



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

AGENDA

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219
February 19, 2020

Upon adjournment of the February 19, 2020, Workshop Meeting

Public Comments:

Approval of Minutes January 15, 2020

OFFICE OF LAND USE:

Presenting: Robert Hofrichter
Director

1. Action on Abandonment – Primary System of State Highways
Route F773 Fairfax County Located in the Northern Virginia District.

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Jeremy Latimer
Director Rail Transportation Programs

2. Action on Rail Industrial Access, Specifically Phoenix Packaging Operations, LLC, located
in County of Pulaski in the Salem District.

LOCATION AND DESIGN DIVISION:

Presenting: Susan Keen
Division Administrator

3. Action on Limited Access Control Changes I-95 Auxiliary Lanes (Northbound and
Southbound) between Route 10 and Route 288, Chesterfield County Located in the Richmond
District.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

4. Action on FY20-25 Six-Year Improvement Program Transfers For December 14, 2019 through January 22, 2020.

OFFICE OF INTERMODAL PLANNING AND INVESTMENT:

Presenting: Nick Donohue
Deputy Secretary of Transportation

5. Action on Adoption of Updated Policy for Implementation of the SMART SCALE Project Prioritization Process.

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Nick Donohue
Deputy Secretary of Transportation

6. Action on Approval of Second Amended and Restated Memorandum of Agreement with the Northern Virginia Transportation Commission Relating to the Transform66: Inside the Beltway Project

SCHEDULING AND CONTRACT:

Presenting: Harold Caples
Assistant State Construction Engineer

7. Bids.

NEW BUSINESS:

ADJOURNMENT:

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 19, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Abandonment – Primary System of State Highways

WHEREAS, pursuant to §33.2-902, *Code of Virginia 1950*, as amended, the Commissioner of Highways was provided with a petition to abandon from the Primary System of State Highways a segment of Route F773 in Fairfax County. This matter is being considered at the request of an adjacent property owner for the purpose of the development of Tysons Corner Building A and the Station Place Public Improvement Plan. The road segment's total distance of 0.08 mile is

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

WHEREAS, the Fairfax County Board of Supervisors supports the Commissioner of Highways' action to abandon from the Primary System of State Highways a segment of Route F773 and has provided a letter of support, attached hereto as Exhibit A, requesting the abandonment of Route F773, as seen in the map attached hereto as Exhibit B; and

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

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

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

Primary System of State Highways

Abandonment

Northern Virginia District

Fairfax County

- Route F773 0.08 Mi.

Total Mileage Abandoned from the Primary System: 0.08 Mi.

#####

CTB Decision Brief

Abandonment of Route F773 Located in Fairfax County

Issue: The adjacent landowner has requested the abandonment of a 0.08 mile segment of Route F773 in Fairfax County and the County Board of Supervisors supports the abandonment and its approval by the Commonwealth Transportation Board (Board).

Facts: A segment of Route F773 in Fairfax County, a distance of 0.08 mile, is no longer necessary as a public road. This matter is being considered at the request of an adjacent property owner for the purpose of the development of Tysons Corner Building A and the Station Place Public Improvement Plan.

The Fairfax County Director of the County Department of Transportation has provided a letter of support, dated December 3, 2019 (Exhibit A, attached), indicating the Fairfax County Board of Supervisors' support of the abandonment of a 0.08 mile portion of Route F773 (segment identified in "Red" on Exhibit B, attached).

Upon review of the area, VDOT staff determined the 0.08 mile portion should be abandoned as a part of the Primary System of State Highways, pursuant to § 33.2-902 of the *Code of Virginia*, since no public necessity exists for the continuance of the segment as a public road.

Pursuant to and in accordance with § 33.2-902 of the *Code of Virginia*, VDOT published a "Notice of Intent to Abandon" in the *Washington Post* publication on December 23 and 24, 2019 (Exhibit C, attached). No requests for public hearing were submitted during the requisite 30-day timeframe.

Recommendations: VDOT recommends the Commonwealth Transportation Board approve the abandonment of the 0.08 mile portion of Route F773 referenced above.

Action Required by CTB: The *Code of Virginia* requires a majority of the Board's members to approve the change proposed in this brief within four months of the end of the 30-day period after publication of the notice of intent to abandon. A letter of support describing the proposed segment to be abandoned is provided for the Board's consideration.

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

Options: Approve or Deny

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

Exhibit A
Fairfax County Letter of Support dated December 3, 2019



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

December 3, 2019

Ms. Nadia Alphonse
Northern Virginia District
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, Virginia 22030

Reference: Abandonment of a Portion of Route FR-773 from the Primary System of State Highways

Dear Ms. Alphonse:

I have received your notice of the Virginia Department of Transportation's (VDOT) intent to abandon a portion of Route FR-773 from the Primary System of State Highways.

This letter is intended to notify you that the abandonment depicted in the attached sketch is consistent with the land development associated with the Fairfax County Rezoning Case FP Tysons I LLC (RZ 2015-PR-017 - approved by the Board of Supervisors on May 2, 2017), Site Plan Tysons Central Building A (1682-SP-02), and Station Place Public Improvement Plan (1682-PI-002). Furthermore, the Fairfax County Department of Transportation (FCDOT) supports VDOT's action to abandon this portion of Route FR-773 from the Primary System of State Highways pursuant to §33.2-902 of the Code of Virginia, as it is agreed that no public necessity exists for the continuance of this section of public highway.

If you have any questions or need additional information, please call Michelle Guthrie at (703) 877-5711 or me at (703) 877-5663.

Sincerely,

Tom Biesiadny
Director

Attachment: a/s

Cc: Members, Fairfax County Board of Supervisors
Bryan Hill, County Executive
Rachel Flynn, Deputy County Executive

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot



Exhibit B
Sketch of Proposed Abandonment

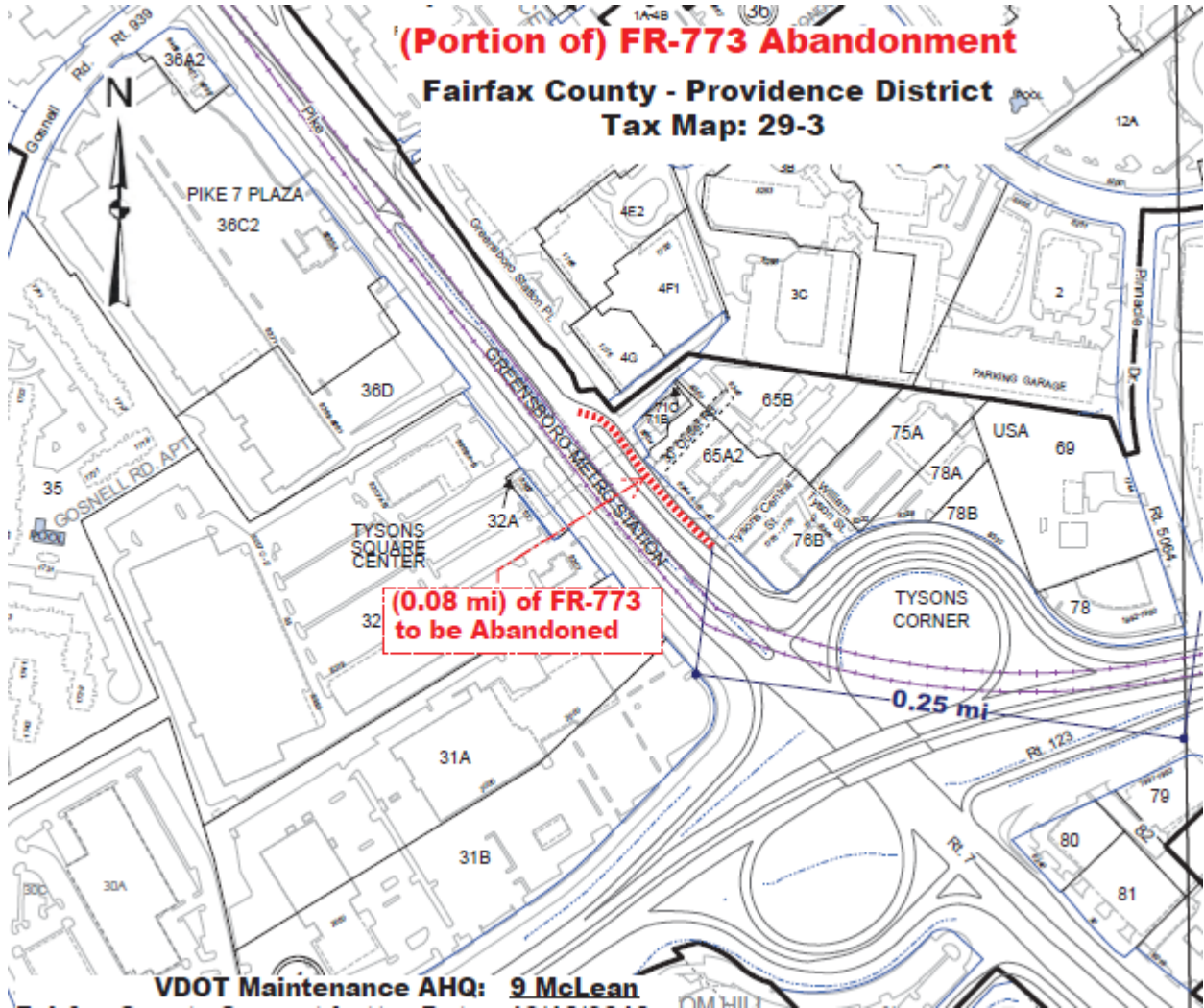


Exhibit C
“Notice of Intent to Abandon”
Published in the *Washington Post*
December 23 and 24, 2019

Virginia Department of Transportation

**FR-773 Proposed Abandonment
Public Notice**

The Virginia Department of Transportation (VDOT) hereby gives formal notice of its intent to consider the abandonment of a section of Frontage Road **FR-773** in Fairfax County. The total length of proposed abandonment is 0.08 mile along the westbound lanes of Leesburg Pike (Route 7) at the interchange with Chain Bridge Road (Route 123). This section is located on Tax Map 29-1 within the Providence Magisterial District in Fairfax County. The proposed abandonment is pursuant to §33.2-902 of the Code of Virginia.

Additional information about the proposed abandonment is available at the VDOT Northern Virginia District Office, Fairfax Permits, 4975 Alliance Drive, Fairfax, VA, 22030. Please call 703-259-1273 or TTY/TDD 711 to arrange a time to review materials.

Written requests for a public hearing to be held by VDOT prior to the consideration of the proposed abandonment must be submitted to VDOT Fairfax Permits, at the address listed above, within 30 days of this publication.

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



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Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 19, 2020

MOTION

Made By: Seconded By: Action:

Title: Rail Industrial Access –Phoenix Packaging Operations, LLC

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

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

WHEREAS, Phoenix Packaging Operations, LLC has submitted an application for Rail Industrial Access grant funds in the amount of \$450,000 toward construction of 1,029 feet of track to serve a facility in the County of Pulaski; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) has evaluated the project in accordance with the Board's Rail Industrial Access policy and, because the project scores 69 points, has recommended approval of the project; and

WHEREAS, the County of Pulaski, Virginia has, by resolution dated January 28, 2019, shown support for the application of up to \$450,000 in Industrial Access Railroad Track funds for assistance in expanding track facilities to serve the Phoenix Packaging Operations, LLC facility located in the County of Pulaski; and

WHEREAS, Norfolk Southern Railroad, by letter dated November 5, 2019 has indicated its support for the project and has agreed to serve the facility; and

WHEREAS, the funding request falls within the intent of Section 33.2-1600, and because the project is in accordance with the provisions of the Board’s policy on the use of Industrial Access Railroad Track funds, funding may be allocated to this project; and

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

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$450,000 of the Industrial, Airport, and Rail Access Fund be provided to construct approximately 1,029 linear feet of track subject to the following requirements:

1. All necessary right of way and utility adjustments must be provided at no cost to the Commonwealth.
2. All costs above the \$450,000 industrial rail access grant must be borne by Phoenix Packaging Operations, LLC or sources other than those administered by DRPT.
3. Execution of an agreement acceptable to the Director of DRPT.
4. Execution of a contractual commitment by Phoenix Packaging Operations, LLC to maintain the track and make repayment of any costs related to the future relocation or removal of such track and facilities, in form acceptable to the Director of DRPT.

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CTB Decision Brief

Rail Industrial Access Applicant

Location: County of Pulaski, Virginia

Phoenix Packaging Operations, LLC

Summary: Phoenix Packaging Operations, LLC is a multinational rigid packaging solutions designer and manufacturer located in Dublin, Virginia. They have submitted an application for Rail Industrial Access grant funds in the amount of \$450,000 for extension of an existing rail spur and addition of a new rail spur at their expanding facility located in Pulaski County. This is a previous Grantee of the Rail Industrial Access program, which opened their facility in 2012 as their first US expansion.

The rail spur is part of a \$30M capital investment (a package of loans and incentives) to build a new 176,000 square foot warehouse and manufacturing facility which will almost double their existing size. The extension and new rail spur will allow the company to handle additional rail cars to support the growth associated with this expansion. The applicant has been working with the Virginia Economic Development Partnership to secure this expansion in Virginia, and is coordinating with the Virginia Port Authority on incentives to grow their rail car shipments through the Port of Virginia.

The company currently has 513 employees and intends to hire 145 additional employees.

Norfolk Southern Railroad will provide rail service to the facility.

Facts:

- DRPT has evaluated the project in accordance with the CTB's Rail Industrial Access policy. The project scores 69 points. Projects must reach a 50 point threshold to receive a recommendation by DRPT staff.
- The Applicant committed to 296 additional rail carloads annually in its application.
- The minimum threshold for carloads is 10 carloads annually.
- The Applicant committed to 145 new jobs.
- The Applicant's 107 foot extension and new 992 foot rail spur (1,029 total feet) will remove approximately 1,006 trucks from Virginia highways per year.
- Railcar versus truckload ratio for this project is approximately 96% shipping by rail.
- Total Capital Investment in the expanded facility is estimated at \$30M.
- Total railroad track construction cost is estimated at \$1M.

- There will be a claw-back provision in the grant agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

Source of State Funds: FY 2019 Industrial, Airport, and Rail Access Fund

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

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

Options: Approve, Deny, or Defer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 19, 2020

MOTION

Made By: Seconded By: Action:

Title: Limited Access Control Changes (LACCs)
I-95 Auxiliary Lanes (Northbound and Southbound) between Route 10 and Route 288
Chesterfield County

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

WHEREAS, State Highway Project 0095-020-818, P101, R201, C501, B660 (UPC# 111466) provides for the addition of northbound and southbound auxiliary lanes on I-95 between Route 10 and Route 288 to improve safety and operations on I-95 between the two interchanges (the “Project”); and

WHEREAS, the additional auxiliary lanes along I-95 requires a minor outward shift of the limited access line on the northbound and southbound sides shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offset Table (attached); and

WHEREAS, VDOT posted a Notice of Willingness for Public Comment (“Willingness”) on December 10, 2019 in the *Richmond Times-Dispatch* and on December 18, 2019 in the *Chesterfield Observer* and *The Legacy* for the proposed LACC’s for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired December 25, 2019 with no comments or other input from the public; 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, a traffic analysis was not performed since the Project only provides for the addition of northbound and southbound auxiliary lanes on I-95;

WHEREAS, the Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) was prepared under an agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) and approved on December 10, 2018; and

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

WHEREAS, the Project is in Chesterfield County and is supported by a letter from the Interim Director of Transportation dated October 30, 2019; and

WHEREAS, the FHWA has provided the approval for State Highway Project 0095-020-818, P101, R201, C501, B660 (UPC# 111466) and the proposed LACCs on January 23, 2020; and

WHEREAS, the 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 (LACCs)
I-95 Auxiliary Lanes (Northbound and Southbound) between Route 10 and Route 288
Chesterfield County
February 19, 2020
Page 3 of 3

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

WHEREAS, the VDOT recommends approval of the LACCs as shown on the attached exhibits.

NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that I-95 continues 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.

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

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CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
I-95 Auxiliary Lanes (Northbound and Southbound) between Route 10 and Route 288
Project 0095-020-808, P101, R201, C501, B660
UPC 111466
Chesterfield County

Issues: The area previously designated as Limited Access Highways requires modifications to accommodate the addition of northbound and southbound auxiliary lanes on I-95 between Route 10 and Route 288. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Facts:

- The State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), established Limited Access Control for I-95 on October 4, 1956 and designated the Interstate Highway System, including I-95, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”
- State Highway Project 0095-020-808, P101, R201, C501, B660 (UPC# 111466) provides for the addition of northbound and southbound auxiliary lanes on I-95 between Route 10 and Route 288 to improve safety and operations on I-95 between the two interchanges (the “Project”). These improvements will affect the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- VDOT posted a Notice of Willingness for Public Comment (“Willingness”) on December 10, 2019 in the *Richmond Times-Dispatch* and on December 18, 2019 in the *Chesterfield Observer* and *The Legacy*, for the proposed LACC’s for the Project, including the current and proposed locations of the limited access lines, and permitted the collection of public input to be collected concerning the request. The Willingness expired December 25, 2019 with no comments or other input from the public; and
- The economic, social, and environmental effects of the proposed Project have been duly examined and given proper consideration, and this evidence, along with all other relevant evidence, has been carefully reviewed.
- A traffic analysis was not performed since the Project only provides for the addition of northbound and southbound auxiliary lanes on I-95.
- The Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) was prepared under an agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) and approved on December 10, 2018.

- The Project is located within an attainment area for all National Ambient Air Quality Standards (NAAQS), and the Project will not have an adverse impact on air quality.
- The project is in Chesterfield County and is supported by a letter from the Interim Director of Transportation dated October 30, 2019.
- The FHWA has provided the approval for State Highway Project 0095-020-818, P101, R201, C501, B660 (UPC# 111466) and the proposed LACCs on January 23, 2020.
- The Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with §33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Recommendations: It is recommended, pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the I-95 corridor in Chesterfield County 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's predecessor, the State Highway Commission, on October 4, 1956.

Action Required by CTB: The *Code of Virginia* §33.2-401 and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code* 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 I-95 Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: There were no comments or other input received from the public as a result of the posting of the Willingness for the Project.



COMMONWEALTH of VIRGINIA

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

Stephen Brich
Commissioner

February 3, 2020

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

Subject: Approval of Limited Access Control Changes (LACCs) for I-95 Auxiliary Lanes (Northbound and Southbound) between Route 10 and Route 288 in Chesterfield 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 0095-020-818, P101, R201, C501, B660 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 operations of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

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

Barton A. Thrasher, P.E.
Chief Engineer



COMMONWEALTH of VIRGINIA

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

Stephen Brich
Commissioner

January 6, 2020

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

Attention Ms. Janice L. Williams

Interstate I-95
I-95 SB and NB Auxiliary Lanes Rte. 288 to Rte. 10
Projects: 0095-020-818, P101, R201, C501, B660
Federal Project Number NHFP-095-1(364) PE and NHFP-095-1(375) RW
UPC 111465
Chesterfield County
Request for Modified Limited Access Line

Dear Mr. Nelson,

As you are aware, The Virginia Department of Transportation (VDOT) is developing plans for the construction of northbound and southbound auxiliary lanes along I-95, between Exit 62 (VA Route 288) and Exit 61 (VA Route 10) in Chesterfield County, Virginia. This project will connect the existing acceleration and deceleration lanes in each direction, providing auxiliary lanes between the two interchanges. The purpose of these auxiliary lanes is to improve safety and operations and reduce congestion between the two interchanges.

As a result of the design of the auxiliary lanes, the Limited Access Line along the Interstate I-95 between Exit 62 and Exit 61 needs to be modified to encompass the required construction.

I-95 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956.

The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (PCE) was prepared under an agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) on December 11, 2018.

Therefore, VDOT is requesting your concurrence in modifications to the existing limited access lines along I-95 as shown on the attached exhibit and the control point table.

Attached please find a copy of the Title Sheet, a Location Map, exhibits showing each of the individual areas of LACC, the Limited Access Point Table, Project Plans Sheets and letter of support from Chesterfield County.

VDOT approves of the Limited Access Control Changes as shown on the exhibit and point control table. We are requesting a quick review and approval of these limited access changes so that the Commonwealth Transportation Board can approve the changes at their meeting on February 19, 2020.

If additional information is needed, please contact Mr. Richard C. Worssam, P.E. at 804.786.2501 or richard.worssam@vdot.virginia.gov.

Sincerely,



Susan H. Keen, P.E.
State Location and Design Engineer

Approved: Jamie Williams Date 1-23-2020

Enclosure
Exhibits



Chesterfield County, Virginia Transportation Department

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

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

Barbara K. Smith, PE
Interim Director

October 30, 2019

Mr. Jason Zhang, P.E.
Virginia Department of Transportation
2430 Pine Forest Drive
Colonial Heights, Virginia 23834

RE: I-95 Auxiliary Lane between Route 10 and Route 288
UPC 111466

Dear Mr. Zhang,

I am writing to confirm that Chesterfield County supports the above referenced project. The county supports the design based on the Field Inspection (60%) progress phase. The county also understands that the design of the improvements will require an adjustment to the limited access right-of-way line along both sides of I-95.

Please let me know if you need any further information from us to present this project for approval to the Commonwealth Transportation Board. Chesterfield County looks forward to the successful completion of this project.

Sincerely,

Barbara K. Smith
Interim Director



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

RE: LACC UPC# 111466 - I-95 AUXILIARY LANES NB and SB BETWEEN RTE. 10 and RTE. 288

1 message

Lori Snider <Lori.Snider@vdot.virginia.gov>

Tue, Jan 21, 2020 at 9:14 AM

To: "Hord, Neil" <neil.hord@vdot.virginia.gov>, George Rogerson <george.rogerson@vdot.virginia.gov>

I approve of the recommended limited access control changes from a right of way perspective.

Thank you,

Lori

From: Hord, Neil <neil.hord@vdot.virginia.gov>

Sent: Thursday, January 16, 2020 1:20 PM

To: Snider, Lori A. (VDOT) <Lori.Snider@vdot.virginia.gov>; George Rogerson <george.rogerson@vdot.virginia.gov>

Subject: Fwd: LACC UPC# 111466 - I-95 AUXILIARY LANES NB and SB BETWEEN RTE. 10 and RTE. 288

Lori,

I have reviewed the attached LACC submitted by L&D for R/W review. I recommend your approval as the changes are shifts only to accommodate a new auxiliary lane. If you concur with my recommendation, please let George Rogerson know. He is included on this email. Thanks

Neil

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

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

Date: Mon, Dec 30, 2019 at 4:13 PM

Subject: Fwd: LACC UPC# 111466 - I-95 AUXILIARY LANES NB and SB BETWEEN RTE. 10 and RTE. 288

To: Hord, Neil <neil.hord@vdot.virginia.gov>

Neil,

Please review the LACC. This will be on the February CTB Agenda.

Thank you,

George

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

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

Date: Mon, Dec 30, 2019 at 2:56 PM

Subject: LACC UPC# 111466 - I-95 AUXILIARY LANES NB and SB BETWEEN RTE. 10 and RTE. 288

To: Michael Garrett <michael.garrett@vdot.virginia.gov>

Cc: Jo Maxwell <joanne.maxwell@vdot.virginia.gov>, Steven Jack <steven.jack@vdot.virginia.gov>,
Richard Worssam <richard.worssam@vdot.virginia.gov>, Joseph Koscinski

<joseph.koscinski@vdot.virginia.gov>

Mike,

I have attached the LACC documents (Decision Brief and Resolution) for the above-mentioned project for your review and comments for the February CTB Meeting. Please provide me comments by the COB January 10th.

Thank you for your review and comments.

George

--

Neil M. Hord

Program Manager Property Management

Right of Way & Utilities Division

1401 E. Broad Street, 5th Floor

Richmond, Virginia 23219

Phone: (804) 786-4079

Fax: (804) 786-1706

<http://pmi.vdot.virginia.gov/>

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

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

The meeting was called to order by the Chairman.

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

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

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

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

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

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

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

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

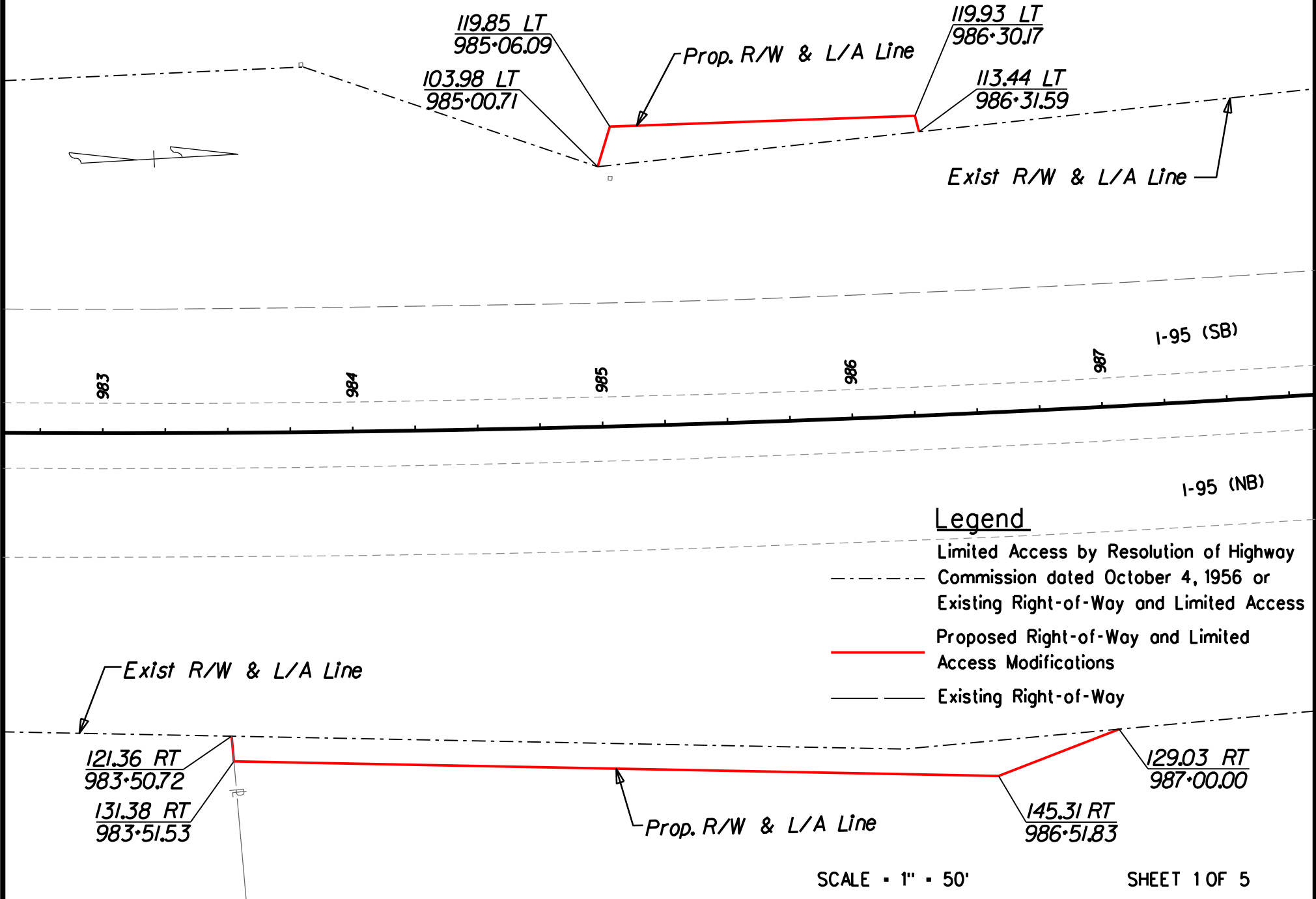
Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-118.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore,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

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

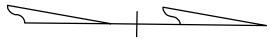
Moved by Mr. Flythe, seconded by Senator Nelson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the National System of Interstate and Defense Highways are to be constructed to interstate standards and whereas, one of the requirements of interstate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

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

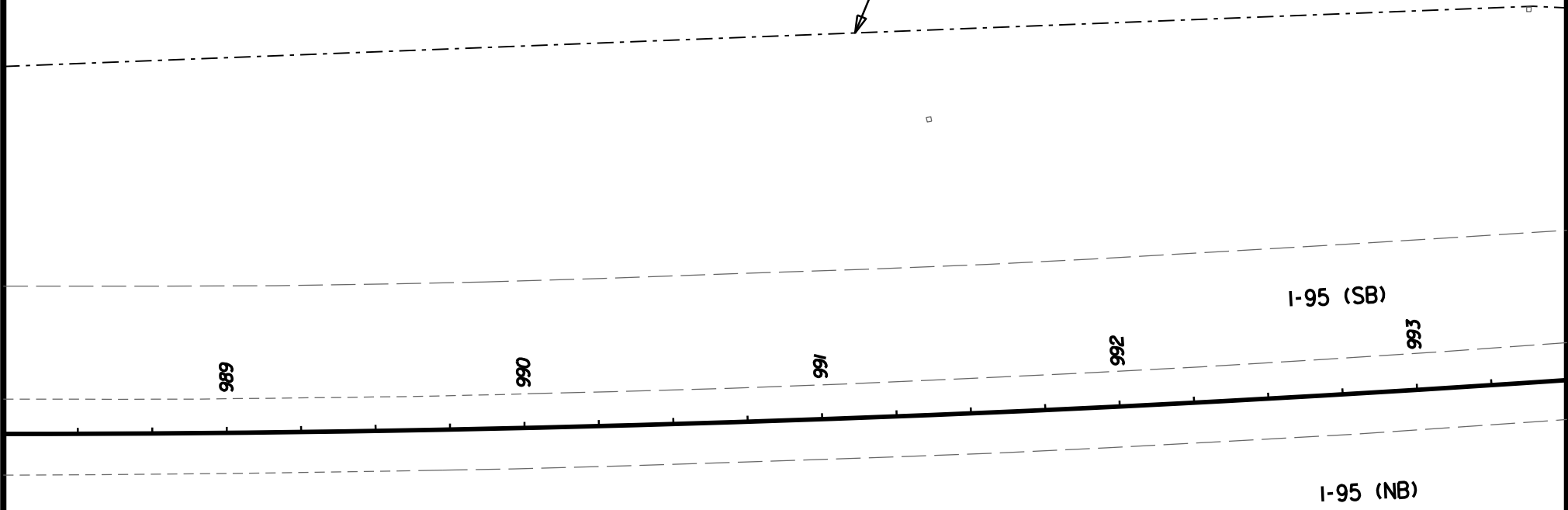
Proposed Limited Access Control Changes I-95



Proposed Limited Access Control Changes I-95



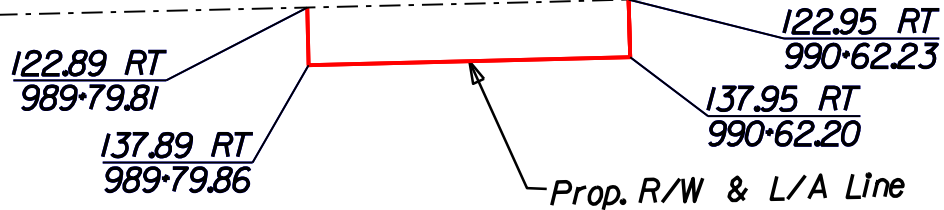
Exist R/W & L/A Line



Legend

- Limited Access by Resolution of Highway Commission dated October 4, 1956 or Existing Right-of-Way and Limited Access
- Proposed Right-of-Way and Limited Access Modifications
- Existing Right-of-Way

Exist R/W & L/A Line



SCALE • 1" • 50'

SHEET 2 OF 5

Proposed Limited Access Control Changes I-95

Prop. R/W & L/A Line

Prop. R/W & L/A Line

$\frac{132.55 \text{ LT}}{996\cdot90.23}$

$\frac{131.86 \text{ LT}}{997\cdot69.93}$

$\frac{122.44 \text{ LT}}{997\cdot70.17}$

$\frac{124.57 \text{ LT}}{999\cdot42.66}$

$\frac{120.15 \text{ LT}}{996\cdot90.18}$

Exist R/W & L/A Line

I-95 (SB)

995

996

997

998

999

1000

Legend

Limited Access by Resolution of Highway

Commission dated October 4, 1956 or

Existing Right-of-Way and Limited Access

Proposed Right-of-Way and Limited

Access Modifications

Existing Right-of-Way

I-95 (NB)

Exist R/W & L/A Line

$\frac{124.45 \text{ RT}}{995\cdot00.00}$

Exist R/W & L/A Line

$\frac{134.45 \text{ RT}}{995\cdot00.00}$

Prop. R/W & L/A Line

$\frac{137.39 \text{ RT}}{997\cdot16.62}$

$\frac{137.03 \text{ RT}}{997\cdot55.94}$

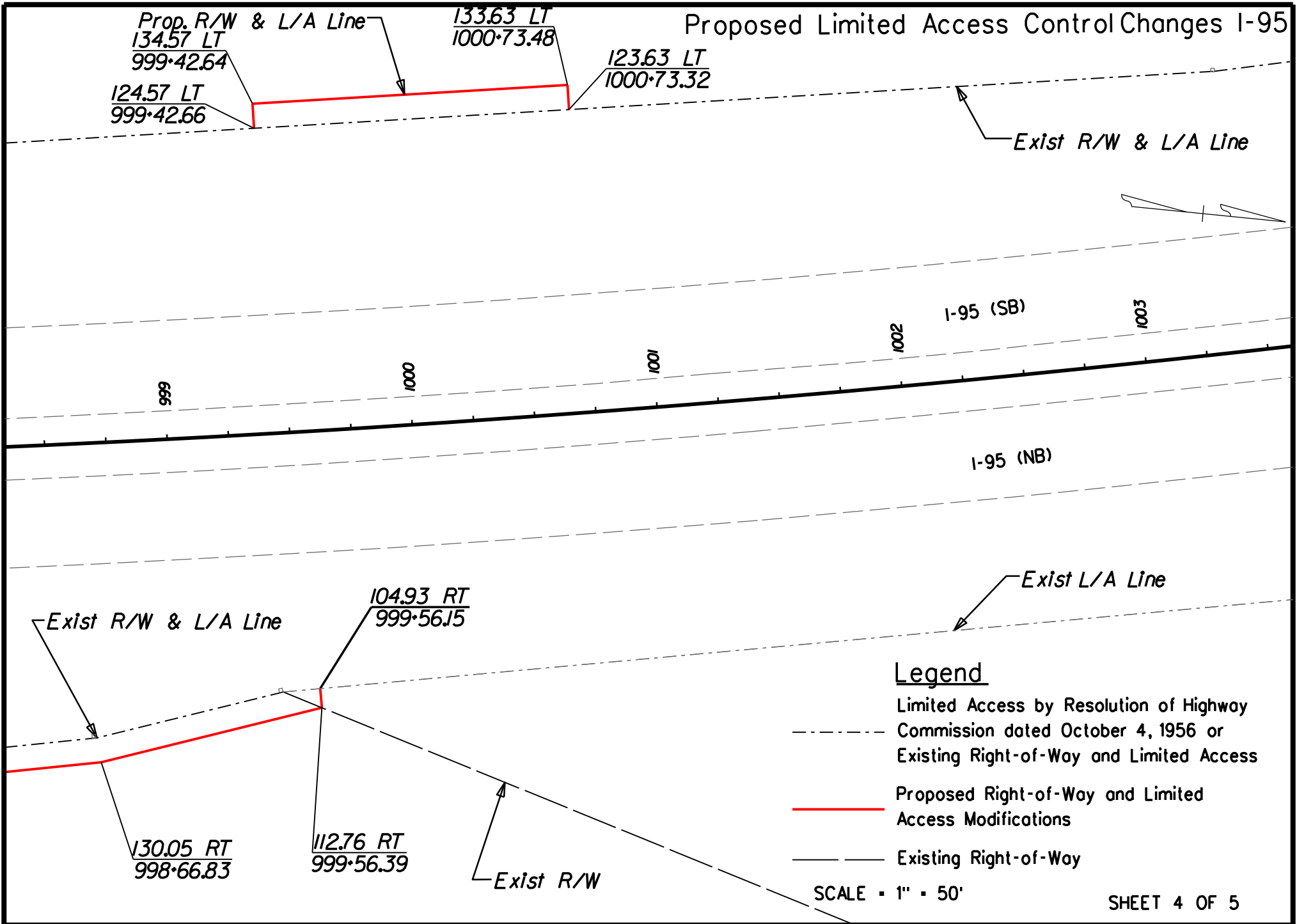
$\frac{130.05 \text{ RT}}{998\cdot66.83}$

$\frac{104.93 \text{ RT}}{999\cdot56.15}$

$\frac{112.76 \text{ RT}}{999\cdot56.39}$

SCALE - 1" = 50' SHEET 3 OF 5

Proposed Limited Access Control Changes I-95

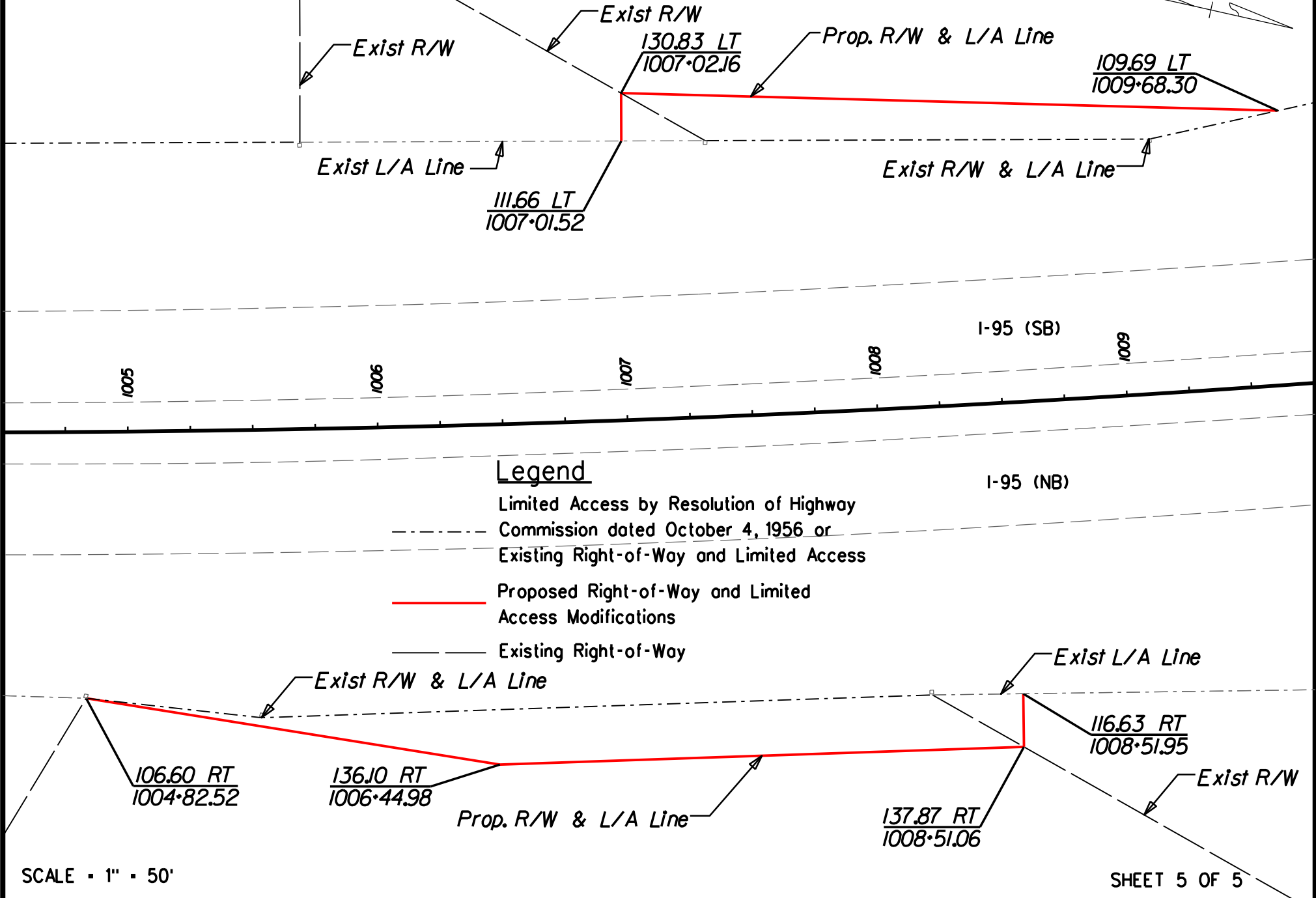


Legend

- Limited Access by Resolution of Highway Commission dated October 4, 1956 or Existing Right-of-Way and Limited Access
- Proposed Right-of-Way and Limited Access Modifications
- Existing Right-of-Way

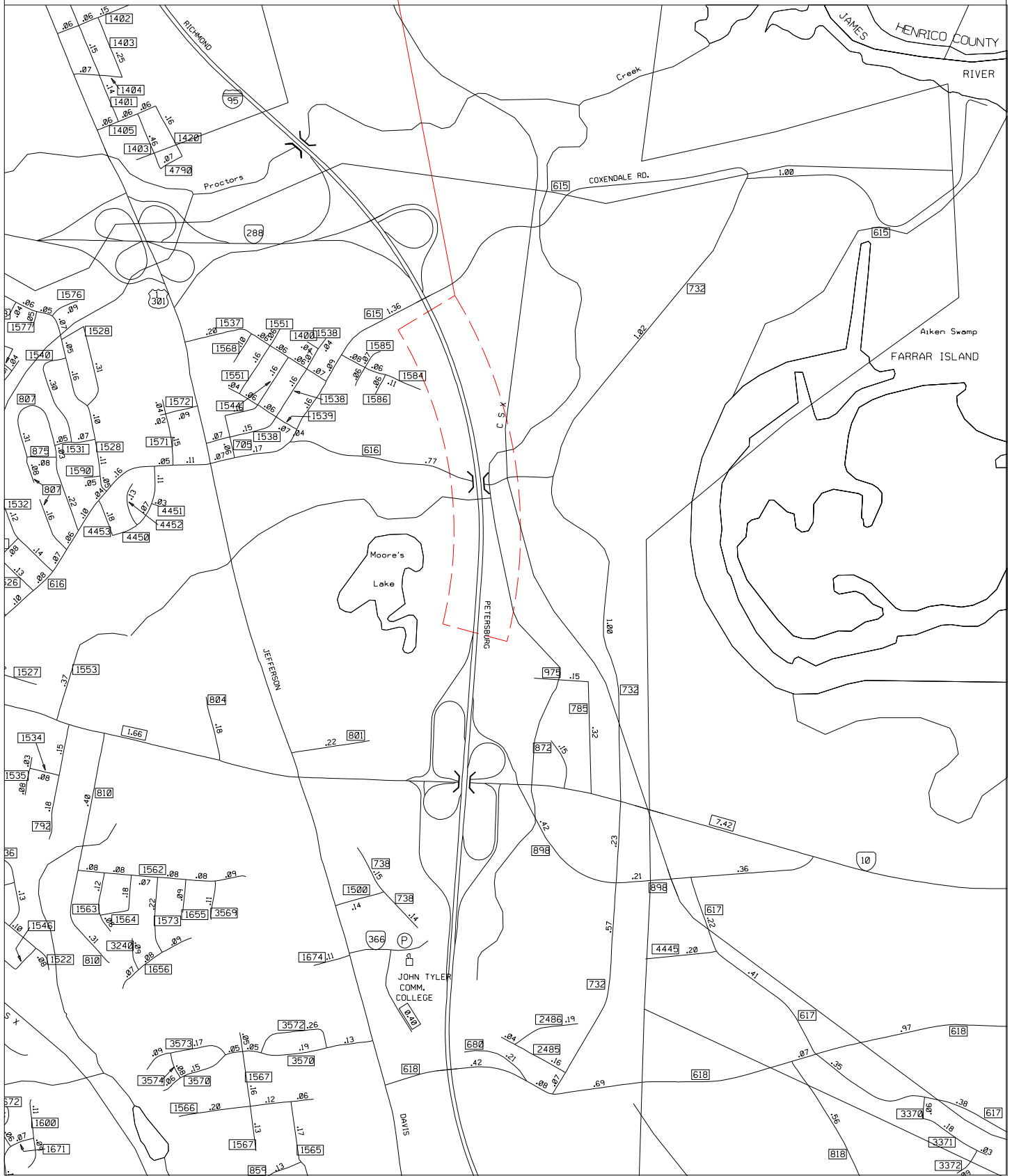
SCALE • 1" • 50'

Proposed Limited Access Control Changes I-95



Location Map Chesterfield County

Proj. 0095-020-818



Scale: 1" = 2000'

Limited Access Points Table I-95

<u>Sheet Reference</u>	<u>Line ID</u>	<u>Baseline Reference</u>	<u>Station</u>	<u>Offset</u>	<u>LT RT</u>
1	Prop. R/W and L/A Line	Mainline	983+50.72	121.36	RT
	Prop. R/W and L/A Line	Mainline	983+51.53	131.38	RT
	Prop. R/W and L/A Line	Mainline	986+51.83	145.31	RT
	Prop. R/W and L/A Line	Mainline	987+00.00	129.03	RT
2	Prop. R/W and L/A Line	Mainline	985+00.71	103.98	LT
	Prop. R/W and L/A Line	Mainline	985+06.09	119.85	LT
	Prop. R/W and L/A Line	Mainline	986+30.17	119.93	LT
	Prop. R/W and L/A Line	Mainline	986+31.59	113.44	LT
3	Prop. R/W and L/A Line	Mainline	989+79.81	122.89	RT
	Prop. R/W and L/A Line	Mainline	989+79.86	137.89	RT
	Prop. R/W and L/A Line	Mainline	990+62.20	137.95	RT
	Prop. R/W and L/A Line	Mainline	990+62.23	122.95	RT
4	Prop. R/W and L/A Line	Mainline	995+00.00	124.45	RT
	Prop. R/W and L/A Line	Mainline	995+00.00	134.45	RT
	Prop. R/W and L/A Line	Mainline	997+16.62	137.39	RT
	Prop. R/W and L/A Line	Mainline	997+55.94	137.03	RT
	Prop. R/W and L/A Line	Mainline	998+66.83	130.05	RT
	Prop. R/W and L/A Line	Mainline	999+56.15	104.93	RT
	Prop. R/W and L/A Line	Mainline	999+56.39	112.76	RT
5	Prop. R/W and L/A Line	Mainline	996+90.18	120.15	LT
	Prop. R/W and L/A Line	Mainline	996+90.23	132.55	LT
	Prop. R/W and L/A Line	Mainline	997+69.93	131.86	LT
	Prop. R/W and L/A Line	Mainline	997+70.17	122.44	LT
6	Prop. R/W and L/A Line	Mainline	999+42.64	134.57	LT
	Prop. R/W and L/A Line	Mainline	999+42.66	124.57	LT
	Prop. R/W and L/A Line	Mainline	1000+73.32	123.63	LT
	Prop. R/W and L/A Line	Mainline	1000+73.48	133.63	LT
7	Prop. R/W and L/A Line	Mainline	1004+82.52	106.52	RT
	Prop. R/W and L/A Line	Mainline	1006+44.98	136.10	RT
	Prop. R/W and L/A Line	Mainline	1008+51.06	137.87	RT
	Prop. R/W and L/A Line	Mainline	1008+51.95	116.63	RT
8	Prop. R/W and L/A Line	Mainline	1007+01.52	116.52	LT
	Prop. R/W and L/A Line	Mainline	1007+02.16	130.83	LT
	Prop. R/W and L/A Line	Mainline	1009+68.30	109.69	LT



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Richmond, Virginia 23219

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Agenda item # 4

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

February 19, 2020

MOTION

Made By: Seconded By:

Action:

Title: FY20-25 Six-Year Improvement Program Transfers
for December 14, 2019 through January 22, 2020

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

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

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

Resolution of the Board

FY20-25 Six-Year Improvement Program Transfers for December 14, 2019 through January 22, 2020

February 19, 2020

Page 2 of 2

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

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

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

####

CTB Decision Brief

FY2020-2025 Six-Year Improvement Program Transfers for December 14, 2019 through January 22, 2020

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

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

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

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

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from December 14, 2019 through January 22, 2020 is attached.

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

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

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

Decision Brief

FY20-25 Six-Year Improvement Program Transfers for December 14, 2020 through January 22, 2020

February 19, 2020

Page 2 of 2

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
1	Hampton Roads	Citywide Traffic Signal Upgrade	97718	Hampton Roads	Traffic Signal System Retiming	102867	CMAQ Match : Hampton Roads (CS5M31), Hampton Roads (CNF214), Local Project Contributions – Urban (NOP723)	555,200	1,392,000	1,392,000	39.9%	Transfer of surplus funds recommended by District and MPO from a completed project to an underway project.
2	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Statewide	#I95CIP PROJECT REFINEMENT	116597	I-95 Corridor Funds - State (CS9195)	1,000,000	1,000,000	1,000,000	100.0%	Transfer of surplus funds recommended by District from the Interstate Corridor Fund Balance Entry line item to fund a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
A	Salem	RTE. 772 OVER SPOON CREEK (STR. 13399) - BRIDGE REPLACEMENT	88616	Salem	RTE. 122 OVER BIG OTTER RIVER (STR. 02602) - BRIDGE REPLAC.	94723	CTB Formula - Bridge State (CS0110)	405,774	7,172,324	7,172,324	5.7%	Transfer of surplus funds recommended by District and Structure and Bridge Division from an underway project to a scheduled project.
B	Staunton	#SGR Rt. 33 Repl Bridges over NSRR (Fed ID 20446 & 20447)	100781	Staunton	#SGR, Rt 696 Selma Lowmr Rd Over Karnes Ck Fed ID-1195	98957	SGR Bridge State (SSB700)	354,183	4,420,914	4,420,914	8.0%	Transfer of surplus funds recommended by District and Structure and Bridge Division from an scheduled project to a scheduled project.
C	Salem	RTE 750 - Imp. safety by flattening curves & Imp. vert. algn	87905	Salem	HRRR - Safety Improvements	106701	High Risk Rural - Federal (CNF263), High Risk Rural - State Match (CNS251)	198,287	2,040,050	2,040,050	9.7%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to a scheduled project.
D	Staunton	#HB2.FY17 HIGHWAY CONST DISTRICT GRANT PRGM - STAUNTON	T15991	Staunton	#HB2.FY17 I-81 Exit 245 NB Off Ramp Realignment	108809	DGP - NHPP (GF1100), DGP - NHPP Soft Match (GF1101)	80,529	3,725,701	3,508,058	2.2%	Transfer of surplus funds from the District DGP Balance Entry line item to fund an underway project.
E	Fredericksburg	COURTHOUSE ROAD PEDESTRIAN CROSSING IMPROVEMENTS	114719	Fredericksburg	SIGNALIZED CROSSWALKS AT RT 1 BETWEEN MILLS DR AND RT 17	114718	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	22,485	222,485	281,396	10.1%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to a scheduled project.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 19, 2020

MOTION

Made By: Seconded By:

Action:

**Title: Adoption of Updated Policy for Implementation of the SMART SCALE Project
Prioritization Process**

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 sections 33.2-358, 33.2-370 and 33.2-371 of the *Code of Virginia*, and

WHEREAS, it is the responsibility of the Office of Intermodal Planning and Investment (OIP), in coordination with the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT), to implement the statewide prioritization process developed by the Board pursuant to Section 2.2-229; and

WHEREAS, Section 33.2-358 sets forth requirements relating to the allocations and establishment of a High Priority Projects Program established pursuant to section 33.2-370 and a Highway Construction District Grant Program established pursuant to section 33.2-371; and

WHEREAS, Chapter 726 of the 2014 Acts of Assembly, required the Board to select projects for funding utilizing the project prioritization process established pursuant to section 33.2-214.1; and

WHEREAS, Section 33.2-214.1 (B) requires the Board to solicit input from localities, metropolitan planning organizations, transit authorities, transportation authorities, and other stakeholders in its development of the prioritization process; and

WHEREAS, Section 33.2-214.2 requires OIPI to make public, in an accessible format, a recommended list of projects and strategies for inclusion in the Six-Year Improvement Program based on results of the evaluation of submitted projects and the results of screening and evaluation of such projects no later than 150 days prior to the Board’s vote to adopt the Six-Year Improvement Plan.

WHEREAS since adoption of the most recent SMART SCALE Prioritization Policy on February 21, 2018, modifications to improve and strengthen the policy have been identified and were recommended to the Board by OIPI on January 14, 2020, pursuant to a presentation entitled *Proposed Changes to SMART SCALE Policies and Methods—Round 4.*

NOW THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board hereby updates the SMART SCALE Prioritization Policy adopted on February 21, 2018 to address the issues noted herein and adopts the following policy and process to govern screening, scoring and selecting projects for funding pursuant to Section 33.2-214.1 (SMART SCALE Prioritization Process):

1. Application for funding through the SMART SCALE Prioritization Process must be made by qualifying entities based on project type and as follows:

Eligibility to Submit Projects

Project Type	Regional Entity (MPOs, PDCs)	Locality* (Counties, Cities, and Towns)	Public Transit Agencies
Corridor of Statewide Significance	Yes	Yes, with a resolution of support from relevant regional entity	Yes, with resolution of support from relevant regional entity
Regional Network	Yes	Yes, with a resolution of support from the MPO*	Yes, with resolution of support from relevant entity
Urban Development Area	No	Yes, with a resolution of support from the relevant MPO*	No
Safety	No	Yes, with a resolution of support from the relevant MPO*	No

Note*: Projects within established MPO study areas that are identified in or consistent with the regionally adopted Constrained Long Range Plan (CLRP) do not require a resolution of support from the respective MPO Policy Board. For projects outside MPO areas a resolution of support is required only from the submitting locality.

2. Application for funding through the SMART SCALE Prioritization Process must be made for a qualifying need and, pursuant to Section 33.2-214.1 (B)(2) and 33.2-358, for the High Priority Projects Program applications must be consistent with the assessment of needs undertaken in the Statewide Transportation Plan in accordance with Section 33.2-353 for all corridors of statewide significance and regional networks, and for the construction District Grant Program applications must be consistent with the assessment of needs undertaken in the Statewide Transportation Plan in accordance with Section 33.2-353 for corridors of statewide significance, and regional networks, improvements to promote urban development areas established pursuant to Section 15.2-2223.1, and identified safety needs.
3. Applications for funding through either the High Priority Projects Program or the Construction District Grant Programs must relate to projects located, in part or wholly, within the boundaries of the qualifying entity. In the case of an application that traverses the submitting entity’s boundaries, the submitting entity must provide resolution(s) of support from the affected jurisdiction(s) or regional planning organization(s).
4. A resolution of support from the relevant governing body or policy board, approved in a public forum with adequate public notice, is required at the time of application.
5. By majority vote of the Board, the Board may choose to submit up to two projects to be evaluated for funding in each biennial application cycle.
6. In the event the CTB elects to submit up to two projects to be evaluated and considered for funding, the projects will be considered for funding in the Construction District Grant Program with the endorsement of the applicable local government(s) and/or the High Priority Projects Program.
7. The factors specified in Section 33.2-214.1 will be measured and weighted according to the following metrics:

ID	Measure Name	Measure Weight
Safety Factor		
S.1	Number of Fatal and Injury Crashes*	70%
S.2	Rate of Fatal and Injury Crashes	30%
Congestion Mitigation Factor		
C.1	Person Throughput	50%
C.2	Person Hours of Delay	50%
Accessibility Factor		
A.1	Access to Jobs	60%
A.2	Access to Jobs for Disadvantaged Populations	20%
A.3	Access to Multimodal Choices	20%

ID	Measure Name	Measure Weight
Environmental Quality Factor		
E.1	Air Quality and Energy Environmental Effect	100%
E.2	Impact to Natural and Cultural Resources	**
Economic Development Factor		
ED.1	Project Support for Economic Development	60%
ED.2	Intermodal Access and Efficiency	20%
ED.3	Travel Time Reliability	20%
Land Use Factor		
L.1	Transportation Efficient Land Use	50%
L.2	Increase in Transportation Efficient Land Use	50%

Note*: 100% for Transit and Transportation Demand Management Projects

Note**: E2 will serve as a subtractive measure (subtracting up to 5 benefit points) based on the acreage of sensitive areas potentially impacted.

- The factors will be evaluated according to the following typology categories and weighting frameworks within the state’s highway construction districts:

Region in which the Project is Located	Typology	Construction District
Accomack-Northampton PDC	Category D	Hampton Roads
Bristol MPO	Category D	Bristol
Central Shenandoah PDC	Category D	Staunton
Central Virginia MPO	Category C	Lynchburg/Salem
Charlottesville-Albemarle MPO	Category B	Culpeper
Commonwealth RC	Category D	Lynchburg/Richmond
Crater PDC	Category D	Richmond/Hampton Roads
Cumberland Plateau PDC	Category D	Bristol
Danville MPO	Category D	Lynchburg
Fredericksburg Area MPO (FAMPO)	Category B	Fredericksburg
George Washington RC	Category D	Fredericksburg
Hampton Roads PDC ⁱ	Category D	Hampton Roads
Hampton Roads TPO (HRTPO) ^{i,ii}	Category A	Hampton Roads/Fredericksburg
Harrisonburg-Rockingham MPO	Category C	Staunton
Kingsport MPO	Category D	Bristol

Region in which the Project is Located	Typology	Construction District
Lenowisco PDC	Category D	Bristol
Middle Peninsula PDC ⁱⁱ	Category D	Fredericksburg
Mount Rogers PDC	Category D	Bristol/Salem
New River Valley MPO	Category C	Salem
New River Valley PDC	Category D	Salem
Northern Neck PDC	Category D	Fredericksburg
Northern Shenandoah Valley RC	Category D	Staunton
Northern Virginia RC	Category A	Northern Virginia
Northern Virginia Transportation Authority (NVTa) / Transportation Planning Board (TPB) ⁱⁱⁱ	Category A	Northern Virginia/Culpeper
Rappahannock-Rapidan RC ⁱⁱⁱ	Category D	Culpeper
Region 2000 LGC	Category D	Salem/Lynchburg
Richmond Regional PDC	Category D	Richmond
Richmond Regional TPO (RRTPO)	Category B	Richmond
Roanoke Valley TPO (RVTPO)	Category B	Salem
Roanoke Valley-Alleghany PDC	Category D	Salem/Staunton
Southside PDC	Category D	Lynchburg/Richmond
Staunton-Augusta-Waynesboro MPO	Category C	Staunton
Thomas Jefferson PDC	Category C	Culpeper/Lynchburg
Tri-Cities MPO	Category C	Richmond
West Piedmont PDC	Category D	Salem/Lynchburg
WinFred MPO	Category C	Staunton

Note*: PDC is defined as the remainder of the region outside the MPO boundary. In many cases, these regions include partial counties (e.g. Goochland County is partially within RRTPO and the Richmond Regional PDC). If a project is within the MPO boundary in a partial county, the project shall use the weighting associated with the MPO with the following exceptions:

- i. The portion of Southampton County and the City of Franklin within the Hampton Roads TPO boundary shall use the weighting associated with the Hampton Roads PDC.
- ii. The portion of Gloucester County within the Hampton Roads TPO boundary shall use the weighting associated with the Middle Peninsula PDC.
- iii. The portion of Fauquier County within the Transportation Planning Board Boundary shall use the weighting associated with the Rappahannock-Rapidan Regional Commission.

Note** For projects that cross multiple typology boundaries, the project shall use the weighting associated with the typology for which the majority of the project is located.

Weighting Frameworks

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45%**	5%	15%	5%	10%	20%*
Category B	15%	20%	25%	20%	10%	10%*
Category C	15%	25%	25%	25%	10%	
Category D	10%	35%	15%	30%	10%	

Note* - Pursuant to Chapter 726 of the 2014 Acts of Assembly, 6th enactment clause, for certain metropolitan planning areas with a population over 200,000, the prioritization process shall also include a factor related to Land Use.

Note** - Pursuant to Chapter 726 of the 2014 Acts of Assembly, 6th enactment clause, for certain highway construction districts congestion mitigation must be weighted highest among the factors.

- Qualifying entities are limited in the number of pre-applications and full applications they may submit. A pre-application requires applicants to fill out basic information about their projects to allow for the state to conduct pre-screening. In turn, pre-screening provides early applicant feedback to ensure that a project meets a VTrans need adopted by the CTB, is eligible for SMART SCALE, and meets the CTB’s readiness policy. The limits are based on population thresholds as defined in the table below. A Board member may allow one additional application from one county within their district if (i) the project is located within a town that is ineligible to submit projects and (ii) the county in which the town is located submitted the maximum number of applications allowed. Only one such additional application is allowed per district.

Application Limits

Tier	Localities*	MPOs/PDCs/ Transit Agencies*	Max # of Pre-Applications	Max # of Full Applications
1	< 200K	< 500K	5	4
2	>= 200K	>= 500K	12	10

Note* - The source of population data for localities, MPOs and PDCs is the last preceding United States census (2010). Application limits for transit agencies were determined based on service area population in the 2010 National Transit Database (NTD). If service area population was not available in NTD, Census 2010 population was used to determine population in jurisdictions served by transit agency.

10. Candidate projects will be scored based on the factors and weights identified above relative to other projects submitted for evaluation, the cost of the project and based on information included in the project application.
11. The final project score is determined by calculating the anticipated benefits relative to the amount of funding requested pursuant to section 33.2-358 of the *Code of Virginia*.
12. A project that has been selected for funding must be re-scored and the funding decision re-evaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed.
 - a. If an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:
 - i. Total Cost Estimate <\$5 million: 20% increase in funding requested
 - ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
 - iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested.
 - b. If the project scope is reduced or modified such that the revised score is less than the lowest ranked funded project in the district for that cohort of projects, Board action is required to approve the change in scope.
 - c. If the project scope is increased then the applicant is responsible for the additional cost attributable to the increase in scope regardless of budget impact. The scope of a project may not be substantially modified in such a manner that the proposed improvements do not accomplish the same benefits as the original scope.
13. A project that has been selected for funding must be initiated and at least a portion of the programmed funds expended within one year of the budgeted year of allocation or funding may be subject to reprogramming to other projects selected through the prioritization process. In the event the Project is not advanced to the next phase of construction when requested by the Commonwealth Transportation Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the *Code of Virginia*, to reimburse the Department for all state and federal funds expended on the project.
14. A project that has been selected for funding cannot be resubmitted to address cost increases or loss of other sources of funding.
15. Once a project is selected for funding, an entity must wait for two rounds of SMART SCALE following the end date of construction before submitting a new project application for the same location that meets the same need as the project that was selected for funding.

16. Once a project is selected for funding, an entity may not resubmit the project with a revised scope in a subsequent round unless the previously selected project has been cancelled.
17. A project that has been selected for funding may be cancelled only by action of the Board. In the event that a project is not advanced to the next phase of construction when requested by the Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the project.
18. In the cases where a project has been selected for funding which identified other sources of funding, the qualifying entity is committed to pay the difference if other sources of funding are not provided. An applicant may only identify State of Good Repair, Transportation Alternatives Set-Aside, Highway Safety Improvement Program and Revenue Sharing funds as committed funds if the funding has already been approved by the Board. Applicants must have an approved or pending application for other sources of committed funds, such as local/regional or other federal funds, at the time of the SMART SCALE application submission.
19. Pursuant to 33.2-214 E, any project added to the SYIP funded wholly or in part with funding from the High Priority Projects Program or Construction District Grants Program shall be fully funded within the six-year horizon of the SYIP.
20. Applications for funding through the SMART SCALE Prioritization Process may not request funding to replace other committed funding sources identified in a local capital improvement program or a transportation improvement program, or required to be paid by a developer as a result of a local zoning process.
 - a. The CTB may waive this requirement for projects that:
 - i. have an anticipated total cost in excess of \$1 billion; and
 - ii. were not eligible for submission in the previous round of SMART SCALE due to readiness considerations, but initiated procurement prior to award of the current round of SMART SCALE.
 - b. If a fully funded project is submitted with additional features that are not yet funded, the benefits associated with the fully funded or committed project element(s) will be excluded from consideration in evaluating and rating the project benefits for SMART SCALE.
21. The Board may adjust the timing of funds programmed to projects selected in previous SMART SCALE cycles to meet the cash flow needs of the individual projects, but will not (1) reduce the total amount of state and federal funding committed to an individual project unless it is no longer needed for the delivery of the project or the project sponsor is unable to secure permits and environmental clearances for the project or (2) increase the total amount of state and federal funding committed to an individual project beyond the thresholds established in item 10. Projects from a subsequent round will not be advanced or accelerated by delaying projects selected in a previous SMART SCALE cycle.
22. 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.

- a. Surplus Construction District Grant Program funds no longer needed for delivery of a project will remain within the applicable Construction District Grant Program and may not be used in other districts.
- b. Surplus High Priority Projects Program funds will remain within the High Priority Projects Program.
- c. Such surplus funds will be reserved to address budget adjustments on existing SMART SCALE projects or reserved for allocation in the next solicitation cycle for SMART SCALE.

BE IT FURTHER RESOLVED, the methodology outlined in the SMART SCALE Technical Guide shall direct the screening, scoring and selection of projects for funding and may continue to evolve and improve based upon advances in technology, data collection and reporting tools, and to the extent that any such improvements modify or affect the policy and process set forth herein, they shall be brought to the Board for review and approval.

BE IT FURTHER RESOLVED, the SMART SCALE Project Change Guide shall direct the evaluation of changes to the scope and/or budget of projects selected for SMART SCALE funding, and to the extent that changes to the scope and/or budget are contrary to the policy and process set forth herein, they shall be brought to the Board for review and approval.

BE IT FURTHER RESOLVED, the development and management of SMART SCALE projects in the SYIP shall be conducted in accordance with the Board's current Six-Year Improvement Program Development Policy.

BE IT FURTHER RESOLVED, the Board hereby directs OIPI, in coordination with VDOT and DRPT, to take all actions necessary to implement and administer this policy and process as modified, including but not limited to update of technical and policy documents consistent with the SMART SCALE Prioritization Policy adopted herein.

####

CTB Decision Brief

Title: Adoption of Updated Policy for Implementation of the SMART SCALE Project Prioritization Process

Issue: On February 21, 2018, the Board approved and adopted an updated prioritization policy incorporating improvements to both the policy and the evaluation process for implementation to enhance the SMART SCALE prioritization process for subsequent rounds. This proposed action would make additional changes to the Board's SMART SCALE policy related to project eligibility and readiness requirements as well as modifications to weighting criteria used in the evaluation and scoring process. In addition, changes also focus on formalizing existing practices related to topics such as project changes, project cancellation, resolutions of support, and CTB project submissions.

Facts: Section 33.2-214.1 of the *Code of Virginia* requires the Board to develop a prioritization process for certain projects funded by the Board. Section 33.2-214.1 (B) of the Code of Virginia requires the Board to solicit input from localities, metropolitan planning organizations, transit authorities, transportation authorities, and other stakeholders in its development of the prioritization process. In June 2015, the Board adopted an initial statewide prioritization policy and process and directed VDOT, DRPT, and OIPI to implement and administer the policy and process. The proposed action would update the previously adopted prioritization policy and incorporate feedback and observation from the previously completed cycle of SMART SCALE. The proposed modifications to the Board's prioritization policy adopted February 21, 2018 were presented to the Board on January 14, 2020 and are as follows:

- Minor deletions to remove unnecessary elements and edits to clean up and clarify previous language.
- Clarification of the policy regarding required resolutions of support for entities submitting applications.
- Clarifications to the policy relating to Board submission of up to two projects for scoring and consideration each cycle of SMART SCALE.
- Adjustments to weighting of measures in the Safety factor from 50% for S1 and 50% for S2 to 70% for S1 and 30% for S2.
- Adjustments to weighting of measures in the Land Use factor from 70% for L1 and 30% for L2 to 50% for L1 and 50% for L2.
- Transition of the E.2 measure to a "subtractive" measure, removing up to 5 points based on acreage of sensitive areas potentially impacted and changing the E1 measure from a weighting of 50% to 100%.
- Reclassification of the Fredericksburg Area MPO from Area Type A to Area Type B.
- Reclassification of the New River Valley Regional Commission from Area Type C to Area Type B.
- Establishment of a pre-application cap limit of 5 for localities less than 200K in population and regional organizations less than 500K in population.
- Establishment of a pre-application cap limit of 12 for localities greater than or equal to 200K in population and regional organizations greater than or equal 500K in population.
- Formalization of a policy providing that projects selected for funding may only be cancelled by action from the Board.
- Formalization of a policy requiring projects added to the SYIP through the SMART SCALE prioritization process shall be fully funded within the six-year horizon of the SYIP.
- Establishes that the SMART SCALE Project Change Guide directs the evaluation of changes to the scope and/or budget of projects selected for SMART SCALE funding.

A resolution reflecting the above referenced recommendations has been prepared for consideration by the Board. The SMART SCALE Technical Guide will be revised to include the modifications identified in this resolution

Recommendation: VDOT, DRPT, and OIPI recommend that the Board approve the project prioritization policy and process adopted in February 2018, with the modifications proposed herein to govern screening, scoring and selecting projects for funding and to be implemented for the fourth round of the SMART SCALE prioritization process, which begins March 2, 2020. VDOT, DRPT and OIPI further recommend that the Board (i) direct updates to the current SMART SCALE Technical Guide to reflect any modifications made to the project prioritization policy and process pursuant to this action and (ii) maintain the SMART SCALE Project Change guide which provides direction relating to the evaluation of changes to the scope and/or budget of projects selected for SMART SCALE funding.

Action Required by the CTB: The Board will be presented with a resolution for a formal vote to adopt the updated SMART SCALE Prioritization Process and to direct update to the current SMART SCALE Technical Guide in implementation of the updated prioritization policy and process. Approval of the resolution by majority vote of the Board is required.

Result, if Approved: VDOT, DRPT, and OIPI will implement the SMART SCALE Prioritization Process in accord with the updated SMART SCALE Technical Guide and maintain the SMART SCALE Project Change Guide.

Options: Approve, Deny or Defer

Public Comments/Reactions: N/A



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Richmond, Virginia 23219

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Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 19, 2020

MOTION

Made By: Seconded By: Action:

Title: Approval of Second Amended and Restated Memorandum of Agreement with the Northern Virginia Transportation Commission Relating to the Transform66: Inside the Beltway Project

WHEREAS, the Commonwealth and the Northern Virginia Transportation Commission (NVTC) previously negotiated the terms of a Memorandum of Agreement (MOA) between the Virginia Department of Transportation (VDOT), the Commonwealth Transportation Board (CTB) and the NVTC relating to the Transform66: Inside the Beltway (Project), and

WHEREAS, the MOA, which was approved by the CTB on December 9, 2015 and entered into by the Parties in January, 2016, set forth the responsibilities of the Parties relating to the Project and provided for, among other things, the transfer to and use by NVTC of specified funds collected from the CTB's/VDOT's tolling of the I-66 Inside the Beltway Facility (Facility) for certain Project Components; and

WHEREAS, the Parties subsequently negotiated an Amended and Restated Memorandum of Agreement (Amended and Restated MOA), which was approved by the CTB on December 7, 2016 and entered into by the Parties in January 2017, that: (i) addressed the time frame and funding for the eastbound widening of the Facility, (ii) documented an increase in the allocation to NVTC from \$5 million to \$10 million, (iii) modified terms relating to payback of borrowed funds to the Toll Facilities Revolving Account, (iv) clarified the duration and nature of tolling for the Project, (v) addressed debt financing by NVTC to fund certain Project Components, and (v) addressed certain technical issues; and

WHEREAS, there is now a need to amend the Amended and Restated MOA to: (i) add the Virginia Department of Rail and Public Transportation (DRPT) as a signatory and party to the agreement and to document its formal role, (ii) to permit the Commonwealth to use toll revenues for debt service and pay-go expenses for specific Rail Components, including improvements to the Long Bridge and the Rosslyn Metrorail Station, (iii) to provide NVTC with a guaranteed minimum payment of \$10 million per year (with a 2.5% annual escalation) for the I-66 Commuter Choice Program, (iv) to provide an additional \$5 million per year (with a 2.5% annual escalation) to NVTC for the I-66 Commuter Choice Program from annual transit funding payments made to the Commonwealth by I-66 Express Mobility Partners, LLC as required by the “Amended and Restated Comprehensive Agreement Relating to the Transform 66 P3 Project” with such payments to NVTC beginning in FY 22, (v) to eliminate the existing restriction on the use of funds for transit operations beyond five years for those projects that cross jurisdictional lines or that connect to a VRE or Metrorail station and to allow NVTC to have the discretion to set the duration of funding for transit operations, and (v) to modify and conform language to make the agreement more similar to the 2017 “MOA Regarding the Annual Transit Investment from the 395 HOT Lanes” between the CTB, VDOT, DRPT, NVTC and the Potomac and Rappahannock Transportation Commission (PRTC); and

WHEREAS, the Commonwealth and NVTC have negotiated amendments to the Amended and Restated MOA addressing the above referenced matters, which are reflected in the *Second Amended and Restated Memorandum of Agreement, Transform66: Inside the Beltway Project*, attached hereto as Exhibit A.

NOW THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board, that the *Second Amended and Restated Memorandum of Agreement, Transform66: Inside the Beltway Project*, attached hereto as Exhibit A, is hereby approved and the Secretary, Commissioner of Highways and the Director of the Department of Rail and Public Transportation are authorized to execute the Amended and Restated MOA on behalf of the Board, VDOT and DRPT, respectively.

BE IT FURTHER RESOLVED that the Secretary is authorized to make and/or approve such changes to the Second Amended and Restated MOA as she deems necessary, provided such changes do not change the overall substance of the terms of the Second Amended and Restated MOA.

#####

CTB Decision Brief

Approval of proposed Second Amended and Restated Memorandum of Agreement with the Northern Virginia Transportation Commission Relating to the Transform66: Inside the Beltway Project February 19, 2020

Issue: The Commonwealth has negotiated a second amendment to the “Memorandum of Agreement (MOA) with the Northern Virginia Transportation Commission (NVTC) Relating to the Transform66: Inside the Beltway Project”. The Commonwealth Transportation Board (CTB) was briefed on the new proposed changes to the MOA (described below) at its Workshop on December 9, 2019. The Second Amended and Restated MOA requires approval by the CTB.

Facts: In December 2015, the Commonwealth Transportation Board (CTB) approved a Memorandum of Agreement (MOA) between the CTB, the Virginia Department of Transportation (VDOT) and the Northern Virginia Transportation Commission (NVTC) that set forth the responsibilities of the Parties relating to the Transform 66: Inside the Beltway Project, including the use of the toll funding collected by VDOT from the I-66 Inside the Beltway facility. The MOA was signed on January 5, 2016. An Amended and Restated MOA between the Commonwealth and NVTC was approved in December 2016 and executed by the Parties on January 5, 2017 that further defined how toll revenues are to be used. In the 2016 MOA and the 2017 Amended and Restated MOA, the CTB delegated to NVTC the responsibility to select and administer, as approved by the CTB with designated toll revenues, the implementation of multimodal projects designed to attain the Improvement Goals of the Transform 66: Inside the Beltway Project.

The Parties now desire to make additional amendments to the Amended and Restated MOA. The proposed Second Amended and Restated MOA (attached as Exhibit A to the accompanying resolution) reflects the following changes to the 2017 Amended and Restated MOA:

- Adds the Virginia Department of Rail and Public Transportation (DRPT) as a signatory and party to the MOA and formally documents its role with the Commuter Choice program.
- Permits the Commonwealth to use toll revenues for debt service and pay-go expenses for specific Rail Components, including improvements to the Long Bridge and Metrorail.
- Provides NVTC with a guaranteed minimum payment of \$10 million per year (with a 2.5% annual escalation) for the I-66 Commuter Choice Program
- Provides an additional \$5 million per year (with a 2.5% annual escalation) to NVTC for the I-66 Commuter Choice Program from annual transit funding payments made to the Commonwealth by I-66 Express Mobility Partners, LLC as required by the “Amended and Restated Comprehensive Agreement Relating to the Transform 66 P3 Project” with such payments to NVTC beginning in FY 22
- Eliminates the existing restriction on the use of funds for transit operations beyond five years for those projects that cross jurisdictional lines or that connect to a VRE or Metrorail station and allows NVTC to have the discretion to set the duration of funding for transit operations.

- Modifies and conforms language to make the MOA more similar to the 2017 “MOA Regarding the Annual Transit Investment from the 395 HOT Lanes” between the CTB, VDOT, DRPT, NVTC and the Potomac and Rappahannock Transportation Commission (PRTC)

Recommendation: DRPT recommends approval of the attached resolution.

Action Required by CTB: Approval of the attached resolution.

Options: Approve, Deny or Defer.

1 **SECOND AMENDED AND RESTATED**
2 **MEMORANDUM OF AGREEMENT**
3 **TRANSFORM66: INSIDE THE BELTWAY PROJECT**
4

5 This Second Amended and Restated Memorandum of Agreement (“MOA”) is entered into
6 on _____, 2020, between the Commonwealth Transportation Board (“CTB”), the Virginia
7 Department of Transportation (“VDOT”), both acting by and through the Commissioner of
8 Highways, and the Virginia Department of Rail and Public Transportation (“DRPT”), and the
9 Northern Virginia Transportation Commission (“NVTC”) (collectively, the “Parties”).

10 **RECITALS**

11 **WHEREAS**, the CTB, VDOT, and the Virginia Department of Rail and Public
12 Transportation (“DRPT”) have embarked upon a multimodal transportation program,
13 Transform66, which seeks to fund and implement solutions to move more people in the Interstate
14 66 (“I-66”) corridor between Haymarket, Virginia and Route 29 in the Rosslyn area of Arlington
15 County, Virginia; and

16 **WHEREAS**, the Transform66 program is composed of two distinct projects: (1) the
17 Transform66: Inside the Beltway Project, which involves multimodal transportation improvements
18 in the I-66 corridor beginning at the intersection of I-66 and I-495 (the “Beltway”) and ending at
19 U.S. Route 29 in the Rosslyn area of Arlington County, Virginia (the “Transform66: Inside the
20 Beltway Project” or the “Project”; the foregoing geographical limits are hereafter referred to as the
21 “Project Corridor” or the “Corridor” which, for avoidance of doubt includes adjacent and nearby
22 routes), and (2) the Transform66: Outside the Beltway Project, which involves multimodal
23 transportation improvements in the I-66 corridor beginning at Haymarket, Virginia, and ending at
24 the Beltway; and

25 **WHEREAS**, the improvement goals of the Transform66: Inside the Beltway Project, as
26 originally stated, are to (1) move more people; (2) enhance transportation connectivity; (3)
27 improve transit service; (4) reduce roadway congestion; and (5) increase travel options
28 (collectively, the “Improvement Goals”), all of which will benefit the users of the portion of I-66
29 beginning at the Beltway and ending at U.S. Route 29 in the Rosslyn area of Arlington County,
30 Virginia (the “Facility”); and

31 **WHEREAS**, in order to permit consistency and efficiency in NVTC’s administration of
32 the use of toll funds in the Corridor and concessionaire funds in the I-395 corridor, the Parties
33 desire to restate the aforesaid improvement goals as follows: (1) maximize person throughput in
34 the Corridor; and (2) implement multimodal improvements to: (i) improve mobility along the
35 Corridor, (ii) support new, diverse travel choices, and (iii) enhance transportation safety and travel
36 reliability (collectively, the “Improvement Goals”) each of which will benefit the users of the
37 Facility; and

38 **WHEREAS**, the Project will facilitate implementation of recommendations from VDOT’s
39 June 2012 Final Report of the I-66 Multimodal Study Inside the Beltway, and the further
40 refinements found in the August 2013 Supplemental Report, as well as recommendations from
41 DRPT’s 2009 Transportation Demand Management/Transit Report (collectively, the
42 "Commonwealth Reports"), and projects in the region’s constrained long range plan, as such plan
43 may be updated from time to time, including but not limited to multimodal transportation
44 improvements to the roadways and associated transportation and transit facilities in the vicinity of
45 the Facility and the Corridor (“Components”) (as described in the aforesaid VDOT and DRPT
46 reports and depicted in the diagram attached hereto and incorporated herein as Exhibit 1; and

47 **WHEREAS**, the Transform66: Inside the Beltway Project is intended to achieve the
48 Improvement Goals by (1) converting the existing Facility to a tolled facility with dynamic tolling
49 during the peak periods; (2) allowing mass transit and commuter buses to ride free at all times; (3)
50 permitting HOV-2 vehicles to ride free at all times until the later of 2020 or until any increase to
51 HOV-3 occupancy requirements for HOV lanes of I-66 outside the Beltway; (4) thereafter
52 permitting HOV-3 vehicles to ride free at all times; (5) improving transit services; and (6)
53 improving the Facility, including widening of I-66 eastbound from two lanes to three lanes
54 between Exit 67 at the Dulles Connector Road (“Exit 67”) and Exit 71, the Fairfax Drive/Glebe
55 Road exit (“Exit 71”), all subject to the conditions provided herein; and

56 **WHEREAS**, the multimodal transportation Components in the Transform66: Inside the
57 Beltway Project must meet the criteria enunciated in this MOA; and

58 **WHEREAS**, VDOT, on behalf of the CTB, will control and manage tolling on the Facility,
59 with the toll revenues being utilized and distributed according to this MOA, to support the tolling
60 operations and tolling maintenance of the Facility, and to fund Components selected by NVTC

61 and approved by the CTB for the Project, designed specifically to attain the Improvement Goals;
62 and

63 **WHEREAS**, the CTB intends to finance the widening of the Facility eastbound between
64 Exits 67 and 71 from funds of the Commonwealth other than toll revenues of the Facility; and

65 **WHEREAS**, the CTB desires to delegate to NVTC the authority to select and administer
66 the implementation of Components designed specifically to attain the Improvement Goals to be
67 financed in whole or in part from the portion of the toll revenues of the Facility transferred to
68 NVTC as provided in this MOA; and

69 **WHEREAS**, such delegation to NVTC shall not constitute approval by NVTC of the
70 Commonwealth's actions to impose tolling along the Facility; and

71 **WHEREAS**, the Parties desire that, in addition to funding Components selected by NVTC
72 and approved by the CTB, toll revenues may be used to fund one or both of the following two
73 Components, including through issuance of debt, direct funding, a public private partnership, or
74 other means: (1) a new bridge structure that crosses the Potomac River between Arlington County
75 and the District of Columbia in the vicinity of the 14th Street Bridge complex and the Metro
76 Fenwick Bridge to expand the capacity for commuter and intercity rail passenger service as defined
77 by 49 U.S.C. §§ 24102(3) and (4) on July 1, 2019, and which may include, in addition to the river
78 crossing, reasonably related new track approaches to the new bridge, as well as property
79 acquisition and upgrades to the existing tracks on the Virginia and the District of Columbia sides
80 of the new bridge (the "Potomac River Passenger Rail Bridge Component"); and (2) new Metrorail
81 related improvements to, and serving, the Rosslyn Metrorail station in Arlington County that
82 would facilitate the movement of passengers and relieve train congestion on the Blue, Orange, and
83 Silver Metrorail lines, and which may include, but not be limited to, a new platform and station,
84 pedestrian connections to the existing Rosslyn Metrorail station, and a future new extension of
85 Metrorail under the Potomac River (the "Rosslyn Metrorail Station Component") (collectively, the
86 "Passenger Rail and Metrorail Components" or "Rail Components"); and

87 **WHEREAS**, the Rail Components will achieve the Improvement Goals, and will benefit
88 the users of the Facility, and satisfy the criteria hereafter set forth; and

89 **WHEREAS**, the Parties initially memorialized their agreement regarding the allocation
90 and expenditure of certain toll revenue arising from travel on the Facility, the criteria for use of
91 toll revenue to implement Components and the relationship between the Parties in a Memorandum

92 of Agreement dated January 5, 2016, and thereafter entered into an Amended and Restated
93 Memorandum of Agreement dated January 5, 2017 (“the 2017 Amended and Restated MOA”), to
94 reflect the time frame in which the eastbound widening of the Facility will occur and the funding
95 to be used therefor, as well as other amendments related to use of toll revenue, duration of tolling
96 and debt financing by NVTC to fund Components, and now wish to further amend and restate that
97 agreement to include provisions for the potential use of toll revenues to fund one or both of the
98 Rail Components.

99 **NOW, THEREFORE**, in consideration of the foregoing recitals, the mutual covenants
100 and agreements contained herein, and the mutual benefit to the Parties of attaining the
101 Improvement Goals, the sufficiency of which is hereby acknowledged, the Parties agree as follows:

102 **I. Nature of the Parties’ Interest Under This MOA**

103 This MOA provides for the transfer to and use by NVTC of specified funds collected from
104 the CTB’s tolling of the Facility, as allowed by law and according to the terms of this MOA, for
105 the selection and administration of Components to attain the Improvement Goals. This MOA is
106 specifically subject to, and is governed by applicable state and federal laws concerning the
107 allowable use of tolls, including but not limited to § 33.2-309 of the *Code of Virginia* (1950), as
108 amended (“Virginia Code”), 23 U.S.C. §§ 129 and 166 and the terms of any agreement by and
109 between the Federal Highway Administration (“FHWA”) and VDOT that may be required in order
110 to toll the Facility.

111 This MOA does not grant NVTC any authority over I-66, the tolling of I-66, or any other
112 roadways in the I-66 corridor. It also does not address toll revenues that may be derived from the
113 tolling of I-66 outside the Beltway. It also does not obligate VDOT or the CTB to provide any
114 specified amount of revenues beyond the toll revenues generated from the Facility and allocated
115 by the CTB in compliance with Virginia Code § 33.2-309 as provided in this MOA, all subject to
116 appropriation by the General Assembly.

117 **II. Basic Agreement; Roles and Responsibilities**

118 A. VDOT, DRPT, and the CTB shall have the following roles and responsibilities:

119 **1. Design and Construction of Dynamic Tolling Operation on I-66 Inside the**
120 **Beltway.** VDOT shall be responsible for the design and construction of all
121 improvements and facilities to convert the existing Facility to a dynamic tolled
122 operation (the "Conversion"). Funding to accomplish this Conversion will be

123 advanced from the Toll Facilities Revolving Account pursuant to Virginia Code §
124 33.2-1529 and repaid out of toll revenues collected from the Facility.

125 **2. Toll Collection and Establishment.** Subject to the necessary approvals of the
126 CTB and FHWA, and in accordance with law, VDOT and the CTB, as applicable,
127 shall establish, charge, modify and collect tolls throughout the term of this MOA
128 for vehicles using the Facility during peak hours, which shall include dynamic
129 pricing to ensure travel speeds in accordance with 23 U.S.C. § 166. The CTB
130 reserves the right to make any changes to the tolling of the Facility that increase the
131 hours or directions of tolling and any toll revenue generated from any change shall
132 be governed by this MOA.

133 **3. HOV Requirements.** In accordance with the long range plan adopted by the
134 National Capital Region Transportation Planning Board, VDOT and the CTB shall
135 take the required actions necessary to change the Project HOV-2 designation to
136 HOV-3 by the later of January 2, 2020, or upon any increase to HOV-3 occupancy
137 requirements for HOV lanes of I-66 outside the Beltway

138 **4. Use of Toll Revenues.** VDOT shall include in the annual budget presented to
139 the CTB for approval in June of each year, an estimate of the toll revenues
140 anticipated to be collected in the upcoming year and the proposed allocation of all
141 such toll revenues, including to pay the NVTC Payment (as defined below) and any
142 NVTC or Rail Component Debt Service (as defined below) in the upcoming year.
143 Allocation of these toll revenues shall be provided in the following order with the
144 intent that, after the allocations provided for in (a), (b), (c), (d), (e), (f), and (g), all
145 remaining toll revenues, including those carried forward in accordance with
146 II.A.4(c), shall be made available for additional Components selected by NVTC in
147 accordance with (c):

148 (a) reasonable costs and expenses of tolling operation and tolling
149 maintenance, including reasonable reserves for major maintenance of
150 tolling operations of the Facility;

151 (b) Debt Service on Rail Component Debt (as defined below) for one or
152 both of the Rail Components not to exceed the NVTC Payment (as defined
153 below);

154 (c) the NVTC Payment (as defined below) for Components selected by
155 NVTC and approved by the CTB under the terms of this MOA, and any
156 implementation costs related to Components, as well as operating costs
157 related to Components;

158 (d) Pay go for Rail Components between the estimated start of the Long
159 Bridge construction in 2022 and 2034;

160 (e) repayments to the Toll Facilities Revolving Account (i) for any
161 allocation advanced from the Toll Facilities Revolving Account for the
162 Conversion and (ii) the initial allocation to NVTC of \$10 million for the
163 Project described in II.C., with a repayment schedule for the Conversion
164 allocation and the initial allocation to NVTC (x) of not less than 25 years
165 from the first date of disbursement, (y) reflecting a 0% interest rate, and (z)
166 annually committing not more than six percent of anticipated toll revenues
167 to such repayment; provided, however, if toll revenues remaining after the
168 allocation described above in II.A.4(a), (b), (c) and (d) is below two times
169 the amount budgeted for allocation described below in II.A.4(f), then the
170 repayment to the Toll Facilities Revolving Account shall not exceed an
171 amount that would result in the toll revenues remaining after the allocations
172 described in II.A.4(a), (b), (c), and (d) of less than one and a half times the
173 amount budgeted for allocation in II.A.4(f);

174 (f) Debt Service on NVTC Debt (as defined below) incurred to finance
175 Components selected by NVTC and approved by the CTB under the terms
176 of this MOA: provided that the annual amount of the Debt Service payments
177 does not exceed 60 percent of toll revenues remaining after the allocations
178 described above in II.A.4(a), (b), (c), and (d); provided further that no
179 NVTC Debt may be incurred unless the toll revenues remaining after the
180 allocation described above in II.A.4(a), (b), (c), and (d) in the fiscal year
181 prior to the fiscal year the NVTC Debt will be incurred must be at least two
182 times the maximum annual scheduled Debt Service on all outstanding
183 NVTC Debt and the proposed NVTC Debt in the then-current or any future
184 fiscal year;

185 (g) repayment to the Toll Facilities Revolving Account not paid in any prior
186 and current year in accordance with II.A.4(e) as a result of not meeting the
187 coverage requirements specified in II.A.4(f);

188 (h) any remaining revenues for Components selected by NVTC and
189 approved by the CTB under the terms of this MOA, and any implementation
190 costs related to Components, as well as operating costs related to
191 Components. To the extent Components have not yet been selected by
192 NVTC and approved by the CTB for funding with any remaining revenues,
193 the remaining revenues shall be carried forward to the next fiscal year and
194 made available to NVTC for Components approved in accordance with the
195 provisions of this MOA.

196 "NVTC Debt" means (i) any bonds, promissory notes, loan, financing or
197 credit agreements under which NVTC is obligated to repay money borrowed to
198 finance a Component, (ii) all installment sales, conditional sales and capital lease
199 obligations incurred or assumed by NVTC to finance a Component. The term
200 "incurred" as used in the MOA with respect to NVTC Debt shall also mean issued
201 or assumed. "Debt Service on NVTC Debt" means for a fiscal year or other
202 measurement period the aggregate of the payments to be made in respect of the
203 principal of and interest on NVTC Debt and the associated financing or trustee's
204 fees or charges and required deposits to any reserve funds.

205 "Rail Component Debt" means (i) any bonds, promissory notes, loan,
206 financing or credit agreements under which the issuer is obligated to repay money
207 borrowed to finance a Rail Component, (ii) all installment sales, conditional sales
208 and capital lease obligations incurred or assumed by the issuer to finance a Rail
209 Component. The term "incurred" as used in the MOA with respect to Rail
210 Component Debt shall also mean issued or assumed.

211 "Debt Service on Rail Component Debt" means for a fiscal year or other
212 measurement period the aggregate of the payments to be made in respect of the
213 principal of and interest on Rail Component Debt and the associated financing or
214 trustee's fees or charges and required deposits to any reserve funds.

215 “NVTC Payment” means an annual payment calculated as follows: \$10
216 million increased by 2.5% each year starting in fiscal year 2021 as set forth in the
217 attached Exhibit 2.

218 **5. Limit on Operating Costs.** NVTC may not expend more than 50% of the
219 allocation described above in II.A.4(c) during the preceding nine fiscal-year period
220 for operating costs. In addition, with respect to operating costs, NVTC may only
221 use the toll revenues:

222 (a) to pay operating costs for toll revenue funded Components that are transit
223 operations and are regional in nature because: (i) the service crosses
224 jurisdictional boundaries and/or (ii) the service provides a direct connection
225 to Metrorail or VRE stations; and

226 (b) to pay operating costs for all other individual toll revenue-funded
227 Components only in the following maximum amounts: (i) up to 100% of
228 operating costs for the first five years, (ii) up to 75% of operating costs for
229 year six, (iii) up to 50% of operating costs for year seven, (iv) up to 25% of
230 operating costs for year eight, and (v) 0% of operating costs after year eight.

231 **6. Approval of Components of the Project.** Provided NVTC complies with the
232 criteria established herein for selection of Components, and subject to II.A.4.
233 above, the CTB shall consider, approve, and allocate toll revenue funding for such
234 Components. Each year, NVTC shall submit to DRPT a list of proposed
235 Components for funding (“Funded Components”) for presentation by DRPT and
236 NVTC at a regularly-scheduled CTB workshop. Such proposed Funded
237 Components shall be selected by NVTC in accordance with a process established
238 by NVTC consistent with the terms of this MOA. In addition, NVTC must provide
239 to DRPT for DRPT's review and input any draft written materials, presentations, or
240 recommendations that NVTC intends to provide to the CTB for any workshop
241 relating to proposed Funded Components at least fifteen working days before
242 NVTC finalize any such written materials, presentations, or recommendations.
243 Each proposed Funded Component presented to the CTB for approval shall be
244 identified separately with supporting documentation, including a description of the
245 benefits that were the basis for evaluation and selection of each such proposed

246 Funded Component. If the proposed Funded Components are selected in
247 accordance with NVTC's selection process and the proposed Components whether
248 funded with the NVTC Payment of the Concessionaire Payment (as defined below)
249 meet the Project Criteria (defined below), then the CTB will consider and approve
250 the proposed Funded Components by an affirmative vote and, subject to
251 appropriation by the General Assembly, allocate NVTC Payment and NVTC
252 Concessionaire funds for such Funded Components.

253 VDOT and DRPT may provide technical assistance to NVTC in its preparation of
254 recommendations to the CTB for funding of Components, as well as in the
255 implementation of Components approved by the CTB for funding. DRPT will
256 provide the CTB with an analysis of whether Components proposed by NVTC meet
257 the requirements of this MOA and DRPT will provide a copy of the analysis to
258 NVTC for review and input at least fifteen working days prior to it being sent to
259 the CTB.

260 **7. Suspension of Tolling.** VDOT shall, in its sole discretion, and in accordance
261 with Virginia Code § 33.2-613(B) as amended, have the right to order immediate
262 suspension of Facility tolling in the event I-66 is required for use as an emergency
263 mass evacuation route. VDOT shall lift any such emergency toll suspension as
264 soon as the need for emergency mass evacuation ceases. Neither the
265 Commonwealth of Virginia, the CTB, nor VDOT shall have any liability to NVTC
266 for any loss of toll revenues or any increase in costs and expenses attributable to
267 any such toll suspension to facilitate emergency mass evacuation.

268 If I-66 is designated for immediate use as any alternate route for diversion of traffic
269 from another highway or is temporarily closed to all lanes in one or both directions
270 due to a significant incident or emergency, VDOT shall have the right to order the
271 immediate suspension of tolling in the direction(s) of any diversion. Neither the
272 Commonwealth of Virginia, the CTB, nor VDOT shall have any liability to NVTC
273 for the loss of any toll revenues or any increase in costs and expenses attributable
274 to the hours the toll suspension is in effect.

275 **8. Duration of Tolling:** Nothing in this MOA shall obligate or be construed as
276 obligating VDOT to continue or cease tolls after the end of this MOA's term except
277 as provided in III and IV.

278 **9. Operation and Maintenance of I-66.** Except as set forth in II.A.4(a), VDOT
279 shall throughout the term of this MOA, maintain and operate, or cause others to
280 maintain and operate the Facility from Highway Maintenance and Operating Fund
281 revenues.

282 **10. Annual Budget Process.** In preparation for the CTB's annual budget process,
283 VDOT shall estimate toll revenues and anticipated allocation of the estimated toll
284 revenues for the upcoming six-year period presented in the Six Year Financial Plan
285 and Six Year Improvement Program and provide said estimates to NVTC not later
286 than January 30th of each year.

287 The CTB agrees to do the following:

288 (a) Each year and in accordance with the schedule of the Department of
289 Planning and Budget of the Commonwealth, the CTB or the CTB's designee
290 shall request that the Governor include in the budget to be delivered to the
291 General Assembly during their next session a provision that there be
292 appropriated from the revenues expected from the Facility amounts
293 sufficient to pay the budgeted amount of funds expected to be provided to
294 NVTC during the next succeeding fiscal year or biennial period, as
295 applicable.

296 (b) The CTB shall use its best efforts to have (i) the Governor include, in
297 each biennial or any supplemental budget that is presented to the General
298 Assembly, the amounts described in (a) above and (ii) the General
299 Assembly deposit, appropriate and reappropriate, as applicable, such
300 amounts.

301 (c) The CTB shall take all actions necessary to have payments which are
302 made pursuant to (b) above charged against the proper appropriation made
303 by the General Assembly.

304 (d) The CTB shall notify the NVTC promptly upon becoming aware of any
305 failure by the General Assembly to appropriate for the next succeeding

306 fiscal year or biennial period, as applicable, amounts sufficient to pay the
307 budgeted amounts due NVTC.

308 **11. Quarterly Payments.** VDOT shall provide quarterly payments of actual toll
309 revenues to NVTC of those toll revenues allocated pursuant to II.A.4(c) of this
310 MOA by the 15th day of each quarter. The quarterly payment shall be equal to the
311 lesser of 25 percent of the amount appropriated and allocated under II.A.4(c), or
312 the toll revenues available to make such payment. To the extent VDOT is unable
313 in any quarter to provide the full 25 percent of the amount appropriated and
314 allocated, the VDOT shall make up the deficiency in subsequent quarters and fiscal
315 years to the extent toll revenues are available to do so after the allocations are made
316 pursuant to II.A.4(a), (b), (c), (d), (e), (f), and (g). Neither VDOT nor DRPT shall
317 deduct from such quarterly payments any administrative fee or other charges. At
318 NVTC's request, VDOT may elect to provide monthly payments of the actual toll
319 revenues to NVTC. If VDOT so elects, the payments shall be made on a monthly
320 basis with the necessary changes to the foregoing in points of detail.

321 **1. Reports.** VDOT shall provide quarterly reports documenting the actual
322 revenues and distributions of said toll revenues to NVTC.

323 B. NVTC shall have the following roles and responsibilities:

324 **1. Coordination and Development of Transportation Plan; Use of Toll**
325 **Revenues; Compliance with Laws Limiting Use.** As part of the Six Year
326 Improvement Program presented to the CTB for approval in June of each year,
327 NVTC shall submit to the CTB, a list of Components proposed to be funded in
328 whole or in part with toll revenues from the Facility. Such Components shall be
329 selected by NVTC in accordance with a process established by NVTC pursuant to
330 this MOA. Such Components shall be separately identified with supporting
331 documentation as set forth in Exhibit 3. The CTB shall consider and approve the
332 Components selected by NVTC, and allocate toll revenues for them, pursuant to
333 II.A.4, provided the Components meet the criteria below and are selected in
334 accordance with NVTC's selection process described in II.B.2. Each proposed
335 Component must meet each of the following five criteria:

336 (a) Must benefit the toll-paying users of the Facility;

- 337 (b) Must have the capacity to attain one or more of the Improvement Goals;
338 (c) Must be one of the following multimodal transportation improvements
339 serving the Corridor:
- 340 i. New or enhanced local and commuter bus service, including
341 capital and operating expenses (e.g., fuel, tires, maintenance, labor
342 and insurance), subject to the limitations in II.A.5, and transit
343 priority improvements;
 - 344 ii. Expansion or enhancement of transportation demand
345 management strategies, including without limitation vanpool, and
346 formal and informal carpooling programs and assistance;
 - 347 iii. Capital improvements for Washington Metropolitan Area
348 Transit Authority rail and bus service, including capital and
349 operating expenses, subject to the limitations in II.A.5, and
350 improved access to Metrorail stations and Metrobus stops;
 - 351 iv. New or enhanced park and ride lot(s) and access or improved
352 access thereto;
 - 353 v. New or enhanced VRE improvements or services, including
354 capital and operating expenses, subject to the limitations in II.A.5.
 - 355 vi. Roadway improvements to address impacts from the dynamic
356 tolling of the Facility on roadways in the Corridor (including but not
357 limited to Routes 7, 29, 50, and 309, and Washington Boulevard,
358 Wilson Boulevard, and Westmoreland Street);
 - 359 vii. Transportation Systems Management and Operations as defined
360 in 23 U.S.C. § 101(a)(30) on December 1, 2015; and
 - 361 viii. Projects identified in the Commonwealth Reports or projects in
362 the region's constrained long-range plan or regional transportation
363 plans approved by the Northern Virginia Transportation Authority,
364 as any such plan may be updated from time to time.

365 (d) For non-debt financed Components, must demonstrate the ability to
366 obligate the toll revenues to the cost of the Component within two fiscal
367 year and to expend the toll revenues within five fiscal years of the fiscal
368 year in which the funds are allocated by the CTB except to the extent to
369 which the CTB approves an extension of such timeframes upon the request
370 of NVTC; and

371 (e) Must demonstrate that the Components will be in compliance with all
372 applicable laws, rules and regulations and have received or will receive all
373 required regulatory approvals.

374 Under no circumstances shall the aforesaid criteria be modified except by written
375 amendment to this MOA agreed to in writing by the Parties.

376 NVTC shall have no right to use the toll revenues to pay any debt, obligation
377 or liability unrelated to the Project, or for any purposes other than those specified
378 in this MOA.

379 NVTC understands and agrees that in the selection and implementation of
380 Components using the toll revenues, it is bound by the provisions of Virginia Code
381 § 33.2-309 as well as all other state and federal laws and regulations that limit the
382 use of toll revenues, and toll revenues from interstate highways specifically.
383 Accordingly, NVTC agrees to provide VDOT access to all records relating to
384 Components and the use of the toll revenues. Further, NVTC will provide all such
385 records for inspection and audit by VDOT, DRPT, and federal agencies, including
386 but not limited to the United States Department of Transportation, the Federal
387 Highway Administration, and the Federal Transit Administration, or their
388 designees, upon reasonable notice at all times during the term of this MOA.

389 NVTC agrees to promptly furnish to VDOT and DRPT copies of all reports
390 and notices it delivers to bondholders or other credit providers or any trustee
391 relating to the use of the toll revenues.

392 **2. Project Component Selection Process:** Any Component to be proposed for
393 CTB approval shall be selected by NVTC through a process established by NVTC.
394 Such process shall include the following three elements:

395 (a) A request to submit proposed Components issued by NVTC to all
396 jurisdictions and other public transportation providers in Planning District
397 8;

398 (b) The evaluation, prioritization, and selection of proposed Components by
399 NVTC, the development of a funding strategy for each proposed
400 Component, and the submission of selected Components by NVTC to the
401 CTB; and

402 (c) A public hearing held by NVTC prior to NVTC's selection of
403 Components for submission to the CTB.

404 The CTB shall consider and approve the Components selected by NVTC
405 and, subject to appropriation by the General Assembly, shall allocate toll
406 revenues for such Components, pursuant to II.A.4, provided the
407 Components meet the criteria in II.B.1. As part of the list of Components
408 submitted to the CTB for consideration and approval and allocation of toll
409 revenues, NVTC may submit for CTB consideration and approval
410 additional Components that exceed the annual estimated toll revenues for
411 that year. Provided those Components meet the criteria in II.B.1, the CTB
412 shall consider and approve such additional Components and, pursuant to
413 II.A.4 and subject to any other approvals that may be necessary, approve
414 the allocation of toll revenues for such Components up to the amount of
415 actual toll revenues for that year that are sufficient to fund one or more of
416 those additional Components.

417 **3. Financing of Components of the Project.** NVTC may use toll revenues
418 appropriated by the General Assembly and allocated by the CTB to NVTC to
419 support the financing of approved Components, however, the amount of annual
420 Debt Service to be paid from toll revenues shall be limited as set forth in II.A.4(f).

421 NVTC is solely responsible for obtaining and repaying all NVTC Debt at
422 its own cost and risk, and without recourse to the Commonwealth of Virginia, the
423 CTB, VDOT, and/or DRPT, for any Component for which toll revenues have been
424 provided to NVTC under this MOA.

425 The Commonwealth of Virginia, the CTB, VDOT, and DRPT have no
426 liability whatsoever for payment of any Debt Service on any NVTC Debt incurred
427 by NVTC in connection with this MOA, or any other sum secured by or accruing
428 under any financing document entered into by NVTC as a result of this MOA. No
429 document evidencing or associated with any NVTC Debt for the financing of any
430 Component shall contain any provisions whereby a trustee would be entitled to seek
431 any damages or other amounts from the Commonwealth of Virginia, CTB, or
432 VDOT due to any breach of this MOA.

433 Each bond, promissory note or other document evidencing NVTC Debt
434 must include a conspicuous recital on its face stating: (a) payment of the principal
435 and interest does not constitute a claim against VDOT's interest in I-66 or any part
436 thereof; (b) payment is not an obligation of the Commonwealth of Virginia, VDOT,
437 DRPT, the CTB, or any other agency, instrumentality or political subdivision of the
438 Commonwealth of Virginia moral or otherwise; and (c) neither the full faith and
439 credit nor the taxing power of the Commonwealth of Virginia, VDOT, DRPT, the
440 CTB, or any other agency, instrumentality, or political subdivision of the
441 Commonwealth of Virginia and/or its member jurisdictions, is pledged to the
442 payment of the principal and interest on such NVTC Debt.

443 NVTC shall not enter into agreements with holders of any NVTC Debt
444 incurred by NVTC or its member jurisdictions that contain a pledge or claim on the
445 toll revenues or NVTC's interest in the toll revenue under this MOA except such
446 debt issued for Components. If, despite such efforts, toll revenues are applied to
447 satisfy any debt of NVTC that is not properly payable out of toll revenues in
448 accordance with this MOA and state and federal law, NVTC shall reimburse in full
449 any such toll revenues or accounts from any other available revenues other than the
450 toll revenues.

451 **4. Monitoring:** NVTC shall provide an annual report to the CTB within 120 days
452 of the end of NVTC's fiscal year. The report shall contain at a minimum the
453 following items:

454 (a) A description of the Components selected for funding in the past fiscal
455 year and the benefits that were the basis for evaluation and selection of each
456 such Component;

457 (b) Starting in 2020, a review of the Components funded in past fiscal years
458 describing the degree to which the expected benefits were realized or are
459 being realized; and,

460 (c) In the event that a funded Component is not providing substantially
461 similar benefits to those that were the basis for evaluation and selection of
462 the Component, the report shall evaluate the viability of a plan to either, (i)
463 modify such Component; or (ii) redeploy assets in such Component to other
464 eligible Components that are expected to provide greater benefits.

465 (d) The proposed uses of: (i) residual, unobligated balances of toll revenue
466 funds carried over from prior years, and (ii) interest earned on such toll
467 revenue funds.

468 **5. Accounting.** NVTC shall receive and manage, as a fiduciary, the toll revenue
469 appropriated by the General Assembly, allocated by the CTB, and distributed to it
470 by VDOT. NVTC shall maintain all funds and accounts containing said toll
471 revenues from this MOA separate and apart from all other funds and accounts of
472 NVTC. The revenues and expenses relating to the use of the toll revenues, and the
473 Components undertaken with the toll revenues from this MOA, shall not be
474 commingled with any other funds, accounts, venues, or expenses of NVTC. NVTC
475 shall create and maintain for the term of this MOA segregated accounting and
476 financial reporting for the Components financed by toll revenues provided by this
477 MOA and reported as a separate fund in NVTC's financial statements, and such
478 accounting shall constitute a "special revenue fund" as defined by the
479 Governmental Accounting Standards Board. Expenditures will be recorded and
480 reported for each Component.

481 All toll revenues provided to NVTC pursuant to the terms of this MOA shall
482 be held by NVTC in accounts with a financial institution under an arrangement that,
483 to the extent reasonably practicable, preclude such funds from being an asset

484 subject to the claims of creditors of NVTC, other than a holder of NVTC Debt, or
485 other claims related to the Components undertaken in accordance with this MOA.

486 **6. Quality Management.** NVTC shall be responsible for all quality assurance and
487 quality control activities necessary to properly manage the funding of the
488 development, design, construction, purchases, acquisition, operation and
489 maintenance of any Component it has undertaken pursuant to this MOA, and will
490 develop and provide to VDOT and DRPT for information purposes its manuals,
491 policies, and procedures to accomplish the same.

492 **7. Public Information.** During the term of this MOA, NVTC shall provide
493 information to the public concerning the Components it has undertaken, including
494 any public meetings and public hearing that may be required by law or regulation.

495 **8. Regulatory Approvals.** NVTC shall obtain, keep in effect, maintain, and
496 comply with all regulatory approvals necessary for funding the development,
497 operation, and maintenance of any Components funded under this MOA.

498 **9. Contracting Practices.** During the term of this MOA, NVTC covenants and
499 agrees, that with respect to the Components it has undertaken, it will comply with
500 all requirements of state and federal laws relating to anti-discrimination, including
501 but not limited to Titles VI and VII of the Civil Rights Act of 1964, as amended,
502 and the Americans with Disabilities Act, and shall contractually require the same
503 of all contractors, subcontractors, vendors, and recipients of any funding. NVTC
504 recognizes the importance of the participation of minority, women-owned and
505 small businesses through the federal and local Disadvantaged Business Enterprise
506 programs and will abide by such programs in implementing Components.

507 NVTC shall comply with all applicable federal requirements, including
508 those applicable to highways that are part of the National Highway System.

509 **10. Insurance and Indemnity by Contractors.** NVTC shall include the
510 Commonwealth of Virginia, the CTB, VDOT, DRPT, and their officers, employees
511 and agents, as additional insureds on NVTC's insurance policies so that they are
512 protected from and against any losses actually suffered or incurred, except for
513 losses to the extent caused by the negligence or willful misconduct of such entity
514 or person, from third party claims that are directly related to or arise out of: (a) any

515 failure by NVTC to comply with, to observe or to perform in any material respect
516 any of the covenants, obligations, agreements, terms or conditions in this MOA, or
517 any breach by NVTC of its representations or warranties in this MOA; (b) any
518 actual or willful misconduct or negligence of NVTC, its employees or agents in
519 direct connection with the Project or any related Components; (c) any actual or
520 alleged patent or copyright infringement or other actual or alleged improper
521 appropriation or use of trade secrets, patents, proprietary information, know-how,
522 trademarked or service-marked materials, equipment devices or processes,
523 copyright rights or inventions by NVTC in direct connection with the Project or;
524 (d) inverse condemnation, trespass, nuisance or similar taking of or harm to real
525 property committed or caused by NVTC, its employees or agents in direct
526 connection with the Project; or (e) any assumed liabilities. NVTC shall
527 contractually require its contractors, subcontractors, vendors, and others working
528 or performing services related to any Component it has funded to indemnify the
529 Commonwealth of Virginia, the CTB, VDOT, DRPT, and their officers, employees
530 and agents from the same losses.

531 All insurance purchased by NVTC or its contractors pursuant to this section
532 shall name the Commonwealth of Virginia, the CTB, VDOT, DRPT, and their
533 officers, employees and agents as additional insureds.

534 This provision shall survive the expiration or earlier termination of this
535 MOA.

536 In the event any third-party claim to which this section applies is asserted
537 in writing against the Commonwealth, the CTB, VDOT, DRPT, or their officers,
538 employees, and agents, VDOT will as promptly as practicable notify NVTC in
539 writing of such claim, which shall include a copy and any related correspondence
540 or documentation from the third party asserting the claim. However, any failure to
541 give such prompt notice shall not constitute a waiver of any rights of VDOT unless
542 such failure limits or precludes the availability of those rights.

543 **C. Initial Multimodal Transportation Improvements.** NVTC shall undertake a
544 Component selection process upon execution of this MOA, and submit to the CTB a list of
545 Components for an advanced allocation of funding in the amount of \$10 million (which

546 shall be provided upon commencement of construction of the dynamic tolling of the
547 Facility as provided in II.A.1, and shall be repaid as specified in II.A.4). Components shall
548 be multimodal transportation improvements that meet the criteria set forth in II.B.1 and are
549 capable of being obligated not later than at the time tolling begins on the Facility. In the
550 event litigation is filed challenging the implementation of the Project, or a Component of
551 the Project, prior to the initiation of tolling, or in the event any other action prohibits or
552 restricts the ability to toll the Facility, then the CTB may withhold this funding until such
553 time that the litigation or other event or action is resolved in a manner that allows the
554 Project to be implemented. NVTC may choose to expend other funds after the execution
555 of this MOA for Components identified through the selection process described in this
556 MOA prior to the commencement of construction. Any such expenditures are at NVTC's
557 risk but shall be reimbursable from the advanced allocation identified in this paragraph
558 provided the expenditures otherwise comply with the provisions of the MOA.

559 **D. Annual Concessionaire Payment to NVTC.** In addition to the toll revenues paid
560 to NVTC as provided in II.A.4, DRPT shall transfer to NVTC in any year toll revenues are
561 being used pursuant to II.A.4.(b) or II.A.4.(d) the sum of \$5 million, escalated each year
562 by 2.5% (the "Concessionaire Payment"), as set forth in Exhibit 4, subject to the following:

563 1. The Concessionaire Payment shall be subject to appropriation by the General
564 Assembly to the CTB, and shall be made available to NVTC each year in
565 accordance with the annual budget process set forth in Section II.A.10.,
566 specifically including the request each year by the CTB to the Governor, with
567 the assistance of VDOT and DRPT, to include the Concessionaire Payment in
568 the budget for the upcoming fiscal year.

569 2. Upon appropriation, the Concessionaire Payment shall be transferred by DRPT
570 to NVTC within 30 days of DRPT's receipt of the funds.

571 3. The Concessionaire Payment shall be used for Components in accordance with
572 the requirements of Section II.B.

573 **E. Widening and Related Improvements to I-66.** VDOT will proceed with plans to
574 widen the eastbound lanes of the Facility from two lanes to three lanes between the Dulles
575 Connector Road and Exit 71.

576 The design for the widening shall be limited to increasing the number of eastbound
577 lanes of the Facility from two lanes to three lanes consistent with an approved
578 environmental assessment conducted pursuant to the National Environmental Policy Act,
579 and other laws and regulations applicable to the widening, and shall apply the principals of
580 Context Sensitive Solutions as described in FHWA’s Publication FHWA-HEP-07-014 as
581 follows:

- 582 • Avoid, minimize or mitigate impacts to the parks, stream corridors, and
583 vegetation along the corridor and within the right-of-way;
- 584 • Avoid, minimize or mitigate impacts to the W&OD Trail and the Custis
585 Trail;
- 586 • Reduce the cost of this component of the Project; and
- 587 • Avoid, minimize or mitigate the need for acquisition of additional right-of-
588 way.

589 **III. Term.** Unless this MOA is otherwise terminated in accordance with VII, the term of this
590 MOA shall expire on January 11, 2057 (the “Expiration Date”) subject to the provisions of IV.

591 **IV. Debt Financing:** NVTC shall not incur any NVTC Debt that is dependent on toll revenue
592 from the Project and which matures or extends beyond Expiration Date. If this MOA is terminated
593 in accordance with VII prior to the Expiration Date, and there is outstanding NVTC Debt for which
594 toll revenues has been pledged to pay Debt Service or there are pay-go Components which are yet
595 to be completed, and further provided the use of toll revenues to pay Debt Service or the costs of
596 the pay-go Components is not a misuse of toll revenues under this MOA and the cause or basis of
597 the termination, then, subject to CTB approval, tolls shall continue to be imposed on the Facility
598 and toll revenues shall continue to be allocated in accordance with II.A.4(a), (b), (c), (d), (e), (f)g
599 to pay Debt Service or to complete the pay-go Components. The CTB will not approve funding
600 for pay-go Components for more than two fiscal years past the termination of the MOA in
601 accordance with VII prior to the Expiration Date.

602 **V. Amended and Restated Agreement.** This Second Amended and Restated MOA is intended
603 to represent a continuation of the 2017 Amended and Restated MOA, as amended and restated
604 upon the terms and conditions set out herein, and from and after the date hereof supersedes and

605 replaces the 2017 Amended and Restated MOA and supersedes all other prior agreements,
606 understandings, representations, or communications, whether written or oral.

607 **VI. Amendment.** This MOA may be altered, amended or revoked only by an instrument in writing
608 signed by all Parties or their permitted successor(s) or assignee(s).

609 **VII. Termination.** This MOA may be terminated (a) by a Party for material non-compliance with
610 this MOA which has not either been remedied, or a remedy commenced and diligently pursued
611 thereafter, within 120 days after written notice from the other Party, and (b) by written agreement
612 of the Parties. However, prior to any termination, the Parties shall meet and confer to make a good
613 faith attempt to resolve any non-compliance issues as follows. Within 30 days of the notice, the
614 Commissioner of Highways, the Director of Rail and Public Transportation and the NVTC
615 Executive Director shall meet to discuss resolution of the non-compliance issues. If a resolution
616 cannot be reached within 30 days, the Secretary of Transportation and the Chairman of NVTC
617 shall meet within 30 days to discuss resolution of the non-compliance issues. If a resolution cannot
618 be agreed upon within 30 days, the termination shall be effective as set forth in the written notice
619 and in accordance with this MOA.

620 **VIII. Notices.** Notices shall be made in writing and shall not be effective for any purpose unless
621 and until actually received by the addressee or unless served personally, by independent reputable
622 overnight commercial courier, by facsimile transmission followed by a timely service of the
623 original, or by deposit in the United States mail, postage and fees fully prepaid, registered or
624 certified mail, with return receipt requested, addressed as follows:

625 **If to NVTC:**

626 Executive Director
627 Northern Virginia Transportation Commission
628 2300 Wilson Boulevard, Suite 230
629 Arlington, VA 22201
630 Fax: 703-524-1756

631 **If to VDOT:**

632 Virginia Department of Transportation
633 1401 East Broad Street
634 Richmond, Virginia 23219

635 Attn: Commissioner of Highways

636 Fax: 804-786-2940

637 **If to DRPT:**

638 Virginia Department of Rail and Public Transportation

639 600 East Main Street, Suite 2102

640 Richmond, VA 23219

641 Attn: Director of Rail and Public Transportation

642 Fax: 804-225-3752

643 *With a copy to:*

644 Office of the Attorney General

645 Chief, Transportation Section

646 202 North Ninth Street

647 Richmond, Virginia 23219

648 Fax: 804-692-1647

649 Any Party may, by notice as specified above, in writing designate an additional or a
650 different entity or mailing address to which all such notices should be sent.

651 **VIII. Relationship of the Parties.** The relationship of NVTC to VDOT and DRPT shall be one
652 of an independent contractor, not an agent, partner, lessee, joint venture, or employee.

653 **IX. No Third Party Beneficiaries.** Nothing contained in this MOA is intended or shall be
654 construed as creating or conferring any rights benefits or remedies upon or creating any obligations
655 of the Parties toward any person or entity not a party to this MOA.

656 **X. Governing Law.** This MOA shall be governed and construed in accordance with the laws of
657 the Commonwealth of Virginia.

658 **XI. Assignment.** This MOA may be assigned only with the written approval of the other Party.
659 In the event of an agreed assignment, there will be an amendment to this MOA to reflect the change
660 in Parties.

661 **XII. Survival.** If any provisions in this MOA are rendered obsolete or ineffective, the Parties
662 agree to negotiate in good faith appropriate amendments to, or replacement of such provisions, in
663 order to restore and carry out the original purposes to the extent practicable. If any provision is
664 rendered void or invalid, all remaining provisions shall survive.

665 **XII. Notice of Legal Proceedings.** The Parties agree to promptly notify each other if they become
666 aware of any claim or legal proceeding that could impact the program, projects, and activities
667 undertaken pursuant to this MOA.

668 **XIII. Construction of Agreement.** This MOA is intended by the Parties to be construed as a
669 whole, and indivisible, and its meaning is to be ascertained from the entire instrument. All parts
670 of the MOA are to be given effect with equal dignity, including but not limited to the recitals at
671 the beginning of this MOA, and all such parts, including the recitals, are to be given full force and
672 effect in construing this MOA. No provision of any recital shall be construed as being controlled
673 by, or having less force and effect, than any other part of this MOA because the provision is set
674 forth in a recital.

675 **XIV. No Personal Liability.** This Agreement shall not be construed as creating any personal
676 liability on the part of any officer, employee, or agent of the Parties; nor shall it be construed as
677 giving any rights or benefits to anyone other than the Parties.

678 **XV. No Waiver of Sovereign Immunity.** Nothing in this MOA shall be deemed a waiver of
679 sovereign immunity by any Party.

680 **XVI. Appropriations.** All obligations of the CTB to allocate toll revenues are subject to
681 appropriation by the Virginia General Assembly.

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695 In Witness Whereof, the Parties hereby cause this MOA to be executed, each by its duly
696 authorized officers, as of the date below.

697 COMMONWEALTH TRANSPORTATION BOARD

698 _____
699

700 Secretary of Transportation

701 Date: _____

702
703 VIRGINIA DEPARTMENT OF TRANSPORTATION

704 _____
705

706 Commissioner of Highways

707 Date: _____

708
709 VIRGINIA DEPARTMENT OF RAIL AND PUBLIC
710 TRANSPORTATION

711 _____
712

713 Director of Rail and Public Transportation

714 Date: _____

715
716 NORTHERN VIRGINIA TRANSPORTATION COMMISSION

717 _____
718

719 Katherine A. Mattice

720 Executive Director

721 Date: _____

Exhibit 1

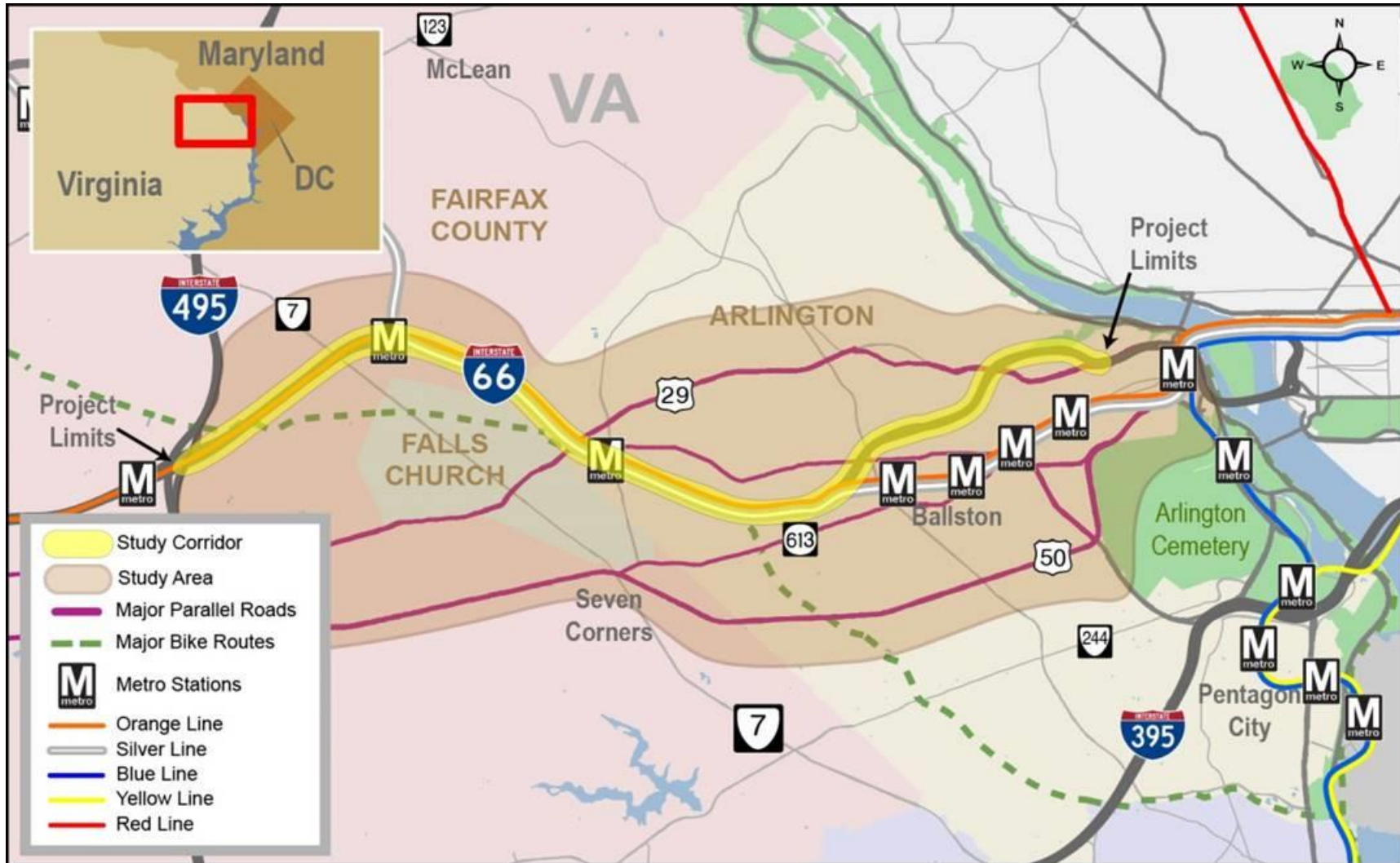


Exhibit 2			
MINIMUM ANNUAL TRANSIT INVESTMENT			
Payment Due Date	Minimum Annual Transit Investment (\$ Nominal)	Payment Due Date	Minimum Transit Investment (\$ Nominal)
FY 2021	\$10,000,000	FY 2042	\$16,795,819
FY 2022	\$10,250,000	FY 2043	\$17,215,714
FY 2023	\$10,506,250	FY 2044	\$17,646,107
FY 2024	\$10,768,906	FY 2045	\$18,087,259
FY 2025	\$11,038,129	FY 2046	\$18,539,441
FY 2026	\$11,314,082	FY 2047	\$19,002,927
FY 2027	\$11,596,934	FY 2048	\$19,478,000
FY 2028	\$11,886,858	FY 2049	\$19,964,950
FY 2029	\$12,184,029	FY 2050	\$20,464,074
FY 2030	\$12,488,630	FY 2051	\$20,975,676
FY 2031	\$12,800,845	FY 2052	\$21,500,068
FY 2032	\$13,120,867	FY 2053	\$22,037,569
FY 2033	\$13,448,888	FY 2054	\$22,588,509
FY 2034	\$13,785,110	FY 2055	\$23,153,221
FY 2035	\$14,129,738	FY 2056	\$23,732,052
FY 2036	\$14,482,982	FY 2057	\$24,325,353
FY 2037	\$14,845,056		
FY 2038	\$15,216,183		
FY 2039	\$15,596,587		
FY 2040	\$15,986,502		
FY 2041	\$16,386,164	Total	\$597,339,480

Exhibit 3

Components Selected by NVTC in Accordance with the Memorandum of Agreement Transform66: Inside the Beltway Project

Sample Documentation

Component Name	Component Description	Component Location	Component Budget	Improvement Goal	Multimodal Component Type	Compliance with Terms of the MOA
1.						<p><i>This component has been approved by NVTC pursuant to the Project Component Selection Process. Documentation is included to support this compliance.</i></p>

Exhibit 4			
Concessionaire Payment to NVTC			
Payment Due Date	Concessionaire Payment (\$ Nominal)	Payment Due Date	Concessionaire Payment (\$ Nominal)
		FY 2042	\$8,193,082
FY 2022	\$5,000,000	FY 2043	\$8,397,909
FY 2023	\$5,125,000	FY 2044	\$8,607,857
FY 2024	\$5,253,125	FY 2045	\$8,823,053
FY 2025	\$5,384,453	FY 2046	\$9,043,630
FY 2026	\$5,519,064	FY 2047	\$9,269,720
FY 2027	\$5,657,041	FY 2048	\$9,501,464
FY 2028	\$5,798,467	FY 2049	\$9,739,000
FY 2029	\$5,943,429	FY 2050	\$9,982,475
FY 2030	\$6,092,014	FY 2051	\$10,232,037
FY 2031	\$6,244,315	FY 2052	\$10,487,838
FY 2032	\$6,400,423	FY 2053	\$10,750,034
FY 2033	\$6,560,433	FY 2054	\$11,018,785
FY 2034	\$6,724,444	FY 2055	\$11,294,254
FY 2035	\$6,892,555	FY 2056	\$11,576,611
FY 2036	\$6,064,869	FY 2057	\$11,866,026
FY 2037	\$7,241,491		
FY 2038	\$7,422,528		
FY 2039	\$7,608,091		
FY 2040	\$7,798,294		
FY 2041	\$7,993,251	Total	\$298,669,741

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	EE Range
B94	116039	FROM: MM 72	RICHARDSON-WAYLAND ELECTRICAL CO. LLC	3	\$6,999,464.84	Within
	0081-969-366,M501	TO: MM 321	ROANOKE			
	NHPP-000S(368)	VARIOUS	VA			
	Construction Funds	BRISTOL, SALEM, & STAUNTON DISTRICT				
		INSTALL DYNAMIC MESSAGE SIGNS ALONG INTERSTATE CORRIDOR				

Letting Date: 1/22/2020

URBAN

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	EE Range
B86	104406	LOCATION: 0.75 MI. WEST OF RTE 402	MARTINS CONSTRUCTION CORP.	4	\$8,562,095.35	Within
	0395-100-797, B611		FALLS CHURCH			
	NHPP-5A01(852)	CITY OF ALEXANDRIA	VA			
	Maintenance Funds	NORTHERN VIRGINIA DISTRICT				
		SGR Major Bridge Rehab over I-395				

February 2020 CTB Meeting

B94

0081-969-366, P101, M501

Various Counties

The purpose of this project is to dynamically manage incidents and congestion on Interstate 81 by installing 31 dynamic message signs throughout Bristol District (four signs), Salem District (five signs), and Staunton District (22 signs). The proposed signs are located at major detour routes, high volume interstate and arterial feeder roads, and in urban settings with reduced speed limits or closely spaced interchanges. The additional dynamic message signs will communicate incidents to travelers, informing them in real-time of delays while also providing proactive information in advance, such as estimated travel time and alternate routes. Advance detection and warning of major incidents will help travelers make alternative plans to avoid traffic backups. This will also lead to fewer secondary crashes, since traffic volumes in backups are reduced as travelers divert to alternate routes or delay their trip, and travelers remaining along the I-81 upstream are more likely to be aware of downstream stopped traffic.

Fixed Completion Date: October 28, 2021

B86

0395-100-797, B611

City of Alexandria

The project purpose is to rehabilitate the structurally deficient King St Bridge over I-395 in City of Alexandria. The project is comprised of, closing of all the transverse joint, mill and overlay the existing bridge deck, install pedestrian fence, clean and paint all girders, repair and waterproofing concrete piers and abutments. Additionally, project encompasses repairs of approach roadway on west and east of the bridge, patching concrete pavement, an asphalt overlay and additional pedestrian crossing for westbound lane of King St at 30th St. It will further widen the sidewalk in the City's median to 16 feet to match the existing sidewalk on the bridge.

Traffic on King St will be maintained all the time with at least one lane in each direction. Detour will be provided when the I-395 ramp is closed. The traffic on along I-395 including the Express lane will be shifted to create appropriate work zone but no lane will be closed.

Fixed Completion Date: September 1, 2021