



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

The Institute for Advanced Learning and Research

150 Slayton Ave

Danville, Virginia 24540

May 21, 2025

8:30 a.m. or upon adjournment of the May 20, 2025, Workshop Meeting

Public Comments:

Approval of Minutes:

April 15, 2025

OFFICE OF LAND USE:

Presenting: Cathy McGhee
Deputy Commissioner

1. Action on Discontinuance - Secondary System of State Highways: Route 863 in Roanoke County located within the Salem District

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

2. Action on Revised FY25-30 Six-Year Improvement Program Transfers For March 15, 2025, through April 18, 2025, including Greater than Threshold Highway Construction District Grant Transfers.
3. Action on SMART SCALE Project Cancellation, North August Sidewalk, Lambert Street to Terry Court (UPC 115137) located within the Staunton District.
4. Action on SMART SCALE Project Cancellation, North August Sidewalk, Terry Court to Meadowbrook Road (UPC 115140) located within the Staunton District.

Agenda

Meeting of the Commonwealth Transportation Board

May 21, 2025

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5. Action on SMART SCALE Project Cancellation, Route 35/40 Roundabout (UPC 123042) located within the Hampton Roads District.

LOCAL ASSISTANCE DIVISION:

Presenting: Angel Deem
Chief of Policy

6. Action on Economic Development Access to Botetourt Center at Greenfield Project ECON-011-882, Botetourt County located within the Salem District.
7. Action on Economic Development Economic Development Access to Ivy Creek Innovation Park Project ECON-118-339, City of Lynchburg located within the Lynchburg District.
8. Action on Economic Development Access to New River Valley Commerce Park Project ECON-077-775, Pulaski County located within the Salem District.

LOCATION AND DESIGN:

Presenting: Emmett Heltzel
State Location & Design Engineer

9. Action on Limited Access Control Changes (LACCs) for Arlington Boulevard (Route 50) Safety Improvements, Arlington County located withing the Northern Virginia District.

VIRGINIA PASSENGER RAIL AUTHORITY:

Presenting: D. J. Stadler
Executive Director

10. Action on Approval of VPRA FY26 Capital Budget and Consent to Sale of Real Property to VRE Commissions.

OFFICE INTERMODAL PLANNING AND INVESTMENT:

Presenting: Brooke Jackson
SMART SCALE Program Manager

11. Action on Adoption of SMART SCALE Round 6 Consensus Recommendations for Preparation of the Final FY 2026-2031 Six-Year Improvement Program.

SCHEDULING AND CONTRACT:

Presenting: Bart Thrasher
Chief Engineer

12. Bids.

NEW BUSINESS:

ADJOURNMENT:

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 21, 2025

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Discontinuance – Secondary System of State Highways Route 863 in Roanoke County

WHEREAS, a segment of Route 863, located in Roanoke County, measuring approximately 0.19 of a mile, is no longer necessary for the uses of the Secondary system of state highways, and therefore no longer provides a public convenience that warrants maintenance at public expense, rendering it eligible for discontinuance; and

WHEREAS, the Roanoke County Board of Supervisors has approved a resolution on April 8, 2025, attached hereto as Exhibit A, requesting the discontinuance described as the 0.19 of a mile length of Route 863, as seen in the map attached hereto as Exhibit B; and

WHEREAS, pursuant to § 33.2-908 of the *Code of Virginia*, a section of highway may be discontinued from the Secondary system of state highways by the Commissioner of Highways, with the approval of the Commonwealth Transportation Board, if the highway is deemed to be no longer necessary for the uses of the Secondary system of state highways when a part of the highway no longer provides a public convenience that warrants maintenance at public expense; and

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

Secondary System of State Highways

Discontinuance

Salem District

Roanoke County

- Route 863 0.19 Mi.

Total Mileage Discontinued from the Secondary System: 0.19 Mi.

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CTB Decision Brief

Discontinuance - Secondary System of State Highways: Route 863 in Roanoke County

Issue: The Roanoke County Board of Supervisors has requested the discontinuance of a portion of Route 863 in Roanoke County. Pursuant to §33.2-908 of the *Code of Virginia*, said discontinuance must be approved by the Commonwealth Transportation Board (Board).

Facts: Upon review of the area, VDOT staff determined that a 0.19 of a mile portion of Route 863 should be discontinued as a part of the Secondary System of State Highways, pursuant to §33.2-908 of the *Code of Virginia*, as it no longer provides a public convenience that warrants maintenance at state expense.

The Roanoke County Board of Supervisors requested, by resolution on April 8, 2025 (Exhibit A, attached), the discontinuance of the 0.19 of a mile segment of Route 863 (road noted in “Yellow” on Exhibit B, attached).

In accordance with §33.2-908, notice of the discontinuance was published in the *Roanoke Times* on March 6 and 23, 2025 (Exhibit C, attached). Section 33.2-908 requires that notice be provided to the County Board of Supervisors and property owners with land abutting the section of roadway considered for discontinuance.

Recommendation: VDOT recommends the Board approve the discontinuance of the 0.19 of a mile segment of Route 863 referenced above.

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

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

Options: Approve, Deny or Defer

Public Comments/Reaction: There was no request for a public hearing made to the Roanoke County Board of Supervisors regarding this proposed discontinuance and there were no requests for a public hearing received by VDOT in response to the notices provided.

Exhibit A
Roanoke County Resolution

AT A REGULAR MEETING OF THE BOARD OF SUPERVISORS OF ROANOKE
COUNTY, VIRGINIA, HELD AT THE ROANOKE COUNTY ADMINISTRATION
CENTER ON APRIL 8, 2025

**RESOLUTION 040825-6 AUTHORIZING THE DISCONTINUANCE OF A
0.19 MILE PORTION OF STATE ROUTE 863, DUTCH OVEN ROAD,
WHICH IS CURRENTLY IN THE VIRGINIA DEPARTMENT OF
TRANSPORTATION'S SECONDARY STATE HIGHWAY SYSTEM,
CATAWBA MAGISTERIAL DISTRICT**

WHEREAS, Roanoke County has notified the Virginia Department of Transportation (VDOT) of its desire to discontinue a portion of Dutch Oven Road, Route 863, depicted within the sketch "Dutch Oven Road (Route 863) Proposed Discontinuance Exhibit March 6, 2025" to reduce the potential for illegal activities to take place on a portion of the roadway leading to a closed bridge, which sketch is incorporated herein by reference; and

WHEREAS, the portion of the road identified to be discontinued is deemed to no longer serve public convenience warranting maintenance at public expense;

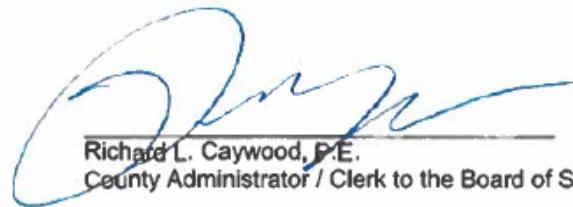
NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors does hereby request the Commonwealth Transportation Board's discontinuance from the Secondary System of State Highways of the portion of road identified on the attached sketch, pursuant to Virginia Code § 33.2-908;

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

On motion of Supervisor Hooker to adopt the resolution; seconded by Supervisor Shepherd and carried by the following roll call and recorded vote:

AYES: Supervisors Hooker, North, Mahoney, Shepherd, Radford
NAYS: None

A COPY TESTE:


Richard L. Caywood, P.E.
County Administrator / Clerk to the Board of Supervisors

CC: Megan Cronise, Assistant Director of Planning

Exhibit B

Sketch of Proposed Road to be Discontinued

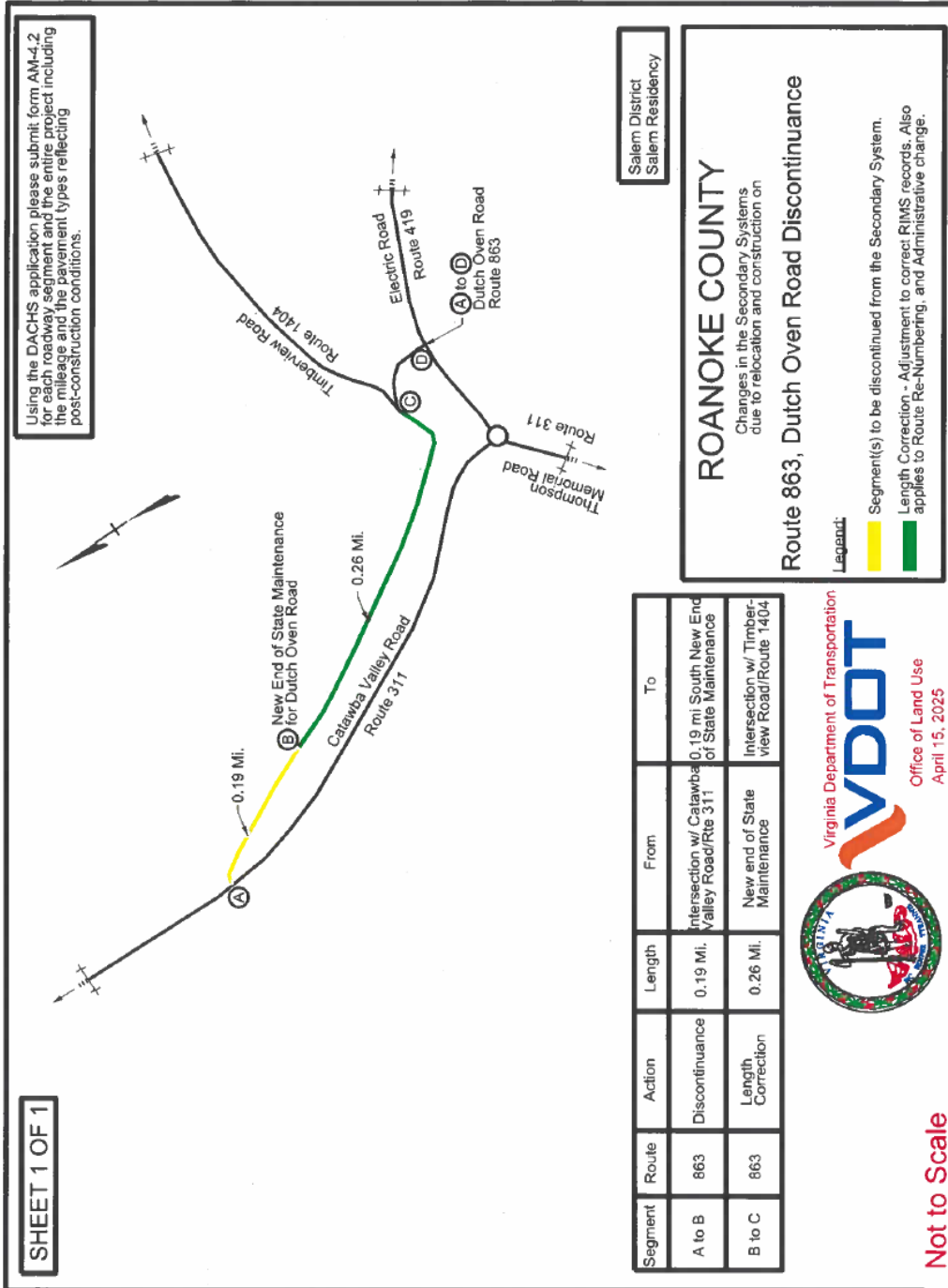


Exhibit C

**Public Notice of Discontinuance
Published in the *Roanoke Times* on March 6 and 23, 2025**

Notice of Public Hearing

**LEGAL NOTICE
ROANOKE COUNTY BOARD OF SUPERVISORS
PROPOSED DISCONTINUANCE FOR ROUTE 863 DUTCH OVEN ROAD**

Pursuant to §33.2-908 Code of Virginia, the Roanoke County Board of Supervisors will hold a public hearing to consider discontinuance of a portion of Route 863, Dutch Oven Road, on Tuesday, April 8, 2025, at 2 p.m. in the Board Meeting Room of the Roanoke County Administration Center, 5204 Bernard Drive, Roanoke, VA. The roadway segment proposed for discontinuance begins at the closed Dutch Oven Road bridge and extends south for 0.19 mile, or 1,015 feet. This matter is being considered by the Board of Supervisors at the request of area residents to enable a portion of the roadway to be closed to vehicle traffic.

Contact Megan Cronise, Assistant Director of Planning, with questions by phone at (540) 772-2106, by email at MCronise@RoanokeCountyVA.gov or by mail at 5204 Bernard Drive, P.O. Box 29800, Roanoke, Virginia 24018.

Dated: February 27, 2025
Rhonda Perdue, Deputy Clerk to the Board
COL-1001220



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Commonwealth Transportation Board

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Chairperson

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Agenda item # 2

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

May 21, 2025

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: FY2025-2030 Six-Year Improvement Program Transfers
March 15, 2025 through April 18, 2025

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 for March 15, 2025 through April 18, 2025

May 21, 2025

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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; and

WHEREAS, in cases where the cumulative increase of Highway Construction District Grant Program Funds pursuant to 33.2-371 exceeds to threshold established in the Board's Policy and Guide for Implementation of the SMART SCALE Project Prioritization Process, additional details are provided in Attachment B.

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.

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CTB Decision Brief

FY2025-2030 Six-Year Improvement Program Transfers

March 15, 2025 through April 18, 2025

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 March 15, 2025 through April 18, 2025 is in Attachment A. In cases where the cumulative increase of Highway Construction District Grant Program Funds pursuant to 33.2-371 exceeds to threshold established in the Board's Policy and Guide for Implementation of the SMART SCALE Project Prioritization Process, additional details are provided in Attachment B.

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.

Decision Brief

FY2025-2030 Six-Year Improvement Program Transfers for March 15, 2025 through April 18, 2025

May 21, 2025

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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

**Attachment A - 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	Bristol	#ITTF25-US11 BRISTOL POINT BROADBAND-COMMS/NETWORK BR05	126283	Bristol	#ITTF25-POINT BROADBAND COAL LOOP&BRISTOL-COMM/NET BR01&BR05	126282	ITTF (HS7100), ITTF: NHPP (IFF100), ITTF: NHPP Softmatch (IFF101)	\$ 738,640	\$ 1,637,250	\$ 1,637,250	82.2%	Transfer of surplus funds recommended by District and Traffic Operations Division from a cancelled project to a scheduled project.
2	Bristol	BRISTOL DGP DEALLOCATION BALANCE ENTRY	T21760	Bristol	#SMART22 - 4TH STREET AT HOLSTON ROAD TURN LANE IMPROVEMENTS	119436	DGP Supplemental (HB1414) - State (GS0000)	\$ 542,843	\$ 3,973,832	\$ 3,973,832	15.8%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project. Cumulative DGP change exceeds threshold and requires CTB approval. See attachment B.
Subtotal Bristol District								\$ 1,281,483				
3	Hampton Roads	HAMPTON DGP DEALLOCATION BALANCE ENTRY	T21763	Hampton Roads	#SMART20 Wakefield 460 Eastbound Turn lane	115508	DGP - State (GS0100), DGP - STP <5K (GF2700), DGP - STP <5K Soft Match (GF2701), DGP Supplemental (HB1414) - State (GS0000)	\$ 858,061	\$ 1,839,351	\$ 1,839,351	87.4%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project. Cumulative DGP change exceeds threshold and requires CTB approval. See attachment B.
Subtotal Hampton Roads District								\$ 858,061				
4	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Lynchburg	TAP21 AUDUBON DRIVE - CONSTRUCT SIDEWALK	117938	Local Funds for Enhancement Projects (NPL206), TAP 5-200K (CF6600)	\$ 667,436	\$ 1,248,396	\$ 1,037,600	>100%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to fund an underway project.
Subtotal Lynchburg District								\$ 667,436				
5	Northern Virginia	#PIPELINE25 ROBERTS PARKWAY	127047	Northern Virginia	#PIPELINE25 - SUDLEY MANOR DRIVE	127246	Prescoping Funds (PRS120)	100,000	100,000	100,000	100.0%	Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from a scheduled project to fund a scheduled project.
Subtotal Northern Virginia District								\$ 100,000				
6	Richmond	#SGR23LP - Oaklawn Blvd	121275, 121277	Richmond	#SGR23LP - Oaklawn Blvd	121276	SGR - State (SS0100)	\$ 177,540	\$ 677,077	\$ 677,077	35.5%	Transfer of surplus funds recommended by District Local Assistance Division from completed projects to fund a completed project.
Subtotal Richmond District								\$ 177,540				
7	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Staunton	I-81 - INSTALL HIGH TENSION CABLE BARRIER	112900	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 1,237,408	\$ 3,757,468	\$ 3,700,060	49.1%	Transfer of surplus funds recommended by District and Traffic Operations Division from an underway project and the Statewide Highway Safety Balance Entry line item to fund an underway project.
Subtotal Staunton District								\$ 1,237,408				
Grand Total								\$ 4,321,928				

**Attachment A - 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	Bristol	#SGR Bristol - VDOT SGR Bridge - Balance Entry	T13510	Bristol	#SGR19VB - RT 61 over Cove Crk Tazewell VA 1069 Fed 18469	113848	SGR Bridge State (SSB700)	292,137	2,551,768	2,550,239	12.9%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to fund an underway project.
Subtotal Bristol District								\$ 292,137				
B	Fredericksburg	#SGR Fredericksburg-VDOT SGR Paving-Balance Entry	T13516	Fredericksburg	#SGR23VP - PM-6R-23 Asphalt Resurfacing Primary System	121844	SGR Paving State (SSP700)	\$ 126,666	\$ 2,721,358	\$ 2,721,358	4.9%	Transfer of surplus funds recommended by District from the District SGR VDOT Paving Balance Entry line item to fund a completed project.
Subtotal Fredericksburg District								\$ 126,666				
C	Hampton Roads	Citywide Bus Shelter Program: Newport News (Phases 2-4), Environmental Management System	T9125, T9131	Hampton Roads	HRT Bus Vehicle Replacement	T16054	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31)	\$ 173,778	\$ 68,317,508	\$ 27,919,820	0.3%	Transfer of surplus funds recommended by District and MPO from completed projects to fund an underway project.
Subtotal Hampton Roads District								\$ 173,778				
D	Richmond	RICHMOND DGP DEALLOCATION BALANCE ENTRY	T21766	Richmond	#SMART24 - I-64 AT ASHLAND RD (RTE 623) INTERCHANGE	123919	DGP - State (GS0100)	\$ 2,970,187	\$ 78,888,128	\$ 78,888,128	3.9%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project.
Subtotal Richmond District								\$ 2,970,187				
E	Salem	#SGR Salem - VDOT SGR Bridge - Balance Entry	T13911	Salem	#SGR21VB - RTE. 1460 OVER BR BVR DAM CR (STR. 24893) - REHAB	117018	SGR Bridge State (SSB700)	\$ 3,918	\$ 913,366	\$ 783,355	0.4%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to fund a scheduled project.
F	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Salem	TWO LANE RURAL ROAD PROGRAM	125596	HSIP - Highways (CNF052), HSIP - State Match (CNS251)	\$ 24,935	\$ 374,935	\$ 374,935	7.1%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to fund a scheduled project.
Subtotal Salem District								\$ 28,853				
Grand Total								\$ 3,591,621				

Attachment B

SMART SCALE Highway Construction District Grant Greater than Threshold Transfers

Line Item on Threshold Report: 2

CTB Member Concurrence: Fowlkes, Bristol District

Project Information	Original Application	Current
District	Bristol	
Project Description	UPC 119436 #SMART22 - 4TH STREET AT HOLSTON ROAD TURN LANE IMPROVEMENTS	
Organization	Town of Wytheville	
SMART SCALE Round	4	
Scope	Convert intersection of 4th Street and Holston Road to Restricted Crossing U-Turn Intersection and construct U-Turn Bulb at closest existing median crossover.	
Benefits	Safety and Economic Development	
Score	11.93	
Rank	1/17	
SMART SCALE Budget	\$2,531,180 (DGP)	\$3,430,989 (DGP) CTB approved DGP increase of \$899,809 in May 2023
Other Funds	NA	NA
Total Allocations	\$2,531,180	\$3,430,989
Total Cost	\$2,531,180	\$3,973,832
Shortfall		\$542,843
Expenditures		\$350,727
Status		Project is VDOT administered and ready to begin the right of way phase. The increase was attributed to additional quantities of pavement that were needed and unsuitable material that was discovered during further geotechnical investigation, a need for a more

Project Information	Original Application	Current
		complex Maintenance of Traffic (MOT) plan, and inflationary factors.
Justification		Address current funding shortfall so the project can begin the right of way phase and avoid delays.
Proposed SMART SCALE Budget Increase		Increase of \$542,843 (DGP) for a total revised SMART SCALE DGP budget of \$3,973,832. Revised score of 7.59 and reduction in rank to 2/17.
Remaining Balance in DGP Deallocation BE		\$10,621,286 after proposed transfer.

Line Item on Threshold Report: 3

CTB Member Concurrence: Stant, Hampton Roads District

Project Information	Original Application	Current
District	Hampton Roads	
Project Description	UPC 115508 #SMART20 Wakefield 460 Eastbound Turn Lane	
Organization	Sussex County	
SMART SCALE Round	3	
Scope	Install right turn lane and increase turning radius on eastbound 460 in the Town of Wakefield at Route 628 and install audible pedestrian accommodations.	
Benefits	Safety and Environment	
Score	6.21	
Rank	14/32	
SMART SCALE Budget	\$981,290 (DGP)	\$981,290 (DGP)
Other Funds	NA	NA
Total Allocations	\$981,290	\$981,290
Total Cost	\$981,290	\$1,839,351
Shortfall		\$858,061
Expenditures		\$0
Status		Project is VDOT administered and ready to begin preliminary engineering. The cost increase is due to inflation and updated unit prices. The Town of Wakefield has agreed to donate the right of way needed for the storm water management basin and will relocate utilities affected by the project at the Town's cost.

Project Information	Original Application	Current
Justification		Address current funding shortfall so the project can begin preliminary engineering and avoid delays.
Proposed SMART SCALE Budget Increase		Increase of \$858,061 (DGP) for a total revised SMART SCALE DGP budget of \$1,839,351. Revised score of 3.31 and reduction in rank to 17/32.
Remaining Balance in DGP Deallocation BE		\$19,947,958 after proposed transfer.



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Commonwealth Transportation Board

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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 21, 2025

MOTION

Made By:

Seconded By:

Action:

**Title: SMART SCALE Project Cancellation
North August Sidewalk – Lambert Street to Terry Court (UPC 115137) – Staunton 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 Staunton submitted the North August Sidewalk – Lambert Street to Terry Court (UPC 115137) for consideration and it was selected for \$1,477,371 in funding through the Highway Construction District Grant Program in the third round of the prioritization process pursuant to Va. Code § 33.2-214.1; and

WHEREAS, the Project is locally-administered; and

WHEREAS, the project estimate has increased as a result of unexpected inflation and more significant right of way and utility impacts than originally anticipated; and

WHEREAS, the City of Staunton is prioritizing the use of their limited local funds on other projects within the city; and

WHEREAS, in March 2025, the City of Staunton requested cancellation of the Project; and

WHEREAS, at its meeting on April 15, 2025, the Board was briefed on the proposed cancellation of the Project and transfer of all Highway Construction District Grant funds to the Staunton District Construction District Grant deallocation balance entry (UPC -21768); and

WHEREAS, VDOT recommends that the Board take action to cancel the Project and transfer all Highway Construction District Grant funds allocated to the Project to the Staunton District Construction District Grant deallocation balance entry (UPC -21768).

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the North August Sidewalk – Lambert Street to Terry Court (UPC 115137) is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all Highway Construction District Grant funds allocated to the Project be transferred to the Staunton District Construction District Grant deallocation balance entry (UPC -21768).

#####

CTB Decision Brief
SMART SCALE Project Cancellation
North August Sidewalk – Lambert Street to Terry Court (UPC 115137)

Issue: The North August Sidewalk – Lambert Street to Terry Court (UPC 115137) (the “Project”) was screened in for meeting a VTrans need and selected for funding. For reasons stated herein, in March 2025, the City of Staunton 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 Staunton submitted the North August Sidewalk – Lambert Street to Terry Court (UPC 115137) for consideration, and it was selected for \$1,477,371 in funding through the Highway Construction District Grant Program in the third round of the SMART SCALE prioritization process. The Project consisted of construction of new sidewalk and pedestrian access improvements along North Augusta Street in existing rights of way from Lambert Street to Terry Court. The Project is locally administered.

The Project estimate has increased as a result of unexpected inflation and more significant right of way and utility impacts than originally anticipated. The City of Staunton is prioritizing the use of their limited local funds on other projects within the city and has requested cancellation of the Project. The Board was briefed on the proposed cancellation at its meeting on April 15, 2025.

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.

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.

Recommendation: VDOT recommends that the Board cancel the Project and transfer all Highway Construction District Grant funds to the Staunton District Construction District Grant deallocation balance entry (UPC -21768).

Decision Brief

SMART SCALE Project Cancellation North August Sidewalk – Lambert Street to Terry Court
(UPC 115137)

May 21, 2025

Page 2 of 2

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to cancel the Project and transfer all Highway Construction District Grant funds to the Staunton District Construction District Grant deallocation balance entry (UPC -21768).

Result, if Approved: If approved, the Project will be removed from the Six-Year Improvement Program and all Highway Construction District Grant funds allocated to the Project will be transferred to the Staunton District Construction District Grant deallocation balance entry (UPC -21768).

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Richmond, Virginia 23219

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Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 21, 2025

MOTION

Made By:

Seconded By:

Action:

Title: SMART SCALE Project Cancellation
North August Sidewalk –Terry Court to Meadowbrook Road (UPC 115140) – Staunton
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 Staunton submitted the North August Sidewalk – Terry Court to Meadowbrook Road (UPC 115140) for consideration and it was selected for \$1,058,211 in funding through the Highway Construction District Grant Program in the third round of the prioritization process pursuant to Va. Code § 33.2-214.1; and

WHEREAS, the Project is locally-administered; and

WHEREAS, the project estimate has increased as a result of unexpected inflation and more significant right of way and utility impacts than originally anticipated; and

WHEREAS, the City of Staunton is prioritizing the use of their limited local funds on other projects within the city; and

WHEREAS, in March 2025, the City of Staunton requested cancellation of the Project; and

WHEREAS, at its meeting on April 15, 2025, the Board was briefed on the proposed cancellation of the Project and transfer of all Highway Construction District Grant funds to the Staunton District Construction District Grant deallocation balance entry (UPC -21768); and

WHEREAS, VDOT recommends that the Board take action to cancel the Project and transfer all Highway Construction District Grant funds allocated to the Project to the Staunton District Construction District Grant deallocation balance entry (UPC -21768).

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the North August Sidewalk – Terry Court to Meadowbrook Road (UPC 115140) is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all Highway Construction District Grant funds allocated to the Project be transferred to the Staunton District Construction District Grant deallocation balance entry (UPC -21768).

#####

CTB Decision Brief
SMART SCALE Project Cancellation
North August Sidewalk – Terry Court to Meadowbrook Road (UPC 115140)

Issue: The North August Sidewalk – Terry Court to Meadowbrook Road (UPC 115140) (the “Project”) was screened in for meeting a VTrans need and selected for funding. For reasons stated herein, in March 2025, the City of Staunton 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 Staunton submitted the North August Sidewalk – Terry Court to Meadowbrook Road (UPC 115140) for consideration, and it was selected for \$1,058,211 in funding through the Highway Construction District Grant Program in the third round of the SMART SCALE prioritization process. The Project consisted of installation of a new sidewalk and ADA compliant curb ramps from Terry Court Shopping Center along North Augusta Street to Meadowbrook Road. The Project is locally administered.

The Project estimate has increased as a result of unexpected inflation and more significant right of way and utility impacts than originally anticipated. The City of Staunton is prioritizing the use of their limited local funds on other projects within the city and has requested cancellation of the Project. The Board was briefed on the proposed cancellation at its meeting on April 15, 2025.

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.

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.

Recommendation: VDOT recommends that the Board cancel the Project and transfer all Highway Construction District Grant funds to the Staunton District Construction District Grant deallocation balance entry (UPC -21768).

Decision Brief

SMART SCALE Project Cancellation North August Sidewalk – Terry Court to Meadowbrook Road (UPC 115140)

May 21, 2025

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Action Required by CTB: The CTB will be presented with a resolution for a formal vote to cancel the Project and transfer all Highway Construction District Grant funds to the Staunton District Construction District Grant deallocation balance entry (UPC -21768).

Result, if Approved: If approved, the Project will be removed from the Six-Year Improvement Program and all Highway Construction District Grant funds allocated to the Project will be transferred to the Staunton District Construction District Grant deallocation balance entry (UPC -21768).

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 21, 2025

MOTION

Made By:

Seconded By:

Action:

Title: SMART SCALE Project Cancellation
Route 35/40 Roundabout (UPC 123042) – 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, Sussex County submitted the Route 35/40 Roundabout (UPC 123042) for consideration and it was selected for \$12,998,596 in funding through the Highway Construction District Grant Program in the fifth round of the prioritization process pursuant to Va. Code § 33.2-214.1; and

WHEREAS, the Project is VDOT administered; and

WHEREAS, since the project was submitted, VDOT installed a four-way stop configuration for this intersection, which has addressed the safety concerns; and

WHEREAS, in March 2025, Sussex County requested cancellation of the Project; and

WHEREAS, at its meeting on April 15, 2025, the Board was briefed on the proposed cancellation of the Project and transfer of all Highway Construction District Grant funds to the Hampton Roads District Construction District Grant deallocation balance entry (UPC -21763); and

WHEREAS, VDOT recommends that the Board take action to cancel the Project and transfer all Highway 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 35/40 Roundabout (UPC 123042) is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all Highway 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 35/40 Roundabout (UPC 123042)

Issue: The Route 35/40 Roundabout (UPC 123042) (the “Project”) was screened in for meeting a VTrans need and selected for funding. For reasons stated herein, in March 2025, Sussex 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: Sussex County submitted the Route 35/40 Roundabout (UPC 123042) for consideration, and it was selected for \$12,998,596 in funding through the Highway Construction District Grant Program in the fifth round of the SMART SCALE prioritization process. The Project scope included installation of a roundabout at Route 35 and Route 40 and conversion of a commercial entrance to right-in/right-out on Sussex Drive. The Project is VDOT administered.

Since the project was submitted, VDOT installed a four-way stop configuration for this intersection, which has addressed the safety concerns. The Board was briefed on the proposed cancellation at its meeting on April 15, 2025.

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.

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.

Recommendation: VDOT recommends that the Board cancel the Project and transfer all Highway Construction District Grant funds to the Hampton Roads District Construction District Grant deallocation balance entry (UPC -21763).

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

Decision Brief

SMART SCALE Project Cancellation Route 35/40 Roundabout (UPC 123042)

May 21, 2025

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Result, if Approved: If approved, the Project will be removed from the Six-Year Improvement Program and all Highway 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 # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 21, 2025

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Economic Development Access to
Botetourt Center at Greenfield
Project ECON-011-882 – Botetourt County

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

WHEREAS, Botetourt County by formal resolution has requested Economic Development Access (EDA) Program funds to serve undeveloped parcels within Botetourt Center at Greenfield, which is located off Roanoke Road (US-220) without public access, and said access is estimated to cost approximately \$1,521,856; and

WHEREAS, it appears that this request falls within the intent of § 33.2-1509 of the *Code of Virginia* and complies with the provisions of the Commonwealth Transportation Board’s EDA Fund Policy and the Economic Development Access Program guide.

NOW, THEREFORE, BE IT RESOLVED, that \$850,000 (\$700,000 unmatched and \$150,000 matched) of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to Botetourt Center at Greenfield on eligible property off Roanoke Road, Project ECON-011-882, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between Botetourt County (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Design, administration, construction, and maintenance of this project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - c. Provision of the required matching funds, up to \$150,000, by the LOCALITY for appropriately documented eligible project costs; and
 - d. Provision by the LOCALITY of either i) documentation of a least \$4,250,000 of eligible capital outlay attributed to qualifying business on property served exclusively by this project, or ii) should documentation of capital outlay be insufficient, an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before May 21, 2030, without written permission of VDOT. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Economic Development, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of establishments served by the project. If, by May 21, 2030, at least \$4,250,000 of eligible capital outlay on property served exclusively by this project has not been expended or committed by firm contract by a qualified establishment or establishments, then an amount equal to 20% of the eligible capital outlay of up to \$4,250,000 will be credited toward the project's EDA Program allocation utilized in the project's construction and the balance of the utilized allocation not justified by eligible capital outlay will be returned to VDOT and the Economic Development, Airport and Rail Access Fund. This surety may be released or reduced accordingly at an earlier date upon provision of documentation of eligible capital outlay by a qualified establishment, or establishments; and
3. Determination by VDOT of eligible capital outlay in accordance with current policy and procedures for administering the EDA Program.

#####

CTB Decision Brief

Economic Development Access – Botetourt County Botetourt Center at Greenfield

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* and the Economic Development Access EDA Fund Policy of the Commonwealth Transportation Board (CTB), Botetourt County has requested funds from the EDA Program to assist in constructing road access to serve undeveloped lots within Botetourt Center at Greenfield. CTB approval for the allocation of the requested funds is sought.

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

The CTB's EDA Fund Policy sets forth certain criteria which must be met for projects to be eligible for such funding and directs the Commissioner of Highways to establish administrative procedures to assure adherence to such policy and legislative requirements. The Commissioner established such administrative procedures in the Economic Development Access Program Guide administered by the Local Assistance Division of the Virginia Department of Transportation (VDOT). The Policy stipulates that the governing body of the locality shall provide a resolution in request of the EDA Program funding prior to the Board's allocation of funds.

Botetourt Center at Greenfield has achieved a Tier 3 status under the VEDP's Virginia Business Ready Sites Program (VBRSP). By reaching the Tier 3 status, the site has completed all due diligence, master planning and preliminary engineering work for infrastructure development. The VEDP has determined that the parcels adjacent to this access project have a high potential to attract a qualifying business. Each request for EDA Program funding is scored using evaluative criteria to ensure the proposed project is viable and that it meets the intents of the Program. Botetourt County's project received a strong score of 85 out of 100. Projects must receive at least 50 points to be considered for EDA Program funding.

The parcels adjacent to the access project do not currently have adequate public access, so a new right turn lane and a new access road will be constructed to accommodate the development. Botetourt County will administer the design and construction of the proposed access road project. The County's plans for the proposed access project include a new right turn lane on US-220 (Roanoke Road) and a new 0.27 mile long, 24-foot-wide asphalt roadway with shoulders and ditches, beginning at US-220 and extending West. VDOT Salem District staff concur with the plans for the project and with the estimated project cost for eligible items and quantities of approximately \$1,521,856.

Botetourt County will be responsible for financial arrangements to provide for the required EDA Program matching funds, as appropriate, and all project costs exceeding the state EDA Program allocation to fully fund the project. Documentation of qualifying capital investment of \$4,250,000, or provision of appropriate surety from the County will be required prior to funding authorization.

Recommendation: VDOT recommends the allocation of \$850,000 (\$700,000 unmatched and \$150,000 matched) from the Economic Development, Airport and Rail Access Fund be approved for construction of this project, subject to certain contingencies as set forth in the accompanying resolution.

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

Result, if Approved: VDOT and Botetourt County will proceed with the EDA road project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



RESOLUTION REQUESTING THE COMMONWEALTH TRANSPORTATION BOARD'S APPROVAL OF ECONOMIC DEVELOPMENT ACCESS PROGRAM FUNDING FOR THE ENGINEERING, DESIGN, PERMITTING, AND CONSTRUCTION OF A NORTHERN ACCESS TO SERVE BUSINESS PARK SITES WITHIN THE BOTETOURT CENTER AT GREENFIELD.

WHEREAS, the Botetourt County Board of Supervisors requests assistance in the development of Botetourt County Economic Development Authority-owned property for the purpose of economic development to be served by improved northern access to the Botetourt Center at Greenfield in Daleville, Virginia; and

WHEREAS, Greenfield is expected to be the site of continued new private capital investment in land, building, machinery & tools, and other taxable equipment which will provide substantial taxable investment and employment opportunities; and

WHEREAS, the subject property has no sufficient northern access to an improved public street or highway and will require the engineering, design, permitting, and construction of a northern access; and

WHEREAS, the County of Botetourt hereby guarantees that the necessary surety for this construction project will be provided, if necessary, at no cost to the Economic Development, Airport, and Rail Access Fund; and

WHEREAS, the County of Botetourt hereby guarantees that any ineligible project costs and all costs not otherwise justified will be provided from sources other than those administered by the Virginia Department of Transportation.

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

BE IT FURTHER RESOLVED that the Botetourt County Board of Supervisors hereby agrees to provide a surety or bond, acceptable to and payable to the Virginia Department of Transportation, in the full amount of the Commonwealth Transportation Board's allocation as determined by VDOT; this surety shall be exercised by the Department of Transportation in the event that the resulting plans are not prepared to VDOT standards; and

BE IT FINALLY RESOLVED that the County Administrator and/or his designee(s) be authorized to act on behalf of the Botetourt County Board of Supervisors to execute any and all documents necessary to secure the funding sought through the Economic Development Access Program up to, but not exceeding, \$850,000 in State funds.

CERTIFICATE

The foregoing Resolution was adopted by the Board of Supervisors of Botetourt County, Virginia at its regular meeting held on March 25, 2025.

Name	Yes	No	Absent	Abstain
Amy S. White, Chair	X			
Dr. Donald "Mac" Scothorn, Vice Chair	X			
Steve Clinton	X			
Walter Michael	X			
Brandon Nicely	X			

Attest:



Gary Larrowe, Clerk



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 21, 2025

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Economic Development Access to
Ivy Creek Innovation Park
Project ECON-118-339 – City of Lynchburg

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

WHEREAS, the City of Lynchburg by formal resolution has requested Economic Development Access (EDA) Program funds to serve undeveloped parcels within Ivy Creek Innovation Park, which is located off Lynchpin Lane without public access, and said access is estimated to cost approximately \$3,000,000; and

WHEREAS, it appears that this request falls within the intent of § 33.2-1509 of the *Code of Virginia* and complies with the provisions of the Commonwealth Transportation Board’s EDA Fund Policy and the Economic Development Access Program guide.

NOW, THEREFORE, BE IT RESOLVED, that \$850,000 (\$700,000 unmatched and \$150,000 matched) of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to Ivy Creek Innovation Park on eligible property off Lynchpin Lane, Project ECON-118-339, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between the City of Lynchburg (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Design, administration, construction, and maintenance of this project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - c. Provision of the required matching funds, up to \$150,000, by the LOCALITY for appropriately documented eligible project costs; and
 - d. Provision by the LOCALITY of either i) documentation of a least \$2,550,000 of eligible capital outlay attributed to qualifying business on property served exclusively by this project, or ii) should documentation of capital outlay be insufficient, an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before May 21, 2030, without written permission of VDOT. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Economic Development, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of establishments served by the project. If, by May 21, 2030, at least \$2,550,000 of eligible capital outlay on property served exclusively by this project has not been expended or committed by firm contract by a qualified establishment or establishments, then an amount equal to 20% of the eligible capital outlay of up to \$2,550,000 will be credited toward the project's EDA Program allocation utilized in the project's construction and the balance of the utilized allocation not justified by eligible capital outlay will be returned to VDOT and the Economic Development, Airport and Rail Access Fund. This surety may be released or reduced accordingly at an earlier date upon provision of documentation of eligible capital outlay by a qualified establishment, or establishments; and
3. Determination by VDOT of eligible capital outlay in accordance with current policy and procedures for administering the EDA Program.

#####

CTB Decision Brief

Economic Development Access – City of Lynchburg Ivy Creek Innovation Park

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* and the Economic Development Access EDA Fund Policy of the Commonwealth Transportation Board (CTB), the City of Lynchburg has requested funds from the EDA Program to assist in constructing road access to serve undeveloped lots within Ivy Creek Innovation Park. CTB approval for the allocation of the requested funds is sought.

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

The CTB's EDA Fund Policy sets forth certain criteria which must be met for projects to be eligible for such funding and directs the Commissioner of Highways to establish administrative procedures to assure adherence to such policy and legislative requirements. The Commissioner established such administrative procedures in the Economic Development Access Program Guide administered by the Local Assistance Division of the Virginia Department of Transportation (VDOT). The Policy stipulates that the governing body of the locality shall provide a resolution in request of the EDA Program funding prior to the Board's allocation of funds.

Ivy Creek Innovation Park has achieved a Tier 3 status under the VEDP's Virginia Business Ready Sites Program (VBRSP). By reaching the Tier 3 status, the site has completed all due diligence, master planning and preliminary engineering work for infrastructure development. The VEDP has determined that the parcels adjacent to this access project have a medium potential to attract a qualifying business. Each request for EDA Program funding is scored using evaluative criteria to ensure the proposed project is viable and that it meets the intents of the Program. The City of Lynchburg's project received a score of 75 out of 100. Projects must receive at least 50 points to be considered for EDA Program funding.

The parcels adjacent to the access project do not currently have adequate public access, so a new access road will be constructed to accommodate the development. The City of Lynchburg will administer the design and construction of the proposed access road project. The City's plans for the proposed access project include a new 0.25 mile long, 24-foot-wide asphalt roadway with curb & gutter and sidewalks, beginning at Lynchpin Lane and extending Southwest. VDOT Lynchburg District staff concur with the plans for the project and with the estimated project cost for eligible items and quantities of approximately \$3,000,000.

The City of Lynchburg will be responsible for financial arrangements to provide for the required EDA Program matching funds, as appropriate, and all project costs exceeding the state EDA

Program allocation to fully fund the project. Documentation of qualifying capital investment of \$2,550,000, or provision of appropriate surety from the City will be required prior to funding authorization.

Recommendation: VDOT recommends the allocation of \$850,000 (\$700,000 unmatched and \$150,000 matched) from the Economic Development, Airport and Rail Access Fund be approved for construction of this project, subject to certain contingencies as set forth in the accompanying resolution.

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

Result, if Approved: VDOT and the City of Lynchburg will proceed with the EDA road project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

**REQUEST FOR COMMONWEALTH TRANSPORTATION BOARD
ECONOMIC DEVELOPMENT ACCESS FUNDS**

WHEREAS, the Lynchburg City Council desires to assist in the development of property adjacent to Lynchpin Lane and is .025 miles west of Jefferson Ridge Parkway within the Ivy Creek Innovation Park for the purpose of economic development in the City of Lynchburg; and

WHEREAS, this property is expected to be the site of new private capital investment in land, building, and manufacturing equipment which will provide substantial employment; and

WHEREAS, parts of the subject property have no access to a public street or highway and will require the construction of a new roadway to connect with Lynchpin Lane and

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

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

WHEREAS, the City of Lynchburg hereby acknowledges that the Virginia Department of Transportation's Economic Development Access (EDA) Program may provide up to a maximum of \$850,000 for a project and requires matching funding, up to \$150,000, from the City of Lynchburg for estimated eligible project costs over \$700,000, up to \$1,000,000; and

WHEREAS, the City of Lynchburg hereby guarantees that financing of all ineligible project costs, project costs exceeding the EDA Program project allocation, EDA Program required locality matching funds, if applicable, and all costs not justified by eligible capital outlay within the timeframe established according to the EDA Program and Policy will be provided from sources other than those administered by the Virginia Department of Transportation; and

NOW, THEREFORE, BE IT RESOLVED, that the City of Lynchburg City Council hereby requests the Commonwealth Transportation Board provide Economic Development Access Program funding to provide adequate road access to this property; and

BE IT FURTHER RESOLVED, that the City of Lynchburg hereby agrees to provide a surety or bond, acceptable to and payable to the Virginia Department of Transportation, in the full amount of the Commonwealth Transportation Board's allocation less eligible private capital outlay credit as determined by VDOT; this surety shall be exercised by the Department of Transportation in the event that sufficient qualifying capital investment does not occur on qualifying parcels within five years of the Commonwealth Transportation Board's allocation of funds pursuant to this request; and

BE IT FURTHER RESOLVED, that the City Manager and his/her designee(s) be authorized to act on behalf of the City of Lynchburg City Council to execute any and all documents necessary to secure funding in the maximum amount eligible under the Economic Development Access Program; and

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

Adopted: March 11, 2025

Certified: Alicia L. Finner
Clerk of Council



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 21, 2025

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Economic Development Access to
New River Valley Commerce Park
Project ECON-077-775 – Pulaski County**

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

WHEREAS, Pulaski County by formal resolution has requested Economic Development Access (EDA) Program funds to serve Lot H within New River Valley Commerce Park, which is located off International Boulevard without public access, and said access is estimated to cost approximately \$1,030,000; and

WHEREAS, it appears that this request falls within the intent of § 33.2-1509 of the *Code of Virginia* and complies with the provisions of the Commonwealth Transportation Board’s EDA Fund Policy and the Economic Development Access Program guide.

NOW, THEREFORE, BE IT RESOLVED, that \$850,000 (\$700,000 unmatched and \$150,000 matched) of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to New River Valley Commerce Park on eligible property off International Boulevard, Project ECON-077-775, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between Pulaski County (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Design, administration, construction, and maintenance of this project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - c. Provision of the required matching funds, up to \$150,000, by the LOCALITY for appropriately documented eligible project costs; and
 - d. Provision by the LOCALITY of either i) documentation of a least \$3,400,000 of eligible capital outlay attributed to qualifying business on property served exclusively by this project, or ii) should documentation of capital outlay be insufficient, an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before May 21, 2030, without written permission of VDOT. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Economic Development, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of establishments served by the project. If, by May 21, 2030, at least \$3,400,000 of eligible capital outlay on property served exclusively by this project has not been expended or committed by firm contract by a qualified establishment or establishments, then an amount equal to 20% of the eligible capital outlay of up to \$3,400,000 will be credited toward the project's EDA Program allocation utilized in the project's construction and the balance of the utilized allocation not justified by eligible capital outlay will be returned to VDOT and the Economic Development, Airport and Rail Access Fund. This surety may be released or reduced accordingly at an earlier date upon provision of documentation of eligible capital outlay by a qualified establishment, or establishments; and
3. Determination by VDOT of eligible capital outlay in accordance with current policy and procedures for administering the EDA Program.

#####

CTB Decision Brief

Economic Development Access – Pulaski County New River Valley Commerce Park

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* and the Economic Development Access EDA Fund Policy of the Commonwealth Transportation Board (CTB), Pulaski County has requested funds from the EDA Program to assist in constructing road access to serve Lot H within New River Valley Commerce Park. CTB approval for the allocation of the requested funds is sought.

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

The CTB's EDA Fund Policy sets forth certain criteria which must be met for projects to be eligible for such funding and directs the Commissioner of Highways to establish administrative procedures to assure adherence to such policy and legislative requirements. The Commissioner established such administrative procedures in the Economic Development Access Program Guide administered by the Local Assistance Division of the Virginia Department of Transportation (VDOT). The Policy stipulates that the governing body of the locality shall provide a resolution in request of the EDA Program funding prior to the Board's allocation of funds.

New River Valley Commerce Park has achieved a Tier 4 status under the VEDP's Virginia Business Ready Sites Program (VBRSP). By reaching the Tier 4 status, the site has completed all due diligence, and all infrastructure improvements are in place, or plans for infrastructure improvements are completed, approved and deliverable within 12-18 months. The VEDP has determined that Lot H has a high potential to attract a qualifying business. Each request for EDA Program funding is scored using evaluative criteria to ensure the proposed project is viable and that it meets the intents of the Program. Pulaski County's project received a strong score of 85 out of 100. Projects must receive at least 50 points to be considered for EDA Program funding.

Lot H does not currently have adequate public access, so a new access road will be constructed to accommodate the development. Pulaski County will administer the design and construction of the proposed access road project. The County's plans for the proposed access project include a new 0.37 mile long, 24-foot-wide asphalt roadway with shoulders and ditches, beginning at the end of International Boulevard and extending Northeast. VDOT Salem District staff concur with the plans for the project and with the estimated project cost for eligible items and quantities of approximately \$1,030,000.

Pulaski County will be responsible for financial arrangements to provide for the required EDA Program matching funds, as appropriate, and all project costs exceeding the state EDA Program

allocation to fully fund the project. Documentation of qualifying capital investment of \$3,400,000, or provision of appropriate surety from the County will be required prior to funding authorization.

Recommendation: VDOT recommends the allocation of \$850,000 (\$700,000 unmatched and \$150,000 matched) from the Economic Development, Airport and Rail Access Fund be approved for construction of this project, subject to certain contingencies as set forth in the accompanying resolution.

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

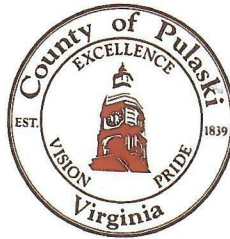
Result, if Approved: VDOT and Pulaski County will proceed with the EDA road project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Pulaski County Virginia

Pulaski County
Board of Supervisors



Commonwealth of
Virginia

Resolution of the Pulaski County Board of Supervisors Extending International Boulevard to Lot H

At a regularly scheduled meeting of the County of Pulaski, Virginia Board of Supervisors held on Monday, February 24, 2025, on a motion by MR. COMPTON seconded by MR. MODNEY, the following resolution was adopted by a vote of 5 to 0:

WHEREAS, the County of Pulaski, Virginia, desires to assist in the development of the New River Valley Commerce Park property for the purpose of economic development located off of Route 100 in the County of Pulaski, Virginia, within the New River Valley Commerce Park; and

WHEREAS, Lot H, located with the New River Valley Commerce Park, will be developed on a property located in the County of Pulaski and a company will soon enter into a firm contract to construct a building on that property; and

WHEREAS, operations are expected to begin at this facility on or about May 2025; and this property is expected to be the site of new private capital investment in land, building, and manufacturing equipment which will provide substantial employment;

WHEREAS, the subject property has no access to a public street or highway and will require the construction of a new roadway to connect with Route 100; and

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

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

WHEREAS, the County of Pulaski hereby acknowledges that the Virginia Department of Transportation's Economic Development Access (EDA) Program may provide up to a maximum

of \$850,000 for a project and requires matching funding, up to \$150,000, from the County of Pulaski for estimated eligible project costs over \$700,000, up to \$1,000,000; and


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

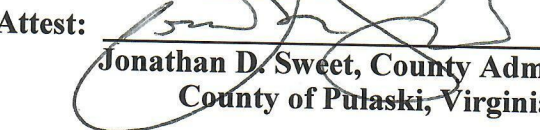
NOW, THEREFORE, BE IT RESOLVED THAT: The Pulaski County Board of Supervisors hereby requests that the Commonwealth Transportation Board provide Economic Development Access Program funding to provide adequate road access to this property; and

BE IT FURTHER RESOLVED THAT: The Pulaski County Board of Supervisors hereby agrees to provide a surety or bond, acceptable to and payable to the Virginia Department of Transportation, in the full amount of the Commonwealth Transportation Board's allocation less eligible private capital outlay credit as determined by VDOT; this surety shall be exercised by the Department of Transportation in the event that sufficient qualifying capital investment does not occur on Lot H in the New River Valley Commerce Park within five years of the Commonwealth Transportation Board's allocation of funds pursuant to this request; and

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

BE IT FURTHER RESOLVED THAT: The Pulaski County Board of Supervisors hereby requests that the new roadway so constructed will be added to and become a part of the secondary system of state highways of the County of Pulaski pursuant to §33.2-1509, paragraph D., of the Code of Virginia.

By: 
Laura W. Walters, Chair
Pulaski County Board of Supervisors

Attest: 
Jonathan D. Sweet, County Administrator
County of Pulaski, Virginia



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 21, 2025

MOTION

Made By: Seconded By: Action:

**Title: Limited Access Control Changes (LACCs) for
Arlington Boulevard (Route 50) Safety Improvements
Arlington County**

WHEREAS, on July 28, 1953, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated Arlington Boulevard (Route 50) from Arlington Ridge Road to the Fairfax Traffic Circle as a limited access highway in accordance with then Va. Code § 33-37 et seq., as amended; and

WHEREAS, it appears that no subsequent resolutions have shifted limited access along this segment of highway; and

WHEREAS, State Highway Project 0050-000-923, P101, R201, C501 (UPC #119086) in Arlington County provides improvements in safety and traffic operations by constructing a raised median along Arlington Boulevard (Route 50) from 0.04 miles east of Glebe Road (Route 120) to 0.11 miles west of Washington Boulevard (Route 27) which will limit turns to the signalized intersections (the "Project"); and

WHEREAS, the segment of Arlington Boulevard and its service roads subject to this Project do not currently function as a limited access facility due to the direct access of intersections and driveways; and

WHEREAS, as a result of ongoing design refinements to the Project, the Virginia Department of Transportation (VDOT) has identified certain segments of Arlington Boulevard within the Project that should no longer be designated as limited access and VDOT is formally requesting the termination of access controls as depicted in the attached Limited Access Line Exhibit 1 and Limited Access Control Point Stations and Offsets Exhibit 2 (attached); and

WHEREAS, VDOT held a Design Public Hearing (“Hearing”) for the Project on October 30, 2024, between 6:30 pm and 9:00 pm at Alice West Fleet Elementary School, 115 South Old Glebe Road, Arlington, Virginia 22204. Plans and exhibits showing the current and proposed locations of the limited access lines were made available, and attendees were given the opportunity to submit comments (oral or written) concerning the Project and the proposed limited access control changes (LACCs); and

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

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

WHEREAS, VDOT’s Northern Virginia District Office has reviewed and approved the traffic analysis report completed in December 2024 and found that it adequately addressed the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements, and a programmatic categorical exclusion was prepared under an agreement between VDOT and the Federal Highway Administration and approved on February 21, 2025; and

WHEREAS, VDOT has determined that the Project is in a non-attainment area, but the Project is not considered to be regionally significant for air quality purposes, is compliant with all National Environmental Policy Act and transportation conformity requirements, and will not have an adverse impact on air quality; and

WHEREAS, the Project is in Arlington County, and the proposed LACCs are supported by a letter from the Director of Transportation of Arlington County dated March 13, 2025, (attached); and

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

Resolution of the Board
Proposed Limited Access Control Changes
Arlington Boulevard (Route 50) Safety Improvements
Arlington County
May 21, 2025
Page 3 of 3

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

WHEREAS, VDOT recommends approval of the proposed LACCs as shown on the Limited Access Line Exhibits (attached); and

NOW, THEREFORE, BE IT RESOLVED, in accordance with Va. Code § 33.2-401 and 24 VAC 30-401-10 et seq., that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein and directs that Arlington Boulevard (Route 50) continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the attached exhibits; and

BE IT FURTHER RESOLVED, the location of the shared use path and sidewalk within the area designated as limited access and its construction and maintenance is approved as proposed and presented at the Hearing by Arlington County, as the same may be modified during ongoing design review; and

BE IT FURTHER RESOLVED, that pedestrians and bicyclists are authorized to use the proposed shared use path along Arlington Boulevard (Route 50), within the areas designated as limited access; and

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

#####

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Arlington Boulevard (Route 50) Safety Improvements
Project 0050-000-923, P101, R201, C501 (UPC# 119086)
Arlington County

Issues: The area designated as limited access for Arlington Boulevard needs to be modified to reflect existing driveways and intersections that have direct access to the road. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to Va. Code § 33.2-401 and 24 VAC 30-401-10 et seq.

Facts:

- On July 28, 1953, the State Highway Commission, predecessor to the CTB, designated Arlington Boulevard (Route 50) from Arlington Ridge Road to the Fairfax Traffic Circle as a limited access highway in accordance with then Va. Code § 33-37 et seq., as amended.
- It appears that no subsequent resolutions have shifted limited access along this segment of highway. However, the segment of Arlington Boulevard and its service roads subject to this Project do not currently function as a limited access facility due to the direct access of intersections and driveways.
- State Highway Project 0050-000-923, P101, R201, C501 (UPC #119086) in Arlington County provides improvements in safety and traffic operations by constructing a raised median along Arlington Boulevard (Route 50) from 0.04 miles east of Glebe Road (Route 120) to 0.11 miles west of Washington Boulevard (Route 27) which will limit turns to the signalized intersections (the “Project”).
- As a result of ongoing design refinements to the Project, the Virginia Department of Transportation (VDOT) has identified certain segments of Arlington Boulevard within the Project that should no longer be designated as limited access and VDOT is formally requesting the termination of access controls as depicted in the attached Access Line Exhibit 1 and Limited Access Control Point Stations and Offsets Exhibit 2 (attached).
- VDOT held a Design Public Hearing (“Hearing”) for the Project on October 30, 2024, between 6:30 pm and 9:00 pm at Alice West Fleet Elementary School, 115 South Old Glebe Road, Arlington, Virginia 22204. Plans and exhibits showing the current and proposed locations of the limited access lines were made available, and attendees were given the opportunity to submit comments (oral or written) concerning the Project and the proposed LACCs.
- Proper notice of the Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded.

- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.
- VDOT's Northern Virginia District Office has reviewed and approved the traffic analysis report completed in December 2024 and found that it adequately addressed the impacts from the Project and the proposed LACCs
- The Project is in compliance with National Environmental Policy Act requirements, and a programmatic categorical exclusion was prepared under an agreement between VDOT and the Federal Highway Administration and approved on February 21, 2025.
- VDOT has determined that the Project is in a non-attainment area, but the Project is not considered to be regionally significant for air quality purposes, is compliant with all National Environmental Policy Act and transportation conformity requirements and will not have an adverse impact on air quality.
- The Project is in Arlington County, and the proposed LACCs are supported by a letter from the Director of Transportation of Arlington County dated March 13, 2025.
- VDOT's Chief Engineer has determined that the proposed changes will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with Va. Code § 33.2-401 and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 et seq.

Recommendations: It is recommended, pursuant to Va. Code § 33.2-401 and 24 VAC 30-401-10 et seq., that Arlington Boulevard (Route 50) continue to be designated as a limited access highway with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB on July 28, 1953.

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

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the Arlington Boulevard (Route 50) Safety Improvements project will move forward.

Options: Approve, Deny, or Defer.

CTB Decision Brief
Proposed Limited Access Control Changes
Arlington Boulevard (Route 50) Safety Improvements
Arlington County
May 21, 2025
Page 3 of 3

Public Comments/Reactions: There were forty (40) citizens that attended the Design Public Hearing meeting per the sign in sheets. A total of sixty-six (66) written/emailed comments and thirty-two (32) oral comments were received for the record.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

May 1, 2025

The Honorable W. Sheppard Miller, III
The Honorable E. Scott Kasprowicz
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant, III
The Honorable Tom Fowlkes
The Honorable Wayne Coleman
The Honorable H. Randolph Laird
The Honorable Thomas Moore Lawson
The Honorable Darrell R. Byers
The Honorable Laura A. Sellers
The Honorable Joel "Rex" Davis
The Honorable Linda Green
The Honorable D.J. Gribbin
The Honorable Becky Norton Dunlop
The Honorable John P. Good Jr.
The Honorable Stephen C. Brich, P. E.
The Honorable Tiffany Robinson

Subject: Approval of Limited Access Control Changes (LACCs) for the Arlington Boulevard (Route 50) Safety Improvements, in Arlington County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0050-000-923, P101, R201, C501 (UPC# 119086) have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

Bart Thrasher

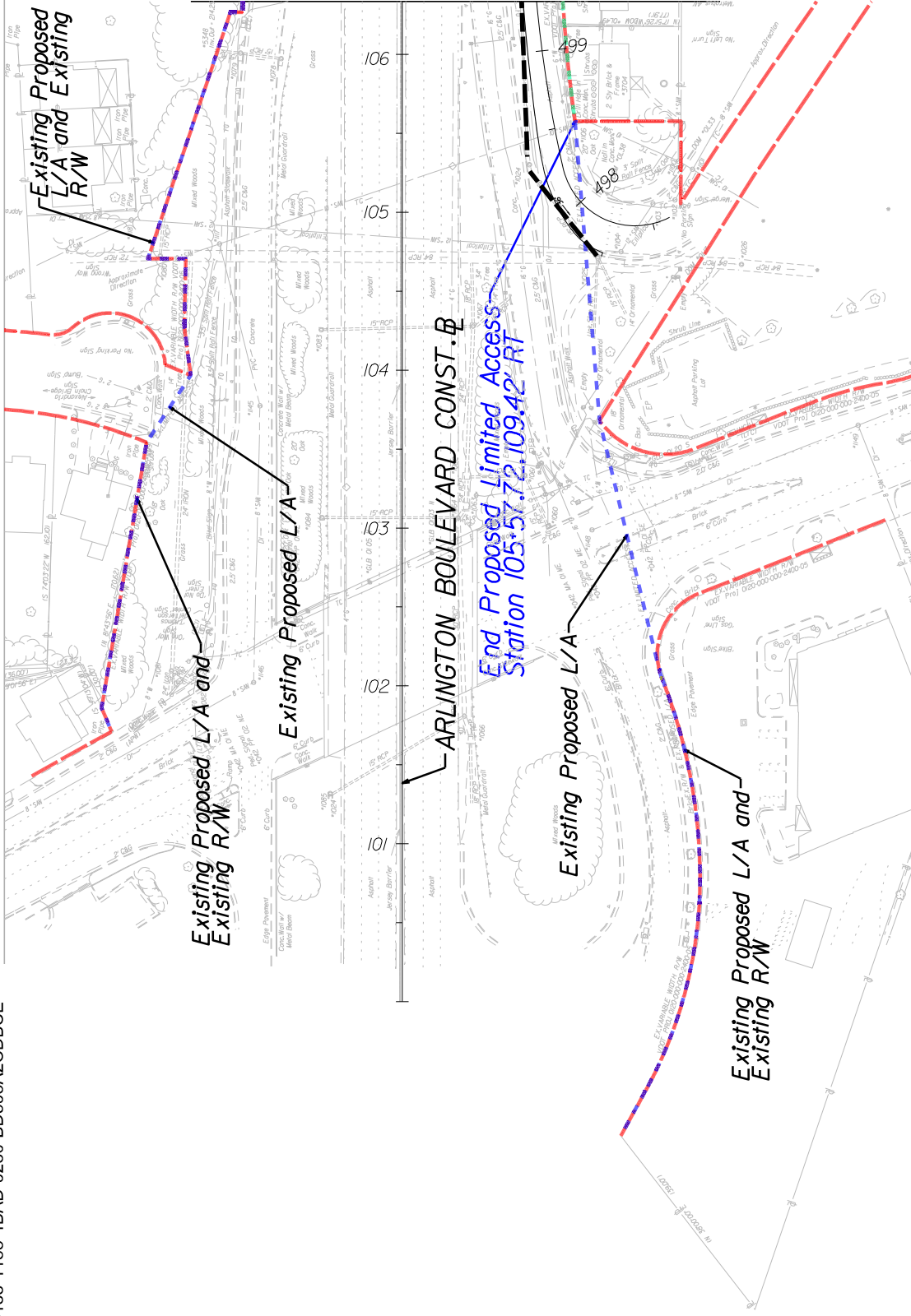
Barton A. Thrasher, P.E.
Chief Engineer



**ARLINGTON BLVD SAFETY
IMPROVEMENTS PROJECT (VDOT)**
UPC 119086
VDOT Project No. 0050-000-923, P101



MATCHLINE PAGE 2



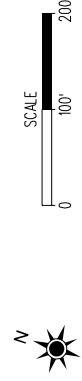
VDOT Virginia Department of Transportation

Arlington Boulevard (Route 50)
Safety Improvements

Project Location



North Arrow and Scale



Legend

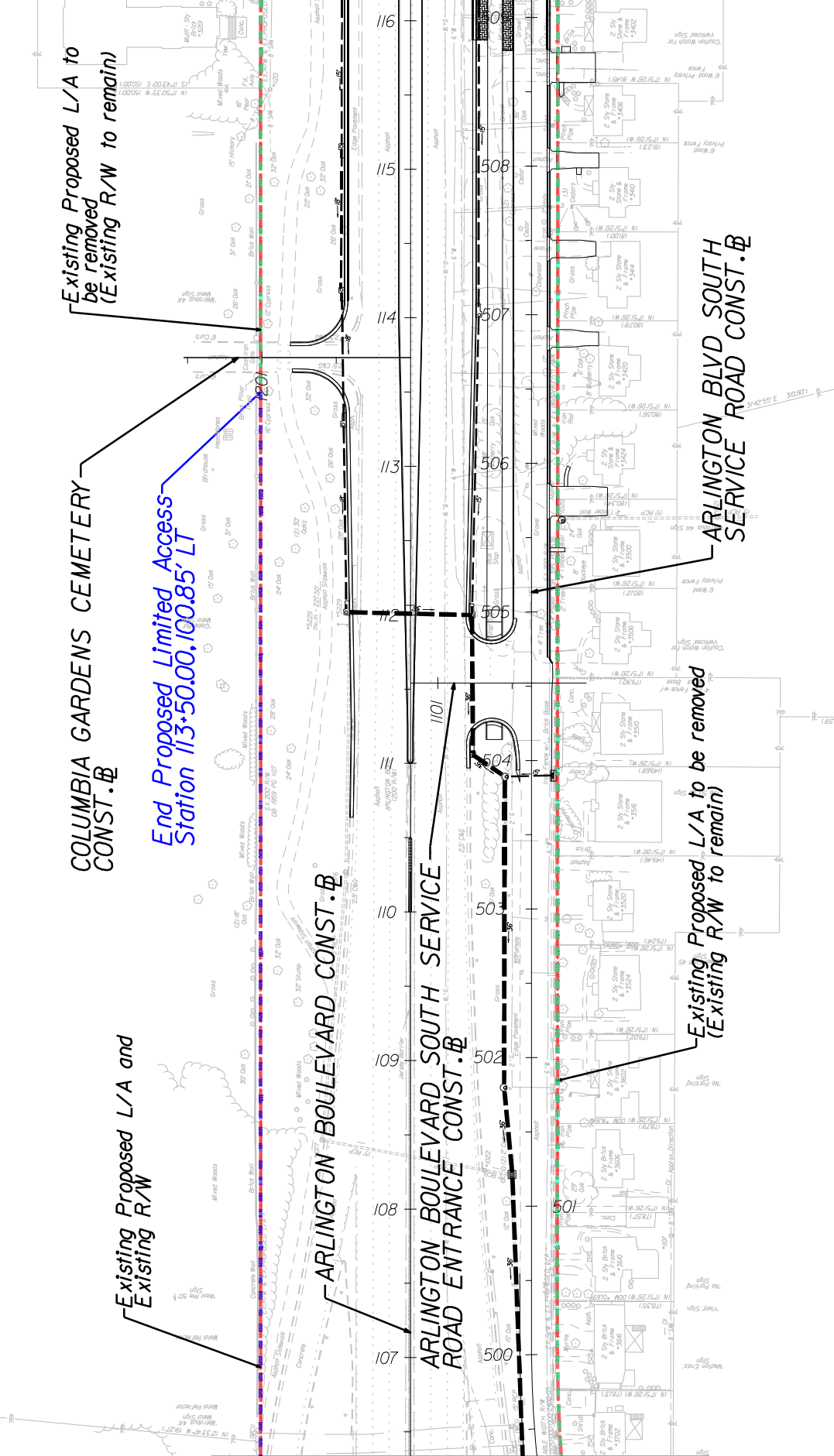
- Existing Proposed L/A & Existing R/W
- Existing Proposed L/A to be removed by Resolution of the Commonwealth Transportation Board dated May 21, 2025 (EXISTING R/W to remain)
- - - Existing R/W
- - - Existing Proposed L/A
- - - Existing Proposed L/A to be removed by Resolution of the Commonwealth Transportation Board dated May 21, 2025
- Proposed R/W

Notes

LIMITED ACCESS CONTROL APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED July 28, 1993.
ALL STATIONS AND OFFSETS SHOWN ARE BASED ON THE ARLINGTON BOULEVARD (ROUTE 50) CONSTRUCTION BASELINE.

Disclaimer

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



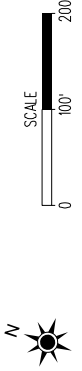
VDOT Virginia Department of Transportation

Arlington Boulevard (Route 50)
Safety Improvements

Project Location



North Arrow and Scale



Legend

- Existing Proposed L/A & Existing R/W
- Existing Proposed L/A to be removed by Resolution of the Commonwealth Transportation Board dated May 21, 2025 (Existing R/W to remain)
- Existing R/W
- Existing Proposed L/A
- Existing Proposed L/A to be removed by Resolution of the Commonwealth Transportation Board dated May 21, 2025
- Proposed R/W

Notes

LIMITED ACCESS CONTROL APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED July 28, 1993.

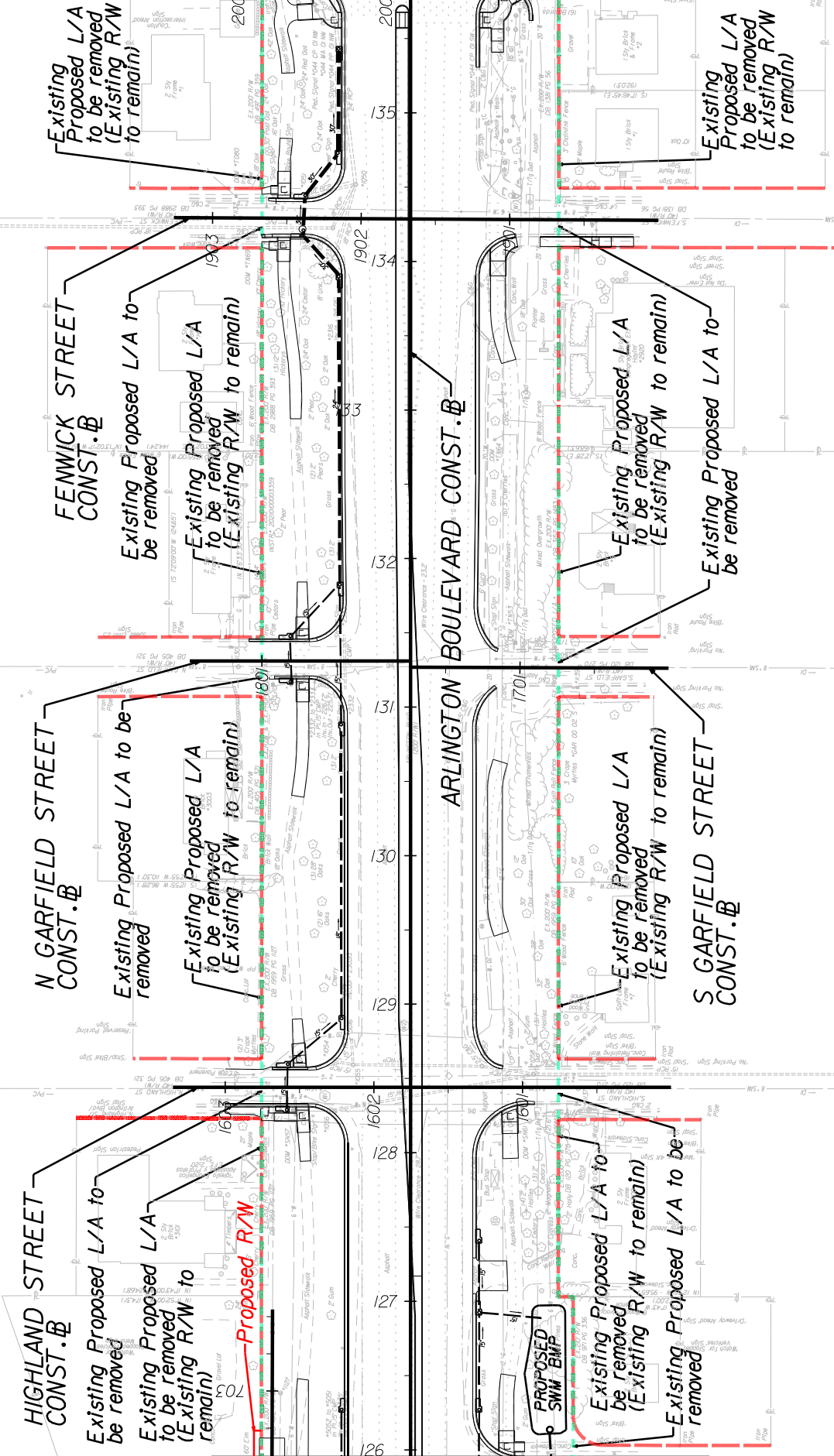
ALL STATIONS AND OFFSETS SHOWN ARE BASED ON THE ARLINGTON BOULEVARD (ROUTE 50) CONSTRUCTION BASELINE.

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MATCHLINE PAGE 3

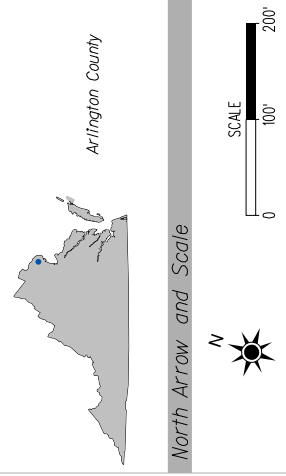
MATCHLINE PAGE 5



VDOT Virginia Department of Transportation

Arlington Boulevard (Route 50)
Safety Improvements

Project Location



Legend

- Existing Proposed L/A & Existing R/W
- Existing Proposed L/A to be removed by Resolution of the Commonwealth Transportation Board dated May 21, 2025 (Existing R/W to remain)
- Existing R/W
- - - Existing Proposed L/A
- - - Existing Proposed L/A to be removed by Resolution of the Commonwealth Transportation Board dated May 21, 2025
- - - Proposed R/W

Notes

LIMITED ACCESS CONTROL APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED JULY 28, 1993.

ALL STATIONS AND OFFSETS SHOWN ARE BASED ON THE ARLINGTON BOULEVARD (ROUTE 50) CONSTRUCTION BASELINE.

Disclaimer

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

**FILLMORE STREET
CONST. #**

Existing Proposed L/A to be removed

**Existing Proposed L/A to be removed
(Existing R/W to remain)**

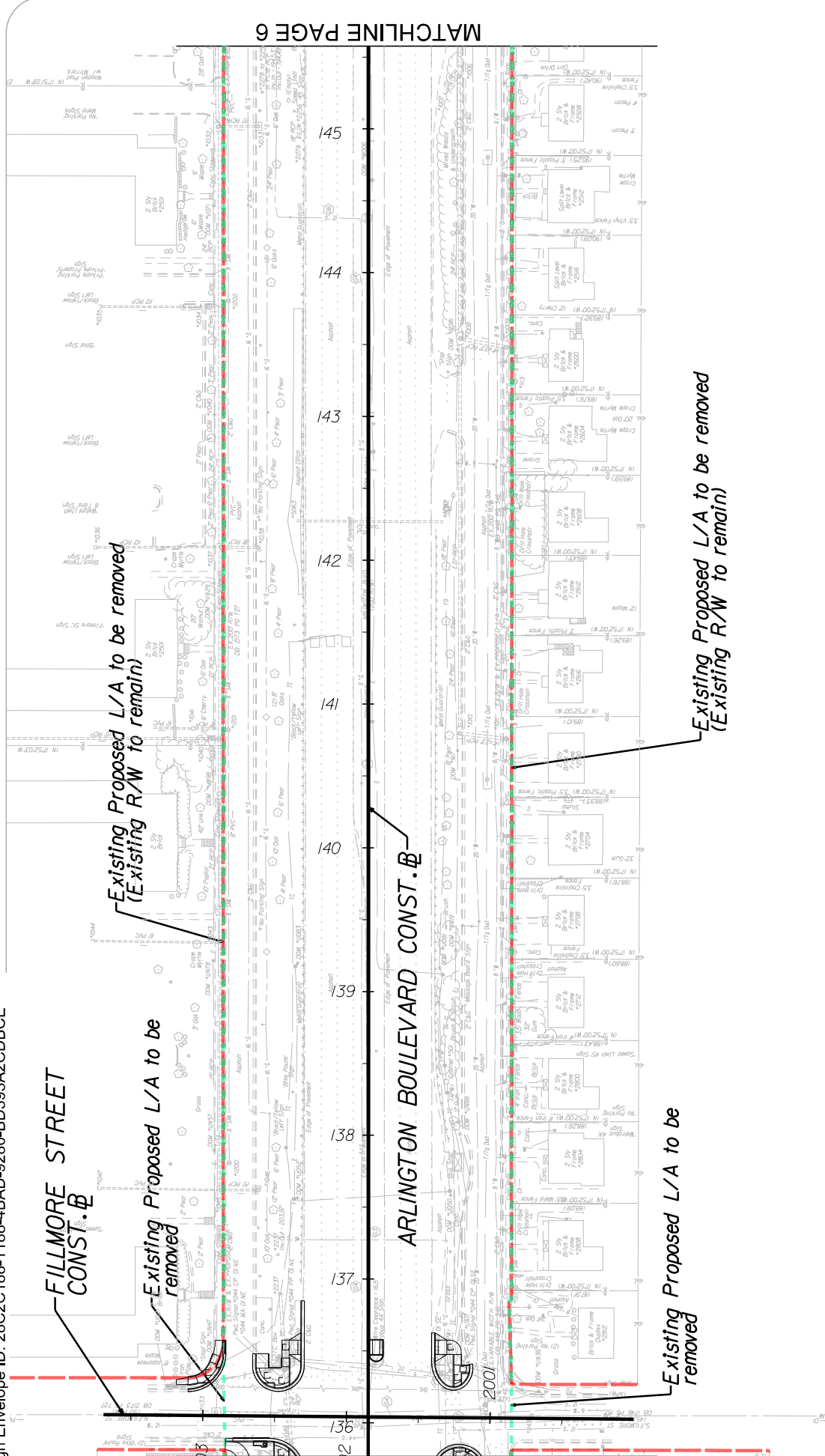
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MATCHLINE PAGE 6

ARLINGTON BOULEVARD CONST. #

Existing Proposed L/A to be removed

**Existing Proposed L/A to be removed
(Existing R/W to remain)**



Notes

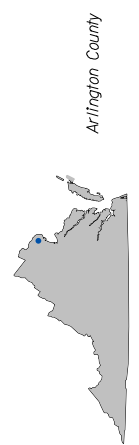
LIMITED ACCESS CONTROL APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED JULY 28, 1993.

ALL STATIONS AND OFFSETS SHOWN ARE BASED ON THE ARLINGTON BOULEVARD (ROUTE 50) CONSTRUCTION BASELINE.

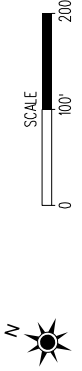
Disclaimer

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Project Location



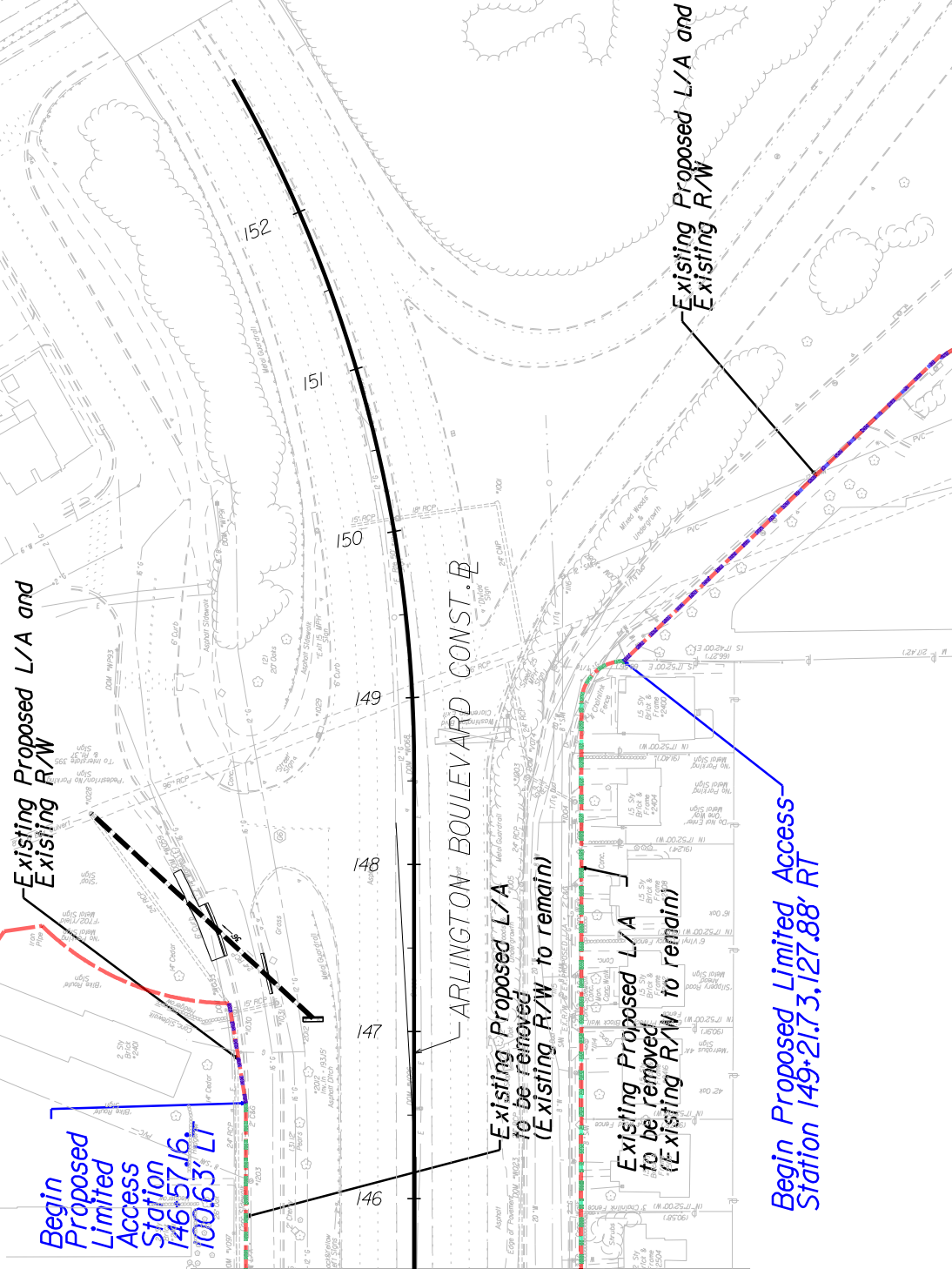
North Arrow and Scale



Legend

- Existing Proposed L/A & Existing R/W
- Existing Proposed L/A to be removed by Resolution of the Commonwealth Transportation Board dated May 21, 2025 (Existing R/W to remain)
- Existing R/W
- Existing Proposed L/A
- Existing Proposed L/A to be removed by Resolution of the Commonwealth Transportation Board dated May 21, 2025
- Proposed R/W

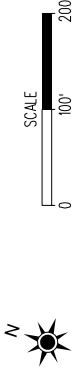
MATCHLINE PAGE 5



Project Location



North Arrow and Scale



Legend

- Existing Proposed L/A & Existing R/W
- Existing Proposed L/A to be removed by Resolution of the Commonwealth Transportation Board dated May 21, 2025 (Existing R/W to remain)
- Existing R/W
- - - Existing Proposed L/A
- - - Existing Proposed L/A to be removed by Resolution of the Commonwealth Transportation Board dated May 21, 2025
- Proposed R/W

Notes

LIMITED ACCESS CONTROL APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED JULY 28, 1993.
ALL STATIONS AND OFFSETS SHOWN ARE BASED ON THE ARLINGTON BOULEVARD (ROUTE 50) CONSTRUCTION BASELINE.

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DEPARTMENT OF ENVIRONMENTAL SERVICES
Division of Transportation

2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201
Phone: 703-228-3714 | Fax: 703-228-4455

March 13, 2025

Mr. Khalil Minhas, P.E.
Virginia Department of Transportation (VDOT)
4975 Alliance Drive
Fairfax, VA 22030

RE: Limited Access Control Change for UPC 119086 – Arlington Blvd Safety Improvements

Dear Mr. Minhas:

This letter is to confirm the Arlington County Division of Transportation's (DOT) full support of the Arlington Blvd Safety Improvements Project (Universal Project Code 119086). The County DOT supports the proposed Limited Access Control Changes (LACCs) as illustrated in the attached exhibits (3) and requests VDOT advancement of the LACCs to the Commonwealth Transportation Board (CTB) for action.

Sincerely,

A handwritten signature in black ink, appearing to read "Hui Wang".

Hui Wang
Director of Transportation

cc: Michelle Cowan, County Manager's Office
Rich Roisman, Regional Transportation Planning
Inumidun Obikoya, Transportation Planning & Capital Projects Management

exhibits (3)

Minutes of the Meeting
of the State Highway Commission of Virginia
Held in Richmond and at Big Meadows
July 28-30, 1953.

At 9:30 A.M., Tuesday, July 28, the Commission met in the Central Office Building, Richmond. Present - Messrs. E. P. Barrow, Geo. P. DeHardit, S. D. May, Burgess E. Nelson, S. W. Rawls, Tucker C. Watkins, Jr., J. F. Wycor and J. A. Anderson.

The meeting was called to order by the Chairman.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the minutes of the meeting of May 26, be approved. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Wycor, that the Commission approve the permits issued from May 26 to July 26, inclusive, as recorded in the Auditing Division. Motion carried.

Moved by Mr. Wycor, seconded by Mr. DeHardit, that the Commission approve the cancellation of permits from May 26 to July 26, inclusive, as recorded in the Auditing Division, and as authorized June 25, 1947. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received June 5 for the construction of Projects 1743-70-05 and 1943-08, Routes 250 and 55, 0.478 Mi. E. WCL Richmond-0.105 Mi. W. WCL Richmond (Broad St.) AND from WCL Richmond-0.061 Mi. N. WCL Richmond, City of Richmond and Henrico County, to the low bidder, Atlantic Bitulithic Company, Richmond, Virginia, at the bid of \$293,232.14, that 10% additional be set aside to cover the cost of engineering and additional work and \$164.00 for work by State Forces, making a total of approximately \$322,700.00 chargeable to this project. Motion carried.

Moved by Mr. Watkins, seconded by Senator Nelson, that resolution adopted by the Commission at its meeting May 26, 1953, awarding contract to the low bidder, Garrett Contracting Co., Inc., Richmond, Virginia, for the construction of Project 2143-70, Route 60, City of Richmond; 500 Ft. S. of Denny Street, Carlisle Avenue (Government Road), be ~~RESCINDED~~, the bid be ~~REJECTED~~, and the work proposed be scheduled for re-advertising at a convenient future date. On request of the City Manager of Richmond and recommendation of the Department's engineers after further study it was determined that an unbalanced bid was submitted by the low bidder as defined in Section 102.10, Page 13 of the Department's Road and Bridge Specifications of January 1, 1947. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rawls, that whereas, a study conducted by the Traffic and Planning Division indicates that when school is again in session the volume of traffic on Route 58 west of Danville between Church Avenue and Bromley Drive will justify sidewalk construction; now, therefore, be it resolved, that there be appropriated from the Construction Reserve of the Lynchburg District the sum of \$10,000 to construct approximately 0.77 mile of sidewalk on Route 58 from Church Avenue to Bromley Drive. Motion carried.

Moved by Senator Nelson, seconded by Mr. Rawls, that the section of Route 50, Arlington Boulevard, from its junction with the Pentagon Network at Arlington Ridge Road (Sta. 0/55.7 of old Project 501-D, new Project 1900, Arlington County) west to the Fairfax Traffic Circle (Sta. 649/55.1 old Project 501-EE, new Project 1929, Fairfax County) be, and hereby is, designated as a Limited Access Highway, in accordance with Section 33-57 et seq. of the 1950 Code of Virginia. Motion carried.

The Commission was further advised concerning progress on the legislative studies now being made - Prison Labor, Washington Metropolitan Area, (Weights) Load Limits, Secondary Funds to Counties operating their own highways, Toll Roads and Outdoor Advertising.

A memorandum of July 7 written by the Commissioner on his observations on a motor trip to Mackinaw City, Michigan, and return, was read to the Commission.

Further reference was given the Commission on the prize winning essays and awards in the General Motors Better Highways contest, copy of which booklet was mailed to the Commission July 21.

Copy of a letter from the City of Martinsville of July 24 to Resident Engineer Howard was before the Commission. The City waived a charge for a summons of its fire equipment to a piece of equipment being used in connection with construction work on Route 280 near Double Branch Bridge.

A report on Deletions from the Primary System was presented to each member of the Commission.

Moved by Mr. Rawls, seconded by Mr. Watkins, that the 1953-1954 Culpeper District Allocations be changed to read -

Route 20 Orange County; Town of Orange. Supplemental Allocation for Southern Railway Underpass \$25,000.00 (Instead of \$100,000.00)

Route 15 Orange County; N. of Gordonsville-North. Supplemental Allocation for continuing construction 75,000.00

and that a new allocation be made next year for the Southern Railway Underpass on Route 20. Motion carried.

Koscinski, Jr., Joseph P., P.E. (VDOT)

From: Snider, Lori A. (VDOT)
Sent: Monday, March 31, 2025 9:33 AM
To: Leckner, Kimberly M. (VDOT)
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT)
Subject: Re: UPC 119086 Limited Access Control Change

I approve of this limited access control change from a Right of Way & Utilities perspective.

Thank you,
Lori

Lori A. Snider

State Right of Way & Utilities Director / Right of Way & Utilities Division
Virginia Department of Transportation
804-786-5841 office / 434-907-4915 cell

Lori.Snider@VDOT.Virginia.gov



From: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>
Sent: Monday, March 31, 2025 7:49 AM
To: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Subject: FW: UPC 119086 Limited Access Control Change

Lori,

I have received and reviewed the attached project related LACC request from L&D. I recommend your approval from a Right of Way and Utilities perspective. If you concur, please indicate your approval with a response to Joe, who is cc'd. Thank you

Kimberly Leckner

Program Manager / Right of Way and Utilities Division
Virginia Department of Transportation
(o) (804) 786-4079
(c) (703) 853-5619

Kimberly.Leckner@VDOT.Virginia.gov



From: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Sent: Thursday, March 20, 2025 10:52 AM
To: Garrett, Michael L. (VDOT) <Michael.Garrett@VDOT.Virginia.gov>; Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>
Cc: Porter, Ellen (VDOT) <Ellen.Porter@vdot.virginia.gov>; Hankins, Lanksford E., Jr. P.E. (VDOT) <Lanksford.Hankins@VDOT.Virginia.gov>
Subject: FW: UPC 119086 Limited Access Control Change



**Environmental Division
NEPA Programs**

Programmatic Categorical Exclusion (PCE)

Project Information

Project Name:	#SMART22 - Arlington Blvd Safety Improvements	Federal Project#:	NHPP-5B01(265)
Project Number:	0050-000-923, C501, P101, R201	Project Type:	Construction
UPC:	119086	Charge Number:	UPC 119086 Activity 6XX
Project Number(Assoc)(UPC):			
Route Number:	50	Route Type:	Primary
Project Limit--From:	0.04 Mi. East of Glebe Road (Route 120)	To:	0.11 Mi. West of Washington Blvd. (Route 27)
IPM Project Description:	#SMART22 - ARLINGTON BLVD SAFETY IMPROVEMENTS		
Additional Project Description:	The proposed improvements include constructing a raised median with landscaping, installing a curb and gutter with drainage system, adding eastbound and westbound left-turn lanes with traffic signal upgrade at Irving Street intersection, extension of eastbound and westbound left-turn lanes with traffic signal upgrade at North Fillmore Street intersection, and reconstruction of existing shared-use paths along both sides of the roadway. The project will also extend the eastbound and westbound service roads between South Glebe Road and North Jackson Street and between North Irving Street and North Jackson Street, respectively, to reconnect existing residential driveways.		
Purpose And Need:	The purpose of this project is to improve safety and operations along Arlington Boulevard between Glebe Road and Washington Boulevard.		
District:	City/County:	Residency:	
Northern Virginia	Arlington	Fairfax	

The subject project meets the criteria for a Programmatic Categorical Exclusion in accordance with:

23 CFR 771.117

Description of PCE Category:

Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting, if the project meets the constraints in paragraph (e) of this section.

PCE c27



UNUSUAL CIRCUMSTANCES:

1. The proposed action will not result in significant environmental impacts.

Finding: *Other; brief narrative provided in notes.*

Notes: *Based on a review of the project scope and location on 01/21/25, no significant environmental impacts are anticipated as a result of this project.*

2. The proposed action will not result in substantial controversy on environmental grounds.

Finding: *Other; brief narrative provided in notes.*

Notes: *Based on a review of the project scope and location, substantial controversy is not expected as a result of this project.*

3. The proposed action will not result in significant impact on properties protected by Section 4(f) of the Department of Transportation Act or Section 106 of the National Historic Preservation Act.

Finding: *Other; brief narrative provided in notes.*

Notes: *Based on the Cultural Resources Summary Report, the Virginia Department of Historic Resources (VDHR) concurred with a determination of no adverse effect on historic properties on 07/31/23. Based on Arlington County Department of Parks and Recreation (ACDPR) final concurrence dated 01/14/25, FHWA approved of a de minimis impact finding on 01/21/25.*

4. The project sponsor confirms that proposed action will not result in any inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

IMPACTS:

5. The proposed action will not involve acquisition of more than minor amounts of temporary or permanent right of way.

Finding: *Review of project plans.*

Notes: *Based on a review of the Right of Way (RW) Data Sheet in the project plans dated 08/09/24, this project does not involve acquisition of more than minor amounts of temporary or permanent right of way acquisition.*

6. The proposed action will not involve residential or non-residential displacements.

Finding: *Review of project plans.*

Notes: *Based on a review of the project plans, there are no residential or non-residential displacements.*

7. The proposed action will not result in capacity expansion of a roadway by addition of through lanes.

Finding: *Review of project scope indicates there will be no new lanes carrying traffic for 2500 feet or more.*

Notes: *The project scope does not include the addition of through lanes.*

8. The proposed action does not involve the construction of temporary access, or the closure of an existing road, bridge, or ramps that would result in major traffic disruptions based on the context and intensity of the impact.

Finding: *There will be no major traffic disruptions based on the project scope.*

Notes: *Based on a review of the project scope and location, there would be no major traffic disruptions.*

9. The proposed action does not result in a determination of adverse effect on historic properties pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. §306108).

Finding: *Coordination with DHR resulted in a No Adverse Effect Determination.*

Date of

Finding: *07/31/2023*

Notes: *Based on the Cultural Resources Summary Report, VDHR concurred with a determination of no adverse effect on historic properties on 07/31/23.*

10. The proposed action does not require the use of properties protected by Section 4(f) (49 U.S.C. § 303/23 U.S.C. § 138) that cannot be documented with an FHWA de minimis determination, or a programmatic Section 4(f) evaluation signed by FHWA.

Finding: *Other; brief narrative provided in notes.*

Date of

Finding: *10/18/2024*

Notes: *Based on the Cultural Resources Summary Report, VDHR concurred with a determination of no adverse effect on historic properties on 07/31/23; DHR was informed of FHWA's intent for a de minimis impact on 06/26/23. Based on ACDPR final concurrence and VDHR's concurrence of the no adverse effect determination, FHWA approved of a de minimis impact finding on 01/21/25.*

11. The proposed action does not require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act of 1965 (54 U.S.C. § 200305) or other unique areas or special lands that were acquired in fee or easement with federal public-use-money and have deed restrictions or covenants on the property.

Finding: *Based on documented review of available mapping and databases, there will be no acquisition of lands protected by Section 6(f) or other unique areas or special lands.*

Notes: *Based on the RW Data Sheet, review of the GIS Integrator data layers, and the Department of Conservation and Recreation (DCR) The Land and Water Conservation Fund website, there will be no acquisition of lands under the protection of Section 6(f).*

12. The proposed action does not require a U.S. Army Corps of Engineers Section 404 (33 U.S.C. § 1344) permit other than a Nationwide or a General Permit.

Finding: *The project will not require a water quality permit based on the documentation provided.*

Date of

Finding: *02/21/2023*

Notes: *Based on the Permit Determination dated 09/17/24, a U.S. Army Corps of Engineers Section 404 permit is not required.*

13. The proposed action does not require a U.S. Coast Guard bridge permit (33 U.S.C. § 401).

Finding: *The project does not involve work on bridges over navigable waters necessitating a USCG permit.*

Notes: *The project scope does not involve any bridge crossing of navigable waters to require a U.S. Coast Guard Permit.*

14. The proposed action does not require work that will cause an increase of the flood level by more than one foot within a regulatory floodway of water courses or water bodies or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to 23 CFR §650 subpart A.

Finding: *Based on review of FEMA floodplain mapping, the project is not within a floodplain.*

Notes: *Based on a review of FEMA floodplain mapping, this project will not cause an increase of the flood level by more than one foot.*

15. The proposed action is not defined as a "Type I project" per 23 CFR §772.5 and the VDOT noise manual for purposes of a noise analysis.

Finding: *The project is not defined as Type I based on the Noise determination.*

Notes: *The project scope does not meet any of the criteria for a Type I project designation under 23 CFR Part 772.*

16. The proposed action is not likely to adversely affect federally listed species or designated critical habitat, with the exception of a "may affect, likely to adversely affect" (MALAA) determination for a species with a Section 7 programmatic biological opinion.

Finding: *The project will have no effect on federally listed species or designated critical habitat.*

Date of

Finding: *02/21/2025*

Notes: *Based on the Threatened and Endangered (T&E) Species Clearance Form dated 02/21/25, there is no effect on the federally endangered Northern Long-Eared Bat and no effect on the federally proposed Tri-colored Bat and Monarch butterfly.*

17. The proposed action does not involve any known or potential hazardous materials issues that represent a substantial liability or require substantial regulatory negotiation to resolve.

Finding: *(VDOT ONLY) Hazardous Materials Summary Report.*

Notes: *Based on the Hazmat Materials Summary Report dated 10/24/23, no hazardous materials issue is anticipated.*

18. The proposed action is fiscally constrained and meets the provisions of the "Planning Documents and NEPA Approvals" document in accordance with 23 CFR §450.

Finding: *This project is included in a STIP Grouping.*

Notes: *The project is included in STIP Grouping for Construction: Safety/ITS/Operational Improvements.*

19. The proposed action will not cause disproportionately high and adverse effects on any minority or low-income populations.

Finding: *The project does not involve displacements, changes in access, major traffic disruptions, more than minor amounts of right of way acquisition, community disruptions, or disruption of emergency services.*

Notes: *Based on a review of the project plans, some residential driveways will be eliminated from direct access to Route 50 and connected to the extended service roads north or south of Route 50 to reestablish access to Route 50. The project will not cause disproportionate and adverse effects on any minority or low-income EJ populations.*

20. The project sponsor confirms the project does not involve consideration of multiple NEPA alternatives and is not listed in 23 CFR §771.115(a).

Muse, John C.

02/21/2025

Environmental Manager, CE Determination

Date



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item #10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 21, 2025

MOTION

Made By: Seconded

By: Action:

Title: Approval of VPRA FY26 Capital Budget and Consent
to Sale of Real Property to VRE Commissions

WHEREAS, on or before February 1, 2025, in accordance with Va. Code § 33.2-298, the Virginia Passenger Rail Authority ("VPRA") submitted to the Commonwealth Transportation Board ("CTB") a (i) *Recommended Fiscal Year 2026 Capital Budget* (the "**Recommended FY26 VPRA Capital Budget**"), and
(ii) a detailed annual operating plan and budget; and

WHEREAS, the Recommended FY26 VPRA Capital Budget contains, among other information, VPRA's proposed budget for capital projects and capital and operating grants for fiscal year 2026, which information is subject to CTB review and approval pursuant to Va. Code § 33.2-298; and

WHEREAS, on April 15, 2025, VPRA staff presented the Recommended FY26 VPRA Capital Budget to the CTB for its consideration, including a briefing to the CTB on the VRE Transaction (defined below); and

WHEREAS, Va. Code § 33.2-293(B) empowers VPRA to dispose of real property, provided that any disposition that involves property with a fair market value in excess of \$5,000,000 requires the consent of the CTB; and

WHEREAS, VPRA is advancing a transaction (the "**VRE Transaction**") with the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (collectively, the "**VRE Commissions**"), which operate the commuter rail service known as Virginia Railway Express; and

WHEREAS, under the VRE Transaction VPRA would convey the following real property interests to the VRE Commissions in consideration for the appraised price of \$155,000,000:

Resolution of the Board
Approval of VPRA FY26 Capital Budget and Consent
to Sale of Real Property to VRE Commissions
May 21, 2025
Page 2 of 2

1. approximately 1.51 miles of non-mainline railroad yard between milepost 10.76 and 9.25 in Alexandria, VA, referred to as “Seminary Yard”; and
2. a continuous strip of land, currently without tracks, between approximately mileposts 33.6 and 36.23 in the City of Manassas, VA, referred to as the “Broad Run Strip”; and
3. an easement interest in the land underlying five commuter rail passenger station platforms known as Backlick Road, Rolling Road, Burke Centre, Manassas Park, and Manassas, each along the VPRA-owned Manassas Line; and
4. an easement for commuter rail purposes over half of the width of the railroad corridor between milepost 32.75 and milepost 9.25, including a continuous single track; and

WHEREAS, in the furtherance of the VRE Transaction, on April 2, 2025, VPRA entered into an agreement with the VRE Commissions to consummate the VRE Transaction, subject to CTB consent; and

WHEREAS, because the VRE Transaction involves VPRA’s sale of real property interests in excess of \$5,000,000, the CTB must consent to the VRE Transaction before VPRA may convey any of the related real property interests to the VRE Commissions.

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board that:

1. the Recommended FY26 VPRA Capital Budget, as presented by VPRA staff on April 15, 2025, is hereby approved; and
2. the Commonwealth Transportation Board consents to the VRE Transaction between VPRA and the VRE Commissions.

####

CTB Decision Brief

Approval of VPRA FY26 Capital Budget and Consent to Sale of Real Property to VRE Commissions

Issue: Under Va. Code § 33.2-298, the Virginia Passenger Rail Authority ("VPRA") must submit to the Commonwealth Transportation Board ("CTB"), by February 1 each year its annual operating plan and budget, and its proposed capital project and capital grants expenditures for approval. In addition, Va. Code § 33.2-293(B) empowers VPRA to dispose of real property, provided that any disposition that involves property with a fair market value in excess of \$5,000,000 requires the consent of the CTB.

Facts: VPRA submitted its annual operating plan and budget and its proposed capital projects and capital and operating grants budget to the CTB on or before February 1, 2025. At the April 15, 2025 CTB meeting, a detailed presentation of the VPRA capital budget was provided by VPRA staff.

In addition, at that same meeting the VPRA Executive Director briefed the CTB on plans for VPRA to sell the following real property interests to the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (collectively, the "VRE Commissions") for the appraised price of \$155,000,000:

1. approximately 1.51 miles of non-mainline railroad yard between milepost 10.76 and 9.25 in Alexandria, VA, referred to as "Seminary Yard"; and
2. a continuous strip of land, currently without tracks, between approximately mileposts 33.6 and 36.23 in the City of Manassas, VA, referred to as the "Broad Run Strip"; and
3. an easement interest in the land underlying five commuter rail passenger station platforms known as Backlick Road, Rolling Road, Burke Centre, Manassas Park, and Manassas, each along the VPRA-owned Manassas Line; and
4. an easement for commuter rail purposes over half of the width of the railroad corridor between milepost 32.75 and milepost 9.25, including a continuous single track.

Recommendations: VPRA recommends the approval of its fiscal year 2026 proposed capital projects and capital and operating grants budget. VPRA also recommends the CTB to consent to its sale of the real property interests to the VRE Commissions.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to (i) approve VPRA's fiscal year 2026 proposed capital projects and capital and operating grants budgets, and (ii) consent to the sale of the real property interests to the VRE Commissions.

Options: Approve, Deny, or Defer. If the CTB does not approve or deny VPRA's proposed capital and operating grants budgets by May 30, 2025, such proposed expenditures will be deemed approved pursuant to Va. Code § 33.2-298.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 21, 2025

MOTION

Made By: _____ Seconded By:

Action:

Title: Adoption of SMART SCALE Recommendations for Preparation of the Final FY 2026-2031 Six-Year Improvement Program.

WHEREAS, section 33.2-214.1 of the *Code of Virginia*, provides that the Commonwealth Transportation Board (“Board”) shall develop a statewide prioritization process for certain projects funded by the Board, including those projects allocated funds pursuant to section 33.2-358 of the *Code of Virginia*, and

WHEREAS, effective July 1, 2015, Chapter 684 of the 2015 Acts of Assembly (HB 1887) modified section 33.2-358 and set forth the requirements relating to the allocation of funds to, and the establishment of, a High Priority Projects Program (“HPP”) and a District Grant Program (“DGP”) with candidate projects under these programs to be screened, evaluated and selected according to the prioritization process established pursuant to section 33.2-214.1; and

WHEREAS, the Board adopted a policy and process on June 17, 2015, and most recently, a revised policy and process on January 16, 2024, to govern screening, scoring and selecting projects for funding pursuant to section 33.2-214.1 (“Project Prioritization Process”); and

WHEREAS, the Board adopted an *Updated Six-Year Improvement Program Development and Management Policy*, on March 19, 2024, which among other things, requires that the Board be presented with a fully funded scenario relating to the Project Prioritization Process (known as SMART SCALE) and development of the Six-Year Improvement Program for the Board’s consideration; and

Resolution of the Board

Adoption of SMART SCALE Recommendations for Preparation of the Final FY2026-2031 Six-Year Improvement Program

May 21, 2025

Page 2 of 3

WHEREAS, 277 applications were submitted and screened pursuant to the sixth round of the Project Prioritization Process with 270 validated applications being found to propose projects that are consistent with or meet one or more VTrans needs, thus satisfying the requirement in section 33.2-214.1 (B)(2) that candidate projects “be screened by the Commonwealth Transportation Board to determine whether they are consistent with the assessment of capacity needs for all for corridors of statewide significance, regional networks, and improvements to promote urban development areas established pursuant to § 15.2-2223.1, undertaken in the Statewide Transportation Plan in accordance with § 33.2-353”; and

WHEREAS, at its January 14, 2025 Workshop, the Board was presented with the FY2026 funding distribution and the outcome of the prioritization process, along with a Staff Recommended Funding Scenario for the sixth round of the Project Prioritization Process, based on a two-step scenario (“Staff Recommended Funding Scenario”) consisting of the following steps (collectively, “Funding Steps”):

Step 1: Fund top-scoring projects within each district eligible for Highway Construction DGP funds using DGP funds until the remaining funds are insufficient to fund the next highest-scoring project.

Step 2: Fund remaining top-scoring projects statewide that are eligible for HPP funds using HPP funds until the remaining funds are insufficient to fund the next highest-scoring project.

WHEREAS, at its April 15, 2025 Workshop, the Board was presented the Draft FY2026-2031 Six-Year Improvement Program based on the Staff Recommended Funding Scenario; and

WHEREAS, nine public meetings were held on the following dates in each district, April 22, 2025 (Richmond), April 23, 2025 (Lynchburg), April 24, 2025 (Hampton Roads), May 6, 2025 (Fredericksburg), May 7, 2025 (Culpeper), May 8, 2025 (Northern Virginia), May 13, 2025 (Bristol), May 14, 2025 (Salem), and May 15, 2025 (Staunton) to receive public comments on the Draft FY2026-2031 Six-Year Improvement Program; and

WHEREAS, based on public and stakeholder input/feedback, the Board members requested changes, as outlined in Attachment A, to the Staff Recommended Funding Scenario at its May 20, 2025 Workshop, creating the proposed Consensus Scenario outlined in Attachment B, for consideration by the full Board, and

WHEREAS, in accord with the requirements outlined in *the Updated Six-Year Improvement Program Development and Management Policy*, full funding has been identified for all projects in the proposed Consensus Scenario; and

WHEREAS, the Board has given due consideration to the proposed Consensus Scenario presented at the May 20, 2025 Workshop.

Resolution of the Board

Adoption of SMART SCALE Recommendations for Preparation of the Final FY2026-2031 Six-Year Improvement Program

May 21, 2025

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NOW THEREFORE, BE IT RESOLVED, that the Board approves the requested changes, outlined in Attachment A, to the Staff Recommended Funding Scenario as presented in the May 20, 2025 Workshop, pursuant to the sixth round of the Project Prioritization Process.

BE IT FURTHER RESOLVED, that the Board hereby adopts the Consensus Scenario (Attachment B) as presented in the May 20, 2025 Workshop, approving the identified projects for funding in the Final FY2026-2031 Six-Year Improvement Program.

####

ATTACHMENT A

Bristol

- Unfund
 - App ID 11589 Route 75 at Green Springs Church Road Turn Lane Improvements in Washington County (\$11.5M)
 - App ID 11735 Cummings St at US 11 and Rensburg Dr Improvements in the Town of Abingdon (\$10.4M)
- Fund with DGP
 - App ID 11586 French Moore Blvd Extension submitted by Bristol MPO (\$28.5M)

Culpeper

- No changes to the Staff Recommended Funding Scenario

Fredericksburg

- No changes to the Staff Recommended Funding Scenario

Hampton Roads

- Unfund
 - App ID 11683 Little Creek Road Bicycle Improvements in the City of Norfolk (\$5.4M)
- Fund with DGP
 - App ID 11491 Cheriton RCUT in Northampton County (\$6.8M)

Lynchburg

- No revisions to staff recommended staff scenario, DGP amount being used to cover previous DGP cost increases

Northern Virginia

- Unfund
 - App ID 11496 Duke St and Route 1 Intersection Improvements in the City of Alexandria (\$6.6M)
 - App ID 11469 Cascades Pkwy Bike & Ped (Church Rd. to Victoria Station Dr) in Loudoun County (\$9.3M)
- Fund with DGP
 - App ID 11466 Route 15 at Braddock Road Roundabout in Loudoun County (\$14.5M)

Richmond

- Fund with DGP
 - App ID 11761 U.S. Route 60 at State Route 13/603 RCUT submitted by Powhatan County (\$3.6M)
 - App ID 11470 I64 Exit 211 Interchange Improvement Project submitted by New Kent County for revised request amount (\$18.2M)

Salem

- No changes to the Staff Recommended Funding Scenario

Staunton

- Unfund
 - App ID 11604 Waynesboro Transit Access Project in the City of Waynesboro (\$2.6M)
- Fund with DGP
 - App ID 11809 US 50 and Hayfield Road RCI in Frederick County (\$8.0M)

CTB Decision Brief

Adoption of SMART SCALE Recommendations for Preparation of the Final FY 2026-2031 Six-Year Improvement Program (SMART SCALE Round 6 Consensus Scenario)

Issue: Approval and adoption by the Commonwealth Transportation Board (Board) of the Consensus Scenario for Round 6 of the SMART SCALE Project Prioritization Process (Consensus Scenario) is sought for preparation of the Final FY 2026-2031 Six-Year Improvement Program

Facts: The Consensus Scenario (Attachment B) for the sixth round of the SMART SCALE Project Prioritization Process includes recommended modifications (Attachment A) to the Staff Recommended Scenario, which was presented at the January 14, 2025 CTB Workshop. The Consensus Scenario was presented at the May 20, 2025 Workshop, reflects final recommendations for modifications to the Staff Recommended Scenario, and if approved/adopted by the Board, will be implemented into the FY 2026-2031 Six-Year Improvement Program. Modifications to the Staff Recommended Scenario were made in collaboration with the Board, OIPI Staff, VDOT Staff, DRPT staff, and the applicant community.

A summary of the Consensus Scenario is provided below (for specific project modifications, refer to the May 20, 2025 Workshop presentation):

District	Staff Recommended		Consensus Scenario			
	Projects	Allocated (millions)	Projects	Change	Allocated (millions)	Change (millions)
Bristol	3	\$27.2	2	-1	\$33.9	\$6.7
Culpeper	4	\$93.5	4	-	\$93.5	(\$0.0)
Fredericksburg	4	\$90.3	4	-	\$90.3	(\$0.0)
Hampton Roads	11	\$139.2	11	-	\$140.6	\$1.4
Lynchburg	4	\$82.4	4	-	\$82.4	(\$0.0)
Northern Virginia	4	\$88.7	3	-1	\$90.0	\$1.3
Richmond	14	\$338.5	16	+2	\$360.3	\$21.8
Salem	3	\$53.9	3	-	\$53.9	(\$0.0)
Staunton	6	\$69.9	6	-	\$75.3	\$5.4
Total	53	\$983.6	53	-	\$1,017.2	\$33.6

Decision Brief

Adoption of SMART SCALE Recommendations for Preparation of the Final FY 2026-2031 Six-Year Improvement Program

May 21, 2025

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Recommendations: OIPI recommends (i) approval by the Board of the recommended changes, set out in Attachment A, to the Staff Recommended Funded Scenario and the projects recommended for funding in the Consensus Scenario for the sixth round of SMART SCALE as presented in the May 20, 2025 Workshop and (ii) approval/adoption by the Board of the SMART SCALE Consensus Scenario, set out in Attachment B, for preparation of/inclusion in the Final FY 2026-2031 Six-Year Improvement Program.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve modifications to the Staff Recommended Funding Scenario and approve/adopt the Consensus Scenario which will finalize the SMART SCALE Round 6 (FY 2026) Prioritization Process.

Result, if Approved: If approved, that the Consensus Scenario will be presented in the Final FY2026-2031 SYIP that will be adopted in June.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: Nine public meetings were held on the following dates in each district, April 22, 2025 (Richmond), April 23, 2025 (Lynchburg), April 24, 2025 (Hampton Roads), May 6, 2025 (Fredericksburg), May 7, 2025 (Culpeper), May 8, 2025 (Northern Virginia), May 13, 2025 (Bristol), May 14, 2025 (Salem), and May 15, 2025 (Staunton); to receive public comments prior to the Board's adoption of a Final Six-Year Improvement Program. The comment period for the Final FY 2026-2031 Six-Year Improvement Program was open until May 21, 2025. A summary of public comments will be provided at the June CTB meeting.

**Attachment B Consensus Scenario
SMART SCALE Round 6**

Display ID	District	Organization	Name	Area Type	Benefit	Total Cost	SMART SCALE Request	SMART SCALE Score	Fund Eligible	(1) DGP	(2) HPP
11745	Bristol	Wise County	US 23 at Wise-Norton Road (Route 757) Turn Lane Improvement	D	6.42	\$ 5,315,212	\$ 5,315,212	12.08	DGP	\$ 5,315,212	
11586	Bristol	Bristol MPO	French Moore Blvd Extension	D	6.78	\$ 28,534,087	\$ 28,534,087	2.38	HPP	\$ 28,534,087	
11573	Culpeper	Culpeper County	Rt. 229, Rt.694 Double Lane Roundabout	D	17.16	\$ 22,963,251	\$ 22,963,251	7.47	DGP	\$ 22,963,251	
11794	Culpeper	Culpeper Town	Ira Hoffman Roundabout	D	14.04	\$ 20,941,406	\$ 20,941,406	6.70	DGP	\$ 20,941,406	
11487	Culpeper	Charlottesville-Albemarle MPO	US250/Peter Jeff. Pkwy and Rolkin Road Pipeline Bundle	B	24.39	\$ 36,406,798	\$ 36,406,798	6.70	HPP		\$ 36,406,798
11732	Culpeper	Warrenton Town	Lee Highway and Branch Avenue Intersection Improvement	D	7.36	\$ 13,140,255	\$ 13,140,255	5.60	DGP	\$ 13,140,255	
11663	Fredericksburg	Caroline County	Paige and Marye Route 1 Intersection	D	19.63	\$ 7,085,483	\$ 7,085,483	27.71	DGP	\$ 7,085,483	
11661	Fredericksburg	Caroline County	Turn Lanes at Lake Caroline	D	9.25	\$ 9,043,110	\$ 9,043,110	10.23	DGP	\$ 9,043,110	
11640	Fredericksburg	George Washington RC	Rt 3 Pipeline Old Plank Road to Salem Church Rd	B	10.81	\$ 16,803,447	\$ 16,803,447	6.43	HPP		\$ 16,803,447
11624	Fredericksburg	Spotsylvania County	US Rte. 1 Southpoint Pkwy Intersection Improvements	B	32.41	\$ 68,659,081	\$ 57,371,621	5.65	BOTH	\$ 57,371,621	
11807	Hampton Roads	Isle of Wight County	US Rt 17 Widening Phase 1 Lane Extension @ State Rt 669	A	32.48	\$ 15,913,234	\$ 13,910,234	23.35	BOTH	\$ 13,910,234	
11560	Hampton Roads	Newport News City	STARS - Jefferson Corridor Improvements	A	17.95	\$ 10,882,866	\$ 10,882,866	16.50	DGP	\$ 10,882,866	
11561	Hampton Roads	Newport News City	Warwick Blvd & Colony Dr Intersection Improvements	A	7.01	\$ 4,762,574	\$ 4,762,574	14.73	DGP	\$ 4,762,574	
11743	Hampton Roads	Norfolk City	Project Pipeline HR-23-06: Monticello Ave Spot Improvements	A	10.83	\$ 7,567,531	\$ 7,567,531	14.31	DGP	\$ 7,567,531	
11699	Hampton Roads	York County	Crosswalks on Merrimac Trail at 2nd St. and Penniman Rd.	A	1.68	\$ 1,825,592	\$ 1,825,592	9.20	DGP	\$ 1,825,592	
11559	Hampton Roads	Newport News City	Jefferson & J. Clyde Morris Blvd Intersection Improvements	A	18.03	\$ 21,403,026	\$ 21,403,026	8.43	BOTH	\$ 21,403,026	
11791	Hampton Roads	Norfolk City	Project Pipeline HR04 Military Highway	A	3.67	\$ 4,506,963	\$ 4,506,963	8.15	DGP	\$ 4,506,963	
11812	Hampton Roads	Northampton County	Northampton Segment: Eastern Shore of Virginia Rail Trail	D	10.47	\$ 17,814,640	\$ 17,814,640	5.88	DGP	\$ 17,814,640	
11671	Hampton Roads	Virginia Beach City	Virginia Beach Trail Phase IV	A	10.59	\$ 23,792,343	\$ 23,792,343	4.45	DGP	\$ 23,792,343	
11811	Hampton Roads	Isle of Wight County	Rt 17 Widening Phase 2	A	10.81	\$ 27,334,264	\$ 27,334,264	3.96	BOTH		\$ 27,334,264
11491	Hampton Roads	Northampton County	Cheriton RCUT	D	2.29	\$ 6,830,131	\$ 6,830,131	3.35	DGP	\$ 6,830,131	
11691	Lynchburg	Pittsylvania County	Orphanage Road and Franklin Turnpike Traffic Signal	D	11.30	\$ 5,973,029	\$ 5,973,029	18.91	DGP	\$ 5,973,029	
11471	Lynchburg	Nelson County	Route 151 at Tanbark Drive Roundabout	C	3.19	\$ 12,693,049	\$ 12,693,049	2.52	DGP	\$ 12,693,049	
11493	Lynchburg	Campbell County	Timberlake Road Improvements (Greenview Dr. to Laxton Rd.)	C	5.69	\$ 33,364,620	\$ 33,364,620	1.71	DGP	\$ 33,364,620	
11492	Lynchburg	Campbell County	Route 29 Safety Improvements - Southern Section	C	4.60	\$ 30,407,170	\$ 30,407,170	1.51	DGP	\$ 30,407,170	
11577	Northern Virginia	Arlington County	US 50 at VA 27 Interchange Access Improvements	A	24.46	\$ 32,348,376	\$ 32,348,376	7.56	BOTH	\$ 32,348,376	
11475	Northern Virginia	Prince William County	US 29 (Lee Highway) Corridor Improvements	A	18.63	\$ 40,463,612	\$ 40,463,612	4.60	BOTH	\$ 40,463,612	
11466	Northern Virginia	Loudoun County	Route 15 at Braddock Road Roundabout	A	5.70	\$ 46,914,469	\$ 14,538,179	3.92	DGP	\$ 14,538,179	
11598	Richmond	Goochland County	Fairground Rd/Maidens Rd Roundabout	D	11.51	\$ 8,465,347	\$ 5,175,347	22.24	DGP	\$ 5,175,347	
11596	Richmond	Goochland County	Rte 288 - New SB Auxiliary Lane South of U.S. 250	B	25.72	\$ 21,937,569	\$ 14,437,569	17.82	BOTH	\$ 14,437,569	
11656	Richmond	Henrico County	W Broad St & Glenside Dr Intersection Improvements	B	17.03	\$ 12,199,788	\$ 10,199,788	16.70	BOTH	\$ 10,199,788	
11689	Richmond	Hanover County	Operational and Bike/Ped Improvements on US Route Corridor	B	16.15	\$ 14,460,668	\$ 11,960,668	13.50	BOTH	\$ 11,960,668	
11456	Richmond	Richmond Regional TPO	I-95/Route 10 Interchange Improvement, Phase II	B	33.81	\$ 49,199,490	\$ 30,535,523	11.07	HPP		\$ 30,535,523
11508	Richmond	Henrico County	Mechanicsville Tpk (Rte 360) SUP - Laburnum Ave to City	B	26.71	\$ 27,607,338	\$ 25,107,338	10.64	DGP	\$ 25,107,338	
11441	Richmond	Richmond Regional TPO	B Belt Boulevard (SR161) Transit Streetscape	B	31.46	\$ 33,373,813	\$ 31,373,813	10.03	HPP		\$ 31,373,813
11740	Richmond	Petersburg City	I-95@Rives Rd Exit Roundabouts	C	14.78	\$ 20,995,240	\$ 15,743,044	9.39	DGP	\$ 15,743,044	
11761	Richmond	Powhatan County	U.S. Route 60 at State Route 13/603 RCUT	D	2.65	\$ 10,190,338	\$ 3,633,231	7.30	DGP	\$ 3,633,231	
11595	Richmond	Goochland County	Route 250 at Route 288 Interchange Improvements	B	14.01	\$ 29,961,918	\$ 22,461,918	6.24	BOTH		\$ 22,461,918
11590	Richmond	PlanRVA Richmond Regional PDC	Busy Street Extended	B	8.75	\$ 22,293,031	\$ 14,762,577	5.93	HPP		\$ 14,762,577
11470	Richmond	New Kent County	I64 Exit 211 Interchange Improvement Project	B	9.59	\$ 94,000,000	\$ 18,194,107	5.27	BOTH	\$ 18,194,107	
11608	Richmond	Tri-Cities Area MPO	Winston Churchill Drive Corridor Improvements	C	22.03	\$ 42,654,365	\$ 42,654,365	5.16	HPP		\$ 42,654,365
11605	Richmond	Tri-Cities Area MPO	I-85/95 Interchange Improvements	C	23.28	\$ 45,990,644	\$ 45,990,644	5.06	HPP		\$ 45,990,644
11792	Richmond	Ashland Town	I-95 and Route 54 Interchange	B	20.47	\$ 45,756,123	\$ 41,091,948	4.98	BOTH		\$ 41,091,948
11509	Richmond	PlanRVA Richmond Regional PDC	Route 360/I-64 Interchange Improvements	B	10.95	\$ 26,971,616	\$ 26,971,616	4.06	HPP		\$ 26,971,616
11538	Salem	Carroll County	Carrollton Pike (Rt 58) at Coulson Church Rd (Rt 620) RCUT	D	4.62	\$ 10,531,849	\$ 10,531,849	4.39	DGP	\$ 10,531,849	

**Attachment B Consensus Scenario
SMART SCALE Round 6**

Display ID	District	Organization	Name	Area Type	Benefit	Total Cost	SMART SCALE Request	SMART SCALE Score	Fund Eligible	(1) DGP	(2) HPP
11728	Salem	Henry County	Roundabout at Dillons Fork Rd (609) and The Great Rd (683)	D	5.46	\$ 17,978,683	\$ 17,978,683	3.04	DGP	\$ 17,978,683	
11539	Salem	Carroll County	Intersection Improvements at Route 100 and Route 221	D	4.78	\$ 25,397,984	\$ 25,397,984	1.88	DGP	\$ 25,397,984	
11746	Staunton	Win-Fred MPO	Route 50/17/522 Partial Median U-turn	C	26.09	\$ 18,452,893	\$ 14,762,314	17.68	HPP		\$ 14,762,314
11736	Staunton	Harrisonburg City	Mt. Clinton Pike Corridor Safety	C	12.30	\$ 12,347,319	\$ 12,347,319	9.96	DGP	\$ 12,347,319	
11819	Staunton	Frederick County	Gateway Drive Ext. and Intersection with Valley Mill Road	C	7.92	\$ 12,861,272	\$ 10,289,018	7.70	BOTH	\$ 10,289,018	
11614	Staunton	Harrisonburg-Rockingham MPO	Port Republic Road at I-81 Exit 245	C	5.94	\$ 10,507,440	\$ 10,507,440	5.65	HPP		\$ 10,507,440
11566	Staunton	Augusta County	Route 256/I-81 Interchange: Three Lane Bridge	C	8.21	\$ 19,384,059	\$ 19,384,059	4.24	BOTH		\$ 19,384,059
11809	Staunton	Frederick County	US 50 and Hayfield Road RCI	D	2.79	\$ 10,011,642	\$ 8,009,314	3.48	DGP	\$ 8,009,314	



BIDS FOR MAY CTB ACTION MEETING

| Ben Coaker, P.E.

MAY 21, 2025

Order No. M49 – Hampton Roads – UPC 122644

SCOPE:	BRIDGE DECK REPLACEMENT OVER RTE 17
LOCATION:	YORK COUNTY
BIDS:	4
LOW BID:	\$5,116,599 (within range)
CONTRACTOR:	KOKOSING CONSTRUCTION CO, INC. (WESTERVILLE, OH)

Order No. M42 - Richmond – 124570,124573

SCOPE:	BRIDGE DECK AND SUPERSTRUCTURE REPAIR
LOCATION:	CITY OF PETERSBURG
BIDS:	5
LOW BID:	\$7,695,649 (within range)
CONTRACTOR:	POSILLICO CIVIL, INC (FARMINGDALE, NY)

Order No. K89 – Salem – 122869

SCOPE:	SHOULDER IMPROVEMENTS AND GUARDRAIL UPGRADES
LOCATION:	MONTGOMERY & GILES COUNTIES
BID:	1
LOW BID:	\$14,202,456 (exceeds range)
CONTRACTOR:	S.L.WILLIAMSON CO., INC. (CHARLOTTESVILLE, VA)



May 2025 CTB Meeting

M49

0134-099-711, B615

York County

The purpose of this project is to replace the bridge deck on Route 134 over Route 17. The bridge deck concrete deterioration has advanced significantly compared to the superstructure and substructure and continued concrete patching is no longer a viable option. The project will replace the bridge deck, both approach slabs and perform miscellaneous repairs to the superstructure and substructure.

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

Fixed Completion Date: December 3, 2026

M42

0095-123-162, B663, B664

0095-123-164, B666, B667

City of Petersburg

The purpose of this project is to repair the bridge deck and superstructure of 4 bridges on I-95 over Mingea Street (northbound, southbound, Ramp E & Ramp H) in the City of Petersburg. The project also includes pavement line markings and the installation of pavement markers.

This project is funded with federal bridge formula allocations. The inclusion of dedicated pedestrian or bicycle facilities is not applicable due to the project being on the Interstate system. This project has been reviewed by the Environmental Division to determine the applicable permits required. All work will be performed within the existing right of way and no utilities are impacted.

Fixed Completion Date: June 4, 2027

K89

0460-962-829, N501

Giles & Montgomery Counties

The purpose of this project is to improve safety along 460EB in Giles County between the towns of Rich Creek and Narrows and along 460EB and 460WB in Montgomery County in the Town of Christiansburg area.

In Giles County the improvements will include constructing paved shoulders, installing rumble strips along both sides of EB 460, and upgrading guardrail to current standards.

In Montgomery County the improvements will include:

- Shoulder widening, shoulder paving and installing rumble strips
- Install/upgrade guardrail along the median and outside shoulders (EB 460 only)
- Install/upgrade guardrail along the median shoulder (WB 460 only)

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

Fixed Completion Date: December 4, 2026

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 4/24/25

Letting Date: 4/23/2025

AWARD

ARTERIAL

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
M49	122644	FROM: 0.17 MI. N. RTE 706	KOKOSING CONSTRUCTION COMPANY, INC.	4	\$5,116,599.07	\$4,404,522.00	Within
	0134-099-711,B615	TO: 0.35 MI.S. RTE 17	WESTERVILLE				
	STP-5B03(191)	YORK	OH				
	Construction/Maintenance Funds	HAMPTON ROADS DISTRICT					
		BRIDGE DECK REPLACEMENT OVER RTE.17					

1 Recommended for AWARD \$5,116,599.07

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 4/24/25

Letting Date: 4/23/2025

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
M42	124570, 124573	LOCATION : VARIOUS	POSILLICO CIVIL, INC.	5	\$7,695,649.30	\$10,946,773.00	Within
	0095-123-162; 0095-123-164		FARMINGDALE				
	BFP-095-1(397); BFP-095-1(399)	CITY OF PETERSBURG	NY				
	Construction/Maintenance Funds	RICHMOND DISTRICT					
		BRIDGE DECK AND SUPERSTRUCTURE REPAIR					

1 Recommended for AWARD \$7,695,649.30

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 4/29/25

Letting Date: 4/23/2025

AWARD

RURAL

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
K89	122869	FROM: MP 84.4	S. L. WILLIAMSON COMPANY, INCORPORATED	1	\$14,202,455.82	\$13,298,016.30	Exceeds
	0460-962-829, N501	TO: MP 87.6	CHARLOTTESVILLE				
	HSIP-962-2(143)	MONTGOMERY, GILES	VA				
	Construction Funds	SALEM DISTRICT					
		SHOULDER IMPROVEMENTS AND GUARDRAIL UPGRADES					

1 Recommended for AWARD \$14,202,455.82