMINISTRATION & SOUTHEAST RAIL NETWORK ANALYSIS PROJECT AGREEMENT has been executed, in duplicate originals, the last day and year set out below, on the part of the NCDOT, DRPT, and Compact by authority duly given.

NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION

BY: _____

NAME: Julie White

TITLE: Deputy Secretary for Multi-Modal
Transportation

DATE: _____

SEAL

MAILING ADDRESS

North Carolina Department of Transportation
Rail Division
1556 MSC
Raleigh, North Carolina 27699-1556

ATTN: Julie White
Deputy Secretary for Multi-Modal
Transportation

APPROVED BY NC BOARD OF TRANSPORTATION
ITEM O:

October 2, 2024

(Date)

Virginia –North Carolina Compact
Administration
&
Southeast Rail Network Analysis

FRA Interstate Rail Compacts Grant Program FY 22-23





I. Cover Page

Project Title	VA-NC Compact Administration & Southeast Rail Network Analysis
Applicant	North Carolina Department of Transportation (NCDOT) on behalf of the VA-NC Interstate High Speed Rail Compact
Federal Funding Requested in this Application	\$200,000
Proposed Non-Federal Match	\$200,000
Total Project Cost	\$400,000
Was a Federal Grant Application Previously Submitted for this Project?	<ul style="list-style-type: none"> • Yes • Federal Grant Program: CRISI FY 22 • Title: Southeast Corridor (SEC) Commission Southeast Shared Freight Rail Network Analysis (submitted by NCDOT) • Activities: Project Work Plan, Budget, Schedule, Existing Conditions Review, Analysis and Screening, Draft and Final Reports; Technical Committee Meetings
City(ies), State(s) where the Project is located	District of Columbia, Virginia, North Carolina, South Carolina, Georgia, Tennessee, Florida
Has the applicant engaged in any prior corridor or service planning activities such as Service Development Plans, State rail plans, etc.?	No, the VA-NC Interstate High-Speed Rail Compact has not directly engaged in prior corridor or service planning activities. However, regional rail plans and NEPA documents on the Southeast Corridor have been completed by NCDOT, the Southeast Corridor Commission, and respective member states. Documents can be found at https://www.southeastcorridor-commission.org/ under “Commission Reports” and “Resources – Document Center”.



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Appendices

Appendix A. Statement of Work

Appendix B. Letters of Support

Appendix C. Maps & Figures



II. Project Summary

The *Virginia-North Carolina Interstate High Speed Rail Compact Administration & Southeast Rail Network Analysis* will evaluate the Southeast rail network constraints and build on previous work done by the Southeast Corridor (SEC) Commission¹. The analysis will identify opportunities to improve the fluidity of the network to benefit both passenger and freight rail. It will also identify challenges and opportunities, and recommend next steps, including the identification of potential funding sources for further analysis and identified improvements. This grant will provide the Virginia-North Carolina Interstate High Speed Rail Compact (VA-NC Compact) administrative and analysis funding to lead technical committee meetings and the evaluation of the Southeast rail network with the SEC Commission, the Federal Railroad Administration (FRA), Amtrak, other passenger rail operators and freight railroads.

The Southeast Rail Network Analysis will address three key transportation challenges:

- Challenge #1: Improving the Frequency and Reliability of Passenger Rail Service
- Challenge #2: Meeting the Growing Freight Demand
- Challenge #3: Developing a Coordinated Roadmap to Advance Rail Projects

III. Project Funding

This application is submitted by North Carolina Department of Transportation (NCDOT) in partnership with Virginia Department of Rail and Public Transportation (DRPT) on behalf of the VA-NC Compact and requests **\$200,000** of Interstate Rail Compact (IRC) funding to support the Southeast Rail Network Analysis and VA-NC Compact administration. The non-Federal funding match includes \$100,000 each of state funds from NCDOT and Virginia DRPT. Funding commitment letters are attached in **Appendix B**. The non-federal funding does not have an obligation or spending deadline. **Table 1** summarizes the project cost and funding. While VA-NC Compact work is ongoing, no prior costs associated with this application's scope have been incurred. No other sources of Federal funding have been committed to the analysis or VA-NC Compact administration in this scope.

A more detailed scope of the rail network analysis was included in the SEC Commission's *Southeast Shared Freight Rail Network Analysis* CRISI FY 22 grant application submitted by NCDOT. The IRC funding request includes a revised scope² for the analysis as well as VA-NC Compact administration and technical committee meeting components to guide the analysis efforts and support the organization's overall tasks.

¹ The Southeast Corridor (SEC) Commission is a multi-state organization with the goal to improve the mutual cooperation and planning between member states and stakeholders.

<https://www.southeastcorridor-commission.org>

² The revision reduces the overall scope of the rail network analysis as a result of non-Federal matching funds available to support the study and eligible compact administration tasks.



Table 1: VA-NC Compact Administrative & Southeast Rail Network Analysis Funding

Task #	Task Name/Project Component	Cost	% of Total Cost
1	Project Work Plan, Budget, and Schedule	\$25,000	6.25%
2	VA-NC Compact Administration and Technical Committee Meetings	\$125,000	31.25%
3	Existing Conditions Review	\$50,000	12.5%
4	Analysis and Screening	\$100,000	25%
5	Draft Report	\$75,000	18.75%
6	Final Report	\$25,000	6.25%
Total Project Cost		\$400,000	100%
Federal Funds Received from Previous Grant		\$0	0%
Federal Funding under this NOFO Request		\$200,000	50%
Non-Federal Funding/Match		Cash: \$200,000 (NCDOT and DRPT \$100,000 each) In-Kind: \$0	50%
Portion of Non-Federal Funding from the Private Sector		\$0	0%
Portion or Total Project Costs Spent in a Rural Area		\$0*	0%*
Pending Federal Funding Requests		\$400,000**	-

* The project study area encompasses the entire Southeast region, both urban and rural areas. Portion of total cost spent evaluating rural sections is currently unknown.
** Estimated cost includes a more detailed scope for the rail network analysis.

IV. Applicant Eligibility

The Virginia-North Carolina Interstate High Speed Rail Compact was established pursuant to 49 U.S.C. 24101. Each state’s legislation³ denotes primary staff to the Virginia-North Carolina Interstate High Speed Rail Compact Commission shall be provided by the Virginia DRPT and NCDOT. NCDOT, as the lead applicant for this IRC grant, meets the applicant eligibility criteria defined under Section 410 of 49 U.S.C. 24101 as a state agency.

NCDOT will serve as the lead applicant and grant administrator for the proposed *VA-NC Compact Administration & Southeast Rail Network Analysis*. NCDOT reports to the North Carolina Secretary of Transportation and is authorized by North Carolina General Statutes under Chapter 136, Article 1 (Organization), and Article 2 (Powers and Duties)⁴. The agency’s powers include the authorization to accept grants from and enter into contracts and agreements with the United States government.

³ https://www.ncleg.gov/EnactedLegislation/Statutes/PDF/ByArticle/Chapter_136/Article_18.pdf; <https://law.lis.virginia.gov/compacts/virginia-north-carolina-interstate-high-speed-rail-compact/>

⁴ <https://www.ncleg.gov/Laws/GeneralStatuteSections/Chapter136>

V. Project Eligibility

The *VA-NC Compact Administration and Southeast Rail Network Analysis* is eligible for IRC funding under the following categories described in the NOFO:

- **Costs of Administration**
- **Operations Coordination**

The mission and goals of the VA-NC Compact include studying and developing plans for design through construction, operation, and financing of interstate higher-speed rail service between the two states. Administrative costs will be incurred by professional, technical, and contracted staff members of NCDOT and DRPT to achieve the mission and goals of the VA-NC Compact which includes producing The Southeast Rail Network Analysis.

The Southeast Rail Network Analysis is a planning study that will evaluate the rail network to identify existing challenges and opportunities to advance high-performance passenger rail in the greater southeastern region. It will also identify opportunities to improve the fluidity of the Southeast rail network for both freight and intercity passenger rail customers. State supported intercity rail service within North Carolina and Virginia is operated by Amtrak. NCDOT and the VA-NC Compact will lead the study but will include members of the Southeast Corridor Commission in the development of the study.

VI. Detailed Project Description

The *VA-NC Compact Administration & Southeast Rail Network Analysis* contains two project components for the funding requested. The components include the analysis of the rail network and the compact's administration. The following sections describe the components in detail.

Project Components

Southeast Rail Network Analysis

The Southeast Rail Network Analysis is an important next step in advancing the mission of the VA-NC Compact and SEC Commission which is to advance high-performance passenger rail in the Southeast region. The Southeast rail network includes nationally and regionally significant freight rail corridors, passenger rail corridors, and major terminals in Washington, D.C., Virginia, North Carolina, South Carolina, Georgia, Tennessee, and Florida.

This project will bring SEC states, freight railroads, and passenger rail operators together to evaluate the existing network constraints and identify opportunities to improve rail operations. The analysis will also evaluate the network as a system, identify primary freight corridors, potential intercity passenger corridors, and identify locations where there are shared needs. The project will include an evaluation of existing conditions through a literature review and interviews with stakeholders to identify: existing capacity constraints and bottlenecks, project opportunities to support passenger and freight rail growth, and priorities for Southeast stakeholders. Based on the existing conditions analysis, identified rail improvements will be screened based on a variety of factors to assess the benefits and challenges associated with

these improvements. The plan will recommend next steps for advancing opportunities with the greatest identified benefits and potential funding sources.

Challenges the Project Aims to Address

The Southeast Rail Network Analysis aims to address three key transportation challenges in the Southeast by identifying local and regional benefits as well as benefits to neighboring regions with connections to the Southeast.

Challenge #1: Improving the Frequency and Reliability of Passenger Rail Service

The Southeast is home to over 64 million residents⁵ (roughly 19 percent of the US population). The region's population grew by 10 percent from 2010 to 2020, which is faster than the country as a whole. This rapid population growth, particularly in urbanized areas, places additional demand on the transportation network. As roadways become more congested and unreliable due to this increasing demand, the importance of efficient and reliable rail transportation to support the movement of goods and people continues to grow.

Existing intercity passenger rail service in the region, has varied levels of frequency. In Virginia, Amtrak's Northeast Regional service has two primary routes with multiple daily round trips throughout the state; however, service in Georgia is limited to daily Amtrak long distance trains. In addition, existing intercity passenger rail service in the Southeast tends to be unreliable, with most routes reporting poor on-time performance (OTP). **Table 2** summarizes the OTP for Amtrak routes in the Southeast for 2021. FRA's final rule published on November 16, 2020, on Metrics and Minimum Standards for Intercity Passenger Rail Service set an OTP minimum standard of 80% for any two consecutive calendar quarters. In 2021 every route except Virginia's Northeast Regional service to Roanoke did not meet that standard.⁶

Table 2: Southeast Amtrak Routes, On-Time Performance (OTP), Host Railroads

Route Name	Route Type	OTP	Host Railroad
NE Regional - Roanoke	State Supported	81%	NS
NE Regional - Richmond/Newport News/Norfolk	State Supported	77%	CSXT, NS
Piedmont	State Supported	76%	NS
Carolinian	State Supported	67%	CSX, NS
Palmetto	Long Distance	62%	CSXT
Crescent	Long Distance	57%	NS
Cardinal	Long Distance	55%	CSXT, NS, BBRR
Silver Meteor	Long Distance	49%	CSXT
Auto Train	Long Distance	44%	CSXT
Silver Star	Long Distance	42%	CSXT, NS

Source: Amtrak Host Railroad Report Card (2021)

NS = Norfolk Southern, CSXT = CSX Transportation, BBRR = Buckingham Branch Railroad

Current passenger services and capacities are not adequate to address OTP issues due to bottlenecks and operational challenges along the network. Despite these constraints, North

⁵ U.S. Census Bureau (2020)

⁶ Amtrak Host Railroad Report Card (2021)

Carolina and Virginia continue to see record ridership gains, surpassing pre-pandemic volumes⁷. Riders' interest in rail as a mode choice continues to grow in both states. With improvements to performance times, the states can continue capitalizing on those gains in North Carolina, Virginia, and the greater Southeast region.

The use and competitiveness of rail transportation depends on the efficiency and reliability of the service. Shorter travel times and on-time arrivals are important factors in the selection of travel mode. The Southeast Rail Network Analysis will build on previous SEC studies which developed preliminary service plans, as shown in **Figure 1, Future Service in the Southeast**, to increase frequencies and provide additional passenger rail connections. These service plans reflect the long-term vision for the corridor and the Southeast Rail Network Analysis will look to evaluate shorter-term opportunities to advance toward the longer-term vision. The analysis will help identify opportunities for improving the reliability and on-time performance and increasing the efficiency of the rail network with the aim of decreasing travel times and making passenger and freight rail service more attractive relative to other modes.

Challenge #2: Meeting the Growing Freight Demand

Freight demand continues to grow throughout the United States, and the ability to build high capacity and resilient supply chains has become increasingly salient in recent years. Meeting this demand is critical to the economic growth of both the Southeast and the United States. Since intercity passenger rail services in the Southeast are largely dependent on a shared use network that is primarily owned and operated by freight railroads, identifying opportunities that benefit freight rail owners and help meet the growing freight demand, will be critical to success of rail in the Southeast.

The economy of SEC states has a gross domestic product (GDP) of \$4.1 trillion⁸, or roughly 17 percent of U.S. GDP. Agriculture, manufacturing, and logistics are all strong economic drivers in the region, and all heavily rely on the Southeast's multimodal transportation system, including rail, roads, and marine ports. The Southeast is also an important link in supply chains connecting shippers to foreign markets via ports on the Atlantic Coast.

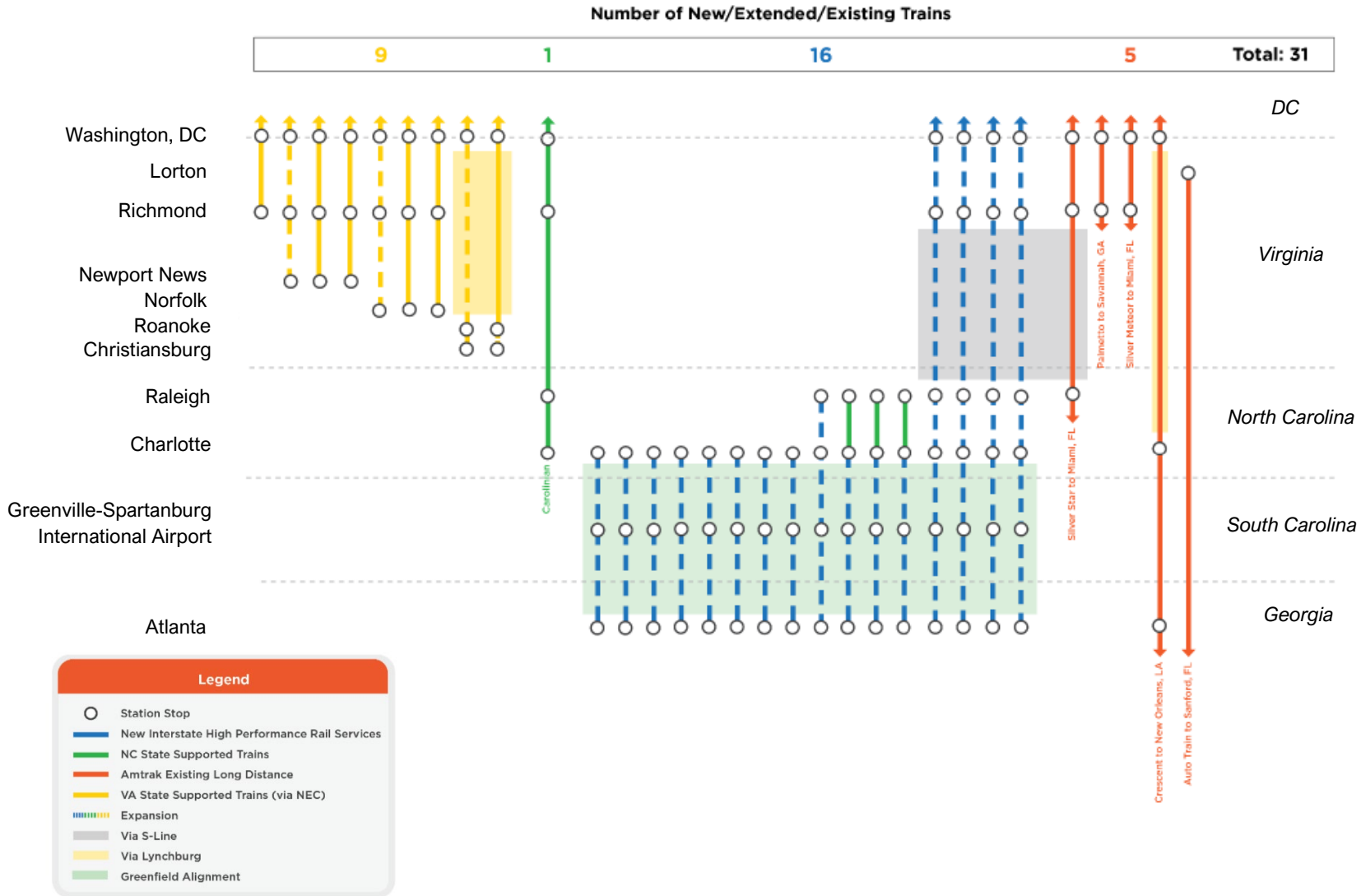
Challenge #3: Developing a Coordinated Roadmap to Advance Rail Projects

Advancing rail improvements in the Southeast will require a coordinated approach among numerous stakeholders, including the VA-NC Compact, the SEC Commission member states, Amtrak, other intercity passenger rail service providers, freight railroads, and the FRA. Coordinating and establishing consensus between the stakeholders will be critical to secure funding and move projects forward into environmental, design, and construction phases.

⁷ <https://www.ncdot.gov/news/press-releases/Pages/2023/2023-04-14-nc-by-train-record-breaking-ridership.aspx> (NC), <https://vapassengerrailauthority.org/ridership-on-virginias-state-supported-trains-continues-to-set-records/> (VA)

⁸ US Bureau of Economic Analysis (2021 \$)

Figure 1: Future Service in the Southeast



Source: Southeast Corridor Development Strategy (2022)



The VA-NC Compact was established for the purpose of promoting plans to finance, design, construct, and operate an interstate rail service through Virginia and North Carolina. Through previous work, the VA-NC Compact voted to expand by adding other states as they become ready to pass legislation. As a result, the SEC Commission was established in 2019 by the VA-NC Compact with the mission of bringing together the states in the Southeast (Virginia, North Carolina, South Carolina, Georgia, Tennessee, Florida, and the District of Columbia) to cooperate and implement a common vision for high-performance rail in the region. The SEC Commission has since worked with the FRA, Amtrak, and freight rail partners to establish and progress planning efforts for the Southeast rail network through the development of the *Southeast Regional Rail Plan*⁹, *Economic Benefits of High-Performance Rail in the Southeast*¹⁰, and the *SEC Development Strategy for High-Performance Rail in the Southeast*¹¹. The Southeast Rail Network Analysis will continue to use the framework established by the SEC Commission to foster coordination among the stakeholders. The project will include monthly stakeholder meetings with the SEC Technical Committee as well as regular briefings with the SEC Commission and VA-NC Compact members.

The analysis will also evaluate the regional benefits of potential rail projects as well as develop and refresh tools to help build consensus for projects that may be in one state but have broader benefits throughout the network. Respective examples would be identifying and removing bottlenecks that result in shorter travel times or more reliable service across multiple states; and producing updated and accurate freight volumes to recognize current capacities and demand by multiple entities.

VA-NC Compact Administration and Technical Meetings

The VA-NC High-Speed Rail Compact was established in 2004 in accordance with 49 U.S.C. 24101. It is a legislative entity populated by five Virginia legislators and four North Carolina legislators plus an appointee by the North Carolina Governor. The VA-NC Compact meets biannually to develop and promote plans to finance, design, construct, and operate an interstate rail service through Virginia and North Carolina. This application requests funding for administrative and operational expenses related to VA-NC Compact and other technical meetings to continue progressing the states' collective mission and vision for advancing intercity passenger rail throughout the Southeast. Continuing the efforts of the existing VA-NC Compact will help provide intercity passenger rail now and into the future. The VA-NC Compact has voted to expand and, ultimately, would like to include neighboring Southeastern states (and Southeast Corridor Commission members).

⁹ <https://www.southeastcorridor-commission.org/southeast-regional-rail-plan>

¹⁰ <https://www.southeastcorridor-commission.org/sec-economic-benefits-of-rail>

¹¹ <https://www.southeastcorridor-commission.org/sec-development-strategy-for-high-performance-rail-in-the-southeast>



Expected Project Users and Beneficiaries

Passenger Rail Users

Amtrak and other passenger rail operators will benefit from the identification of opportunities to improve the reliability of existing service and advance new and more frequent services along the corridor. More reliable and frequent service and new connections will provide travelers more flexibility in their travel mode choices.

Freight Users

Freight rail service providers (e.g., CSXT, NS) and shippers will benefit from the identification of opportunities to improve the efficiency and reliability of the Southeast rail network. Advancing rail improvements in the region will allow for more resilient supply chains as well as accommodate the projected growth of freight shipping by rail.

Rural and Urban Communities

Both rural and urban communities within the Southeast will benefit from the improvements identified during the project. Sixty percent of the approximately 1,500 route miles of backbone Southeast rail network, which extends between Washington, DC and Atlanta, GA and between Nashville, TN and Orlando, FL, is in rural areas. Improvements to passenger rail service will benefit rural communities by providing additional transportation options and connections, while promoting economic growth. Urban areas with overwhelming demand on their transportation network will benefit from additional and more reliable service.

Other Supporting Project Information

Alignment with Other Rail Projects

The Southeast Rail Network Analysis will build upon the following three previous studies conducted by the SEC to advance high-performance rail in the Southeast:

Southeast Regional Rail Plan

<https://www.southeastcorridor-commission.org/southeast-regional-rail-plan>

The *Southeast Regional Rail Plan*, completed in 2020, was a multistate network planning study that created a long-term regional passenger rail vision for the Southeast. The study was led by the SEC Commission in partnership with FRA and developed a vision for high performance rail and intercity passenger rail connections over a 40-year timeframe. The plan is intended to complement state rail plans and long-range planning documents to identify future corridors and service characteristics.

Economic Benefits of High-Performance Rail in the Southeast

<https://www.southeastcorridor-commission.org/sec-economic-benefits-of-rail>

The *Economic Benefits of High-Performance Rail in the Southeast*, completed in 2021, documented the key economic benefits of developing high-performance rail service in the Southeast. The study identified and quantified how new and improved rail infrastructure in the

Benefitting Railroad Operators

Amtrak
Other passenger rail operators
CSX
Norfolk Southern
Shortline Railroads

Benefitting States

Washington, D.C.
Virginia
North Carolina
South Carolina
Tennessee
Georgia
Florida



Southeast will help transport goods, reduce highway congestion, improve safety, reduce emissions, and expand connectivity for passengers and freight throughout the Southeast, as well as enhance connectivity between the Southeast and major urban centers along the NEC. The economic benefits calculated by the study considered the number of direct and indirect jobs supported, job market accessibility, increased mobility, improved safety, change in real estate values, and reduced vehicles emissions.

Development Strategy for High-Performance Rail in the Southeast

<https://www.southeastcorridor-commission.org/sec-development-strategy-for-high-performance-rail-in-the-southeast>

The Southeast Corridor *Development Strategy for High-Performance Rail in the Southeast*, completed in 2022, proposed a high-level path for achieving the vision for high-performance rail laid out in the Southeast Regional Rail Plan. The strategy focused on the next 30 to 40 years of development in the corridor and concentrated on connecting the core of the network to provide high-performance rail service between major metropolitan areas and connections to state-supported service throughout the Southeast.

The development strategy proposed phasing segments of the corridor based on the readiness of current segments and the priority of providing interstate connections. In addition, the strategy recommends that the specific infrastructure needs of each future segment be determined through a “service first” approach to planning, where the intercity and interstate markets determine what rail infrastructure is appropriate to build. In parallel, North Carolina, Virginia, and Florida are progressing regional and emerging segments of the corridor to meet market demands in their respective states. The Transforming Rail in Virginia program is increasing services to Roanoke and the Hampton Roads area, with planned extensions to the New River Valley. North Carolina is studying further connections to the SEC – Western NC Service to Asheville, Southeastern NC service to Wilmington, and Eastern NC service to Greenville (NC). Florida is partnering with Brightline to deliver a new rail segment linking Orlando with Cocoa Beach and Miami and is entering preliminary engineering on a segment between Orlando and Tampa.

Performance Measures

NCDOT will comply with all standard FRA program evaluation and performance measure requirements, as required in 2 CFR 200.301 and mutually agreed upon with FRA. Proposed performance measures are included in **Table 3**.

Table 3: Proposed Performance Measures

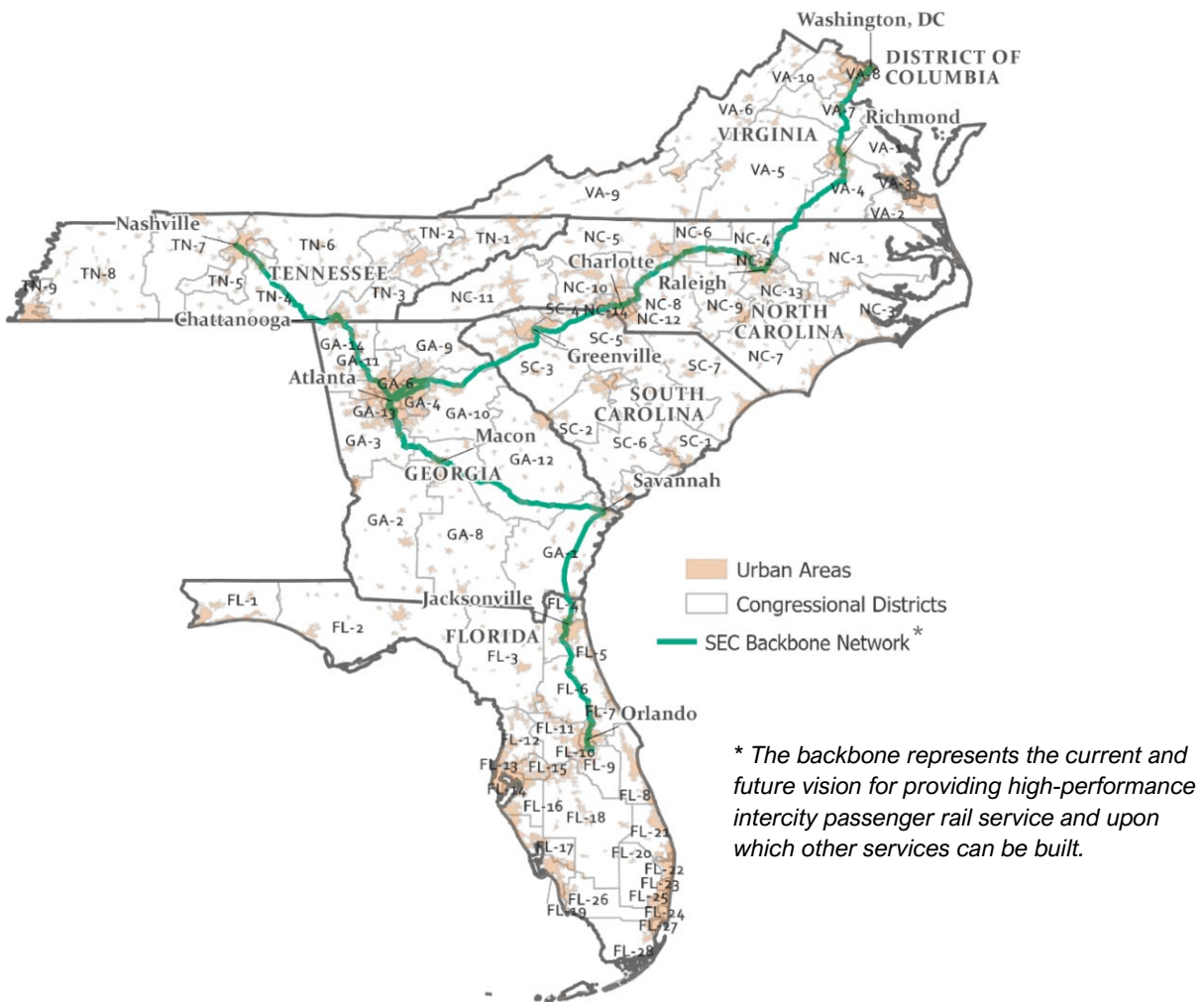
Programmatic Measures	Unit Measured	Temporal	Description
Administrative Support Provided	Additional staff capacity	Annual	Addition of staff to support the activities or work products that facilitate Interstate Rail Compacts carrying out their duties effectively and timely.
Creation of new Rail Network Analysis	Number of reports	Annual	Development of a high-level planning study that evaluates the existing network as a system and its constraints. It will identify opportunities to improve rail operations, potential intercity passenger and primary freight corridors, and locations where there are shared needs.

VII. Project Location

The VA-NC Compact Administration & Southeast Rail Network Analysis will focus on the rail network within the member states of the SEC (Washington, D.C., Virginia, North Carolina, South Carolina, Georgia, Tennessee, and Florida) as shown in **Figure 2**. The SEC connects major cities in the region including Washington, D.C., Richmond, Raleigh, Charlotte, Atlanta, Nashville, Jacksonville, and Orlando with connections to smaller urban areas such as Chattanooga, Savannah, Greenville, and Greensboro.

In total, over nine million people live within ten miles of existing and proposed passenger stations along the corridor, and six million jobs are located within the same radius¹². Additionally, the regional rail network connects major ports such as the Port of Savannah and the Port of Virginia to businesses and manufacturing in the region. Multimodal connections also exist between the corridor and major international airports such as Atlanta’s Hartsfield-Jackson International Airport. A map of the passenger rail network long-term vision for the SEC is illustrated in Appendix C.

Figure 2: Project Study Area Including Congressional Districts



¹² *Economic Benefits of High-Performance Rail in the Southeast* (2021), p. 48

VIII. Evaluation and Selection Criteria and DOT Strategic Goals

Meeting the Evaluation and Selection Criteria

Project Benefits

The VA-NC Compact Administration & Southeast Rail Network Analysis (Project) anticipates the following benefits through the analysis, identification, and advancement of projects that improve the fluidity of the network. Recommendations from the project will serve to advance both passenger and freight services.

Effects on system and service performance along an interstate passenger rail route:

The Project will identify ways to improve on-time performance and capitalize on rail’s growth as a mode choice along the Southeast Corridor and region.

Effects on the promotion of intercity passenger rail service:

The Project is expected to result in recommendations that increase rail capacity and improve reliability of service, thereby increasing economic competitiveness in the region.

Efficiencies from improved coordination of interstate passenger rail services with shared freight operations:

The Project will identify opportunities to improve the fluidity of the network to benefit both passenger and freight rail.

Ability to incorporate community and stakeholder engagement in transportation planning:

The VA-NC Compact and SEC Commission members rely heavily on local and regional support for transportation projects and will continue to engage with communities supported with passenger rail services currently and in the future.

Evaluation Criteria – Technical Merit

Criteria	Justification and Further Information
A. The tasks and subtasks outlined in the SOW are appropriate to achieve the expected outcomes of the proposed project.	The proposed tasks and subtasks are appropriate and in accordance with best practices for planning studies of similar size and scope, based on the team’s experience. A detailed Statement of Work (SOW) is attached as Appendix A .
B. Applications indicate ongoing commitment from each member state to achieving the proposed project	This application was prepared with full commitment of both Virginia and North Carolina. Letters of funding commitments are included in Appendix B . NCDOT, Virginia DRPT, and Virginia Passenger Rail Authority continue working together to deliver interstate rail projects along the SEC network. This study builds

upon current relationships that both states' departments of transportation have with neighboring states within the SEC Commission, whose Executive Team is led by North Carolina (Chair), Virginia (Vice Chair), and Georgia (Secretary).

C. The applicant has, or will have the legal, financial, and technical capacity to carry out the proposed project. The technical qualifications and experience of key personnel proposed to lead and perform the technical efforts, and the qualifications of the primary and supporting organizations to execute the proposed project fully and successfully within the proposed timeframe and budget are demonstrated.

NCDOT and the SEC Commission have technical staff which are experienced and qualified to support the scope of this application. The previous studies conducted by NCDOT and the SEC Commission on advancing high-performance rail in the region have provided staff with experience. NCDOT also has significant experience managing federal grants and major rail projects. In addition, NCDOT will contract a consultant with the appropriate level of expertise to support the project. Further information about the project management team is provided in IX. *Project Implementation and Management*.

D. The proposed project is consistent with planning guidance and documents set forth by DOT, including those required by law or State rail plans developed under Title 49, United State Code, chapter 227.

This project is consistent with the planning guidance and documents set forth by the DOT. The project is the natural continuation of previous studies conducted by the SEC Commission, which reviewed and incorporated recommendations from SEC member state rail plans.

The following describes the merits of the VA-NC Compact & Southeast Rail Network Analysis project in response to the selection criteria outlined in the NOFO.

Selection Criteria

Criteria	Justification and Further Information
i. The amount of funding received or other participation by State, local, and regional governments and the private sector	This application is supported through funding from the states of the existing VA-NC Interstate High Speed Rail Compact (North Carolina and Virginia). Participation in the analysis is expected by all member states of the SEC Commission.
ii. The applicant's work to foster economic development through rail service, particularly in rural communities	The mission of the VA-NC Compact is to study, develop, and promote a plan for the design, construction, financing, and operation of interstate high-speed rail service through and between points Virginia and North Carolina, and adjacent states. Previous work of the VA-NC Compact supported the preparation of the NEPA documentation for the Raleigh to Richmond segment of the Southeast Corridor. The VA-NC Compact has issued letters of support for grants like the Atlantic Gateway Project (FASTLANE) in

Virginia and Blue Ridge Road and Charlotte Wye projects (TIGER) in North Carolina. The VA-NC Compact also asked FRA to obligate \$1 million to create the Southeast Corridor Commission so that those states could be added when they are ready. The majority of the network to be analyzed by the study is located within rural communities throughout the identified Southeastern states and connects them to urbanized areas.

iii. Whether the applicant seeks to restore service over routes formerly operated by Amtrak, including routes described in section 11304(a) of the Passenger Rail Reform and investment Act of 2015

The network analysis will look at corridors throughout the southeast to determine where passenger services and freight services are needed. In some cases, these will be existing Amtrak routes where more service is being pursued. In other locations, corridors may have had service in the past, and the region may be considering re-establishing services.

iv. The applicant’s dedication to providing intercity passenger rail service to regions and communities that are underserved or not served by other intercity public transportation

The VA-NC Compact’s vision identifies locations for enhanced or new passenger service throughout the Southeast that would greatly expand transportation service and provide additional passenger rail connections throughout the region. Many geographic regions of the Southeastern US are underserved or not served currently by intercity rail or fixed-route transit service.

v. Whether the applicant is enhancing connectivity and geographic coverage of the existing national network of intercity passenger rail service

The goals of this application extend beyond the current network of intercity passenger rail service into neighboring Southeastern states and into rural areas within each state not currently served, or underserved, by public transportation. More information about planned expansion is included in the [SEC Development Strategy for High-Performance Rail in the Southeast](#).

vi. Whether the applicant has prepared regional rail or corridor service development plans and corresponding environmental analysis

Prior regional rail plans were completed by VA-NC Compact staff along with other members of the SEC Commission. Completed regional plans and NEPA documents on SEC are posted under “Commission Reports” and “Resources – Document Center,” respectively at <https://www.southeastcorridor-commission.org/>

vii. Whether the applicant has engaged with appropriate government entities and transportation providers to identify projects necessary to enhance multimodal connections or facilitate

VA-NC Compact staff, as members of the SEC Commission, engaged with stakeholders from each state represented on the SEC Commission and the region’s operating railroads for the development of four scenarios considered in the *SEC Economic*

service integration between rail service and other modes, including between intercity passenger rail service and intercity bus service or commercial air service.

Benefits of Rail report. In addition, state DOTs included in the proposed analysis are collaborating with their respective state transit agencies for multi-modal connections at passenger rail stations, as applicable. NCDOT continues to lead collaborative efforts with FTA and local communities for Transit-Oriented Development and Mobility Hub studies along the southeast rail network.

DOT Strategic Goals

The *VA-NC Compact Administration & Southeast Rail Network Analysis* (Project) aims to address the following key DOT strategic goals through the analysis, identification, and advancement of projects that improve the fluidity of the network to benefit both passenger rail and freight. As a planning project, the *VA-NC Compact Administration & Southeast Rail Network Analysis* will consider these strategic goals throughout the planning process.

Safety

The Project will foster safety through the advancement of rail network improvements that aim to increase freight capacity and passenger rail ridership, allowing more freight and passengers to shift from highways to rail. Rail is generally a much safer mode than either automobile or bus and accident rates for these modes far surpass those for rail trips. Shifting trips from highways to rail helps to reduce transportation-related fatalities and serious injuries across the transportation system. Improving passenger rail services along the SEC will have profound benefits to the entire region, including an **estimated \$1.3 billion saved in avoided accidents, including eight fatal roadway crashes avoided per year.**¹³

Economic Strength and Global Competitiveness

The Project will contribute to increasing economic strength by advancing rail improvements that will create short-term construction and long-term, sustainable jobs. The development of the Southeast Corridor Backbone network, which this project will help to advance, is projected to **create between 41,000 to 95,000 new jobs in the region during construction and sustain between approximately 28,000 and 48,000 new jobs in the region due to station area developments.**¹⁴

In addition, the Project will also advance improvements that promote the efficiency and resilience of supply chains by removing bottlenecks, reducing congestion, and increasing freight rail capacity. This will also help to improve labor market access by increasing the connections between communities and job opportunities.

Globally competitive projects also must incorporate strategies for advancing climate solutions. The Project will promote improvements that produce climate and sustainability benefits in the form of reduced emissions resulting from shifting passengers from highways to rail. Reduced

¹³ [Development Strategy for High-Performance Rail in the Southeast \(2022\)](#), Executive Summary

¹⁴ [The Economic Benefits of High-Performance Rail in the Southeast \(2021\)](#), Executive Summary



emissions of CO₂ and other pollutants are attributable to the net decrease in the consumption of gasoline and diesel fuel from shifting vehicle passengers to rail.

Equity

Sixty percent of the backbone Southeast rail network is in rural areas, many of which do not have convenient access to an airport. Offering new passenger rail service and/or providing more reliable rail service improves intercity transportation options for these communities. Many rural communities rely on transportation options to major metropolitan centers for jobs, healthcare, education, and economic development opportunities.

IX. Project Implementation and Management

NCDOT will lead the *VA-NC Compact Administration & Southeast Rail Network Analysis* and facilitate VA-NC Compact meetings and administration, on behalf of the compact and the greater SEC Commission. NCDOT's team consists of experienced and qualified personnel available to lead and support this project to successful completion within the proposed timeframe and budget. The NCDOT also has extensive federal grant administration experience and will set agreements as needed with DRPT. In addition, NCDOT plans to procure a consultant team to complete the technical analysis. NCDOT will oversee the consultant team and ensure conformance to Federal requirements for project progress reporting.

The SEC Commission and Technical Committee will also provide support for this project. The SEC Technical Committee, which is comprised of multi-disciplined professionals that specialize in rail or multimodal transportation program development and implementation from each member state, will participate in monthly meetings with the consultant team to provide direction. In addition, the SEC Commission, which consists of executive level members from the Departments of Transportation in seven member states and the FRA, will be briefed and review major project deliverables.

NCDOT and the SEC Commission have experience managing and overseeing similar projects, including the *Southeast Regional Rail Plan*, *Economic Benefits of High-Performance Rail in the Southeast*, and *Development Strategy for High-Performance Rail in the Southeast*. A similar project implementation and management approach will be employed for the *VA-NC Compact Administration & Southeast Rail Network Analysis*.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Richmond, Virginia 23219

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Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 14, 2025

MOTION

Made By: Seconded By:

Action:

Title: Approval of Interstate 81 Corridor Improvement Program Progress Report and Support for Future Actions Relating to I-81 Improvement Projects

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

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

WHEREAS, Chapters 837 and 846 of the 2019 Acts of Assembly established Chapter 36 of Title 33.2 of the Code of Virginia (§ 33.2-3600 et seq.), creating the I-81 Corridor Improvement Fund (the "Fund") and directing the Board to establish the I-81 Committee, adopt an I-81 Corridor Improvement Program (the "Program"), update the Program each year, and report annually to the General Assembly the status and progress of implementation of the Program (the "Progress Report"); and

WHEREAS, pursuant to Va. Code § 33.2-3602 (A), the Program shall, at a minimum: (i) allocate year by year the revenues, if any, from the Fund and bond proceeds, if any, backed by the Fund to projects and strategies identified in the Plan adopted by the Board; (ii) include a

Resolution of the Board

Approval of Interstate 81 Corridor Improvement Program Progress Report and Support for Future Actions Relating to I-81 Improvement Projects

January 14, 2025

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financing plan to support such allocation; and (iii) include a schedule for all new projects and strategies identified in the Plan adopted by the Board; and

WHEREAS, as adopted by the Board in 2018, and in addition to multimodal and operational improvements, the initial Plan identified 106 capital projects for consideration, 64 of which were prioritized for funding, with such projects to be implemented through 2035 based on the current 2024 revenue assumptions and debt model; and

WHEREAS, although not included in the 2018 Plan, the Board modified and fully funded the northbound I-81 widening project between Exit 137 and Exit 128 to include southbound widening (UPC 116197); and

WHEREAS, two prioritized projects from the 2018 Plan have been added to the Six-Year Improvement Program (SYIP) by the Board and funded for preliminary engineering and right-of-way activities as a result of the support provided to the Program by Item 470 of Chapter 2 of the 2024 Special Session I Acts of Assembly (the "Appropriation Act"): (i) the widening I-81 to three lanes northbound and southbound from mile marker (MM) 313 to MM 317 in the Staunton District (UPC 116281) and (ii) the addition of a northbound lane from MM 116 to MM 128 in the Salem District (UPC 116196); and

WHEREAS, candidate projects that were included in the 2018 Plan but that had not yet been prioritized for initial funding due to complexity and risk have now been recommended by the I-81 Committee for advancement as revenues become available: (i) widening of I-81 to three lanes both northbound and southbound between MM 190 and Exit 195 in the Staunton District; (ii) northbound widening of I-81 to three lanes between MM 298 and MM 300 in the Staunton District; (iii) re-alignment of both northbound and southbound I-81 between MM 167 and MM 168 in Salem District; and (iv) southbound I-81 widening to three lanes between MM 195 and MM 200 in Staunton District; and

WHEREAS, pursuant to Va. Code § 33.2-3602 (D), the annual Progress Report submitted to the General Assembly must include, at a minimum: (i) the safety and performance of the I-81 corridor, including the number of incidents, the average duration of incidents, the number and average duration of incidents involving lane closures, and the person-hours of delay along the I-81 corridor; (ii) an assessment of the effectiveness of the operational strategies and capital projects implemented and funded through the Program; (iii) the status of capital projects funded through the Program; and (iv) the current and projected balances of the Fund; and

WHEREAS, the I-81 Committee received a briefing on the above Program progress on December 13, 2024, and that information was captured in the 2024 Progress Report satisfying the above-referenced requirements set forth in Va. Code § 33.2-3602; and

WHEREAS, the I-81 Committee also recommended that an update to the 2018 Plan be initiated in 2025.

Resolution of the Board

Approval of Interstate 81 Corridor Improvement Program Progress Report and Support for
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January 14, 2025

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NOW, THEREFORE, BE IT RESOLVED, that the Board approves the annual I-81 Corridor Improvement Program Progress Report, attached hereto as Appendix A, as required by Va. Code § 33.2-3602 and directs that such Progress Report be submitted to the General Assembly, in accordance with the processes required for submission of such reports.

BE IT FURTHER RESOLVED, that the Board recommends fully funding those projects prioritized by the 2018 Plan but funded only through the preliminary engineering and right of way phases, as funding becomes available.

BE IT FURTHER RESOLVED, that the Board recommends advancement to the SYIP of the complex, highest risk candidate projects described above that were identified in the 2018 Plan but had not yet been prioritized for funding.

BE IT FURTHER RESOLVED, that an update to the I-81 Corridor Improvement Plan be initiated immediately.

####

CTB Decision Brief

Approval of the I-81 Corridor Improvement Program Progress Report and Support for Future Actions Relating to I-81 Improvement Projects

Issue: Approval by the Commonwealth Transportation Board (the “Board”) is sought to submit the annual I-81 Corridor Improvement Program Progress Report for 2024 (the “Progress Report”) to the General Assembly, as required by Va. Code § 33.2-3602. In addition, acknowledgement and support of the Board is sought for future actions needed to implement the I-81 Corridor Improvement Program (the “Program”).

Facts: Chapter 36 of Title 33.2 of the Code of Virginia (§ 33.2-3600 et seq.) creates the Interstate 81 (I-81) Corridor Improvement Fund (the “Fund”) and directs the Board to establish the I-81 Committee, adopt the Program, update the Program each year, and report annually to the General Assembly on the status and progress of implementation of the Program (the “Progress Report”).

In conjunction with the Program, the General Assembly directed the Board to study financing options for improvements to I-81 and, with assistance from the Office of Intermodal Planning and Investment (OIPI), to develop and adopt an I-81 Corridor Improvement Plan (the “Plan”). The Board approved the initial Plan on December 5, 2018, which identified targeted improvements for potential financing and evaluated such improvements using the statewide prioritization process.

Ppursuant to Va. Code § 33.2-3602, the Program shall, at a minimum: (i) allocate year by year the revenues, if any, from the Fund and bond proceeds, if any, backed by the Fund to projects and strategies identified in the Plan adopted by the Board; (ii) include a financing plan to support such allocation; and (iii) include a schedule for all new projects and strategies identified in the Plan adopted by the Board. The Board must also update the Program by July 1 of each year and to report to the General Assembly on the status of Program implementation by December 15 of each year (the “Progress Report”).

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

In 2020, the General Assembly passed legislation that limited the imposition of regional fuels taxes to only those localities through which I-81 passes. This adjustment to the original fuel tax mechanism, however, is not anticipated to impact the financial health of the Fund. Furthermore, as per the 2020 Interstate Operations and Enhancement Program (IOEP) omnibus legislation, I-81 receives an allocation of funds from the IOEP that is equal to the ratio of (i) vehicle miles travelled (VMT) on I-81 by vehicle Class 6 or higher to (ii) the total VMT by vehicle Class 6 or higher on all Interstate highways. Beginning in FY21, the truck registration fees and road tax revenue from the Program were dedicated to the Fund. Adoption of the FY25 Six-Year Improvement Program (SYIP) included a plan for financing the Program and estimated proceeds from I-81 bonds and Transportation Infrastructure Finance and Innovation Act financing.

Decision Brief

Approval of Interstate 81 Corridor Improvement Program Progress Report and Support for Future Actions Relating to I-81 Improvement Projects

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The current and projected allocations of the Program based on the FY25 SYIP is reflected in the following table.

Fiscal Year	FY25*	FY26	FY27**	FY28	FY29	FY30**	Total**
Total Available	\$1,479.8	\$382.9	\$548.1.3	\$220.5	\$232.8	507.0	\$3,371.1

*FY25 and prior years

**Allocations include planned debt financing

In addition to multimodal and operational improvements, the initial 2018 Plan identified 106 capital projects for consideration and prioritized 64 projects for funding, with projects to be implemented through 2035 based on the current revenue assumptions and debt model.

Although not included in the 2018 Plan, in 2024 the Board modified and fully funded the northbound I-81 widening project between Exit 137 and Exit 128 in the Salem District (UPC 116197) to include southbound widening as well.

The Board added two prioritized projects from the 2018 Plan to the SYIP and provided funding for preliminary engineering and right-of-way activities as a result of the additional support provided by Item 470 of Chapter 2 of the 2024 Special Session I Acts of Assembly (the “Appropriation Act”). These two projects are (i) the widening to three lanes northbound and southbound from MM 313 to MM 317 in the Staunton District (UPC 116281); and (ii) the addition of northbound lane from mile marker (MM) 116 to MM 128 in the Salem District (UPC 116196).

Of the 64 prioritized capital projects identified in the 2018 Plan, 34 have been completed. In its adopting of the FY25-30 SYIP on June 18, 2024, the Board included both the operational improvements and the remaining prioritized capital improvement projects identified in the Plan.

Candidate projects listed below that were included in the 2018 Plan but not yet prioritized for initial funding due to complexity and risk have now been identified by the I-81 Committee for advancement as revenues become available:

- Widening of I-81 to three lanes both northbound and southbound between MM 190 and Exit 195 in the Staunton District;
- Northbound widening of I-81 to three lanes between MM 298 and MM 300 in the Staunton District;
- Re-alignment of both northbound and southbound I-81 between MM 167 and MM 168 in Salem District; and
- Southbound I-81 widening to three lanes between MM 195 and MM 200 in Staunton District.

Pursuant to Va. Code § 33.2-3602 (D), the Progress Report must include, at a minimum: (i) the safety and performance of the I-81 corridor, including the number of incidents, the average duration of incidents, the number and average duration of incidents involving lane closures, and the person-hours of delay along the I-81 corridor; (ii) an assessment of the effectiveness of the operational strategies and capital projects implemented and funded through the Program; (iii) the

Decision Brief

Approval of Interstate 81 Corridor Improvement Program Progress Report and Support for Future Actions Relating to I-81 Improvement Projects

January 14, 2025

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status of capital projects funded through the Program; and (iv) the current and projected balances of the Fund.

The 2024 Progress Report reflects the minimum requirements as required by § 33.2-3602 and the I-81 Committee, which includes Board members of the Bristol, Salem, and Staunton construction districts, received briefings on the status of the Program and met on December 13, 2024. The I-81 Committee was provided the draft I-81 Corridor Improvement Program Progress Report for review and comment.

Recommendations: Approval is recommended for the submission of the 2024 Progress Report to the General Assembly, attached hereto as Appendix A.

In addition, it is recommended that the Board acknowledge and support:

1. The remaining two projects prioritized in the 2018 Plan by fully funding such projects in the SYIP, in the following order, at such time updated revenues are available:
 - The widening I-81 to three lanes northbound and southbound from MM 313 to MM 317 (UPC 116281); and
 - The addition of a northbound lane from mile marker (MM) 116 to MM 128 (UPC 116196)
2. The candidate projects that were included in the 2018 Plan but that had not yet been prioritized for initial funding due to complexity and risk have now been recommended by the I-81 Committee for advancement as revenues become available:
 - The widening of I-81 to three lanes both northbound and southbound between MM 190 and Exit 195 in the Staunton District;
 - The northbound widening of I-81 to three lanes between MM 298 and MM 300 in the Staunton District;
 - The re-alignment of both northbound and southbound I-81 between MM 167 and MM 168 in Salem District; and
 - The widening of southbound I-81 to three lanes between MM 195 and MM 200 in Staunton District.
3. Initiating an update to the 2018 Plan.

Action Required by CTB: The Board will be presented with a resolution for a formal vote to approve the 2024 Progress Report for submission to the General Assembly regarding the status and progress of implementation of the Program. In addition, the resolution will provide the Board's acknowledgement and support for the recommended actions relating to the above-referenced I-81 candidate projects, as well as directing an update to the 2018 Plan.

Result, if Approved: If approved, the 2024 Progress Report will be submitted to the General Assembly. Further, acknowledgement and support of the Board will be documented to fully fund the remaining two projects; advance the complex, high risk projects for funding; and approve an update to the 2018 Plan.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

I-81 PROGRAM PROGRESS REPORT

December 2024

Prepared for:



Prepared by:



Commonwealth
Transportation Board



INTRODUCTION

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

LEGISLATIVE REQUIREMENTS

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

- ▶ An evaluation of safety and performance of I-81 using the following measures of effectiveness
 - ▶ **Crash frequency and severity:** the number of crashes, weighted by severity using the equivalent property damage only (EPDO) scale, summarized per mile
 - ▶ **Total delay:** the total person-hours of delay caused by the impacts of congestion, incidents, and weather events, summarized per mile
 - ▶ **Lane-impacting incident frequency:** the number of incidents (e.g., crashes, disabled vehicles, vehicle fires) that lead to at least one lane of the interstate being closed for an hour or more, summarized per mile
 - ▶ **Lane-impacting incident duration:** the duration in hours of at least one lane of the interstate being closed due to an incident for an hour or more
- ▶ An assessment of the effectiveness of the operational strategies and capital improvement projects implemented and funded through the Program
- ▶ The status of capital improvement projects funded through the Program
- ▶ The current and projected balances of the Fund

House Bill 2718 (Chapter 837), introduced by Delegates Steve Landes and Terry Austin, and Senate Bill 1716 (Chapter 846), introduced by Senators Mark Obenshain and William Carrico, established the I-81 Corridor Improvement Program, Fund, and Committee. Governor Ralph Northam announced amendments to the bills in March 2019, which provided dedicated annual funding to the corridor, estimated initially at \$103 million in fiscal year 2020 and growing to an estimated \$163 million in fiscal year 2025. These funds supported the \$2 billion improvement program (cost estimates as of the 2018 Plan). The revenues for the Fund were provided through the creation of a new truck registration fee and the establishment of an I-81 corridor regional fuels tax, a statewide diesel tax, and a statewide road tax.

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

- ▶ Authorized the sale and issuance of bonds with an aggregate principal amount of \$1 billion
- ▶ Converted the regional fuels tax to a cents per gallon tax with the opportunity for annual growth based on the Consumer Price Index
- ▶ Amended the regional fuels tax to include only localities through which I-81 passes or cities wholly encompassed by a county through which I-81 passes
- ▶ Allocated additional funding for the corridor through the Interstate Operations and Enhancement Program (IOEP). Previously provided statewide revenue sources were committed to the Commonwealth Transportation Fund beginning in fiscal year 2021

I-81 PROGRAM PROGRESS REPORT

TIMELINE OF EVENTS

2022 I-81 Corridor Improvement Report submitted to the General Assembly	JAN 2023		2023 I-81 Corridor Improvement Report submitted to the General Assembly	JAN 2024	Construction of widening project in Roanoke and Botetourt Counties begins
	FEB 2023			FEB 2024	
	MAR 2023			MAR 2024	
Construction of City of Staunton and Augusta County widening project between Exits 221 and 225 begins	APR 2023			APR 2024	
	MAY 2023	Construction of the Smyth County auxiliary lane project completed, the first auxiliary lane project completed in the I-81 Corridor Improvement Program		MAY 2024	
	JUNE 2023			JUNE 2024	
Construction of two truck climbing lane projects in Washington County begins	JULY 2023	Construction of two acceleration and two deceleration lane extension projects in Smyth County completed	Construction of deceleration lane extension project in Wythe County begins	JULY 2024	
	AUG 2023			AUG 2024	
	SEPT 2023			SEPT 2024	
	OCT 2023		Construction of widening project in Shenandoah and Warren Counties begins	OCT 2024	Construction of two truck climbing lane projects in Augusta County begins
	NOV 2023			NOV 2024	
	DEC 2023			DEC 2024	
Construction of truck climbing lane project in Smyth County completed		Commonwealth Transportation Board approved the 2023 I-81 Annual Progress Report and sent it to the General Assembly			Commonwealth Transportation Board to approve the 2024 I-81 Annual Progress Report and send it to the General Assembly

I-81 PROGRAM PROGRESS REPORT

CURRENT AND PROJECTED BALANCES OF THE FUND

As of September 2024, the Virginia Department of Transportation (VDOT) documented the current and projected funds available in the Program. The current and projected balances of the Fund are summarized in **Table 1**, of which all available funds are expected to be allocated to projects within the Program. The amounts shown in the table reflect the allocation of funding adopted by the Board on June 18, 2024, for the capital projects programmed into the Fiscal Year 2025-2030 Six-Year Improvement Program (SYIP). Estimated schedule information for capital improvement projects is available in **Appendix A** and can be found online at www.improve81.org.

Table 1: Current Versus Projected Funds Available Based on the FY 2025-2030 SYIP (in millions of dollars)

Source	Through FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
I-81 Regional Fuels Tax	\$380.3	\$90.2	\$93.2	\$95.2	\$97.3	\$99.5	\$101.6	\$957.3
I-81 Allocation from IOEP	\$354.8	\$84.5	\$114.7	\$118.7	\$123.2	\$133.3	\$138.5	\$1,067.7
Other Sources	\$29.3	\$112.0 ¹	\$175.0 ²	\$0.0	\$0.0	\$0.0	\$0.0	\$316.3
Interest Income ³	\$29.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$29.9
Subtotal	\$794.3	\$286.7	\$382.9	\$213.9	\$220.5	\$232.8	\$240.1	\$2,371.2
Planned Debt for Construction	\$199.4	\$199.4	\$0.0	\$334.2	\$0.0	\$0.0	\$266.9	\$999.9
Total	\$993.7	\$486.1	\$382.9	\$548.1	\$220.5	\$232.8	\$507.0	\$3,371.1

Sources:

Regional Fuels Tax estimate provided by the Virginia Department of Taxation, December 2023

Interstate Operations and Enhancement Program, Commonwealth Transportation Fund Six-Year Financial Plan, June 2024

Notes:

FY = Fiscal Year

¹*From General Fund revenues and the Highway Infrastructure Programs Community Project Grant*

²*From General Fund Surplus dedicated to I-81 (subject to future appropriation)*

³*Includes interest income and towing recovery revenue*

In 2020, the General Assembly passed legislation that limited the imposition of regional fuels taxes to only those localities through which I-81 passes. This adjustment to the original fuel tax mechanism is not anticipated to impact the financial health of the Fund. Furthermore, per the 2020 Interstate Operations and Enhancement Program (IOEP) omnibus legislation, I-81 receives an allocation of funds from the IOEP equal to the ratio of I-81 vehicle miles traveled (VMT) by vehicle Class 6 or higher to total VMT on all interstates in Virginia. Beginning in FY21, the truck registration fees and road tax revenue from the Program were dedicated to the Commonwealth Transportation Fund. Adoption of the FY22-27 SYIP included a plan for financing the Program and estimated proceeds from I-81 bonds and Transportation Infrastructure Finance and Innovation Act (TIFIA) financing.

STATUS OF PROJECTS FUNDED THROUGH THE PROGRAM

The FY25 SYIP adopted by the Board on June 18, 2024, included operational improvements and 29 capital improvement projects identified in the Plan. In 2021, the camera and changeable message sign installations were completed along with the three ramp extension construction projects in the Staunton District. Major progress was made on the acceleration and deceleration lane extension projects with 7 projects finishing construction in 2023. The Smyth County auxiliary lane project was also completed in 2023, which was the first completed auxiliary lane project in the I-81 corridor improvement program. In addition, a high friction overlay project was completed in Smyth County in 2023. In 2024, construction continued on several widening, truck climbing lane, auxiliary lane, and acceleration/deceleration lane extension projects in the Bristol, Salem, and Staunton districts.

Figure 1 outlines the status of the projects as of August 2024 based on project type. Project ID 60 was rescoped from a shoulder improvement project to a road widening project in 2024. In the 2023 I-81 Progress Report, Project ID 20 was categorized as an auxiliary lane project, but it was recently rescoped from an acceleration lane extension project to a high friction overlay and animal control fence project. Project ID 20 is classified as a curve improvement project in this Progress Report. A table summarizing the status of individual capital improvement projects is in **Appendix B**.

Figure 1: Status of Projects Funded Through the Program

Project Type		Status	Total Projects	Estimated Completion
Capital	Widening	11	11	2034
	Acceleration/Deceleration Lane Extension	24	35	2031
	Auxiliary Lane	1	4	2028
	Truck Climbing Lane	1	5	2027
	Curve Improvements	9	9	Completed
Operations	Safety Service Patrol Expansion	1	1	Completed
	Towing and Recovery Incentive Program	1	1	Completed
	Camera Installation	42	42	Completed
	Changeable Message Sign Installation	30	30	Completed

Legend: Complete Programmed

Source: Virginia Department of Transportation, 2024

PERFORMANCE OF THE I-81 CORRIDOR

Figure 2 through **Figure 5** show how the four performance measures changed over three multi-year periods for the eight years between 2016 and 2023. These figures also show the capital improvement projects that were completed and the ones that are still underway or planned for construction. The performance measures documented in the Plan and adopted by the Board in late 2018 were based on data through 2017. The emergence of the COVID-19 pandemic in 2020 caused a 15% reduction in total vehicle-miles traveled (VMT) on I-81, while VMT returned to pre-pandemic levels in 2021. As a result, 2020 data was removed from the multi-year performance measure analysis for this report as reduced travel on I-81 skewed the data when compared to other years.

Crash data was compared between three five-year periods not including 2020 data: 2016-2021, 2017-2022, and 2018-2023. A supplementary histogram displaying crash frequency and severity per mile for truck-related crashes is included in **Appendix C**. Delay and incident data were compared for the three two-year periods: 2019-2021, 2021-2022, and 2022-2023. Data for 2020 was also excluded from 2019-2021 results. In 2021, VDOT completed upgrading the statewide Advanced Traffic Management System (ATMS), which is used to report the occurrence of lane-impacting incidents and their duration. The lane-impacting incident and duration data for 2019 was updated in this report using the dataset from the new ATMS platform to be consistent with data from 2021 and later.

To illustrate how the program of projects impacts I-81 performance, the study team relied on a minimum of one year of data following the implementation of the program or project. **Table 2** through **Table 5** summarize corridor-wide statistics for each two- or five-year period for the four performance measures. The performance measure data has fluctuated on a segment-by-segment and corridor-wide basis in the years since the plan was developed. The total person-hours of delay decreased by 11.5% between 2022 and 2023. Total EPDO crashes also decreased by 4.7% over the five-year period ending in 2023 compared to the five-year period ending in 2022. The number of lane-impacting incidents lasting one hour or longer and the duration of lane closures due to lane-impacting incidents lasting one hour or longer has steadily increased when comparing the two-year data periods presented in **Table 3** and **Table 4**. The sharpest increase in both performance measures occurred between 2022 and 2023, with the number of lane-impacting incidents lasting one hour or longer increasing by 43.6% and the total duration of lane closures due to incidents lasting one hour or longer increasing by 71.1% year-over-year.

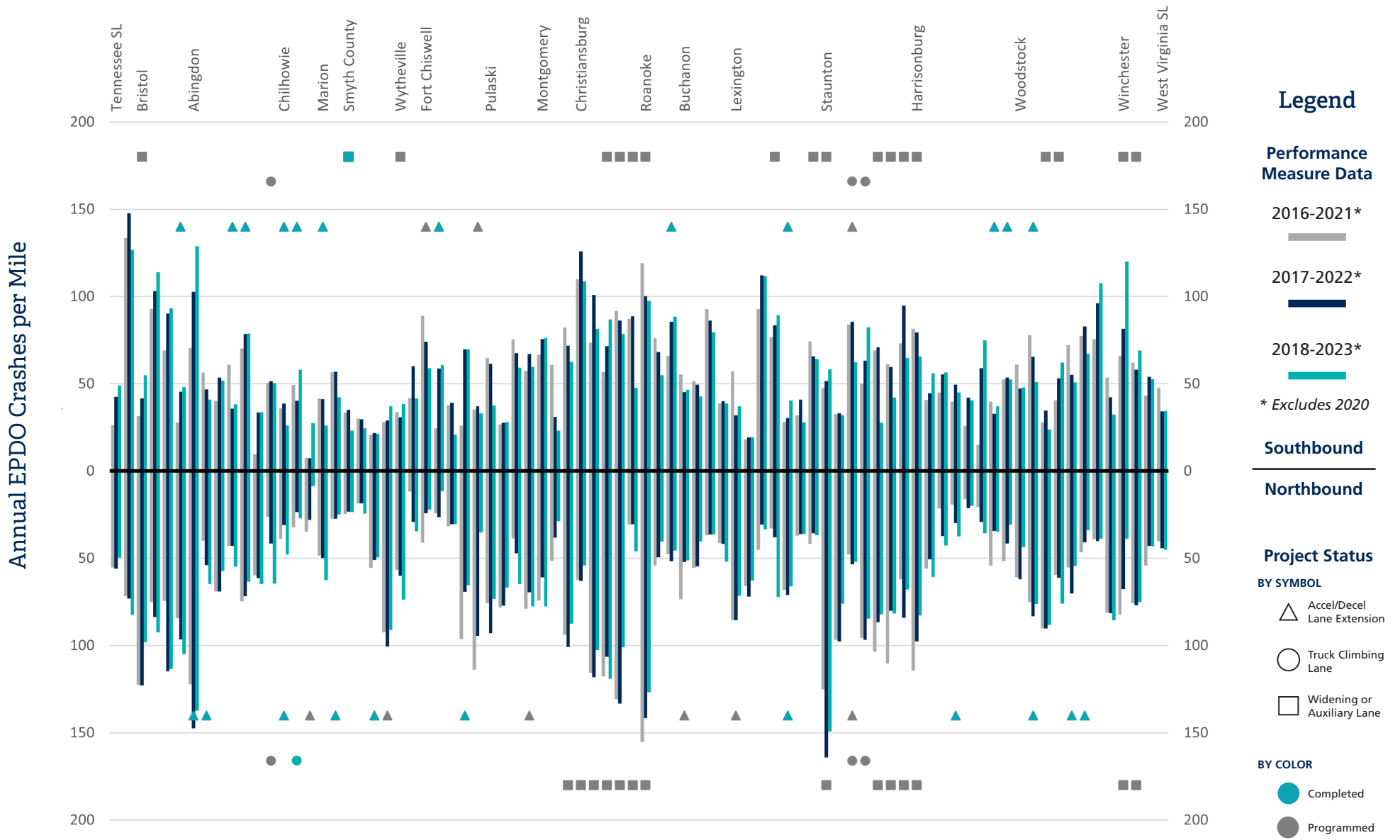
One potential cause of the increased number and duration of lane closures is work zone related incidents. For example, the increase in lane-impacting incidents over one hour is overrepresented between Exits 137 and 141, which overlaps with the ongoing Roanoke County widening project between Exits 137 and 141. Substantial construction in this area started in 2023 including bridge repairs in July, traffic shifts in August, and pavement overlay in October. The number of lane-impacting incidents over one hour increased by 57.4% between 2022 and 2023 in this project area. Furthermore, the number of crashes in this project area increased by 44.5% between 2022 and 2023 per VDOT Roadway Network System crash reports. This increase in the number of crashes was driven by an increase in work zone related crashes, which increased by 70.7%. Throughout the entire I-81 corridor, work zone related crashes increased by 34.2% between 2022 and 2023. As the construction of multiple I-81 widening projects begin in the coming years, the frequency of crashes and lane-impacting incidents will likely increase due to the presence of work zones. VDOT should continue to investigate strategies to reduce the frequency of work zone related crashes along the I-81 corridor.

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

- Data fluctuated in the years following the creation of the Plan
- Performance measure impacts of active work zones
- Performance measure data for 2020 do not reflect a typical year due to COVID-19 impacts
- Lack of sufficient time for project implementation and subsequent performance measure evaluation

I-81 PROGRAM PROGRESS REPORT

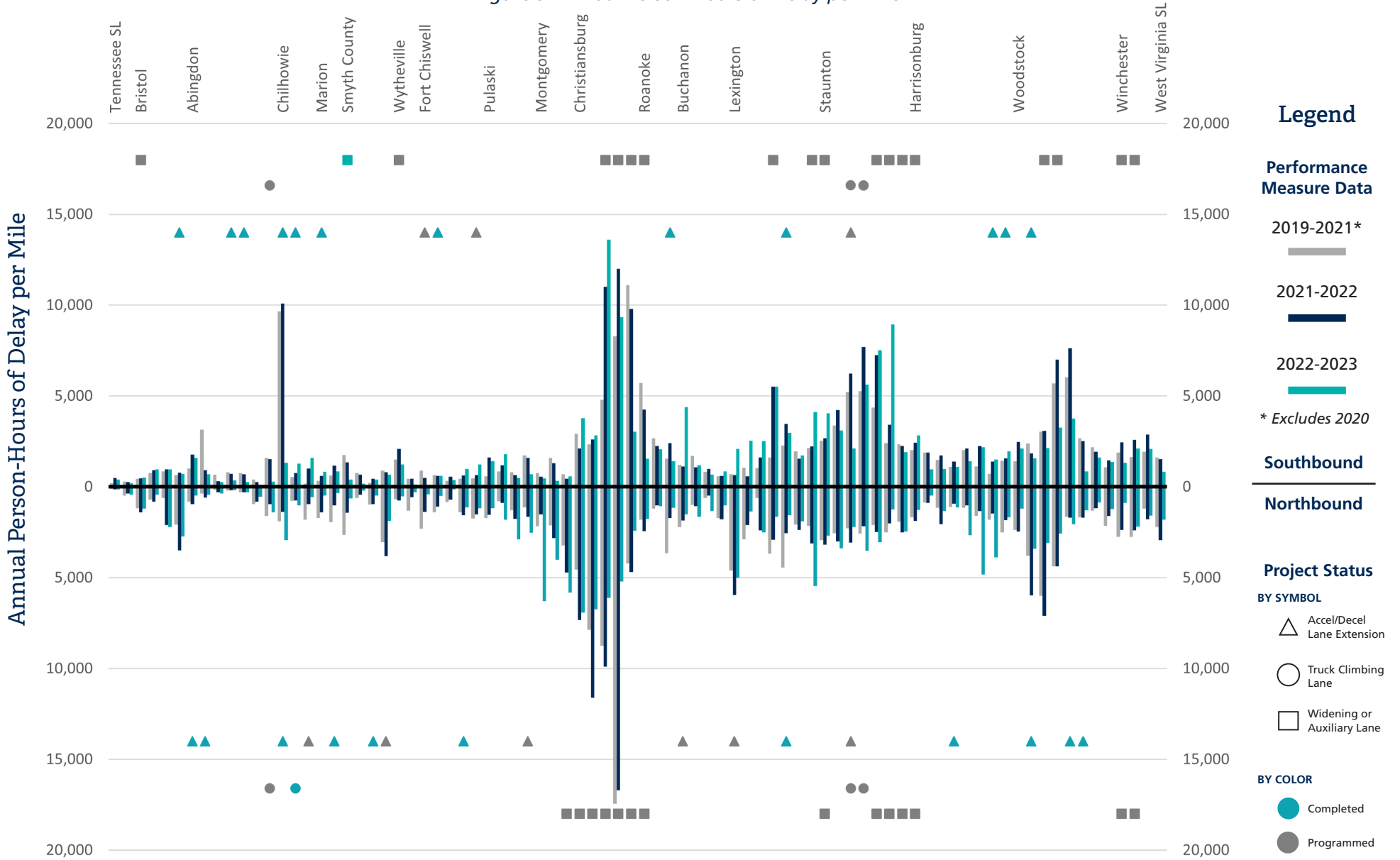
Figure 2: Annual EPDO Crashes per Mile



Note: EPDO weighting methodology was updated in this report to be consistent with EPDO weights defined in the SMART SCALE Round 6 Technical Guide

I-81 PROGRAM PROGRESS REPORT

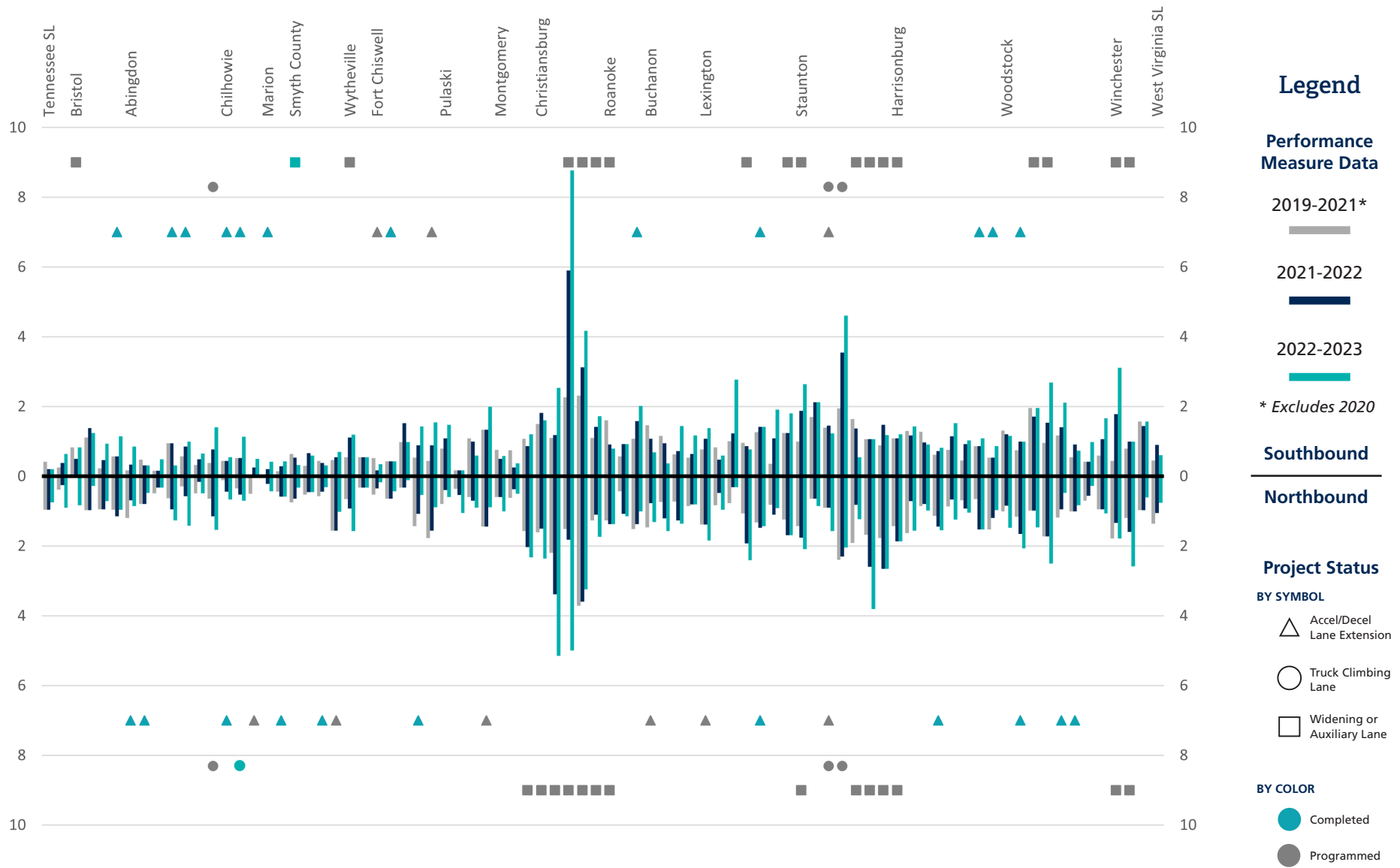
Figure 3: Annual Person-Hours of Delay per Mile



I-81 PROGRAM PROGRESS REPORT

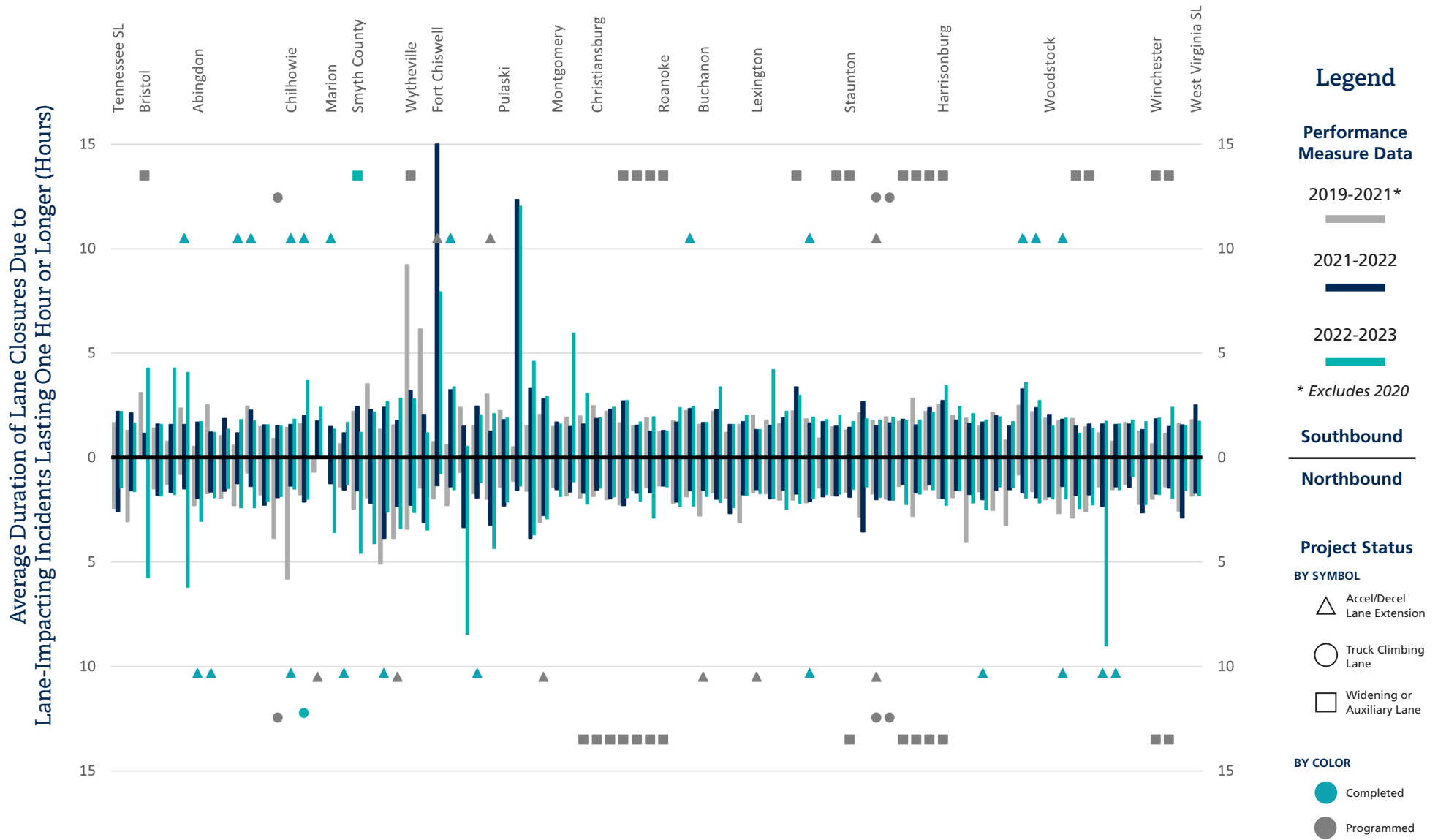
Figure 4: Annual Lane Impacting Incidents Lasting One Hour or Longer, per Mile

Annual Lane Impacting Incidents Lasting One Hour or Longer, per Mile



I-81 PROGRAM PROGRESS REPORT

Figure 5: Average Duration of Lane Closures Due to Lane-Impacting Incidents Lasting One Hour or Longer (Hours)



I-81 PROGRAM PROGRESS REPORT

Table 2: Total EPDO Crashes, Excluding 2020 Data

End of Five-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2021	99,984	91,025	191,009	-
2022	100,502	96,329	196,831	+3.0%
2023	96,587	91,066	187,653	-4.7%

Table 3: Total Person-Hours of Delay (Thousands)

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2021*	1,959	1,453	3,412	-
2022	1,813	1,714	3,527	+3.4%
2023	1,548	1,431	2,979	-15.5%

*2019-2021 without 2020 data

Table 4: Total Lane-Impacting Incidents Lasting One Hour or Longer

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2021*	781	667	1,448	-
2022	820	784	1,604	+10.8%
2023	974	960	1,934	+20.6%

*2019-2021 without 2020 data

Table 5: Total Hours of Lane Closures Due to Lane-Impacting Incidents Lasting One Hour or Longer

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2021*	1,668	1,300	2,968	-
2022	1,574	1,530	3,104	+4.6%
2023	2,079	2,124	4,203	+35.4%

*2019-2021 without 2020 data

MULTIMODAL IMPROVEMENTS TO THE I-81 CORRIDOR

Along with the capital and operational improvements included in the I-81 Corridor Improvement Plan, several multimodal improvements were planned and then implemented to provide meaningful bus transit and rail connections throughout the I-81 corridor. The Virginia Breeze bus system consists of four intercity bus routes, two of which parallel the I-81 corridor. The Valley Flyer routes between Blacksburg and Washington, D.C. and the Highlands Rhythm routes between Bristol and Washington D.C. During FY24, the on-time performance for these services was 70% and the percent of fare revenues compared to total operating cost (farebox recovery rate) was 58%. Combined ridership for both routes in FY24 was 47,036.

The I-81 Multimodal Corridor Improvement Plan also includes expansion of passenger and freight rail in the New River Valley. With the addition of a second roundtrip on the Washington-Roanoke Route in July 2022, FY 2023 saw record-high ridership for Amtrak along the I-81 corridor with a 43.1% increase in ridership on the Washington-Roanoke Route compared to FY 2022. In Sept of 2024, negotiations were finalized with Norfolk Southern to improve the rail systems near the I-81 corridor. The improvements consist of:

- Purchasing the Manassas Line, including Seminary Yard for future VRE storage.
- Adding a second track 7 miles south of Manassas and extending the route between Roanoke and Washington, D.C. to include New River Valley
- Initiating a second Amtrak train on the Roanoke Route in 2022
- Improving the Roanoke yard with a passenger bypass track to improve efficiency of passenger trains traversing the yard
- Securing a site at Cambria in the New River Valley for a passenger station to extend service beyond Roanoke, with a provision for a service facility at Radford to store and service Amtrak equipment.

Construction of these improvements are expected to be complete in 2026, excluding the construction of the new train station at New River Valley. The New River Valley Amtrak station is approaching the completion of 60% engineering for passenger platforms and a train layover facility in Radford. These elements are targeting completion in 2027. The Cambria Amtrak Station building is under development by the New River Valley Station Authority; once 30% engineering is completed for the building a precise timeline for the project will be developed.

COMMONWEALTH TRANSPORTATION BOARD ACTIVITIES

As of December 2024, VDOT plans to deliver an I-81 Corridor Improvement Program update to the Commonwealth Transportation Board in January 2025. According to the legislation, the Board must submit an annual progress report to the General Assembly by December 15, 2024.

I-81 ADVISORY COMMITTEE MEETING, DECEMBER 2024

VDOT delivered an I-81 Corridor Improvement Program update to the I-81 Advisory Committee on December 13, 2024. More details and materials from the meeting are available on the Improve 81 website (improve81.vdot.virginia.gov).

NEXT STEPS

Most of the capital improvement projects are either under construction or in the design phase. Construction will continue or be completed on the following projects in 2025.

- Bristol District
 - Widen to three lanes between Exit 10 and Exit 7 (southbound only)
 - Add truck climbing lanes between MM 32 and MM 34 (both directions)
 - Extend deceleration lane at Exit 72 (northbound only)
 - Add auxiliary lane between I-77 Exit 40 and I-81 Exit 72 and extend acceleration lane (southbound only)
 - Add auxiliary lane between Exit 73 and Exit 72 (southbound only)
 - Extend I-77 deceleration lane and reconfigure off-ramp (I-81 MM 73 to I-77 MM 42.9)
 - Extend deceleration lane at Exit 81 (southbound only)
- Salem District
 - Widen to three lanes between Exit 137 and Exit 140 (both directions)
 - Widen to three lanes between Exit 140 and Exit 141 (both directions)
 - Widen to three lanes between Exit 143 and Exit 150 (both directions)
- Staunton District
 - Add auxiliary lane between Exit 221 and Exit 220 (southbound only)
 - Widen to three lanes between Exit 221 and Exit 225 (both directions)
 - Add truck climbing lane at Weyers Cave (MM 234 to 237) (both directions)
 - Widen to three lanes between MM 299 and MM 296 (southbound only)

In addition, construction will begin in 2025 at the following locations.

- Bristol District
 - Extend deceleration lane at Exit 45 (northbound only)
- Salem District
 - Extend acceleration lane at Exit 94 (southbound only)
 - Extend acceleration lane at Exit 105 (northbound only)
 - Widen to three lanes between Exit 128 and Exit 137 (both directions)
- Staunton District
 - Extend acceleration lane at Exit 188 (northbound only)
 - Widen to three lanes between Exit 243 and Exit 247 (both directions)

APPENDICES



Appendix A: Preliminary Capital Improvement Project Schedule

Appendix B: Improvements Summary Table

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

Appendix A:

Preliminary Capital Improvement Project Schedule

Appendix B:

Improvements Summary Table

RECOMMENDED IMPROVEMENTS

Study Project ID	UPC	District	Jurisdiction(s)	Direction	Mile Marker			Improvement Description
					From		To	
27	116170	Bristol	Washington County / Bristol	SB only	8.0	to	9.9	Widen to three lanes between Exit 10 and Exit 7
26	116171	Bristol	Abingdon	SB only	16.5	to	16.8	Extend acceleration lane at Exit 17
25	115394	Bristol	Abingdon	SB only	17.6	to	17.6	Curve improvements (flashing chevrons)
1	115393	Bristol	Abingdon	NB only	17.9	to	17.9	Curve improvements (flashing chevrons)
2	116155	Bristol	Washington County / Abingdon	NB only	19.1	to	19.4	Extend deceleration lane at Exit 19
24	115395	Bristol	Washington County	SB only	21.5	to	21.5	Curve improvements (flashing chevrons)
23	115346	Bristol	Washington County	SB only	26.1	to	25.9	Extend acceleration lane at Exit 26
22	115345	Bristol	Washington County	SB only	26.8	to	26.7	Extend deceleration lane at Exit 26
3	116156	Bristol	Washington County	NB only	32.5	to	33.5	Add truck climbing lane
21	116172	Bristol	Washington County	SB only	32.8	to	34.3	Add truck climbing lane
20	116173	Bristol	Smyth County	SB only	38.1	to	39.2	Install high friction overlay and animal control fence
5	116159	Bristol	Smyth County	NB only	38.6	to	38.9	Extend deceleration lane at Exit 39
19	116174	Bristol	Smyth County	SB only	39.4	to	39.7	Extend deceleration lane at Exit 39
4	116157	Bristol	Smyth County	NB only	39.5	to	40.8	Add truck climbing lane
17	116167	Bristol	Smyth County / Marion	SB only	42.8	to	43.1	Extend acceleration lane at Exit 44
6	116160	Bristol	Smyth County / Marion	NB only	45.1	to	45.7	Extend deceleration lane at Exit 45
16	116158	Bristol	Smyth County / Marion	SB only	47.3	to	47.7	Extend acceleration lane at Exit 47
7	116161	Bristol	Smyth County / Marion	NB only	48.1	to	48.9	Extend acceleration lane at Exit 47
15	116169	Bristol	Smyth County	SB only	54.1	to	54.5	Add auxiliary lane between Exit 54 and Smyth Safety Rest Area
8	116162	Bristol	Wytheville	NB only	67.1	to	67.4	Extend deceleration lane at Exit 67
9	115600	Bristol	Wytheville	NB only	67.6	to	67.6	Curve improvements (flashing chevrons)
10	116163	Bristol	Wytheville	NB only	72.5	to	73.3	Extend deceleration lane at Exit 72
18	116175	Bristol	Wythe County	SB only	72.7	to	73.4	Add auxiliary lane between I-77 Exit 40 and I-81 Exit 72 and extend acceleration lane
11	116164	Bristol	Wytheville	NB only	73.0 (I-81)	to	42.9 (I-77)	Extend I-77 deceleration lane and reconfigure off-ramp
14	116168	Bristol	Wytheville	SB only	73.2	to	73.8	Add auxiliary lane between Exit 73 and Exit 72
13	116166	Bristol	Wythe County	SB only	81.7	to	81.9	Extend deceleration lane at Exit 81
12	116165	Bristol	Wythe County	SB only	84.3	to	84.6	Extend deceleration lane at Exit 84
28	115794	Salem	Pulaski County	NB only	88.0	to	88.0	Curve improvements (flashing chevrons)
29	115795	Salem	Pulaski County	NB only	90.2	to	90.7	Extend acceleration lane at Exit 89
38	116200	Salem	Pulaski County / Pulaski	SB only	94.2	to	93.7	Extend acceleration lane at Exit 94
30	116198	Salem	Montgomery County / Radford	NB only	105.5	to	106.0	Extend acceleration lane at Exit 105
31	116196	Salem	Montgomery County / Christianburg	NB only	116.2	to	128.4	Widen to three lanes between MM116 and Exit 128
32	116197	Salem	Montgomery County / Roanoke County / Salem	Both Directions	128.4	to	137.1	Widen to three lanes between Exit 128 and Exit 137
39A	116203	Salem	Roanoke County / Salem	Both Directions	136.0	to	139.0	Widen to three lanes between Exit 137 and Exit 140
39B		Salem	Roanoke County / Salem	Both Directions	139.0	to	142.0	Widen to three lanes between Exit 140 and Exit 141
40	116201	Salem	Roanoke County / Botetourt County	Both Directions	144.2	to	151.3	Widen to three lanes between Exit 143 and Exit 150
37	116202	Salem	Botetourt County	SB only	158.0	to	157.2	Extend acceleration lane at Troutville Safety Rest Area
36		Salem	Botetourt County	SB only	158.4	to	158.2	Extend deceleration lane at Troutville Safety Rest Area
33	116199	Salem	Botetourt County / Buchanan	NB only	162.4	to	162.9	Extend acceleration lane at Exit 162
34	--	Salem	Botetourt County	NB only	171.7	to	175.6	Curve improvements (flashing chevrons)
35	--	Salem	Botetourt County	SB only	175.3	to	171.4	Curve improvements (flashing chevrons)
41	116246	Staunton	Rockbridge County	NB only	189.0	to	189.4	Acceleration Lane Extension at Exit 188
60	116282	Staunton	Rockbridge County	SB only	200.5	to	205.0	Widen to three lanes between Exit 205 and Exit 200
59	116245	Staunton	Rockbridge County	SB only	204.9	to	204.6	Acceleration Lane Extension at Exit 205
42	115801	Staunton	Rockbridge County	NB only	205.3	to	205.7	Acceleration Lane Extension at Exit 205
58	116279	Staunton	Augusta County	SB only	221.2	to	221.0	Add Auxiliary Lane between Exit 221 and Exit 220
61	116269	Staunton	Augusta County / Staunton	Both Directions	221.4	to	225.6	Widen to three lanes between Exit 221 and Exit 225
43	116271	Staunton	Augusta County	NB only	232.4	to	232.8	Acceleration Lane Extension at Northbound Mt Sidney Rest Area
57	116276	Staunton	Augusta County	SB only	232.5	to	231.9	Acceleration Lane Extension at Southbound Mt Sidney Rest Area
56	116275	Staunton	Augusta County	SB only	232.9	to	232.7	Deceleration Lane Extension at Southbound Mt Sidney Rest Area
44	116277	Staunton	Augusta County / Rockingham County	NB only	234.1	to	237.7	Truck Climbing Lane at Weyers Cave (Northbound)
55	116278	Staunton	Augusta County	SB only	237.9	to	234.2	Truck Climbing Lane at Weyers Cave (Southbound)
62	116280	Staunton	Rockingham County / Harrisonburg	Both Directions	242.0	to	248.8	Widen to three lanes between Exit 243 and Exit 247
45	115802	Staunton	Shenandoah County	NB only	268.8	to	268.9	Deceleration Lane Extension at Exit 269
54	115848	Staunton	Shenandoah County	SB only	272.7	to	271.8	Curve Improvements (Flashing Chevrons)
53	116243	Staunton	Shenandoah County	SB only	278.6	to	278.4	Acceleration Lane Extension at Exit 279
52	115804	Staunton	Shenandoah County	SB only	282.8	to	282.6	Acceleration Lane Extension at Exit 283
46	116270	Staunton	Shenandoah County	NB only	291.8	to	292.1	Acceleration Lane Extension at Exit 291
51	116244	Staunton	Shenandoah County	SB only	296.1	to	296.0	Acceleration Lane Extension at Exit 296
50	116268	Staunton	Shenandoah County / Warren County / Frederick County	SB only	299.6	to	295.4	Widen to three lanes between MM299 and MM296
48	115870	Staunton	Frederick County	NB only	302.0	to	302.2	Deceleration Lane Extension at Exit 302
47	116236	Staunton	Frederick County	NB only	302.6	to	302.9	Acceleration Lane Extension at Exit 302
49	115803	Staunton	Frederick County	NB only	303.5	to	303.8	Deceleration Lane Extension at Truck Scales (MM 304)
63	116281	Staunton	Frederick County / Winchester	Both Directions	313.8	to	317.5	Widen to three lanes between Exit 313 and Exit 317

LEGEND

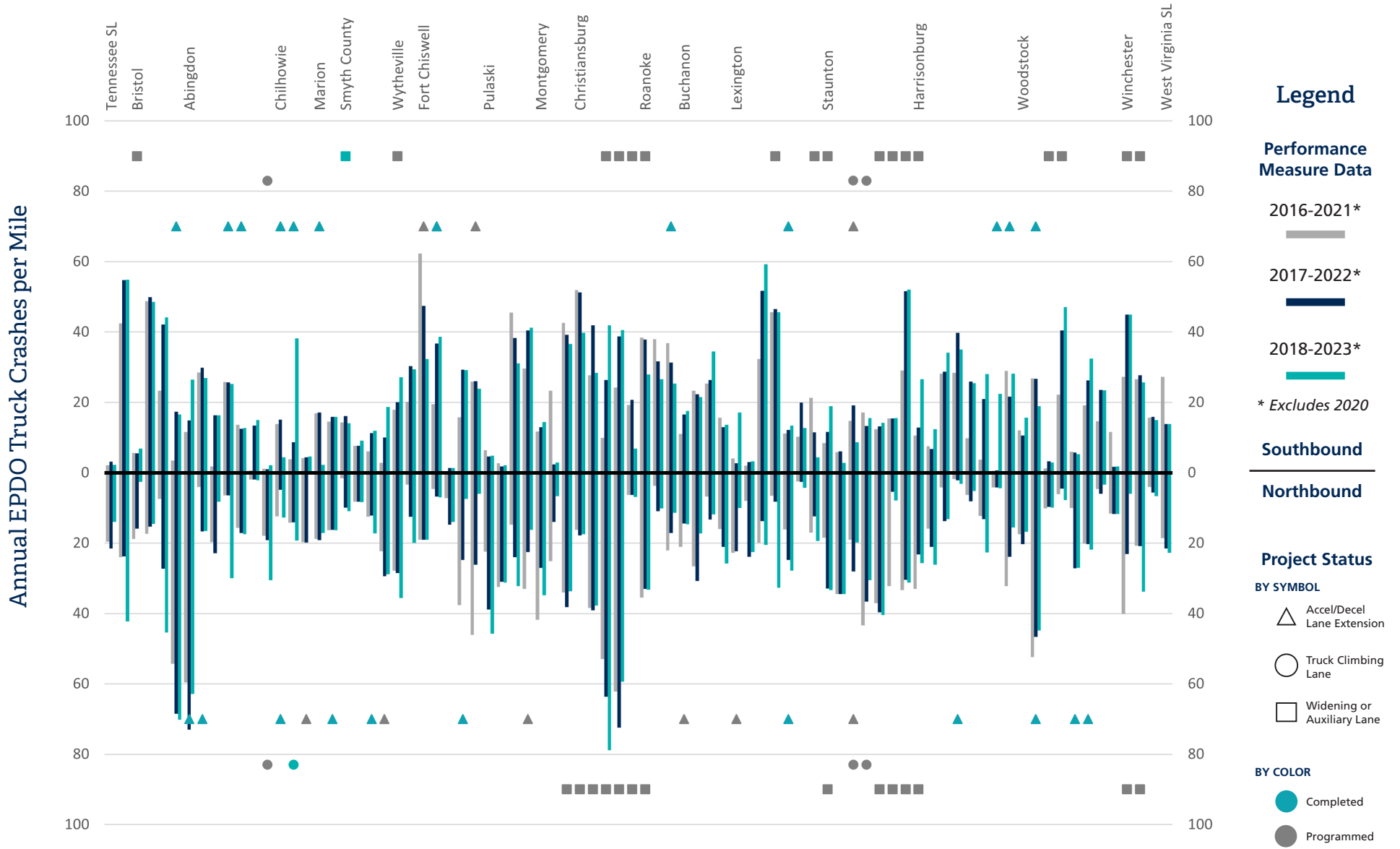
■ SYIP Projects Complete ■ SYIP Projects Programmed

Appendix C:

Crash Frequency and Severity Per Mile for Truck-Related Crashes

I-81 PROGRAM PROGRESS REPORT

Annual EPDO Truck Crashes per Mile





BIDS FOR JANUARY CTB ACTION MEETING

| Ben Coaker, P.E.

January 14, 2025

Order No. 136 – Bristol – UPC 125318,125319, & 125320

SCOPE:	2025 LATEX MODIFIED – PRIMARY / SECONDARY
LOCATION:	LEE AND SCOTT COUNTIES
BIDS:	2
LOW BID:	\$5,217,318 (within range)
CONTRACTOR:	SLURRY PAVERS, INC. (RICHMOND, VA)

Order No. 138 – Bristol – UPC 125323, 125324, & 125325

SCOPE:	2025 LATEX MODIFIED – PRIMARY / SECONDARY
LOCATION:	RUSSELL AND TAZEWELL COUNTIES
BIDS:	2
LOW BID:	\$6,031,038 (within range)
CONTRACTOR:	SLURRY PAVERS, INC. (RICHMOND, VA)

Order No. L61 – Fredericksburg – UPC 120057

SCOPE:	NORRIS BRIDGE STEEL REPAIRS
LOCATION:	MIDDLESEX AND LANCASTER COUNTIES
BIDS:	6
LOW BID:	\$7,071,780 (within range)
CONTRACTOR:	FREYSSINET, INC. (STERLING, VA)

Order No. 266 – SALEM – UPC 125720,125721

SCOPE:	2025 PLANT MIX – SECONDARY
LOCATION:	PATRICK AND HENRY COUNTIES
BIDS:	2
LOW BID:	\$7,035,574 (within range)
CONTRACTOR:	APAC-ATLANTIC, INC., (GREENSBORO, NC)

Order No. M06 – Hampton Roads – UPC 122643

SCOPE:	BRIDGE REPAIRS
LOCATION:	VARIOUS COUNTIES
BIDS:	4
LOW BID:	\$6,494,985 (exceeds range)
CONTRACTOR:	OTB ASSOCIATES, LLC. dba OTB CONTRACTING (MIDLAND, VA)

Order No. 269 – Salem – UPC 125717 & 125725

SCOPE:	2025 PLANT MIX – INTERSTATE/SECONDARY
LOCATION:	CARROLL COUNTY
BIDS:	1
LOW BID:	\$10,075,985 (within range)
CONTRACTOR:	ADAMS CONSTRUCTION COMPANY (ROANOKE, VA)

Order No. 459 – Richmond – UPC 125594

SCOPE:	2025 PLANT MIX – INTERSTATE
LOCATION:	HANOVER AND HENRICO COUNTIES
BIDS:	1
LOW BID:	\$7,955,777 (within range)
CONTRACTOR:	ALLAN MYERS VA, INC. (GLEN ALLEN, VA)

Order No. L94 – Northern Virginia – UPC 121699

SCOPE:	STRUCTURAL STEEL BRIDGE REPAIRS
LOCATION:	ARLINGTON AND FAIRFAX COUNTIES
BIDS:	3
LOW BID:	\$5,704,149 (within range)
CONTRACTOR:	MARTINS CONSTRUCTION CORP., (FALLS CHURCH, VA)

Order No. M08 – Northern Virginia – UPC 125317

SCOPE:	ON-CALL PEDESTRIAN TRAFFIC SIGNAL MODS.
LOCATION:	DISTRICT-WIDE
BIDS:	4
LOW BID:	\$5,267,313 (exceeds range)
CONTRACTOR:	VSL ELECTRICAL, SIGNING, LIGHTING LLC., (CHESHIRE, CT)

Order No. 148 – Bristol – UPC 125334

SCOPE:	2025 PLANT MIX – PRIMARY
LOCATION:	BUCHANAN, RUSSELL, & TAZEWELL COUNTIES
BIDS:	2
LOW BID:	\$5,298,923 (within range)
CONTRACTOR:	W-L CONSTRUCTION & PAVING, INC., (CHILHOWIE, VA)

Order No. 330 – Lynchburg – UPC 125037, 125039, 125665, & 125668

SCOPE:	SGR – 2025 PLANT MIX – PRIMARY/SECONDARY
LOCATION:	CITY OF DANVILLE AND PITTSYLVANIA COUNTY
BIDS:	1
LOW BID:	\$6,846,646 (within range)
CONTRACTOR:	ADAMS CONSTRUCTION COMPANY, (ROANOKE, VA)

Order No.332 – Lynchburg – UPC 125034, 125044, 125045, 125659-125662, & 125664

SCOPE:	SGR – 2025 PLANT MIX – PRIMARY/ SECONDARY
LOCATION:	CITY OF LYNCHBURG, APPOMATTOX AND CAMPBELL COUNTIES
BIDS:	2
LOW BID:	\$7,747,490 (within range)
CONTRACTOR:	ADAMS CONSTRUCTION CO., (ROANOKE, VA)

Order No. 548 – Hampton Roads – UPC 125432, 125731, 125733, & 125734

SCOPE:	2025 PLANT MIX – PRIMARY/SECONDARY
LOCATION:	NORTHAMPTON AND ACCOMACK COUNTIES
BIDS:	2
LOW BID:	\$6,866,777 (within range)
CONTRACTOR:	ALLAN MYERS VA, INC., (GLEN ALLEN, VA)

Order No. 265 – Salem – UPC 125718 & 125719

SCOPE:	2025 PLANT MIX – SECONDARY
LOCATION:	VARIOUS COUNTIES
BIDS:	2
LOW BID:	\$10,304,846 (within range)
CONTRACTOR:	ADAMS CONSTRUCTION CO., (ROANOKE, VA)

Order No. 267 – Salem – UPC 125722 & 125723

SCOPE:	2025 PLANT MIX – PRIMARY/SECONDARY
LOCATION:	FRANKLIN AND BEDFORD COUNTIES
BIDS:	2
LOW BID:	\$6,295,219 (within range)
CONTRACTOR:	ADAMS CONSTRUCTION COMPANY, (ROANOKE, VA)

Order No. 657 – Fredericksburg – UPC 125781, 125783, & 125785

SCOPE:	2025 PLANT MIX – PRIMARY/SECONDARY
LOCATION:	VARIOUS COUNTIES
BIDS:	1
LOW BID:	\$5,834,777 (within range)
CONTRACTOR:	ALLAN MYERS VA, INC., (GLEN ALLEN, VA)

Order No. L39 – Hampton Roads – UPC 121173

SCOPE:	BERKLEY BRIDGE MECHANICAL AND ELECTRICAL SYSTEM REPLACEMENT
LOCATION:	CITY OF NORFOLK
BIDS:	2
LOW BID:	\$78,219,287 (within range)
CONTRACTOR:	PCL CONSTRUCTION, INC., (TAMPA, FL)

Order No. DB133 – Richmond – 123831

SCOPE:	I-64 GAP SEGMENT B WIDENING
LOCATION:	NEW KENT COUNTY
BIDS:	2
BEST VALUE BID:	\$203,750,500 (within range)
CONTRACTOR:	SHIRLEY CONTRACTING COMPANY, LLC (LORTON, VA)



Virginia Department of Transportation

January 2025 CTB Meeting

136

LM1V-961-F25, N501

Lee & Scott Counties

The purpose of this project is to apply Latex Overlay on various primary and secondary routes in Lee and Scott Counties in the Bristol District. The project will include mainline latex overlay, line markings, and installation of pavement markers.

This project has federally and state funded Primary and Secondary routes. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: October 19, 2025

138

LM1X-961-F25, N501

Russell & Tazewell Counties

The purpose of this project is to apply Latex Overlay on various primary and secondary routes in Russell and Tazewell Counties in the Bristol District. The project will include mainline latex overlay, line markings, and installation of pavement markers.

This project has federally and state funded Primary and Secondary routes. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: October 19, 2025

L61

0003-059-622, B613

Middlesex & Lancaster Counties

Route 3 over Rappahannock River (Robert O. Norris Bridge):

The purpose of this project is to perform structural steel repairs on the existing bridge which include installation of a new girder-support assembly, a new deck-truss-support assembly, and a new thru-truss-support assembly, as well as gusset plate repairs, deck-truss crack repair and retrofit, girder and truss pin-end repairs, girder and truss pin-cap rehabilitation, and the filling of missing bolt holes.

This project is Federally eligible with exception. Use of a barge may be required to perform some of these repairs, but this will not impact the boat traffic or the navigation channel. This project is exempt from SERP, and NEPA is not required. No potential hazardous materials issues or impacts are anticipated. No threatened or endangered species or habitats are likely to be adversely affected when TOYR (Feb 15 thru July 15th) are followed. Peregrine Falcons have been known to nest on the bridge in the past and a 600-foot buffer around active nests is required. TMP one-lane closures of traffic may be required to perform some of these repairs. All work will be performed within the existing right of way and no utilities will be impacted.

Fixed Completion Date: September 03, 2026

266

PM2W-962-F25, P401

Henry & Patrick Counties

The purpose of this project is to apply Plant Mix treatments to various secondary routes in Henry and Patrick Counties. The project will include mainline resurfacing and pavement line markings.

The secondary routes included under UPC 125720 are eligible for state funding while secondary routes included under UPC 125721 are eligible for federal funding. The inclusion of dedicated pedestrian or bicycle facilities is not applicable. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 15, 2025

M06

9999-965-464, B641-B646

Various Counties

This project is in the Hampton Roads District at the following locations: Dock Landing Rd over I-664, Route 301 over Rowanty, Rte. 617 over Blackwater River, I-95 ramp to Rte 301, Rte. 626 over Rte. 10, and Rte. 301 over I-95.

The purpose of this project is to perform various bridge repairs in the rural section of the Hampton Roads District. The project will consist of crack/delamination/spall repairs, substructure and superstructure concrete repairs, beam end repairs, diaphragm repairs, bearing replacements, anchor bolt replacements, and girder heat straightening.

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

Fixed Completion Date: June 3, 2026

269

PM2Q-017-F25, P401 & PM2S-017-F25, P401

Carroll County

The purpose of this project is to place Plant Mix on various Interstate and Secondary routes in Carroll County. The project will include mainline and shoulder resurfacing and pavement line markings.

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

Fixed Completion Date: November 15, 2025

459

PM44-964-F25, P401

Hanover & Henrico Counties

The purpose of this project is to place Plant Mix on a portion of Interstate 95 in Hanover County and a portion of Interstate 195 in Henrico County. The project will include patching, mainline resurfacing, ramp resurfacing, installation of pavement line markings and installation of pavement markers.

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

Fixed Completion Date: November 21, 2025

L94

9999-96A-269, B613, B666, B667, B668 & B669

Fairfax & Arlington Counties

The purpose of this project is to perform needed maintenance repairs while improving rideability and prolonging the service life of 5 bridges on Interstate 395, Interstate 66 and ramps on Interstate 495 in Fairfax and Arlington Counties. The scope of this project will include rehabilitating and or eliminating expansion joints, performing bridge superstructure and substructure surface repairs, applying waterproofing to the substructure elements, replacing bearings and upgrading guardrails where applicable.

This project is eligible for federal funding and being on the Interstate system, the inclusion of dedicated pedestrian or bicycle facilities is not applicable. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and with minimal impacts to utilities.

Fixed Completion Date: April 28, 2027

M08
9999-96A-728, N501

District-wide

This is a federally eligible on-call pedestrian traffic signal modification & rectangular rapid flash beacon (RRFB) installation contract, to be administered on task order basis. Work will mostly support the Highway Safety Improvements Program (HSIP) pedestrian modifications for the Phase 2 systemic initiatives. Phase 2 consists of expanded signal modifications and mid-block (such as RRFB with new power installation) treatments. Other signal modification work such as accessible pedestrian signals (APS) retrofits will also be delivered under this contract.

The project is qualified for a Programmatic Categorical Exclusion. No further environmental documents will be required. No right of way will be acquired for this project. All work will be performed within the existing right of way.

Fixed Completion Date: February 8, 2025

148
PM1X-961-F25, N501

Russell, Tazewell, & Buchanan Counties

The purpose of this project is to apply Plant Mix Overlay on various primary routes in Russell, Buchanan, and Tazewell Counties in the Bristol District. The project will include mainline milling, paving, line markings, and installation of pavement markers.

This project has federally funded Primary routes. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 21, 2025

330
PM3F-M04-F25, N501

Pittsylvania County & the City of Danville

The purpose of this project is to place Plant Mix on various routes in Pittsylvania County and Plant Mix resurfacing of State of Good Repair Primary Extension routes in the City of Danville. The project will include deep milling, mainline resurfacing, pavement line markings, and installation of pavement markers where applicable.

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

Fixed Completion Date: November 21, 2025

332

PM3B-M09-F25, N501

Appomattox & Campbell Counties & City of Lynchburg

The purpose of this project is to place Plant Mix on various routes in Appomattox and Campbell Counties and Plant Mix resurfacing of State of Good Repair Primary Extension routes in the City of Lynchburg. The project will include deep milling, mainline resurfacing, pavement line markings, and installation of pavement markers where applicable.

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

Fixed Completion Date: November 21, 2025

548

PM5G-001-F25,P401

Accomack & Northampton Counties

The purpose of this project is to place Plant Mix overlay on various primary and secondary routes in Accomack and Northampton Counties within the Accomack Residency. This project will include asphalt mainline and shoulder resurfacing, as well as the removal and installation of pavement markings, messages, and pavement markers where applicable.

The project is eligible for federal funding. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within the existing right of way and no utilities will be impacted.

Fixed Completion Date: November 21, 2025

265

PM2U-962-F25, P401

Various Counties

The purpose of this project is to place Plant Mix on various secondary routes in the Salem and Christiansburg Residencies. The project will include mainline resurfacing and pavement line markings.

The secondary routes included under UPC 125718 are eligible for state funding while secondary routes included under UPC 125719 are eligible for federal funding. The inclusion of dedicated pedestrian or bicycle facilities is not applicable. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 15, 2025

267

PM2Z-962-F25, P401

Bedford & Franklin Counties

The purpose of this project is to place Plant Mix on various secondary routes in Bedford and Franklin Counties. The project will include mainline resurfacing and pavement line markings.

The secondary routes included under UPC 125722 are eligible for state funding while secondary routes included under UPC 125723 are eligible for federal funding. The inclusion of dedicated pedestrian or bicycle facilities is not applicable. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 15, 2025

657

PM6G-966-F25, P401

Various Counties

The purpose of this project is to place Plant Mix on various routes in Essex, Gloucester, King and Queen, King William, Mathews, and Middlesex Counties. The project includes milling, placement of asphalt concrete, and installation of pavement line markings.

This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 21, 2025

L39

0264-122-491, C501, B660, B661

Norfolk County

The purpose of this project is to maintain reliable operability and restore serviceability to the Berkley Bridges. The project will replace major obsolete components and systems, including the electrical drives and control systems, machinery, submarine cables and warning gates. The bridge will remain fully operational to marine and vehicular traffic during construction.

This project is designated as Federally Eligible with Exception and is funded through the 614 Special Structures Program. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: March 19, 2031

**January 2025 CTB Meeting
DESIGN BUILD PROJECT AWARD**

Project Name: I-64 GAP Segment B Widening
Project #: 0064-063-624, P101, R201, C501
UPC: 123831 (PE, RW, CN)
Contract #: C00123831DB133
Location: New Kent County, Richmond District

The Project is located in the New Kent County– widening approximately 8.7 miles along I-64 between approximate Mile Marker (MM) 215.6 and MM 224.3. The two existing EB and WB general-purpose lanes will be widened on the median side to three lanes in each direction. This project will be the final of three segments that will widen I-64 from four to six lanes from mile marker 204.9 in New Kent County to mile marker 234 in York County. The purpose of this additional work is to improve traffic operations and safety, provide faster travel times, reduce congestion, and provide a more reliable system of travel in the I-64 corridor by widening the remaining unwidened section of I-64.

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

Funding Sources:

Accounts Receivable: CVTAAR Funds (CNRR22); Transportation Initiatives: TI - I-64 Gap Project: General Fund-State (CSTG04); HB1887 - HPP (1): HPP - NHPP (HF1100); HB1887 - HPP (1): HPP - NHPP Soft Match (HF1101); HB1887 - HPP (2): HPP: Nat. Freight Pgm - Federal (HF1150); HB1887 - HPP (2): HPP: Nat. Freight Pgm - Soft Match (HF1151); HB1887 - HPP (1): HPP - NHPP Exempt (HF1400); HB1887 - HPP (1): HPP - NHPP Exempt Soft Match (HF1401); HB1887 - HPP (1): HPP-STP STWD (HF2100); HB1887 - HPP (1): HPP-STP STWD Soft Match (HF2101); HB1887 - HPP (1): HPP - State (HS0100)

Final Completion Date: May 25, 2029

Offerors:

<u>Name</u>	<u>Price</u>	<u>Combined Score</u>
Shirley Contracting Company, LLC	\$ 203,750,500.00	89.53
Allan Myers-Wagman Joint Venture	\$ 202,977,777.00	87.49

Letting Date: 11/20/2024

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
136	125318, 125319, 125320	LOCATION: VARIOUS	SLURRY PAVERS, INC.	2	\$5,217,318.09	\$5,558,281.17	Within
	LM1V-961-F25,N501	LEE,	RICHMOND				
	PM01(352)	SCOTT	VA				
	Maintenance Funds	BRISTOL DISTRICT					
		2025 LATEX MODIFIED - PRIMARY/ SECONDARY					
138	125323, 125324, 125325	LOCATION: VARIOUS	SLURRY PAVERS, INC.	2	\$6,031,038.17	\$6,160,208.63	Within
	LM1X-961-F25,N501	TAZEWELL,	RICHMOND				
	PM01(352)	RUSSELL	VA				
	Maintenance Funds	BRISTOL DISTRICT					
		2025 LATEX MODIFIED - PRIMARY/ SECONDARY					

2 Recommended for AWARD \$11,248,356.26

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 12/3/24

Letting Date: 11/20/2024

AWARD

RURAL

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
L61	120057	FROM: 1.30 Mi. W. LOCKLIES CREEK RD	FREYSSINET, INC.	6	\$7,071,780.00	\$9,135,165.93	Within
	0003-059-622,B613	TO: 0.35 Mi. E. RIVERS LANDING DR	STERLING				
		MIDDLESEX, LANCASTER	VA				
	Construction/Maintenance Funds	FREDERICKSBURG DISTRICT					
		NORRIS BRIDGE STEEL REPAIRS					

1 Recommended for AWARD \$7,071,780.00

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 12/3/24

Letting Date: 11/20/2024

AWARD

SECONDARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
266	125720, 125721	LOCATION: VARIOUS	APAC-ATLANTIC, INC.	2	\$7,035,573.98	\$6,460,700.85	Within
	PM2W-962-F25, P401	PATRICK,	GREENSBORO				
	PM02(492)	HENRY	NC				
	Maintenance Funds	SALEM DISTRICT					
		2025 PLANT MIX - SECONDARY					

1 Recommended for AWARD \$7,035,573.98

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 12/18/24

Letting Date: 12/11/2024

AWARD

ARTERIAL

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
M06	122643	LOCATION: VARIOUS	OTB ASSOCIATES, LLC dba OTB CONTRACTING	4	\$6,494,985.00	\$5,987,364.00	Exceeds
	9999-965-464,B641, B646,		MIDLAND				
	STP-965-5(109)	VARIOUS	VA				
	Maintenance Funds	HAMPTON ROADS DISTRICT					
		BRIDGE REPAIRS					

1 Recommended for AWARD \$6,494,985.00

Letting Date: 12/11/2024

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
269	125717, 125725	LOCATION: VARIOUS	ADAMS CONSTRUCTION COMPANY	1	\$10,075,984.66	\$9,161,319.97	Within
	PM2S-017-F25, P401		ROANOKE				
	PM02(492)	CARROLL	VA				
	Maintenance Funds	SALEM DISTRICT					
		2025 PLANT MIX - INTERSTATE / SECONDARY					
459	125594	LOCATION: VARIOUS	ALLAN MYERS VA, INC.	1	\$7,955,777.00	\$7,786,111.01	Within
	PM44-964-F25, P401	HANOVER,	GLEN ALLEN				
	PM04(531)	HENRICO	VA				
	Maintenance Funds	RICHMOND DISTRICT					
		2025 PLANT MIX - INTERSTATE					
L94	121699	LOCATION: VARIOUS	MARTINS CONSTRUCTION CORP.	3	\$5,704,148.58	\$5,492,680.86	Within
	9999-96A-269, B613, B666-B669	ARLINGTON,	FALLS CHURCH				
	BFP-96A-9(188)	FAIRFAX	VA				
	Construction Funds	NORTHERN VIRGINIA DISTRICT					
		STRUCTURAL STEEL BRIDGE REPAIRS					

3 Recommended for AWARD \$23,735,910.24

Letting Date: 12/11/2024

AWARD

MISC

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
M08	125317	LOCATION: VARIOUS	VSL ELECTRICAL, SIGNING, LIGHTING LLC	4	\$5,267,312.81	\$4,692,656.91	Exceeds
	9999-96A-728, N501		CHESHIRE				
	STP-96A-9(184)	DISTRICT-WIDE	CT				
	Maintenance Funds	NORTHERN VIRGINIA DISTRICT					
		ON-CALL PEDESTRIAN TRAFFIC SIGNAL MODS.					

1 Recommended for AWARD \$5,267,312.81

Letting Date: 12/11/2024

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
148	125334	LOCATION: VARIOUS	W-L CONSTRUCTION & PAVING, INC.	2	\$5,298,923.36	\$6,053,312.58	Within
	PM1X-961-F25,N501	BUCHANAN, RUSSELL,	CHILHOWIE				
	PM01(352)	TAZEWELL	VA				
	Maintenance Funds	BRISTOL DISTRICT					
		2025 PLANT MIX - PRIMARY					
330	125037, 125039, 125665, 125668	LOCATION: VARIOUS	ADAMS CONSTRUCTION COMPANY	1	\$6,846,646.00	\$7,459,005.47	Within
	PM3F-M04-F25, N501	DANVILLE,	ROANOKE				
	PM03(384)	PITTSYLVANIA	VA				
	Maintenance Funds	LYNCHBURG DISTRICT					
		SGR - 2025 PLANT MIX - PRIMARY/ SECONDARY					
332	125034, 125044, 125045, 125659, 125660, 125661, 125662, 125664	LOCATION: VARIOUS	ADAMS CONSTRUCTION COMPANY	2	\$7,747,490.02	\$9,079,435.62	Within
	PM3B-M09-F25, N501	APPOMATTOX, LYNCHBURG,	ROANOKE				
	PM03(384)	CAMPBELL	VA				
	Maintenance Funds	LYNCHBURG DISTRICT					
		SGR - 2025 PLANT MIX - PRIMARY/ SECONDARY					

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 12/18/24

Letting Date: 12/11/2024

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
548	125432, 125731, 125733, 125734	LOCATION: VARIOUS	ALLAN MYERS VA, INC.	2	\$6,866,777.00	\$6,599,719.73	Within
	PM5G-001-F25, P401	NORTHAMPTON,	GLEN ALLEN				
	PM05(537)	ACCOMACK	VA				
	Maintenance Funds	HAMPTON ROADS DISTRICT					
		2025 PLANT MIX - PRIMARY/SECONDARY					

4 Recommended for AWARD \$26,759,836.38

Letting Date: 12/11/2024

AWARD

SECONDARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
265	125718, 125719	LOCATION: VARIOUS	ADAMS CONSTRUCTION COMPANY	2	\$10,304,845.83	\$10,594,718.00	Within
	PM2U-962-F25, P401		ROANOKE				
	PM02(492)	VARIOUS	VA				
	Maintenance Funds	SALEM DISTRICT					
		2025 PLANT MIX - SECONDARY					
267	125722, 125723	LOCATION: VARIOUS	ADAMS CONSTRUCTION COMPANY	2	\$6,295,219.01	\$6,835,170.10	Within
	PM2Z-962-F25, P401	FRANKLIN,	ROANOKE				
	PM02(492)	BEDFORD	VA				
	Maintenance Funds	SALEM DISTRICT					
		2025 PLANT MIX - SECONDARY					
657	125781, 125783, 125785	LOCATION: VARIOUS	ALLAN MYERS VA, INC.	1	\$5,834,777.00	\$5,387,988.27	Within
	PM6G-966-F25, P401		GLEN ALLEN				
	PM06(406)	VARIOUS	VA				
	Maintenance Funds	FREDERICKSBURG DISTRICT					
		2025 PLANT MIX - PRIMARY / SECONDARY					

3 Recommended for AWARD \$22,434,841.84

Letting Date: 12/11/2024

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
L39	121173	FROM: STATE STREET	PCL CONSTRUCTION, INC.	2	\$78,219,286.51	\$74,350,228.24	Within
	0264-122-491, B660, B661, C501	TO: WATER STREET	TAMPA				
		NORFOLK CITY	FL				
	Construction/Maintenance Funds	HAMPTON ROADS DISTRICT					
		BERKLEY BRIDGE MECHANICAL AND ELECTRICAL SYSTEM REPLACEMENT					

1 Recommended for AWARD \$78,219,286.51

BID RESULTS FOR THE CTB

January 14, 2025

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 123831 (PE, RW, CN)	I-64 GAP Segment B Widening New Kent County, Richmond District	AWARD	Shirley Contracting Company, LLC	2	\$203,750,500	\$252,902,684	Bid within EE Range
0064-063-624	The Project is located in the New Kent County– widening approximately 8.7 miles along I-64 between approximate Mile Marker (MM) 215.6 and MM 224.3. The two existing EB and WB general-purpose lanes will be widened on the median side to three lanes in each direction. This project will be the final of three segments that will widen I-64 from four to six lanes from mile marker 204.9 in New Kent County to mile marker 234 in York County. The purpose of this additional work is to improve traffic operations and safety, provide faster travel times, reduce congestion, and provide a more reliable system of travel in the I-64 corridor by widening the remaining unwidened section of I-64.						
Contract # C00123831DB133							
Design, ROW, Construction & QA/QC							

Recommended for Award: \$203,750,500

2STP-72170 – Fredericksburg District – 158388

SCOPE:	Fredericksburg Bundled Interstate Maintenance Services (BIMS)
LOCATION:	I-95 Fredericksburg District Lot#1:(101.33MM – 126.7MM) Lot #2:(126.7MM -148.0MM)
BIDS:	2
LOW BID:	\$31,714,750.00 (below range)
CONTRACTOR:	DeAngelo Contracting Services, LLC.

Letting Date: 10/18/2024

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Maintenance Cost.	EE Range
2STP-72170	158388- Lot 1	<p>Fredericksburg Bundled Interstate Maintenance Services (BIMS): The BIMS will be performed within the right-of-way limits on I-95 in the Fredericksburg District to include all on and off ramps. This solicitation service areas will be for two (2) Lots.</p> <p>Lot#1: From the 101.33MM – 126.7MM (25.37 Center Lane Miles) including all ramps up to the intersection of non-BIMS route(s) pavement edge</p>	<p>DeAngelo Contracting Services, LLC. Hazleton, PA</p>	2	\$16,579,625.00	\$29,259,550.80	Below
	158388- Lot 2	<p>Lot #2: From the 126.7MM -148.0MM (21.3 Center Lane Miles) including all ramps up to the intersection of non-BIMS route(s) pavement edge.</p> <p>The BIMS Lots consists of 46.67 center lane miles and 311.91 lane miles</p> <p>Caroline County, Stafford County, and Spotsylvania County.</p>	<p>DeAngelo Contracting Services, LLC. Hazleton, PA</p>	2	\$15,135,125.00	\$31,516,474.10	Below
	Construction/Maintenance Funds	FREDERICKSBURG DISTRICT					

1 Recommended for AWARD (Lot#1) \$16,579,625.00

1 Recommended for AWARD (Lot#2) \$15,135,125.00

January 2025 CTB Meeting

2STP-72170

158388 (Lots 1 & 2) Caroline County, Stafford County, and Spotsylvania County.

The purpose of the Fredericksburg Bundled Interstate Maintenance Services (BIMS) project is to provide all maintenance activities within the right-of-way limits of I-95 within the Fredericksburg District, twenty-four (24) hours a day seven (7) days a week. The BIMS will be performed within the right-of-way limits on I-95 in the Fredericksburg District to include all on and off ramps. This solicitation service areas will be for two (2) Lots. Lot#1 will be from the 101.33MM – 126.7MM (25.37 Center Lane Miles). Lot #2 will be from the 126.7MM - 148.0MM (21.3 Center Lane Miles) The BIMS consists of 46.67 center lane miles and 311.91 lane miles including all ramps up to the intersection of non-BIMS route(s) pavement edge. Contractor performance will be assessed by contractual performance measures and timeliness requirements. Maintenance activities to be performed under this contract will be divided into two categories, Performance-based and Requirements-based Services.

Performance-based services include all activities associated with highway, drainage, structures, roadside, vegetation, traffic services, specialty items, emergency response, incident management, and severe weather activities. These services include providing all personnel, engineering, equipment, and services necessary to adhere to all contract requirements and comply with all regulatory authorizations, conditions, and requirements. These activities will be performed on assets at a frequency that ensures uniform consistent and timely compliance at all times with the contract performance measures and requirements. The Contractor shall perform maintenance (including preventive maintenance), repair, and replacement of all contract assets due to deterioration, incident, or damage.

Requirements-based services include, Roadway Sweeping, and Incidental Asphalt Patching.

Contract period: Five (5) Years from Contract Start Date with two (2) successive two (2) year renewal options

Contract to commence April 1, 2025.