



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

We are concerned about your health, and we are committed to do all we can to reduce the risk and spread of novel coronavirus. Governor Ralph Northam declared a state of emergency in Virginia on Thursday, March 12 in response to COVID-19. In light of this action, we have decided to conduct the September 2020 Commonwealth Transportation Board (CTB) meeting using electronic communications in accord with Item 4-0.01.g. of Chapter 1289 (2020 Acts of Assembly), as the COVID-19 emergency makes it impracticable or unsafe to assemble in a single location. The purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operation of the CTB and the discharge of its lawful purposes, duties, and responsibilities.

All board members will be participating remotely. The public may view the meeting via live stream by clicking the "View video" button at the following link: http://www.ctb.virginia.gov/public_meetings/live_stream/default.asp. There will be opportunity for public comment during this meeting. Public comment can be submitted by calling the following telephone number 1-216-512-1098 followed by PIN 419 855 247# when it is announced that public comment will begin. A caller may be placed on hold until others who have called in earlier have had opportunity to speak.

In the event there is an interruption in the broadcast of the meeting, please call (804) 729-6495.

Should you wish to offer comment regarding how meetings using electronic communications technology compare to traditional meetings when the CTB is physically present, you may complete the FOIA Council's Electronic Meetings Public Comment form appearing at the end of this agenda and submit it to the FOIA Council as described on the Form.

AGENDA

September 16, 2020

9:00 a.m. or upon adjournment of the September 16, 2020 Workshop Meeting

Public Comments:

Approval of Minutes July 14, 2020

Approval of Minutes August 14, 2020

TRAFFIC ENGINEERING DIVISION:

Presenting: Mena Lockwood
Assistant State Traffic Engineer

1. Action on Updates to Residential Cut-Through Traffic Policy.

LOCATION AND DESIGN DIVISION:

Presenting: Susan Keen
Division Administrator

2. Action on Location Approval for the Route 668 (Woolridge Road) Extension Located in Chesterfield County in the Richmond District.

OFFICE OF INTERMODAL PLANNING AND INVESTMENT:

Presenting: Margie Ray
Performance Measures Manager

3. Action on Approval of Federal Asset Condition Performance Target Adjustment.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

4. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2020-2025.
5. Action on FY20-25 Six-Year Improvement Program Transfers For June 20, 2020 through August 21, 2020.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Jennifer DeBruhl
Chief of Public Transportation

6. Action on Addition of Public Transportation Projects to the Six-Year Improvement Program for Fiscal Years 2020 – 2025.

Presenting: Michael McLaughlin
Chief of Rail

7. Action on Approval of Consultant Services for Project Management and Engineering/Design Oversight Support for Transforming Passenger Rail in Virginia.

SCHEDULING AND CONTRACT:

Presenting: Harold Caples
Assistant State Construction Engineer

8. Bids.

NEW BUSINESS:

ADJOURNMENT:

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 16, 2020

MOTION

Made By: Seconded By: Action:

Title: Updates to Residential Cut-Through Traffic Policy

WHEREAS, on May 9, 1996, the Commonwealth Transportation Board (Board) adopted its current Residential Cut-Through Traffic Policy (Policy), in accordance with §46.2-809.1 of the *Code of Virginia*; and,

WHEREAS, “residential cut-through traffic” is defined in §46.2-809.1 as “vehicular traffic passing through a residential area without stopping or without at least an origin or destination within the area”; and,

WHEREAS, it is the policy of the Board that the Virginia Department of Transportation (VDOT) will recognize the problems associated with residential cut-through traffic on secondary highways and consider reasonable corrective measures that conform to national standards, use and practice for traffic engineering applications; and,

WHEREAS, the widespread use of certain navigation apps has increased residential cut through traffic issues significantly in the past several years; and

WHEREAS, the Policy had not undergone a review or update since 1996, until the Board requested the Policy be reviewed at its December 2019 meeting; and

WHEREAS, VDOT conducted a review of the Policy, specifically to update various outdated references and procedures, provide guidance on appropriate measures and strategies to control cut-through traffic, address how a cut-through proposal initiated by a locality that

potentially impacts an adjoining locality should be approached and managed, reduce the required support threshold of residences in affected areas to better reflect likely community engagement, clarify that the public using the street to cut-through the neighborhood can participate in the public comment process, address the application of §15.2-2022.1 in Fairfax County, clarify the definition of "local residential street" including in regard to such streets that function primarily as collectors, and clarify the identification of the "primary use area" and explain its function in the cut-through process; and

WHEREAS, VDOT sought and received input from localities and VDOT residency staff in the review of the Policy; and

WHEREAS, VDOT prepared a revised Policy addressing the areas of concern noted herein and the input received during the review process, and the revised Policy is included here as Attachment A for consideration by the Board in accordance with §46.2-809.1 of the Code of Virginia, and such Attachment A is incorporated herein by reference.

NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby adopts the revised Residential Cut-Through Traffic Policy and Procedures in "Attachment A", which shall replace the Policy adopted on May 9, 1996.

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Commonwealth Transportation Board (CTB) Decision Brief

Updates to Residential Cut-Through Traffic Policy

Issue: At its December 2019 meeting, the CTB requested that VDOT review and update the CTB's Residential Cut-Through Traffic Policy, which was adopted in 1996. VDOT has prepared a revised Residential Cut-Through Traffic Policy for consideration by the CTB.

Facts: On May 9, 1996, the CTB adopted a Residential Cut-Through Traffic Policy (Policy), in accordance with §46.2-809.1 of the Code of Virginia. The Policy has not undergone a review or update since it was initially established by the CTB in 1996 as it has not been heavily used. However, the widespread use of certain navigation apps such as WAZE has increased residential cut through traffic issues significantly in the past several years. Additionally, in December 2019, the CTB identified various aspects of the Policy that were outdated and others that needed to be better addressed.

VDOT has conducted a review, sought input from localities and VDOT residency staff, and prepared an updated Policy, which is included here as Attachment A. This update of the Policy includes addressing the concerns the CTB identified and making the Policy more consistent with other residential traffic programs, such as VDOT's Traffic Calming Guidelines. This revised Policy is also simpler and more straightforward with additional guidance provided on the process and procedures.

The major concerns are identified below along with the manner in which they were addressed in the revised Policy.

- Update various outdated references and procedures.
 - o Reference to posting a public notice on the courthouse door has been removed and public outreach methods to include use of web and social media where appropriate have been included.
- Provide guidance on appropriate measures and strategies to control cut-through traffic.
 - o The revised Policy includes an accompanying guidance document entitled "VDOT's Guidance for Measures to Control Cut-Through Traffic". VDOT chose not to make this part of the Policy so that VDOT could update it with proven new practices more easily.
- Address how a cut-through proposal initiated by a locality that potentially impacts an adjoining locality should be approached and managed
 - o The Policy provides that an affected locality must concur with the cut-through proposal as it impacts their streets. The VDOT District Administrator makes the final decision where the localities do not agree.

- Reduce the support threshold of 75% of residences in affected areas to 66%, as it is challenging to engage that many households in such community issues.
 - o Change incorporated
- Provide that the public using the street to cut-through the neighborhood can participate in the public comment process.
 - o The revised Policy provides for the input of those using the streets for cut-through at the public meeting required prior to the BOS approval.
- Provide guidance on the application of § 15.2-2022.1
 - o Added language that this provision presently only applies in Fairfax County, would allow for the issuance of permits to residents in a designated area to make turns into or out of the area where they are otherwise restricted by signs such as those posted to restrict cut-through traffic.
- Clarify the definition of "local residential street" in regard to such streets where they function primarily as collectors.
 - o The revised Policy describes such cases and that they do not qualify for cut-through measures.
- Clarify the identification of the "primary use area" and explain its function in the cut-through process.
 - o The Policy clarifies the definition to include all streets whose residents must traverse the cut through street as the most direct vehicular travel route to their residence, regardless of county or town boundaries.

Recommendations: VDOT recommends the CTB approve the updated Policy.

Action Required by CTB: The *Code of Virginia* §33.2-215, authorizes the CTB to “review and approve policies and transportation objectives of the Department of Transportation” and §46.2-809.1 authorizes the CTB to “develop a residential cut-through traffic policy and procedure for the control of residential cut-through traffic on designated secondary highways.” Approval of the Policy requires a majority vote of the CTB to approve.

Result, if Approved: The Policy will be updated and implemented by VDOT.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: N/A

Decision Brief
Location Approval for the Route 636 (Nash Road) Extension
Chesterfield County
March 18, 2020
Page 2 of 2

Ninety-seven (97) citizens attended the Citizens Information Meeting. Sixty-five (65) written comments were submitted. Thirty-five (35) supported the project, twenty-four (24) did not support the project and six (6) provided no response / not sure.

Based on the written comments received and to alleviate or minimize the impacts and concerns expressed by citizens, a preferred alternative alignment (“Proposed Alignment”) was developed consisting of sections of Alternative 1 and Alternative 3 for the location of the Project.

On February 19, 2020 the Chesterfield County Board of Supervisors endorsed the Proposed Alignment for the location of the Project. See attached exhibit.

COMMONWEALTH TRANSPORTATION BOARD

POLICY AND PROCEDURES

CONTROL OF RESIDENTIAL CUT-THROUGH TRAFFIC

INTRODUCTION

Section 46.2-809.1 provides that the Commonwealth Transportation Board (CTB) *may develop a residential cut-through traffic policy and procedure for the control of residential cut-through traffic on designated secondary highways.*

This document sets forth the CTB policy and procedures for the control of residential cut-through traffic on such secondary highways.

POLICY ON RESIDENTIAL CUT-THROUGH TRAFFIC

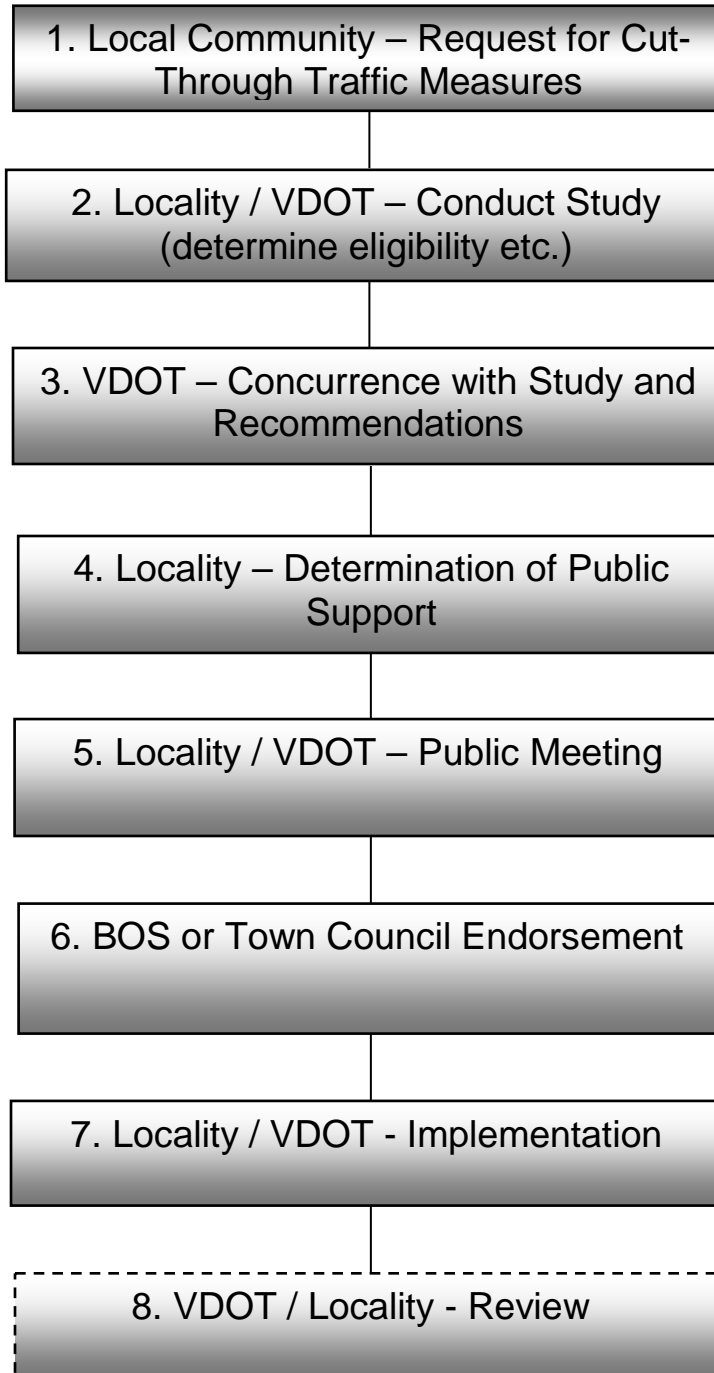
The policy of the Commonwealth Transportation Board is that the Virginia Department of Transportation (VDOT) will recognize the problems associated with residential cut-through traffic on secondary highways and consider reasonable corrective measures that conform to national standards, use and practice for traffic engineering applications.

PROCEDURE

The procedure for identifying, studying and addressing issues of residential cut-through traffic on secondary highways and the respective roles of the locality and VDOT are laid out in this document.

An overview of the process and the responsible party for each respective task is below:

THE CUT-THRU TRAFFIC PROCESS



DEFINITIONS

Residential Cut-Through Traffic is defined in Section 46.2-809.1 as *vehicular traffic passing through a residential area without stopping or without an origin or destination within the area*. Such traffic utilizes a “local residential street” rather than streets whose primary function is to accommodate through traffic.

Local Residential Street is a street within a neighborhood with a functional classification of “local” that primarily provides direct access to residences and other abutting land uses intended for the neighborhood’s use (e.g. a playground or recreation center) or for mobility within the neighborhood. Such streets generally have a speed limit of 25 mph or less.

Note: Streets with a functional classification of “local” that historically served through traffic in an undeveloped or rural area and subsequently experienced significant residential development without provision of other higher functioning roads to accommodate that historical pattern of through traffic, are presumed to still be intended for through traffic and are not considered a “local residential street” for purposes of this policy.

Primary Use Area includes all streets whose residents must traverse the cut through street as the most direct vehicular travel route to their residence, regardless of county or town boundaries.

Note: The section of street identified for cut-through traffic measures and the associated primary use area may not be artificially terminated so as to exclude an adjacent locality or section of street whose residents must likewise traverse the cut through street as the most direct vehicular travel route to their residence.

PROCESS FOR CUT-THROUGH TRAFFIC

1. REQUEST FOR CUT-THROUGH TRAFFIC MEASURES – LOCAL COMMUNITY

Requests for cut-through traffic measures originate from the Homeowners Association (HOA) or Civic Association (CA) for the neighborhood and are submitted to the BOS or Town Council. If there is no HOA or CA, the request may originate from a group comprised of at least 10 residences (or 10% of residences) along the street where cut-through traffic measures are requested. If the BOS or Town Council agrees to pursue cut-through traffic measures, they request the locality to conduct a study to determine the eligibility of the candidate street for cut-through traffic measures and identify appropriate traffic control measures to address the cut-through traffic issue.

2. CONDUCT STUDY (determine eligibility, identify potential measures and impacts etc.) – LOCALITY / VDOT

The locality conducts a study to determine the eligibility of the street proposed for cut-through measures, the nature of the cut-through traffic issue, potential cut-through measures to address the issue and their potential impacts. VDOT confirms interim study findings and conclusions etc. and may assist with the study, depending on the capabilities of the locality, the local VDOT District funding priorities and availability of resources. The study will address the following components.

i. Eligibility

To be eligible for consideration of cut-through traffic measures the locality first verifies that the street proposed for cut-through traffic measures is a secondary road (route is numbered 600 or above) in the state system of highways and is a “local residential street” as defined above.

ii. Additional Requirements

For streets meeting the above eligibility requirements, the locality then determines that the requirements listed below are met. In order to assess these requirements the locality first identifies the “primary use area” pertaining to the street identified for cut-through measures, then determines if:

- For at least one hour of the day on a typical travel day of concern (typically a weekday, excluding holidays but may be other days/times of day) in a single travel direction, the street must have a minimum “residential cut-through traffic” volume of 150 vehicles or more that comprises 40% or more of the total vehicular traffic in the same hour and travel direction (e.g. on a street for a particular travel day where there is a total hourly traffic volume of 1,375 vehicles in a single travel direction, 550 or more vehicles within the same hour and travel direction must be cut-through traffic).
- There is a reasonable alternate route for traffic to avoid potential cut-through measures on the candidate street that does not create a similar or greater cut-through traffic issue on other “local residential streets.” Residential cut-through traffic controls may only be imposed where such an alternate route can be reasonably identified. In determining a reasonable alternate routing, consideration must be made to its suitability to carry the additional traffic (operations and safety per Section iii), continuity/connectivity and the additional time and distance imposed on motorists.

iii. Identify cut-through issue, proposed measures and their impacts

If it is determined that the additional requirements are also met, the locality then identifies and documents:

- The nature and origin of the cut-through traffic issue (e.g. cut-through traffic is due to left-turning vehicles at a connecting street upstream during the a.m. peak traffic period). Note: in some cases improvements to the surrounding street network, such as updating signal timings at associated intersections etc. may alleviate the cut-through traffic issue.
- The recommended cut-through measures to address the issue (e.g. post signs restricting left turns during the a.m. peak traffic period).
- Consideration of any significant impacts on operations and safety such as on the identified alternate route due to the extent of traffic diverted by the proposed cut-through measures which may create extended traffic queues and delay at intersections or decreased safety for pedestrian circulation and activity.

iv. Selection of Cut-Through Traffic Measures

VDOT’s Guidance for Measures to Control Cut-Through Traffic provides guidance for the selection and application of the appropriate cut-through traffic measures. Traffic control techniques used for cut-through traffic measures must conform to traffic engineering standards and practice and may include regulatory signs that prohibit certain traffic movements and the use of barriers that physically prevent certain vehicular traffic movements. § 46.2-830 provides that the Commissioner of Highways may mark state highways and provide a uniform system of

traffic control devices for such highways under the jurisdiction of the Commonwealth and that all drivers of vehicles shall obey such lawfully erected traffic control devices.

v. Consultation with Local Officials

Potential impacts of the proposed cut-through measures on Fire & Rescue routes, bus routes and student commutes -walking or driving- of nearby schools shall be considered and the associated officials, including law enforcement who may be involved in enforcing the measures, consulted as appropriate. The study recommendations should consider and address concerns appropriately.

vi. Other Affected Locality's

Where the "primary use area," the candidate street for cut-through measures or the identified alternate route potentially extends into or impacts an adjacent locality, concurrence must be obtained from the affected locality for the portion of the identified streets within their boundaries and; for the operational or safety impacts on their streets imposed by the proposed cut-through measures. If agreement between the localities cannot be reached on the various issues, the VDOT District Administrator will render a binding decision.

vii. Study Documentation

Upon completion of the study that addresses the previous requirements, the locality submits the study along with the following documentation for VDOT's review and confirmation.

- Mapping and other information identifying the candidate street for cut-through measures, the alternative routing and the "primary use area" including street names, route numbers, functional classification of streets etc.
- Documentation of the methodology used (e.g. trip generation methods) and the associated data (e.g. # of residences, trip rates, traffic count data etc.) used to determine that the candidate street meets the residential cut-through traffic volume.
- Data and related analysis demonstrating the nature and origin of the cut-through traffic
- Description of the proposed cut-through traffic measures (type, location, time of day etc.)
- The assessment of any impacts of the proposed measures such as on the identified alternate route including related data and analysis etc.

3. CONCURRENCE WITH STUDY AND RECOMMENDATIONS – VDOT

VDOT reviews the study results and recommendations, notes any additional items or limitations etc. that need to be addressed and confirms the eligibility of the street for cut-through measures and approves the study results and recommendations for proposed cut-through traffic measures and their relative impacts.

Where VDOT identifies revisions to the study such as a change to the "primary use area," the nature of the identified cut-through traffic issue, the alternate route, the impacts of imposed measures etc. they will coordinate with the locality on appropriate adjustments.

Streets not meeting eligibility criteria

For streets not eligible for cut-through traffic measures, mitigation provided under other VDOT residential programs can be considered, as the requirements for those programs varies.

Disagreement between Localities

Where there is a disagreement between the parties (the locality originating the proposal, an adjacent locality and/or VDOT) in regard to the study conclusions or recommendations, the VDOT District Administrator will render a binding decision.

4. DETERMINATION OF COMMUNITY SUPPORT - LOCALITY

Community Review

Upon VDOT's confirmation of the study and recommendations, the locality presents the results of the study and the recommended cut-through traffic measures to the community within the "primary use area" for a review period of 30 days. The study recommendations may be presented via a public meeting and/or by a combination of other means normally used by the locality, HOA, CA etc. to properly inform the local community such as websites, bulletins or forums, e-mail and/or postal distribution or newspapers.

Conduct Survey, petition etc.

After the community has reviewed the proposal, the locality conducts a petition, survey, or other appropriate process to determine if the required level of community support for implementation of the proposed cut-through measures is met. At least 2/3 of the occupied residences on the streets identified in the "primary use area" must support the proposed cut-through measures as indicated by their signature on a petition or by a ballot/vote etc. where each residence gets a single ballot/vote or signature.

5. PUBLIC MEETING – LOCALITY / VDOT

Upon confirmation that the proposed cut-through measures have the required community support, the locality holds a public meeting to provide for public input on the study recommendations.

Pre-Public Meeting Requirements

Thirty days prior to the public meeting, a notice of the public meeting is made to the community. Notice shall include the action to be taken, the date of the public meeting and contact information for questions and to submit comments. Notice is made by (i) posting signs at the terminus of the route proposed for cut-through measures and (ii) a notice through media normally used by VDOT or the locality, HOA, CA etc. to inform the local community of events and activities such as websites, bulletins or forums, e-mail and/or postal distribution or newspapers. Additionally, the appropriate state and local elected officials representing the residents in the primary use area and any adjacent (affected) localities should be notified of the public meeting.

VDOT participation in public meeting

The local VDOT office will coordinate with the locality on their involvement in the public meeting.

6. BOS OR TOWN COUNCIL ENDORSEMENT

Following the public meeting, and after appropriate consideration of the public comments received, the BOS or Town Council submits a resolution to VDOT indicating their endorsement for the implementation of cut-through measures and (i) a description of the measures to be implemented (ii) confirmation that the proposal has the appropriate public support and that at least 2/3 of the occupied residences in the “primary use area” support the proposal (iii) the funding to be used for implementation (iv) confirmation that local law enforcement will enforce any proposed regulatory measures, if appropriate.

The approved resolution is conveyed to VDOT along with (i) a synopsis and transcript of the public meeting and (ii) verification and supporting documentation (survey packet, survey methodology etc.) demonstrating that a valid petition, survey or other process was conducted to determine that the required threshold for community support (2/3 of the occupied residences in the “primary use area” concur with the proposed cut-through measures) was obtained.

Funding

The approved cut-through traffic measures may be funded with state secondary road funds with the concurrence of the board of supervisors. Due to limited secondary funding, local funds may also be needed, particularly for measures other than signs.

7. IMPLEMENTATION –LOCALITY / VDOT

VDOT reviews the BOS or Town Council resolution and confirms the measures to be implemented.

Implementation

Prior to the implementation of the identified measures:

- Notification to the BOS or Town Council is made of the pending action and the date of implementation.
- Signs providing notification of the pending action will be placed on the affected street(s) for a 30-day period with contact information of appropriate person(s) to answer questions.
- Implementation of the cut-through measures may include temporary construction to allow for the evaluation of their effectiveness.

The Locality then implements the proposed measures, in consultation with VDOT and where they have the appropriate VDOT permitting to complete such work on VDOT’s right-of-way. VDOT will assist with or carry out the implementation, depending on the capabilities of the locality and the VDOT District funding priorities and resources.

8. REVIEW – VDOT / LOCALITY

After the cut-through measures have been in operation for at least 30 days, if an issue arises or as otherwise deemed necessary, a review of the installed measures may be made to determine their effectiveness and safety. If the review indicates the cut-through measures have resulted in an operational or safety issue, the modification or removal of the measures may be required. VDOT will coordinate with the locality on the appropriate actions to be taken. Typically, any modifications or removal of measures will be conducted by the party that implemented the original measures, utilizing the same source of funding.

VDOT will typically conduct a review of the installed measures however, where the locality installed the measures and if VDOT agrees, they may conduct the review in consultation with VDOT, informing VDOT of the results along with the appropriate documentation.

VDOT GUIDANCE FOR MEASURES TO CONTROL CUT-THROUGH TRAFFIC

Traffic control techniques used for cut-through traffic measures must conform to standard traffic engineering practice for such applications in conformance with the most current adopted editions of the Manual of Uniform Traffic Control Devices (MUTCD) and the Virginia Supplement to the Manual of Uniform Traffic Control Devices, VDOT's Road and Bridge Specifications and Standards and Road Design Manual.

Traffic control applications may include regulatory signs that prohibit certain traffic movements or barriers that physically prevent certain vehicular movements. Barrier applications must conform to any applicable VDOT design standards and specifications. Below is guidance for various applications however, there may be other viable applications not included here.

Regulatory Signs

Various regulatory signs placed appropriately at an intersection in conformance with the MUTCD etc. (per above) can be used to prohibit certain traffic movements in order to control cut-through traffic. Examples of such signs that may be used are below.



To illustrate the use of these signs, where a cut-through traffic issue is due to left-turning traffic, a sign restricting left turns could be installed. Typically, such issues occur at specific times of the day therefore, a regulatory sign restricting left turns would also include a supplementary plaque specifying the times it applies (as shown on above sign on the far right).

NOTE: Where these signs are used in conjunction with Virginia Code Section 15.2-2022.1, a supplementary plaque would be added indicating "Except by Permit" or "Except Buses or by Permit" where buses are also exempted to allow residents in the designated area to make turns where they would otherwise be restricted. The application of Section 15.2-2022.1 is limited to use by a county operating under the urban county executive form of government (presently this is only Fairfax County), after an ordinance providing for the issuance of permits to residents in a designated area which allows them to make turns into or out of the area where they are otherwise restricted.

Other Signs

Various signs are sometimes used where they are not specifically intended under standard traffic engineering practice. For example, All-Way stops (AWSC) are sometimes used at one or more intersections along a street in an attempt to reduce cut-through traffic or slow traffic. However, such use where it is not warranted may introduce additional safety risks. For example, numerous studies show that unwarranted stop signs may increase safety risks to crossing pedestrians as well as vehicles who presume motorists will stop as required at a stop sign when in reality they may proceed without stopping, in an attempt to make up lost time for stops they perceive as unnecessary.

Therefore AWSC should only be used per standard traffic engineering practice in conformance with the MUTCD which refers to their use to address a specific safety issue at an intersection such as where approaching traffic encounters an intersecting street/location with a high volume of crossing vehicles/pedestrians and/or cannot properly see such crossing vehicles/pedestrians, thus requiring a stop.

Barriers

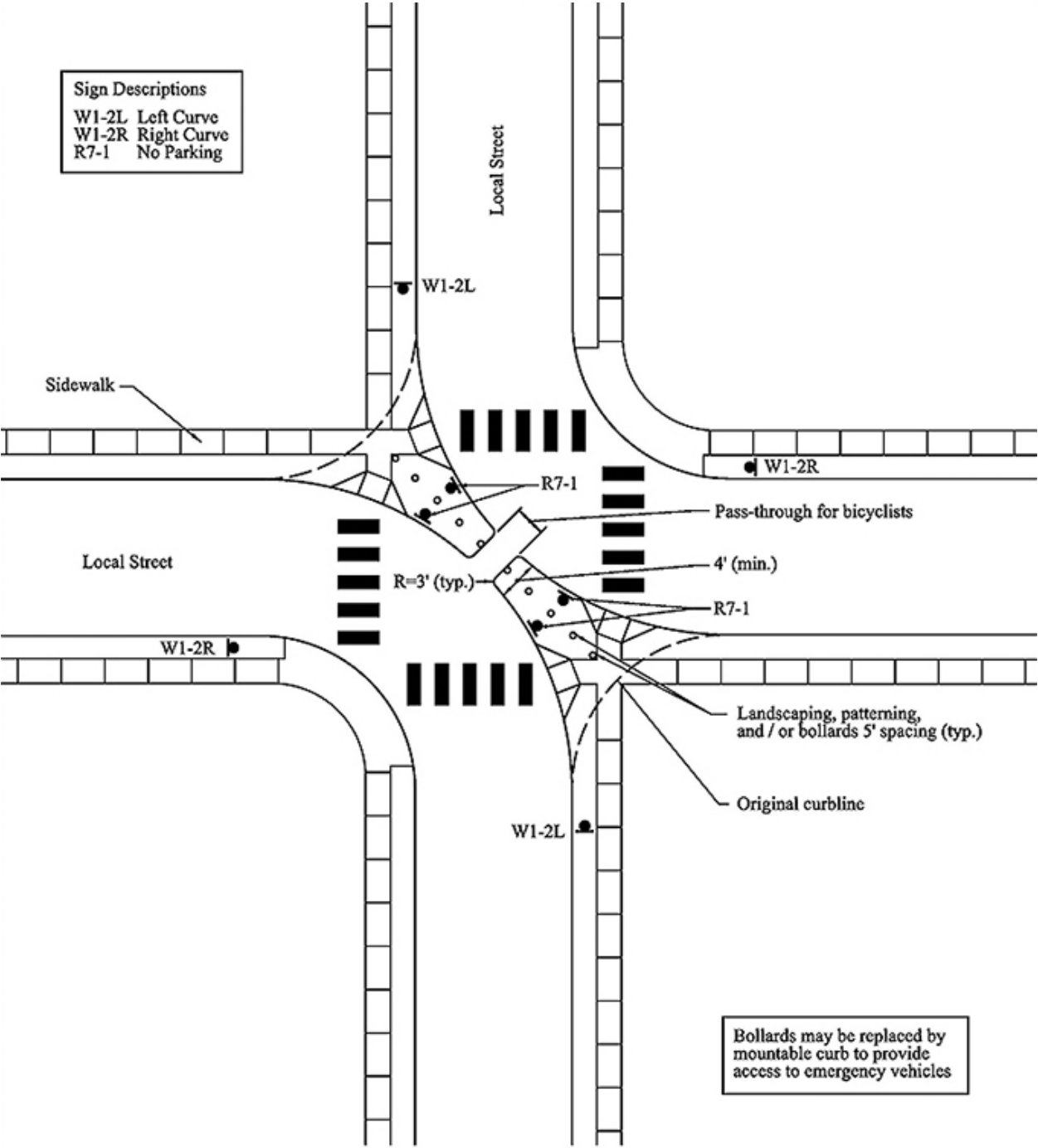
Barriers can be constructed in various configurations to physically prevent certain vehicular traffic movements while still allowing access for pedestrians and bicycles as well as emergency vehicles in some instances by utilizing mountable curb or bollards etc.

There are various disadvantages with barriers such as they are in effect (i.e. restrict traffic) for all hours of the day, prohibit (apply to) all types of traffic (i.e. through-traffic as well as local traffic) and impede emergency and transit access as well as large trucks. However, barriers should be constructed to allow access by bicyclists and pedestrians and; provide access for emergency vehicles where applicable by utilizing mountable curb, bollards etc.

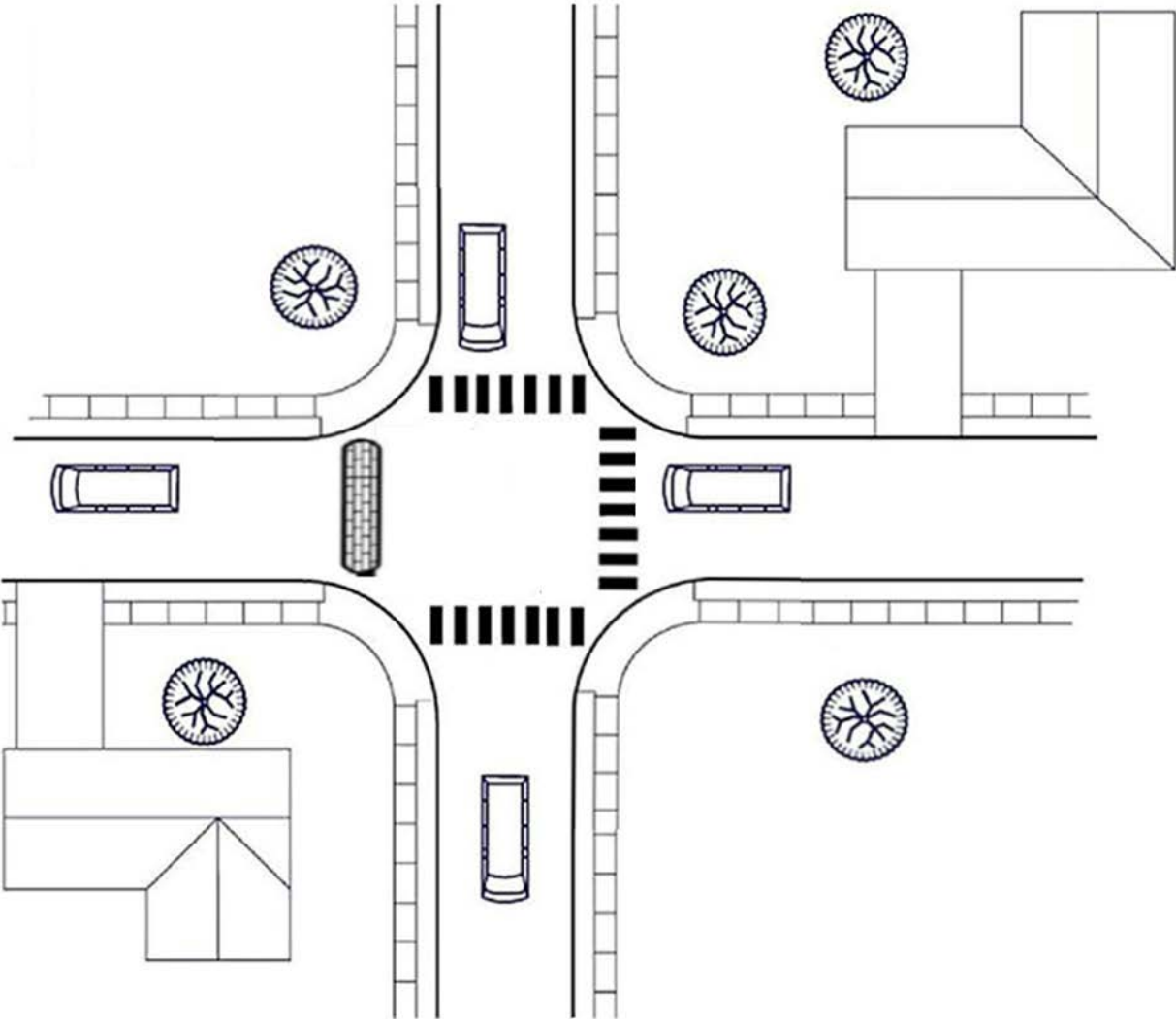
Examples of the potential application of barriers drawn from the Federal Highway Administration (FHWA) "Traffic Calming e-primer" (see https://safety.fhwa.dot.gov/speedmgt/ePrimer_modules/module3pt3.cfm#mod321) are below and include; diagonal diverters, full closures, half closures, median barriers and forced turn islands.

Note: Refer to the above FHWA site for further details on the appropriate application and implementation of the various barriers which may have limitations in regard to their design, operational aspects, maintenance and location/placement. Additional constraints may apply as well in regard to speed limit, vehicle speeds, traffic volumes, emergency vehicles, large buses and trucks etc. Additionally, various barriers may require regulatory or warning signage to properly inform motorists of the approaching barrier, their maximum speed and prohibited or allowable actions (e.g. right turn only, dead end etc.) etc.

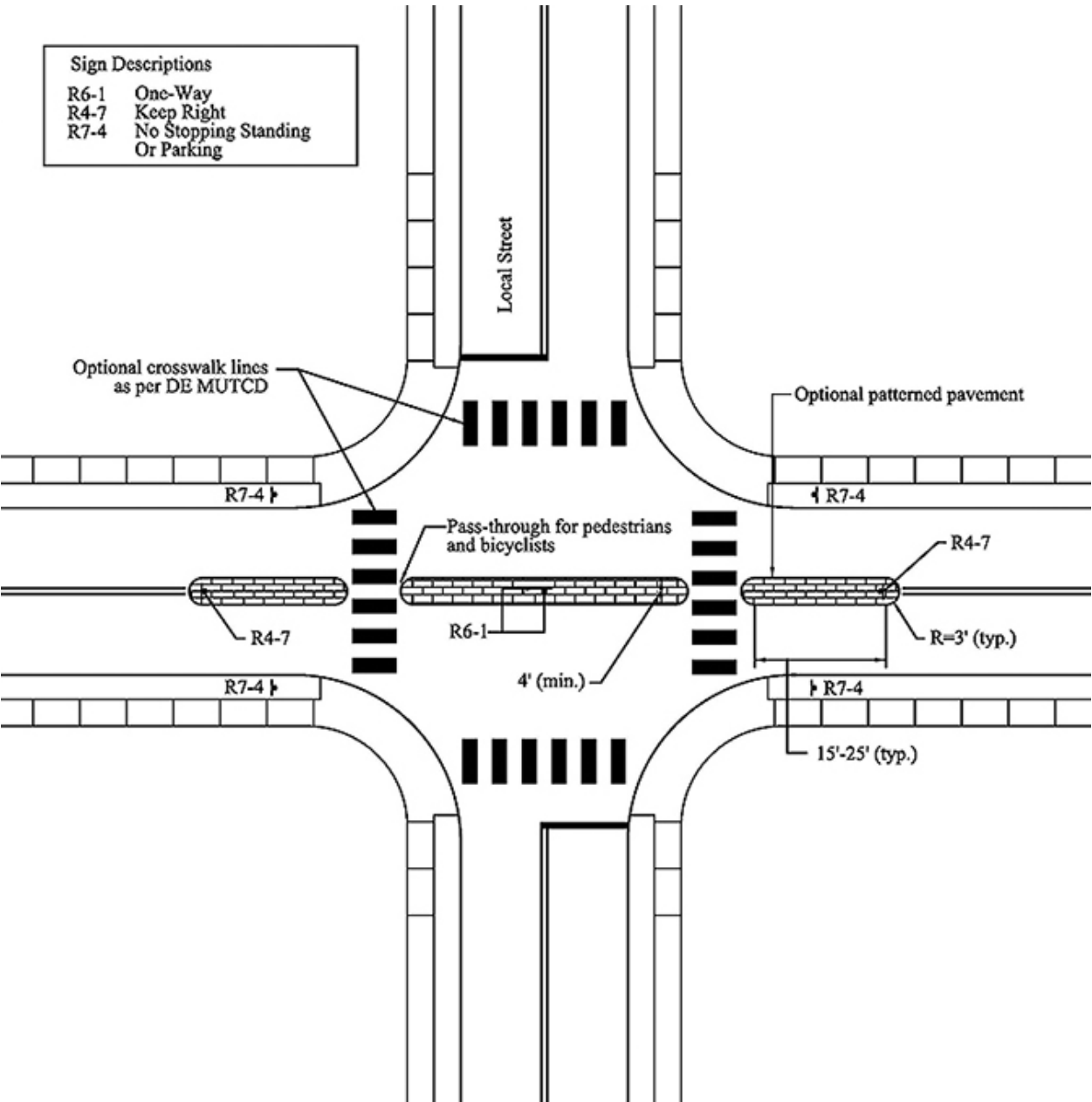
DIAGONAL DIVERTER - A diagonal diverter is a physical barrier placed diagonally across a four-legged intersection that prevents straight-through vehicular traffic movements at an intersection, and thus creates two unconnected intersections. The design can be modified by utilizing mountable curb to allow through access by emergency vehicles. The design used by the Delaware Dept. of Transportation per below provides full pass-through access for bicycles and pedestrians.



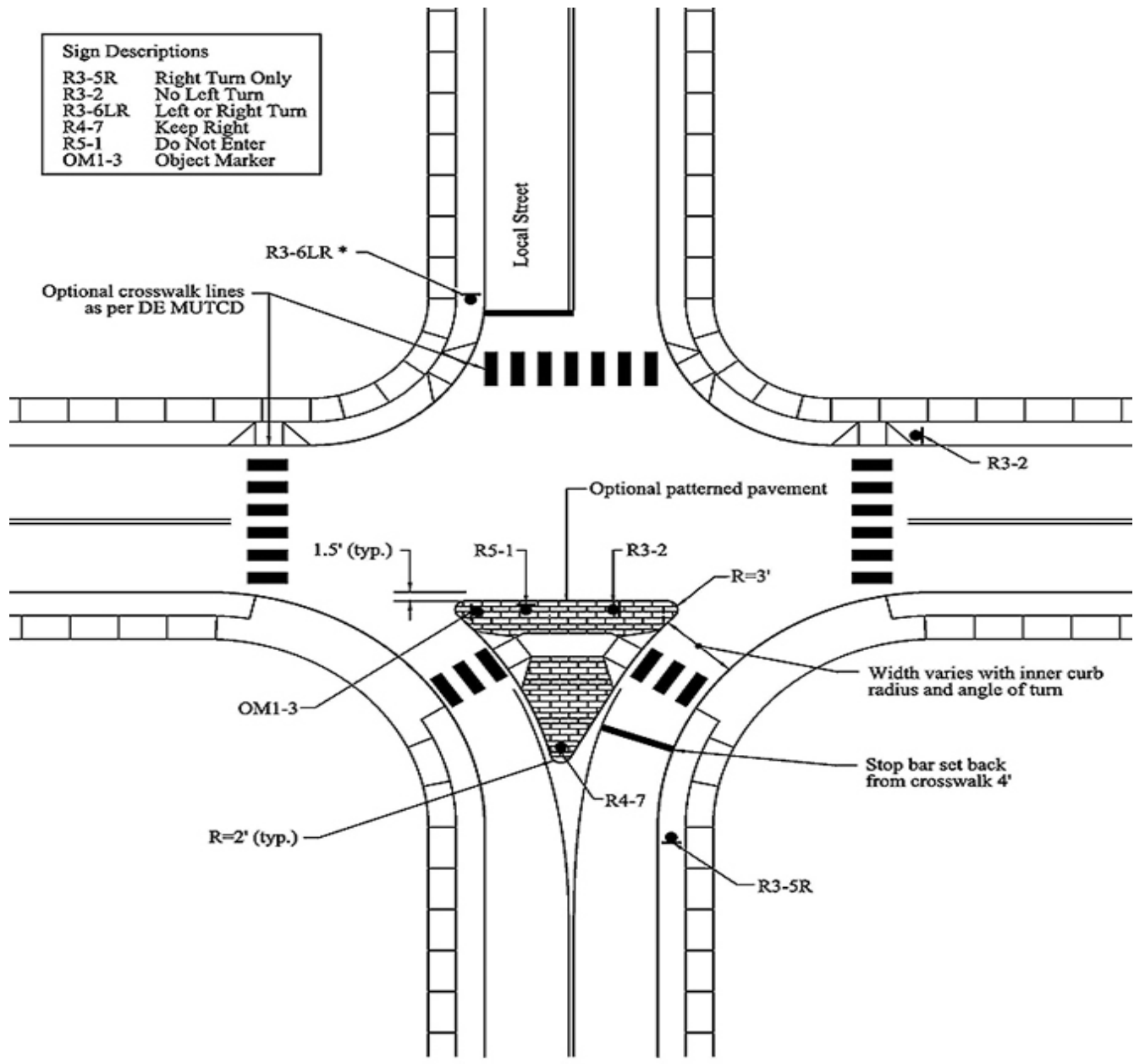
FULL CLOSURE – Involves a physical barrier that completely closes the street to through vehicle traffic, either at an intersection or midblock. Various types of barriers may be used to achieve full closure such as a landscaped island, wall, gate, side-by-side bollards, or any other obstruction that leaves an opening smaller than the width of a passenger car. At the entrance to the full closure block, a Dead End or Cul-de-sac sign is required. There are no pavement markings specific to this measure.



MEDIAN BARRIER – This is a raised island placed along the centerline of a street through an intersection that prevents vehicles from traveling straight through the intersection. It can be designed to allow turns to and from the main street, while still preventing through traffic from the side street from crossing the main roadway. The design used by the Delaware Dept. of Transportation per below provides pass-through access for bicycles and pedestrians.



FORCED TURN ISLAND - Involves a raised traffic island, typically triangular in shape at the mouth of an intersection that blocks certain traffic movements approaching the intersection. It channels traffic to the right and blocks left and through movements and; prevents entering traffic from the leg opposite the island and left-turning traffic from the adjacent leg. The design used by the Delaware Dept. of Transportation per below provides access for bicycles and pedestrians.



* Optional Movement Lane Control sign (R3-6LR)

Traffic Calming Devices

Although the primary purpose of certain traffic calming devices is to reduce vehicle speeds certain devices (speed humps, speed tables and other similar vertical devices) can also reduce traffic volumes. However, the reduction of traffic is limited to 20% on average, and may reduce local traffic as well as cut-through traffic therefore, they are not recommended as a primary means to address cut-through traffic.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 16, 2020

MOTION

Made By: Seconded By: Action:

Title: Location Approval for the Route 668 (Woolridge Road) Extension

WHEREAS, State Highway Project 0668-020-R36, P101, R201, C501 (UPC #112974) will extend Route 668 (Woolridge Road) in Chesterfield County from Route 288 to Route 754 (Old Hundred Road) (the "Project"); and

WHEREAS, in accordance with the §33.2-208 of the *Code of Virginia* and the policies and regulations of the Commonwealth Transportation Board (CTB), including 24 VAC 30-380-10, a Location Public Hearing was held on March 5, 2020 from 6:00 pm – 7:30 pm at Midlothian High School, 401 Charter Colony Parkway, Midlothian, VA 23114 for the purpose of considering the alignment alternatives for the location of the Route 668 (Woolridge Road) Extension. See attached exhibit; and

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

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

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

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

WHEREAS, On May 27, 2020 the Chesterfield County Board of Supervisors endorsed Alternative #1-West Alignment for the location of the Project. See attached exhibit; and

WHEREAS, review of all data resulted in VDOT's recommendation that the Project be located on Alternative #1-West Alignment.

NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby approves Alternative #1-West Alignment, for the location of the Route 668 (Woolridge Road) Extension as proposed and presented at the March 5, 2020 Location Public Hearing

#####

Commonwealth Transportation Board (CTB) Decision Brief

Location Approval for the Route 668 (Woolridge Road) Extension in Chesterfield County

Issue: The Route 668 (Woolridge Road) Extension will provide a new 1.2 mile, four-lane divided roadway with curb and gutter along the outside edge of pavement and six (6) foot inside shoulders (4 foot paved) with a 27 foot graded ditch median between Route 754 (Old Hundred Road) and Route 288.

Facts: The purpose of the project is to extend Route 668 (Woolridge Road) from Route 288 to Route 754 (Old Hundred Road) to complete an important link in Chesterfield County's "Thoroughfare Plan" and improve access for residents in this part of Chesterfield County.

Recommendations: Virginia Department of Transportation recommends approval of Alternative #1-West Alignment for the location of the Route 668 (Woolridge Road) Extension in its entirety, as proposed and shown on the attached exhibit.

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

Result, if Approved: If approved by the Board, the Route 668 (Woolridge Road) Extension project will move forward to the design approval phase.

Options: Approve, Deny or Defer

Public Comments/ Reaction: Chesterfield County held a Location Public Hearing on March 5, 2020 from 6:00 pm – 7:30 pm at Midlothian High School, 401 Charter Colony Parkway, Midlothian, VA 23114. Citizens that attended were able to view displays for the project and submit comments.

Forty-six (46) citizens attended the Location Public Hearing. Twenty-three (23) written comments/emails were received. Eleven (11) supported the project, seven (7) did not support the project and five (5) were neutral/not sure.

On May 27, 2020, the Chesterfield County Board of Supervisors endorsed Alternative #1-West Alignment, which best meets the objectives of the project while addressing the concerns of the citizens comments received during the Location Public Hearing process. See attached exhibit.

WHEREAS, on September 27, 2017, the Chesterfield County Board of Supervisors, approved a resolution endorsing the Revenue Sharing application to the extension of Woolridge Road from Route 288 to Old Hundred Road; and

WHEREAS, Chesterfield County advertised and a held a public meeting for the Nash Road Extension project on March 5, 2020 to provide an overview of the project, present alignment alternatives 1 and 2, and solicit input from the public; and

WHEREAS, based on citizen feedback there is general support for the project; and

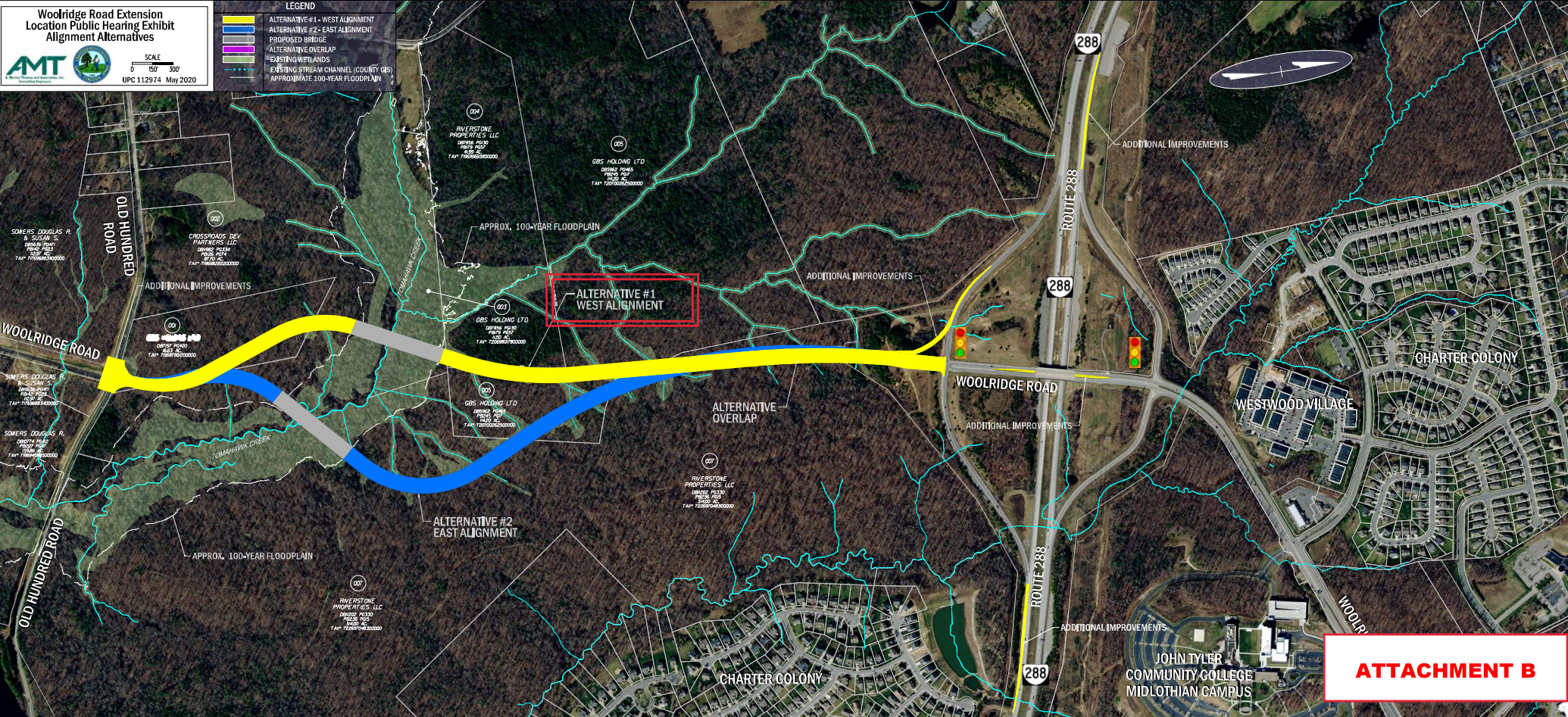
WHEREAS, based on the written comments received and to provide the most cost-effective project, the preferred alternative, Alternative 1 was selected; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of Chesterfield County hereby endorses and supports the proposed Woolridge Road Extended alignment.

**Woolridge Road Extension
Location Public Hearing Exhibit
Alignment Alternatives**



- LEGEND**
- ALTERNATIVE #1 - WEST ALIGNMENT
 - ALTERNATIVE #2 - EAST ALIGNMENT
 - PROPOSED BRIDGE
 - ALTERNATIVE OVERLAP
 - EXISTING WETLANDS
 - EXISTING STREAM CHANNEL (COUNTY GIS)
 - APPROXIMATE 100-YEAR FLOODPLAIN



ATTACHMENT B



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

September 1, 2020

The Honorable Shannon Valentine
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer Mitchell
The Honorable Jerry L. Stinson
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 Kasprovicz
The Honorable Raymond D. Smoot, Jr.
The Honorable Marty Williams
The Honorable John Malbon
The Honorable Greg Yates

Subject: Location Approval for the Route 668 (Woolridge Road) Extension in Chesterfield County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for Location Approval for your consideration. The proposed Location Approval on State Highway Project 0668-020-R36, P101, R201, C501 has been recommended for approval by the Department's staff.

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

Sincerely,

Barton A. Thrasher, P.E.
Chief Engineer

CTB LOCATION PUBLIC HEARING SUMMARY

Route 668 (Woolridge Road) Extension Project

Chesterfield County

State Project: 0668-020-R36, P101, R201, C501

UPC: 112974

Federal Project: N/A

Fr: Route 288

To: Route 754 (Old Hundred Road)

Project Length: 1.2 mile

PROJECT HISTORY –

Growth in the area south of Route 288 and increased traffic along the Route 668 (Woolridge Road) corridor as well as being an important link in Chesterfield County's thoroughfare plan.

PROJECT PURPOSE –

The extension of Route 668 (Woolridge Road) will provide a missing link in Chesterfield County's transportation network. Providing this new link will result in shifts in travel patterns in the surrounding area, more evenly spreading traffic volume on the surrounding arterials and adjacent interchanges with Route 288. Moreover, extending Route 668 (Woolridge Road) and modifying the Route 288 interchange will make better use of the existing interchange by providing access to and from the west of Route 288.

TYPICAL SECTION –

The Route 668 (Woolridge Road) Extension will provide a new 1.2 mile, four-lane divided roadway with curb and gutter along the outside edge of pavement and six (6) foot inside shoulders (4 foot paved) with a 27 foot graded ditch median.

PUBLIC HEARING –

Type-	Location
Date -	March 5, 2020
Time -	6:00 p.m. to 7:30 p.m.
Location –	Midlothian High School 401 Charter Colony Parkway Midlothian, Virginia 23114

ATTENDANCE –

Forty-six (46) citizens attended the Location Public Hearing.

COMMENTS RECEIVED –

Twenty-three (23) written comments/emails were received. Eleven (11) supported the project, seven (7) did not support the project and five (5) were neutral/not sure.

ENVIRONMENTAL DATA –

The State Environmental Review Process (SERP) for Project # 0668-020-R36 (UPC 112974) has been completed and the State natural resource agencies have had opportunity to comment on the project. The Preliminary Environmental Inventory (PEI) for the project was completed in April 2019. The PEI contains information about the environmental resources in the project vicinity and summarizes any commitments identified for the project, as a result of the SERP. The PEI is based on current project parameters, as described in the Project Early Notification (EQ-429).

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

ESTIMATED COST –

Preliminary Engineering	- \$ 5,000,000
Right of Way and Utilities	- \$ 1,000,000
Construction	<u>- \$ 43,000,000</u>
Total estimated cost	- \$ 49,000,000

ADVERTISEMENT –

Construction is currently scheduled to begin in May 2023.

RIGHT OF WAY –

No families, businesses or non-profit organizations will be displaced as a result of this project.

TRAFFIC DATA –

It is anticipated that in the design year of 2044 the average daily traffic volume will be 30,662 vehicles per day on the new roadway.

STAFF RECOMMENDS –

Approval of Alternative #1-West Alignment as the location of the Route 668 (Woolridge Road) Extension as proposed and presented at the Location Public Hearing and shown on the attached exhibit.



**CHESTERFIELD COUNTY
BOARD OF SUPERVISORS
AGENDA**

Meeting Date: May 27, 2020

Item Number: 8.B.1.h.

Subject:

Resolution of Support for the Proposed Woolridge Road Extended Alignment

Board Action Requested:

The Board is requested to adopt the attached resolution of support for the proposed Woolridge Road Extended alignment.

Summary of Information:

On September 27, 2017, the Board adopted a resolution endorsing the Revenue Sharing application to fund the extension of Woolridge Road from Rt. 288 to Old Hundred Road. Preliminary engineering for the project began in October 2018.

A Location Public Hearing was held March 5, 2020 to provide an overview of the project, present alignment alternatives 1 and 2, and solicit input from the public. Based on citizen feedback there is general support for the project.

Based on the written comments received and to provide the most cost-effective project, the preferred alternative, Alternative 1 was selected.

The Commonwealth Transportation Board (CTB) is required to approve the proposed location or alignment of the Woolridge Road Extension. A resolution of support from the county is requested for consideration by the CTB at their June Meeting.

Attachments:

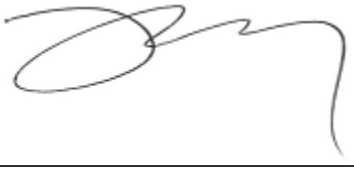
1. Woolridge Road Ext_Resolution
2. Woolridge Road Ext_Alignment Alternatives

Attachments:

1. Attachment A - Woolridge Ext_Resolution of Support
2. Attachment B - Woolridge Ext_Alignment_Alternative_Reduced

Preparer: Brent Epps, Director of Transportation

Approved By:





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Richmond, Virginia 23219

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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 16, 2020

MOTION

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

Action:

Title: Approval of Federal Asset Condition Performance Target Adjustment

WHEREAS, pursuant to §[2.2-229](#) of the *Code of Virginia*, it is the responsibility of the Office of Intermodal Planning and Investment (OIPI) to develop measures and targets related to the performance of the Commonwealth's surface transportation network for the Commonwealth Transportation Board's (Board) approval, including any performance measurement required by Title 23 or 49 of the United States Code; and

WHEREAS, Public Law 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) amended 23 USC 150, providing that, “[p]erformance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming.” Pursuant to 23 USC 150, the Federal-aid highway program is to be focused on national transportation goals in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays; and

WHEREAS, MAP-21 also amended 23 USC 150 to direct the United States Secretary of Transportation, in consultation with State departments of transportation, metropolitan planning organizations, and other stakeholders, to promulgate a rulemaking that establishes performance measures and standards relating to the national transportation goals and to require each state to set performance targets that reflect the performance measures established in said rule(s); and

WHEREAS, various federal regulations were promulgated to address and set forth the requirements for, among other things, measures and targets relating to asset condition, system performance, congestion, and air quality, including 23 CFR §§490.105, 490.307, 490.407, 490.507, 490.607, 490.707, and 490.807, which require State Departments of Transportation and Metropolitan Planning Organizations to set targets for twelve measures; and

WHEREAS, more specifically, 23 CFR §§490.105, 490.307 and 490.407, collectively require the state to set Asset Condition Performance Targets, which apply to the National Highway System (NHS), for the following six measures: percentage of pavement in good condition and percentage of pavement in poor condition on Interstate highways; percentage of pavement in good condition and percentage of pavement in poor condition on Non-Interstate NHS highways; and percentage of deck area of bridges in good condition and percentage of deck area of bridges in poor condition on the NHS; and

WHEREAS, 23 CFR §490.107(b)(2)(E) provides State DOTs with the option to adjust, among others, Asset Condition Performance Targets as part of the Mid Performance Period Progress Report due to the Federal Highway Administration by October 1, 2020; and

WHEREAS, 23 CFR §490.107(b)(2)(E) requires State DOTs to provide a basis for the target adjustment and demonstrate how the adjusted target supports the state's longer range plans, such as the asset management plan and long-range transportation plan; and

WHEREAS, on September 18, 2018, the Board adopted 2-year and 4-year federal performance targets for CY2019 and CY2021, respectively, including Asset Condition Performance Targets, and since that date, OIPI and Virginia Department of Transportation (VDOT) has monitored the Commonwealth's progress toward meeting federal performance targets; and

WHEREAS, in July 2020, the Board received an update on the Commonwealth's progress toward meeting federal performance targets, including Asset Condition Performance Targets, and the rationale for adjusting one Asset Condition Performance Target, the percentage of deck area of bridges in good condition for National Bridge Inventory (NBI) structures on the NHS; and

WHEREAS, adjusting the target for the percentage of deck area of bridges in good condition aligns the target with current performance, accounts for corrected baseline condition data, and recognizes the influence of a previous investment strategy focused on reducing the number of bridges in poor condition; and

WHEREAS, OIPI in consultation with VDOT recommends adoption of the proposed adjustment to one Asset Condition Performance Target set forth in Table A below:

Table A

Asset Condition Performance Measure	Established 2-year Target (2019)	Established 4-year Target (2021)	Adjusted 4- year Target (2021)
Percentage of deck area of bridges in good condition (NBI on NHS)	33.5%	33.0%	30.5%

NOW THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the Adjusted 4-year Target for the percentage of deck area of bridges in good condition (NBI on NHS) set forth in Table A.

####

CTB Decision Brief

Approval of Federal Asset Condition Performance Target Adjustment

Issue: In accordance with §2.2-229 of the *Code of Virginia*, the Commonwealth Transportation Board (CTB) must approve measures and targets related to the performance of the Commonwealth's surface transportation network, including any performance measurement required by Title 23 or 49 of the United States Code. In accordance with 23 CFR §§ 490.105, 490.107, 490.307 and 490.407, among others, targets for six federally mandated performance measures (Federal Asset Condition Performance Targets) must be established by State DOTs every four years, beginning in 2018, with the option to adjust targets at the midpoint of each 4-year performance period. While the CTB previously approved these and other federally mandated performance targets in 2018, the Office of Intermodal Planning and Investment (OIPI) and Virginia Department of Transportation (VDOT) are now recommending and seeking CTB approval of a proposed adjustment to one of the Federal Asset Condition Performance Targets previously approved.

Facts: In 2012, Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) Act and, in 2015, the Fixing America's Surface Transportation (FAST) Act that mandated and continued the mandate for establishment of performance management to transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming. Pursuant to 23 USC 150 as amended by these acts, the Federal-aid highway program is to be focused on national transportation goals in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

Pursuant to MAP-21 and the FAST Act, various federal regulations were promulgated to address and set forth the requirements for, among other things, asset condition performance measures and targets, including 23 CFR §§490.105, 490.307 and 490.407, which collectively require State Departments of Transportation and Metropolitan Planning Organizations to set Asset Condition Performance Targets for six measures. Federal Asset Condition Performance Targets were first established and reported in 2018 with CTB approval.

Further, 23 CFR §490.107(b)(2)(E) provides State DOTs with the option to adjust Federal Asset Condition Performance Targets as part of the Mid Performance Period Progress Report due to the Federal Highway Administration by October 1, 2020, and requires State DOTs to provide a basis for the target adjustment and demonstrate how the adjusted target supports the state's asset management plan and long-range transportation plan.

Since the date that the Federal Asset Condition Performance Targets were first approved and reported in 2018, OIPI and VDOT have monitored the Commonwealth's progress toward meeting federal performance targets. As a result of the information collected, OIPI has coordinated and worked collaboratively with VDOT and agreed on adjusting one Asset

Condition Performance Target, the percentage of deck area of bridges in good condition for National Bridge Inventory (NBI) structures on the NHS. The proposed target adjustment for the one measure, the percentage of deck area of bridges in good condition for National Bridge Inventory structures on the NHS, is set forth below:

Table A

Asset Condition Performance Measure	Established 2-year Target (2019)	Established 4-year Target (2021)	Adjusted 4-year Target (2021)
Percentage of deck area of bridges in good condition (NBI on NHS)	33.5%	33.0%	30.5%

Adjusting the target for the percentage of deck area of bridges in good condition aligns the target with current performance, accounts for corrected baseline condition data, and recognizes the influence of a previous investment strategy focused on reducing the number of bridges in poor condition. The CTB received a briefing on this topic at its July 2020 meeting.

Recommendations: OIPI in consultation with VDOT recommends the approval of the proposed adjustment to one Asset Condition Performance Target.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the adjustment to one Asset Condition Performance Target.

Result, if Approved: If approved, the adjusted target will be reported to FHWA prior to the October 1 deadline.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 16, 2020

MOTION

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

Action: _____

Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2020-2025

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

WHEREAS, after due consideration the Board adopted a Final Fiscal Years 2020-2025 Program on June 19, 2019; and

WHEREAS, the Board is required by §§ 33.2-214(B) and 33.2-221(C) of the *Code of Virginia* to administer and allocate funds in the Commonwealth Transportation Fund and the Transportation Trust Fund, respectively; and

WHEREAS, § 33.2-214(B) of the *Code of Virginia* provides that the Board is to coordinate the planning for financing of transportation needs, including needs for highways, railways, seaports, airports, and public transportation and is to allocate funds for these needs pursuant to §§ 33.2-358 and Chapter 15 of Title 33.2 (33.2-1500 et seq.) of the *Code of Virginia*, by adopting a Program; and

WHEREAS, §§ 33.2-1526 and 33.2-1526.1 authorize allocations to local governing bodies, transportation district commissions, or public service corporations for, among other

things, capital project costs for public transportation and ridesharing equipment, facilities, and associated costs; and

WHEREAS, the projects shown in Appendix A were not included in the FY 2020-2025 Program adopted by the Board on June 19, 2019; and

WHEREAS, Item 430 O.1 of Chapter 1289 of the 2020 Acts of Assembly provides that notwithstanding § 33.2-214, the Six-Year Improvement Program adopted June 19, 2019, and as amended shall remain in effect through June 30, 2021, or until a new Six-Year Improvement Program is adopted that is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 Pandemic; and

WHEREAS, the Board recognizes that the projects are appropriate for the efficient movement of people and freight and, therefore, for the common good of the Commonwealth.

NOW THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the projects shown in Appendix A are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2020 through 2025 and are approved.

####

CTB Decision Brief

Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2020 - 2025

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

Facts: The CTB must adopt a Program of anticipated projects and programs by July 1st of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On June 19, 2019, after due consideration, the CTB adopted a Final FY 2020-2025 Program. Item 430 O.1 of Chapter 1289 of the 2020 Acts of Assembly provides that notwithstanding § 33.2-214, the Six-Year Improvement Program adopted June 19, 2019, and as amended shall remain in effect through June 30, 2021, or until a new Six-Year Improvement Program is adopted that is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 Pandemic. The projects shown in Appendix A were not in the Final FY 2020-2025 Program adopted by the CTB.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2020–2025.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to add the projects listed in Appendix A to the Program for FY 2020–2025 to meet the CTB’s statutory requirements.

Result, if Approved: If the resolution is approved, the projects listed in Appendix A will be added to the Program for FY 2020-2025.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Appendix A
Amendments to the FY2020-2025 SYIP

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
15	117232	Hampton Roads	Districtwide	9999	ITTF FY21 Regional Microtransit Demonstration Project	\$ 1,597,600	\$ 1,597,600	\$0	ITTF	Yes
NA	117776	Hampton Roads	City of Virginia Beach	9999	VDOT Oversight - Entrance Access to Camp Pendleton	\$ 10,000	\$ 10,000	\$0	EFLHD Special Grant	Yes
NA	T-23416	Hampton Roads	Districtwide	258	Safety Improvements on Rte. 258	\$ 2,100,000	\$ 2,028,866	\$71,134	RSTP	No
NA	T-23919	Northern Virginia	Loudoun Co	9999	Lease Commuter Parking Spaces at Lowes Island	\$ 120,000	\$ 120,000	\$0	CMAQ	Yes
NA	T-24212	Northern Virginia	Fairfax	9999	Multimodal Travel Information Displays (TID)	\$ 1,147,655	\$ 1,147,655	\$0	CMAQ	Yes
NA	T-24287	Northern Virginia	Arlington	9999	Commuter Services Program	\$ 19,707,000	\$ 11,527,270	\$8,179,730	CMAQ; RSTP	No
NA	T-24569	Richmond	City of Petersburg	109	VDOT Oversight - Access Impr. US Army Proj Ft. Pickett/DSCR/Ft. Lee - Richmond	\$ 127,000	\$ 127,000	\$127,000	EFLHD Special Grant	Yes
NA	T-24665	Richmond	Districtwide	9999	RRTPO Scenario Planning Pilot	\$ 243,550	\$ 243,550	\$0	RSTP	Yes
NA	T-24666	Richmond	Henrico	250	W. Broad St. Int. Impr. at Dominion and Cox	\$ 11,487,000	\$ 3,518,000	\$7,969,000	RSTP	No
NA	T-24667	Richmond	Chesterfield	360	US 360 Superstreets Study	\$ 300,000	\$ 300,000	\$0	RSTP	Yes
NA	T-24668	Richmond	Chesterfield	60	Route 60 Corridor Improvement Program	\$ 125,000	\$ 125,000	\$0	RSTP	Yes
NA	T-24669	Richmond	Chesterfield	1	Route 1 (Holiday Ln. - Willis Rd.) Shared Use Path	\$ 4,370,000	\$ 4,370,000	\$0	RSTP	Yes
NA	T-24670	Richmond	Henrico	250	W. Broad St. Pedestrian and Transit Impr. - Glenside Dr.	\$ 11,272,000	\$ 1,945,000	\$9,327,000	RSTP	No
NA	T-24671	Richmond	Goochland	288	IJR - Route 288 (West Creek Area)	\$ 499,000	\$ 499,000	\$0	RSTP	Yes
NA	T-24672	Richmond	City of Richmond	9999	Richmond Signal System - Ph. V	\$ 5,488,000	\$ 5,488,000	\$0	CMAQ	No
NA	T-24673	Richmond	Henrico	157	Nuckols Rd. Pedestrian Impr.	\$ 2,160,000	\$ 744,000	\$1,416,000	CMAQ	No
NA	T-24674	Richmond	Henrico	-	Brook Rd. and Hilliard Rd. Trail	\$ 4,757,000	\$ 1,484,000	\$3,273,000	CMAQ	No
NA	T-24675	Richmond	Chesterfield	618	Old Bermuda Hundred Rd. at Ramblewood Dr. Roundabout	\$ 5,146,000	\$ 1,431,000	\$3,715,000	CMAQ	No
NA	T-24676	Richmond	Henrico	33	Rte. 33-60-Beulah Roundabout	\$ 5,519,000	\$ 689,000	\$4,830,000	CMAQ	No
NA	T-24677	Richmond	Chesterfield	-	Brad McNeer Pkwy. Access Mgmt. and Roundabout	\$ 9,336,000	\$ 5,786,000	\$3,550,000	CMAQ	No
21	117231	Salem	Blacksburg	9999	ITTF FY21 Neighborhood Blacksburg	\$ 400,000	\$ 400,000	\$0	ITTF	Yes
NA	T-24534	Salem	City of Roanoke	-	Aviation Drive/Valley View Blvd. Pedestrian Improvements	\$ 2,764,687	\$ 231,520	\$2,533,167	RSTP	No
NA	T-24548	Salem	City of Roanoke	-	Greenway Connection - Riverland Road	\$ 1,313,260	\$ 989,910	\$323,350	RSTP	No
NA	T-24553	Salem	City of Roanoke	-	Roanoke River Greenway East - Roanoke City - PE Study Only	\$ 835,000	\$ 125,000	\$710,000	RSTP	No
23	116981	Statewide	Statewide	9999	Statewide Fiber Network Enhancements - Program UPC	\$ 5,000,000	\$ 5,000,000	\$0	ITTF	Yes
24	117222	Statewide	Statewide	9999	FY21 ITTF Transportation Data Analytics	\$ 3,000,000	\$ 3,000,000	\$0	ITTF	Yes
25	117223	Statewide	Statewide	9999	ITTF FY21 DASH Enhanced Real-Time Predictions	\$ 48,000	\$ 48,000	\$0	ITTF	Yes

Appendix A
Amendments to the FY2020-2025 SYIP

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
26	117225	Statewide	Statewide	9999	ITTF FY21 Transportation Navigator - One Click Directory	\$ 79,016	\$ 79,016	\$0	ITTF	Yes
27	117226	Statewide	Statewide	9999	ITTF FY21 Commute!VA Commuter Ridematching and Incentive	\$ 350,000	\$ 350,000	\$0	ITTF	Yes
28	117790	Statewide	Statewide	81	FY21 ITTF Study for Advanced Technologies -I-81	\$ 332,000	\$ 332,000	\$0	ITTF	Yes
NA	T-24660	Statewide	Statewide	9999	2019 ATCMTD Grant - DSS and AI Tool	\$ 4,355,000	\$ 4,355,000	\$0	ATCMTD Grant	Yes
Total						\$ 103,988,768	\$ 58,091,387	\$ 46,024,381		



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 16, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: FY20-25 Six-Year Improvement Program Transfers for June 20, 2020 through August 21, 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, Item 430 O.1 of Chapter 1289 of the 2020 Acts of Assembly provides that notwithstanding § 33.2-214, the Six-Year Improvement Program adopted June 19, 2019, and as amended shall remain in effect through June 30, 2021, or until a new Six-Year Improvement Program is adopted that is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 Pandemic; 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

Resolution of the Board

FY20-25 Six-Year Improvement Program Transfers for June 20, 2020 through August 21, 2020

July 16, 2020

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

WHEREAS, the Board directed that (a) the Commissioner shall notify the Board on a monthly basis should such transfers or allocations be made; and (b) the Commissioner shall bring 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.

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CTB Decision Brief

FY2020-2025 Six-Year Improvement Program Transfers For June 20, 2020 through August 21, 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.

Item 430 O.1 of Chapter 1289 of the 2020 Acts of Assembly provides that notwithstanding § 33.2-214, the Six-Year Improvement Program adopted June 19, 2019, and as amended shall remain in effect through June 30, 2021, or until a new Six-Year Improvement Program is adopted that is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 Pandemic.

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 June 20, 2020 through August 21, 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.

Decision Brief

FY20-25 Six-Year Improvement Program Transfers for June 20, 2020 through August 21, 2020

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

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	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	SAFETY PRESCOPING FOR HIGH RISK RURAL ROAD PROJECTS-BRISTOL	113229	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641)	\$ 406,824	\$ 928,080	\$ 928,080	43.8%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund an underway project.
2	Bristol	CHILHOWIE SIDEWALKS - TRANSPORTATION ALTERNATIVES	106072	Bristol	Appalachia-Big Stone Gap Trail Amenities	115215	Local Funds for Enhancement Projects (NPL206), TAP <5K (CF6700), TAP Statewide (CF6100)	\$ 82,204	\$ 210,655	\$ 128,451	39.0%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to fund an underway project.
3	Bristol, Statewide	PSI/TSN Intersection Initiative	114039	Bristol	UNSIGNALIZED INTERSECTIONS - BRISTOL DISTRICTWIDE	115916	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 700,000	\$ 1,627,777	\$ 1,527,777	45.8%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a cancelled project to fund an underway project.
4	Bristol	US 460 Shoulder Initiative - Buchanan County, High Friction Pavement Initiative, I-81 Median Barrier Safety Initiative - Wythe Co.,	107072, 109889, 113659	Bristol	EDGE LINE RUMBLE STRIPS - BRISTOL DISTRICT WIDE	116648	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 995,103	\$ 2,543,192	\$ 2,543,192	39.1%	Transfer of surplus funds recommended by District and Traffic Engineering Division from completed projects and a scheduled project to fund a scheduled project.
5	Bristol, Statewide	Support for HSIP Program and Planning, Systemic RD with resurfacing	111775	Bristol	CENTERLINE RUMBLE STRIPS-BRISTOL DISTRICT WIDE	116649	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 1,300,000	\$ 2,237,466	\$ 2,237,466	58.1%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a cancelled project to fund a scheduled project.
6	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	SAFETY IMPROVEMENTS - RTE 615 RUSSELL CO	117767	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641)	\$ 68,685	\$ 68,685	\$ 68,685	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a scheduled project.
7	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	SAFETY IMPROVEMENTS - ROUTE 16 - TAZEWELL CO.	117768	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641)	\$ 12,292	\$ 12,292	\$ 12,292	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a scheduled project.
8	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	ROUTE 82 - ADD LEFT TURN LANE	117769	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641)	\$ 136,148	\$ 136,148	\$ 136,148	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a scheduled project.
9	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	INSTALL GUARDRAIL UPGRADES - RTE 67 TAZEWELL CO	117770	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641)	\$ 130,148	\$ 130,148	\$ 130,148	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a scheduled project.
10	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Culpeper	SAFETY PRESCOPING FOR HIGH RISK RURAL ROAD PROJECT-CULPEPER	113230	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641)	\$ 352,574	\$ 853,321	\$ 853,321	41.3%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund an underway project.
11	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Fredericksburg	SAFETY PRESCOPING FOR HIGH RISK RURAL ROAD - FREDERICKSBURG	113231	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641)	\$ 406,824	\$ 953,093	\$ 953,093	42.7%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund an underway project.

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
12	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Fredericksburg	#HRRR - TRENCH WIDENING (CN ONLY)	117650	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641)	\$ 988,000	\$ 988,000	\$ 988,000	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a scheduled project.
13	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Fredericksburg	#HRRR - SIGNS & PAVEMENT MARKINGS (CN ONLY)	117661	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641)	\$ 574,000	\$ 574,000	\$ 574,000	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a scheduled project.
14	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Hampton Roads	SAFETY PRESCOPING FOR HIGH RISK RURAL ROAD-HAMPTONROAD	113232	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641)	\$ 352,574	\$ 833,811	\$ 833,811	42.3%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund an underway project.
15	Statewide	STATEWIDE ITTF BALANCE ENTRY	T21588	Hampton Roads	ITTF FY21 Regional Microtransit Demonstration Project	117232	ITTF (HS7100)	\$ 1,597,600	\$ 1,597,600	\$ 1,597,600	100.0%	Transfer of surplus funds recommended by District and Operations Division from the Statewide ITTF Balance Entry line item to fund a scheduled project.
16	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Hampton Roads	HSIP HR High-Visibility Backplates #2	117387	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 143,100	\$ 259,000	\$ 259,000	55.3%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund an underway project.
17	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	SAFETY PRESCOPING FOR HIGH RISK RURAL ROAD PROJECT-LYNCHBURG	113233	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641)	\$ 352,574	\$ 983,385	\$ 983,385	35.9%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund an underway project.
18	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Richmond	ROUTE 681 - BRIDGE REPAIR (SCOUR) OVER APPOMATTOX RIVER	101246	CTB Formula - Bridge State (CS0110)	\$ 530,078	\$ 2,030,078	\$ 2,040,078	26.1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a scheduled project.
19	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	SAFETY PRESCOPING FOR HIGH RISK RURAL ROAD PROJECT-RICHMOND	113237	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641), Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 406,824	\$ 1,076,651	\$ 1,076,651	37.8%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project and the Statewide Safety Balance Entry line item to fund an underway project.
20	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Salem	SAFETY PRESCOPING FOR HIGH RISK RURAL ROAD PROJECTS- SALEM	113235	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641)	\$ 352,574	\$ 976,880	\$ 976,880	36.1%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund an underway project.
21	Statewide	STATEWIDE ITTF BALANCE ENTRY	T21588	Salem	ITTF FY21 Neighborhood Blacksburg	117231	ITTF (HS7100)	\$ 400,000	\$ 400,000	\$ 400,000	100.0%	Transfer of surplus funds recommended by District and Operations Division from the Statewide ITTF 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
22	Statewide	STATEWIDE ITTF BALANCE ENTRY	T21588	Statewide	ITTF FY20 NoVA Regional Multimodal Mobility Program	115866	ITTF (HS7100)	\$ 3,000,000	\$ 15,000,000	\$ 15,000,000	20.0%	Transfer of surplus funds recommended by District and Operations Division from the Statewide ITTF Balance Entry line item to fund an underway project.
23	Statewide	STATEWIDE ITTF BALANCE ENTRY	T21588	Statewide	Statewide Fiber Network Enhancements - Program UPC	116981	ITTF (HS7100)	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	100.0%	Transfer of surplus funds recommended by District and Operations Division from the Statewide ITTF Balance Entry line item to fund an underway project.
24	Statewide	STATEWIDE ITTF BALANCE ENTRY	T21588	Statewide	FY21 ITTF Transportation Data Analytics	117222	ITTF (HS7100)	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	100.0%	Transfer of surplus funds recommended by District and Operations Division from the Statewide ITTF Balance Entry line item to fund a scheduled project.
25	Statewide	STATEWIDE ITTF BALANCE ENTRY	T21588	Statewide	ITTF FY21 DASH Enhanced Real-Time Predictions	117223	ITTF (HS7100)	\$ 48,000	\$ 48,000	\$ 48,000	100.0%	Transfer of surplus funds recommended by District and Operations Division from the Statewide ITTF Balance Entry line item to fund a scheduled project.
26	Statewide	STATEWIDE ITTF BALANCE ENTRY	T21588	Statewide	ITTF FY21 Transportation Navigator - One Click Directory	117225	ITTF (HS7100)	\$ 79,016	\$ 79,016	\$ 79,016	100.0%	Transfer of surplus funds recommended by District and Operations Division from the Statewide ITTF Balance Entry line item to fund a scheduled project.
27	Statewide	STATEWIDE ITTF BALANCE ENTRY	T21588	Statewide	ITTF FY21 Commute!VA Commuter Ridematching and Incentive	117226	ITTF (HS7100)	\$ 350,000	\$ 350,000	\$ 350,000	100.0%	Transfer of surplus funds recommended by District and Operations Division from the Statewide ITTF Balance Entry line item to fund a scheduled project.
28	Statewide	FY21 ITTF I-81 Operational Improvements - Program UPC	117220	Statewide	FY21 ITTF Study for Advanced Technologies -I-81	117790	ITTF: NHPP (IFF100), ITTF: NHPP Softmatch (IFF101)	\$ 332,000	\$ 332,000	\$ 332,000	100.0%	Transfer of surplus funds recommended by District and Operations Division from the Statewide ITTF Balance Entry line item to fund a scheduled project.
29	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Staunton	SAFETY PRESCOPING FOR HIGH RISK RURAL ROAD PROJECT-STAUNTON	113236	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 406,824	\$ 914,074	\$ 914,074	44.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to fund an underway project.
30	Staunton	BLUE RIDGE ROAD SHARED-USE PATH, Smith Creek Trail Pedestrian Bridge	109026, 111415	Staunton	Blue Ridge Road Path Phase 2B - Glasgow	113333	Local Funds for Enhancement Projects (NPL206), TAP<5K (CF6700)	\$ 81,820	\$ 366,429	\$ 284,609	22.3%	Transfer of surplus funds recommended by District and Local Assistance Division from underway projects to fund an underway project.
31	Staunton	Harrisonburg Streetscape Phase 3	107518	Staunton	PARK ROAD PEDESTRIAN IMPROVEMENTS	113685	Local Funds for Enhancement Projects (NPL206), TAP 5-200K (CF6600)	\$ 45,500	\$ 171,374	\$ 171,374	26.6%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project 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	Hampton Roads, Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	Route 23 Median Shoulders	107074	Open Container Funds - Statewide (CNF221), Open Container Funds = Statewide (NOP221)	\$ 252,791	\$ 2,163,561	\$ 2,163,561	11.7%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to an underway project.
B	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	US 23 Shoulder Initiative	107073	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 75,000	\$ 2,873,794	\$ 2,873,799	2.6%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund an underway project.
C	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	U.S. Route 11 Shoulder Initiative - Washington Co.	109921	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 223	\$ 1,540,847	\$ 1,540,929	0.1%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund an underway project.
D	Bristol	RTE 121 CFX - POUND CONNECTOR	100519	Bristol	CFX - Cranes Nest - Alpha	102702	Bond Proceeds - Capital Projects Revenue (CNB267)	\$ 6,889	\$ 256,889	\$ 256,889	2.7%	Transfer of surplus funds recommended by District and Financial Planning Division from a scheduled project to fund a scheduled project.
E	Bristol	CHILHOWIE SIDEWALKS - TRANSPORTATION ALTERNATIVES	106072	Bristol	Appalachia-Big Stone Gap Trail & Trailhead Project	97811	Local Funds for Enhancement Projects (NPL206), TAP Statewide (CF6100)	\$ 21,509	\$ 1,690,250	\$ 1,668,741	1.3%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to fund a completed project.
F	Bristol	Extend accel. lane (exit 72) to decel lane (exit 73)	108946	Bristol	Wise Primary School Pedestrian Safety Project	112709	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 14,085	\$ 139,981	\$ 139,981	10.1%	Transfer of surplus funds recommended by district and Traffic Engineering Division from a completed project to fund a completed project.
G	Bristol	I-81 Median Barrier Safety Initiative - Wythe Co.	113659	Bristol	NEW SIDEWALK SW VA MUSEUM/SLEMP LIBRARY; TO BULLITT PARK	113764	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 26,316	\$ 253,767	\$ 253,767	10.4%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to fund a scheduled project.
H	Bristol	I-81 Median Barrier Safety Initiative - Wythe Co.	113659	Bristol	MANVILLE RD - REPLACE AND CONSTRUCT NEW SIDEWALK	113765	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 46,469	\$ 448,103	\$ 448,103	10.4%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to fund a scheduled project.
I	Bristol	I-81 Median Barrier Safety Initiative - Wythe Co.	113659	Bristol	ST. PAUL-REPLACE AND CONSTRUCT NEW SIDEWALK VAR. ROUTES	113766	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 79,526	\$ 766,875	\$ 766,875	10.4%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to fund a scheduled project.
J	Bristol	#SGR Bristol - VDOT SGR Bridge - Balance Entry, #SGR19VB - RT 63 1042 over Russell Fork River - Fed 5792	T13510, 113890	Bristol	#SGR18VB - I77 over Cove Crk VA 2035&2036 Fed 19565&19566	113759	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111)	\$ 333,374	\$ 17,333,373	\$ 16,998,784	1.9%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item and a scheduled project to fund an underway project.
K	Culpeper	Opal Phase II - Median Restrictions	114402	Culpeper	ROUTE 211/229 INTERSECTION IMPROVEMENTS - PHASE II	114859	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 58,820	\$ 519,298	\$ 519,298	11.3%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to fund an underway project.

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
L	Fredericksburg	#SGR Fredericksburg-VDOT SGR Bridge-Balance Entry	T13913	Fredericksburg	#SGR19VB - BRIDGE REHAB RT 3 CSX RR BEAM END ID 18067	113839	SGR Bridge State (SSB700)	\$ 185,189	\$ 2,185,189	\$ 2,185,101	8.5%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item and a scheduled project to fund an underway project.
M	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Hampton Roads	Portsmouth Systematic FYA	108798	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 20,600	\$ 823,720	\$ 960,170	2.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a scheduled project.
N	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Hampton Roads	Court/ Bart/ Pavilion Intersection Improvements	108799	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 101,481	\$ 1,323,549	\$ 1,528,251	7.7%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund an underway project.
O	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Hampton Roads	Citywide Systematic Replacement of Non-MUTCD Compliant Signs	108800	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 25,000	\$ 559,517	\$ 626,887	4.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a scheduled project.
P	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Hampton Roads	Route 60 (Pocahontas Trail) Intersection Lighting	113632	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 11,561	\$ 134,695	\$ 134,695	8.6%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a scheduled project.
Q	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Hampton Roads	Route 171 (Victory Blvd.) Right Turn Lane Extension	113633	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 40,153	\$ 454,936	\$ 454,936	8.8%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a scheduled project.
R	Northern Virginia	NORTHERN VIRGINIA (NOVA) CMAQ BALANCE ENTRY	70716	Northern Virginia	SOAPSTONE DRIVE TRAIL	70632	CMAQ State Match - Northern Virginia (CNS214), Northern Virginia (CNF214)	\$ 3,493	\$ 2,159,869	\$ 2,159,869	0.2%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to fund a completed project.
S	Northern Virginia	I-395 NORTHERN EXTENSION PROJECT OWNER COSTS (2A)	108361	Northern Virginia	I-395 CONSTRUCT 4TH SOUTHBOUND LANE (2C)	103316	Fast Lanes Grant - Federal (CNFAST)	\$ 300,000	\$ 59,315,987	\$ 59,315,987	0.5%	Transfer of surplus funds recommended by District from a completed project to fund an underway project.
T	Northern Virginia	I-66 SPOT 2 LANDSCAPING	108492	Northern Virginia	RTE 7 / BELMONT RIDGE ROAD (RTE 659) INTERCHANGE	99481	NHPP Statewide 80/20 (CF1100), NHPP Statewide 80/20 Soft Match (CF1101)	\$ 183,223	\$ 80,209,550	\$ 80,592,716	0.2%	Transfer of surplus funds recommended by District from a completed project to an underway project.
U	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	SAFETY PRESCOPING-RICHMOND DISTRICT	108890	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 61,946	\$ 2,011,375	\$ 2,011,375	3.1%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund an underway project.
V	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	SYSTEMIC PEDESTRIAN CROSSING ACCOMMODATIONS - DISTRICTWIDE	113998	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 20,000	\$ 684,000	\$ 684,000	2.9%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety 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
W	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	SYSTEMIC LANE DEPARTURE IMPROVEMENTS - DISTRICTWIDE	114000	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 6,084	\$ 1,622,853	\$ 1,621,853	0.4%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a scheduled project.
X	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	PEDESTRIAN SAFETY ENHANCEMENTS ALONG THE CAPITAL TRAIL	114337	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 772	\$ 546,295	\$ 546,295	0.1%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a completed project.
Y	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Richmond	I-85 RESTORE EXIST. PAVE NB/SB	104466	CTB Formula - Paving State (CS0130), NHPP Statewide 90/10 (CF1100) , NHPP Statewide 90/10 Soft Match (CF1101)	\$ 1,457	\$ 33,842,871	\$ 33,842,871	0.1%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a completed project.
Z	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Salem	INSTALL HIGH VISIBILITY REFLECTIVE SIGNAL BACKPLATES	114335	Open Container Funds - Statewide (CNF221)	\$ 25,000	\$ 233,189	\$ 208,189	10.7%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to a completed project.
AA	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Salem	I-81 Exit 140 Park & Ride Expansion & Construct New Sidewalk	99542	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 47,476	\$ 2,676,203	\$ 2,676,203	1.4%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a completed project.
BB	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Statewide	Support for HSIP Program and Planning	110368	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 61,819	\$ 2,780,318	\$ 2,780,318	2.2%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a completed project.
CC	Statewide	Support for HSIP Crash and Data Analysis	110370	Statewide	Support for HSIP Crash and Data Analysis	117202	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 531,877	\$ 7,921,883	\$ 7,921,884	7.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund an underway project.
DD	Statewide	STATEWIDE ITTF BALANCE ENTRY	T21588	Statewide	ITTF RM3P Management & Solution Development	116036	ITTF (HS7100)	\$ 250,000	\$ 3,250,000	\$ 3,250,000	7.7%	Transfer of surplus funds recommended by District and Operations Division from the Statewide ITTF Balance Entry line item to fund an underway project.
EE	Staunton	CITY-WIDE AUDIBLE PEDESTRIAN SIGNAL PROG	111082	Staunton	CITY-WIDE FLASHING YELLOW ARROW PROG	111085	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 15,653	\$ 317,653	\$ 317,653	4.9%	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

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 16, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Addition of Public Transportation Projects to the Six-Year Improvement Program For Fiscal Years 2020 – 2025

WHEREAS, on June 19, 2019, the Commonwealth Transportation Board (“the Board”) approved the Fiscal Years 2020 through 2025 Six-Year Improvement Program; and

WHEREAS, the Department of Rail and Public Transportation is responsible for the sub-allocation and management of the FTA Section 5310 and FTA Section 5311 CARES Act funds in compliance with FTA requirements; and

WHEREAS, it is the desire of the Board to ensure the maximum use of all available federal funds; and

WHEREAS, on June 17, 2020, the Board approved funding the 1st quarter of operating assistance to Virginia’s transit agencies for their FY21 operations, 1st quarter of TDM operating, and the 1st quarter of Mobility Programs; and

WHEREAS, the Department of Rail and Public Transportation recommends that the Board approve the addition of \$61,743,592 to the FY20-25 Six Year Improvement Program for operating assistance to Virginia’s transit agencies for their FY21 operations to cover their second quarter of operations; and

WHEREAS, the Department of Rail and Public Transportation recommends the allocation of additional FTA Section 5311 CARES Act funding of \$1,523,778 for rural operating assistance to Virginia’s rural transit agencies for their FY21 operations; and

WHEREAS, the Department of Rail and Public Transportation recommends that the Board approve the addition of \$463,255 for TDM Operating, \$101,560 for Mobility Programs, and \$19,997 for Technical Assistance to the FY20-25 Six Year Improvement Program for Virginia's transit agencies for FY21 to cover their second quarter of operations; and

WHEREAS, the Department of Rail and Public Transportation recommends the allocation of additional FTA Section 5310 funding of \$3,292,000 to purchase human service vehicles for qualifying agencies; and

WHEREAS, the Department of Rail and Public Transportation recommends the allocation of additional FTA Section 5311 funding of \$343,276 to JAUNT, Inc. to cover half of a FY19 rural transit operating deficit.

NOW THEREFORE BE IT RESOLVED, the Board authorizes the Department of Rail and Public Transportation to disburse \$61,743,592 through the operating assistance program established in Section 33.2-1526.1 D 1 of the Code of Virginia in accordance with the allocations shown in Attachment A.

BE IT FURTHER RESOLVED, the Board authorizes the allocation of FTA Section 5311 CARES Act funding in the amount of \$1,523,778 for rural operating assistance in accordance with the allocations shown on Attachment A.

BE IT FURTHER RESOLVED, the Board authorizes the Department of Rail and Public Transportation to disburse \$463,255 for TDM Operating, \$101,560 for Mobility Programs, and \$19,997 for Technical Assistance through the special program established in Section 33.2-1526.1 D 5 in accordance with the allocations shown in Attachment A.

BE IT FURTHER RESOLVED, the Board authorizes the allocation of FTA Section 5310 funding in the amount of \$3,292,000 for human service vehicles to qualifying agencies in accordance with the allocations shown on Attachment A.

BE IT FURTHER RESOLVED, the Board authorizes the allocation of FTA Section 5311 funding in the amount of \$343,276 to JAUNT, Inc. to cover half of their FY19 operating deficit for rural operations.

####

CTB Decision Brief

Addition of Public Transportation Projects to the Six-Year Improvement Program For Fiscal Years 2020 – 2025

Issue: Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program or SYIP) and allocations for anticipated projects and programs based on the most recent official revenue forecasts and debt management policy, and other funds available as set forth in the Final Fiscal Years 2020-2025 Six-Year Improvement Program in accordance with policy or statutory formula. In addition, each year additional federal funds and obligation authority are anticipated to be made or to become available after adoption of the SYIP and authority to utilize these funds is sought.

JAUNT, Inc. is requesting additional funds to help cover an operating deficit from Fiscal Year 2019 rural operations.

Facts: The Federal Transit Administration (“FTA”) apportioned 5311 federal funds to the Commonwealth of Virginia on February 3, 2020. The FTA also apportioned 5311 CARES Act funding to the Commonwealth of Virginia on March 27, 2020. The CTB did not adopt a Six-Year Improvement Program of anticipated projects and programs by July 1st in accordance with Section 33.2-214 (B) for Fiscal Year 2021.

Recommendations: DRPT recommends that the CTB approve the addition of FTA Section 5310 funding, and state funding to the FY20-25 Six Year Improvement Program as follows:

- \$3,292,000 of available Section 5310 apportionment to provide vehicles to Virginia’s human service providers
- \$61,743,592 of state operating assistance to Virginia’s transit providers
- \$1,523,778 of unallocated FTA Section 5311 CARES Act funding for operating assistance to Virginia’s rural transit providers
- \$463,255, \$101,560, and \$19,997 of special program funds to Virginia’s TDM and transit providers
- \$343,276 of unallocated FTA Section 5311 for JAUNT, Inc. to cover eligible FY19 rural operating expenses, in accordance with DRPT procedures, following reconciliation of their actual rural operating expenses.

Action Required by CTB: Approve the amendment of the FY20-25 Six Year Improvement Program and allocation of FTA and state funding.

Options: Approve, Deny, or Defer.

Attachment A

FY 2021 State Operating Assistance

District	Recipient	Recommended Award - 2nd Quarter FY21 State Operating	Recommended Additional CARES Funding for Operating
		\$ 61,447,059	\$ 1,523,778
Bristol	Appalachian Agency for Senior Citizens-Four County Transit	\$ -	\$ 103,692
Bristol	City of Bristol, VA	\$ 22,890	
Bristol	District III Governmental Cooperative	\$ 13,787	\$ 101,103
Bristol	Mountain Empire Older Citizens, Inc.		\$ 121,322
Bristol	Town of Bluefield-Graham Transit		\$ 21,201
Culpeper	Charlottesville Transit Service	\$ 467,247	
Fredericksburg	Fredericksburg Regional Transit	\$ 164,989	
Hampton	City of Suffolk	\$ 59,764	
Hampton	Greensville County		\$ 7,784
Hampton	Transportation District of Hampton Roads	\$ 4,966,118	
Hampton	Accomack Northampton TDC		\$ 59,340
Hampton	Town of Chincoteague		\$ 4,633
Hampton	Williamsburg Area Transit Authority	\$ 397,038	\$ 59,327
Lynchburg	Danville Transit System		\$ 121,801
Lynchburg	Town of Farmville		\$ 47,396
Lynchburg	Greater Lynchburg Transit Company	\$ 509,088	
Lynchburg	Town of Altavista		\$ 7,228
Northern Va	Loudoun County	\$ 885,304	
Northern Va	NVTC - Arlington County	\$ 889,024	
Northern Va	NVTC - City of Alexandria	\$ 1,042,084	
Northern Va	NVTC - City of Fairfax	\$ 188,915	
Northern Va	NVTC - Fairfax County	\$ 3,903,977	
Northern Va	NVTC - VRE	\$ 2,418,033	
Northern Va	PRTC	\$ 1,295,638	
Richmond	City of Petersburg	\$ 177,860	
Richmond	Greater Richmond Transit System	\$ 2,466,971	
Salem	Town of Blacksburg	\$ 634,439	
Salem	City of Radford	\$ 93,320	
Salem	Greater Roanoke Transit Co.	\$ 527,456	
Salem	Greater Roanoke Transit Co. - Rural		\$ 74,353
Salem	New River Valley Senior Services/Pulaski Area Transit		\$ 50,622
Staunton	Central Shenandoah PDC - Staunton	\$ 63,585	\$ 28,567
Staunton	City of Harrisonburg	\$ 339,838	
Staunton	City of Winchester	\$ 58,545	
Multi-District	Bay Aging		\$ 181,391
Multi-District	Blackstone Area Bus		\$ 27,198
Multi-District	JAUNT, Inc.	\$ 106,748	\$ 237,599
Multi-District	Lake Country Area Agency on Aging		\$ 9,521
Multi-District	UHSTS, Inc RADAR		\$ 95,656
Multi-District	VRT		\$ 164,044
Northern Va	NVTC-WMATA Capital and Operating	\$ 39,754,401	

FY 2021 HOT Lanes Operating Assistance

Recipient	Recommended Award - 2nd Quarter FY21 HOT Lanes Operating
	\$ 296,533
Fairfax County	\$ 79,547
PRTC	\$ 216,986

Attachment A

FY21 TDM Program Grants

			Recommended Award - 2nd Quarter FY21 State Share
			\$463,255
District	Recipient	Project Name	Recommended Award - 2nd Quarter FY21 State Share
Culpeper	Rappahannock-Rapidan PDC	RRRC Commuter Services	\$21,990
Culpeper	Thomas Jefferson Planning District Commission	RideShare	\$29,544
Fredericksburg	George Washington Regional Commission	GWRideConnect	\$49,719
Fredericksburg	Middle Peninsula Planning District Commission	Middle Peninsula Rideshare	\$9,701
Fredericksburg	Northern Neck Planning District Commission	Northern Neck Commuter Services	\$6,667
Lynchburg	Central Virginia Planning District Commission	RIDE Solutions - Central Virginia Planning District Commission	\$9,988
Northern Virginia	City of Alexandria	GO Alex	\$46,955
Northern Virginia	County of Loudoun	Loudoun County Commuter Services TDM Program	\$52,432
Northern Virginia	Fairfax County	Fairfax County Commuter Services (FCCS) Program	\$109,986
Northern Virginia	PRTC	OmniRide Rideshare	\$20,495
Salem	New River Valley Regional Commission	RIDE Solutions NRV	\$15,658
Salem	Roanoke Valley-Alleghany Regional Commission	RIDE Solutions	\$34,110
Salem	West Piedmont Planning District Commission	RIDE Solutions - West Piedmont Planning District	\$9,439
Staunton	Central Shenandoah Planning District Commission	Central Shenandoah Rideshare Program	\$15,719
Staunton	N. Shenandoah Valley Reg. Commission	RideSmart	\$30,852

FY21 Mobility Program Grants

			Recommended Award - 2nd Quarter FY21 State Share
			\$101,560
District	Recipient	Project Name	Recommended Award - 2nd Quarter FY21 State Share
Fredericksburg	George Washington Regional Commission	Vanpool Connections by GWRideConnect	\$23,976
Hampton Roads	Hampton Roads Transit	Traffic Vanpool Assistance	\$7,200
Northern Virginia	County of Loudoun	Loudoun County Commuter Services Mobility Programs - Vanpool	\$3,619
Northern Virginia	County of Loudoun	Mob Pgms - Employer Outreach	\$11,427
Northern Virginia	DATA	FY21 Dulles Area Transportation Association Employer Outreach F	\$26,050
Northern Virginia	Fairfax County	Fairfax County Employer Services Program	\$23,488
Richmond	RideFinders	Vanpool Program	\$5,800

Attachment A

FY21 Technical Assistance Grants

District	Recipient	Project Name	Project Cost	Local Funds Required	State Funds (50%)
Salem	Town of Blacksburg	Bike Share Expansion	\$ 39,994	\$ 19,997	\$ 19,997

Attachment A
FY 2021 FTA Section 5310 Program Vehicles

Total Cost	Total Local Funds	Total Federal Funds (80%)
\$ 4,115,000	\$ 823,000	\$ 3,292,000

Rural

Rural Total Cost	Rural Local Funds	Rural Federal Funds (80%)
\$ 1,335,000	\$ 267,000	\$ 1,068,000

#	District	Recipient	Equipment Description	Qty	Cost Each	Total Cost	Local Funds	Federal Funds (80%)
1	Bristol	Mount Rogers Community Services	Replacement Paratransit Vehicle	3	\$ 65,000	\$ 195,000	\$ 39,000	\$ 156,000
2	Culpeper	Rappahannock-Rapidan Community Services	Replacement Paratransit Vehicle	6	\$ 65,000	\$ 390,000	\$ 78,000	\$ 312,000
3	Culpeper	Rappahannock-Rapidan Community Services	Replacement Paratransit Vehicle	1	\$ 45,000	\$ 45,000	\$ 9,000	\$ 36,000
4	Culpeper	Region Ten Community Services Board	Replacement Paratransit Vehicle	1	\$ 45,000	\$ 45,000	\$ 9,000	\$ 36,000
5	Lynchburg	Danville-Pittsylvania Community Services	Replacement Paratransit Vehicle	1	\$ 45,000	\$ 45,000	\$ 9,000	\$ 36,000
6	Salem	Lutheran Family Services of Virginia	Replacement Paratransit Vehicle	1	\$ 45,000	\$ 45,000	\$ 9,000	\$ 36,000
7	Salem	New River Valley Senior Services	Replacement Paratransit Vehicle	1	\$ 45,000	\$ 45,000	\$ 9,000	\$ 36,000
8	Salem	New River Valley Senior Services	Replacement Paratransit Vehicle	1	\$ 65,000	\$ 65,000	\$ 13,000	\$ 52,000
9	Salem	Southern Area Agency on Aging	Replacement Paratransit Vehicle	1	\$ 65,000	\$ 65,000	\$ 13,000	\$ 52,000
10	Staunton	Grafton School, Inc.	Replacement Paratransit Vehicle	2	\$ 45,000	\$ 90,000	\$ 18,000	\$ 72,000
11	Staunton	Rockbridge Area Transportation System Inc.	Replacement Paratransit Vehicle	2	\$ 65,000	\$ 130,000	\$ 26,000	\$ 104,000
12	Staunton	Shenandoah Area Agency on Aging, Inc.	Replacement Paratransit Vehicle	2	\$ 65,000	\$ 130,000	\$ 26,000	\$ 104,000
13	Staunton	Shenandoah Area Agency on Aging, Inc.	Replacement Paratransit Vehicle	1	\$ 45,000	\$ 45,000	\$ 9,000	\$ 36,000

Small Urban Total Cost	Small Urban Local Funds	Small Urban Federal Funds (80%)
\$ 1,260,000	\$ 252,000	\$ 1,008,000

Small Urban

#	District	Recipient	Equipment Description	Qty	Cost Each	Total Cost	Local Funds	Federal Funds (80%)
1	Fredericksburg	Rappahannock Area Agency On Aging d/b/a Healthy Generations	Replacement Paratransit Vehicle	5	\$ 65,000	\$ 325,000	\$ 65,000	\$ 260,000
2	Lynchburg	Central VA Alliance for Community Living, Inc. (CVACL)	Replacement Paratransit Vehicle	2	\$ 45,000	\$ 90,000	\$ 18,000	\$ 72,000
3	Salem	New River Valley Community Services	Replacement Paratransit Vehicle	2	\$ 70,000	\$ 140,000	\$ 28,000	\$ 112,000
4	Salem	New River Valley Community Services	Replacement Paratransit Vehicle	2	\$ 45,000	\$ 90,000	\$ 18,000	\$ 72,000
5	Staunton	Friendship Industries, Inc.	Replacement Paratransit Vehicle	1	\$ 65,000	\$ 65,000	\$ 13,000	\$ 52,000
6	Staunton	Northwestern Community Services	Replacement Paratransit Vehicle	5	\$ 65,000	\$ 325,000	\$ 65,000	\$ 260,000
7	Staunton	Pleasant View, Inc.	Replacement Paratransit Vehicle	1	\$ 45,000	\$ 45,000	\$ 9,000	\$ 36,000
8	Staunton	Pleasant View, Inc.	Expansion Paratransit Vehicle	1	\$ 45,000	\$ 45,000	\$ 9,000	\$ 36,000
9	Staunton	The Arc of Harrisonburg/Rockingham	Replacement Paratransit Vehicle	1	\$ 45,000	\$ 45,000	\$ 9,000	\$ 36,000
10	Staunton	The Arc of Harrisonburg/Rockingham	Expansion Paratransit Vehicle	1	\$ 45,000	\$ 45,000	\$ 9,000	\$ 36,000
11	Staunton	Valley Program for Aging Services	Replacement Paratransit Vehicle	1	\$ 45,000	\$ 45,000	\$ 9,000	\$ 36,000

						Hampton Total Cost	Hampton Local Funds	Hampton Federal Funds (80%)
						\$ 900,000	\$ 180,000	\$ 720,000
#	District	Recipient	Equipment Description	Qty	Cost Each	Total Cost	Local Funds	Federal Funds (80%)
1	Hampton Roads	Colonial Behavioral Health	Expansion Paratransit Vehicle	1	\$ 65,000	\$ 65,000	\$ 13,000	\$ 52,000
2	Hampton Roads	Hampton-Newport News Community Services Board	Replacement Paratransit Vehicle	3	\$ 45,000	\$ 135,000	\$ 27,000	\$ 108,000
3	Hampton Roads	Louise W. Eggleston Center, Inc.	Replacement Paratransit Vehicle	2	\$ 45,000	\$ 90,000	\$ 18,000	\$ 72,000
4	Hampton Roads	Louise W. Eggleston Center, Inc.	Replacement Paratransit Vehicle	1	\$ 65,000	\$ 65,000	\$ 13,000	\$ 52,000
5	Hampton Roads	Peninsula Agency on Aging	Replacement Paratransit Vehicle	2	\$ 65,000	\$ 130,000	\$ 26,000	\$ 104,000
6	Hampton Roads	Senior Services of Southeastern Virginia	Replacement Paratransit Vehicle	3	\$ 65,000	\$ 195,000	\$ 39,000	\$ 156,000
7	Hampton Roads	Senior Services of Southeastern Virginia	Replacement Paratransit Vehicle	2	\$ 45,000	\$ 90,000	\$ 18,000	\$ 72,000
8	Hampton Roads	VersAbility Resources, Inc.	Replacement Paratransit Vehicle	2	\$ 65,000	\$ 130,000	\$ 26,000	\$ 104,000

						Richmond Total Cost	Richmond Local Funds	Richmond Federal Funds (80%)
						\$ 490,000	\$ 98,000	\$ 392,000
#	District	Recipient	Equipment Description	Qty	Cost Each	Total Cost	Local Funds	Federal Funds (80%)
1	Richmond	Crater District Area Agency on Aging	Expansion Paratransit Vehicle	1	\$ 45,000	\$ 45,000	\$ 9,000	\$ 36,000
2	Richmond	Crater District Area Agency on Aging	Replacement Paratransit Vehicle	1	\$ 70,000	\$ 70,000	\$ 14,000	\$ 56,000
3	Richmond	Crater District Area Agency on Aging	Replacement Paratransit Vehicle	1	\$ 65,000	\$ 65,000	\$ 13,000	\$ 52,000
4	Richmond	SOAR 365	Expansion Paratransit Vehicle	4	\$ 45,000	\$ 180,000	\$ 36,000	\$ 144,000
5	Richmond	St. Joseph's Villa	Replacement Paratransit Vehicle	2	\$ 65,000	\$ 130,000	\$ 26,000	\$ 104,000

						Roanoke Total Cost	Roanoke Local Funds	Roanoke Federal Funds (80%)
						\$ 130,000	\$ 26,000	\$ 104,000
#	District	Recipient	Equipment Description	Qty	Cost Each	Total Cost	Local Funds	Federal Funds (80%)
1	Multi-District	RADAR UHSTS	Replacement Paratransit Vehicle	2	\$ 65,000	\$ 130,000	\$ 26,000	\$ 104,000



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
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Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 16, 2020

MOTION

Made By: Seconded By:

Action:

Title: Authority to Award Consultant Services for Project Management and Engineering/Design Oversight Support for Transforming Passenger Rail in Virginia

WHEREAS, the Code of Virginia, Section 33.2-209, titled “Construction and maintenance contracts and activities related to passenger and freight rail and public transportation” grants the Commonwealth Transportation Board (CTB) the power and duty to let all contracts to be administered by the Department of Rail and Public Transportation (DRPT) for all activities related to passenger and freight rail in excess of \$5M; and

WHEREAS, DRPT desires to obtain services in support of Transforming Passenger Rail in Virginia initiatives, including support for design and construction activities of the Long Bridge and related I-95 corridor capacity projects which will improve railroad right of way and increase passenger rail capacity in the Commonwealth as part of the VTRANS vision for a multimodal transportation network in corridors of statewide significance (“Project”); and

WHEREAS, DRPT issued a solicitation for consultant services for Project management and Project oversight of the \$3.7 billion Transforming Passenger Rail in Virginia initiatives; and

WHEREAS, DRPT desires to award a contract with an initial term of one year and two one-year options to renew and anticipates that the value of the contract will be in excess of \$5M; and

WHEREAS, the desired contract will provide DRPT with a consultant capable of rendering a comprehensive and broad range of program management, Project management, and

engineering oversight related to implementation of the Transforming Passenger Rail in Virginia program of projects; and

WHEREAS, the desired contract would include services such as reviewing engineering drawing, performing constructability reviews, conducting value engineering, oversight for design and construction management, providing strategic assistance in the development of various agreements, preparing environmental documentation, planning operating schedules, coordinating public and stakeholder feedback and involvement, and other tasks as needed to implement a large program of rail development projects; and

WHEREAS, DRPT recommends that the CTB approve DRPT to complete its procurement and recommends that CTB allocate funding for a contract in the Six Year Improvement Program for FY 2020- FY 2025.

NOW THEREFORE, BE IT RESOLVED that the Board authorizes DRPT to complete its procurement and award a resulting contract for Consultant Services for Project Management and Engineering/Design Oversight Support for Transforming Passenger Rail in Virginia; and

BE IT FURTHER RESOLVED that the Board allocates up to \$9,975,000 for the contract.

####

CTB Decision Brief

Authorization to Award Consultant Services for Project Management and Engineering/Design Oversight Support for Transforming Passenger Rail in Virginia **September 16, 2020**

Issue: DRPT has been conducting a procurement for program management services to support the Transforming Passenger Rail in Virginia initiative. DRPT seeks approval to award a contract greater than \$5M.

Facts: The current Program Manager contract for items related to the previous “Atlantic Gateway” program is near a close. The Atlantic Gateway program, which was a \$525 million program of projects primarily located in Northern Virginia, has been consumed into the \$3.7 billion Transforming Passenger Rail in Virginia initiative announced by Secretary Valentine and Governor Northam on December 19, 2019. To continue to have program support services available, DRPT issued a request for proposal on May 22, 2020 for “Program Management, Project Management and Engineering/Design Oversight Support for Transforming Passenger Rail in Virginia”. The scope of work sought under this procurement includes, but is not limited to:

- Engineering and Design Oversight Support, including: conducting engineering services, review of others’ design drawing and specifications, value engineering reviews, design oversight and construction management.
- Program and Project Management Support, including: contracting and agreements, environmental planning and permitting, public engagement, research and due diligence work, risk assessment, and assistance with project financing and financial controls.

Proposals are currently under review for a one-year contract, with two one-year options to renew. DRPT requests that up to \$9,975,000 be allocated for a contract resulting from this procurement.

Recommendation: DRPT recommends approval of the attached resolution.

Action Required by CTB: Approval of the attached resolution.

Options: Approve, Deny or Defer.

REQUEST FOR PROPOSAL

Program Management, Project Management and Engineering/Design Oversight Support for Transforming Passenger Rail in Virginia

There will be a Mandatory pre-proposal conference for this solicitation. The pre proposal will be held via a teleconference using the GOTOWebinar service. The mandatory pre-proposal will be June 3, 2020 at 1PM. Step by step instructions on how to attend the meeting will be in an attachment after the RFP as well as in section IX of this RFP.

Notice: The Virginia Department of Rail and Public Transportation (DRPT) is releasing this RFP, but due to passage of HB 1414 by the Virginia General Assembly, a Virginia Passenger Rail Authority (VPRA) will be created as of July 1, 2020. Therefore, this RFP allows for assignability to VPRA at any stage in the procurement process or after award of procurement.

Vendor Registration: In order to receive an award, the firm must be a registered vendor with eVA before the RFP submission due date and time. See section XIII page 16 - eVA Vendor Registration Requirements.

Note: This public body does not discriminate against faith based organizations in accordance with the Code of Virginia, § 2.2-4343.1 or against an Offeror because of race, religion, color, sex, national origin, age, disability, or any other basis prohibited by state law relating to discrimination in employment.

REQUEST FOR PROPOSALS

Issue Date: May 22, 2020

RFP# 505-601

Title: Project Management and Engineering/Design Oversight Support for Transforming Passenger Rail in Virginia

Issuing Agency and Address: Commonwealth of Virginia
Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, Virginia 23219
ATTN: Melissa Myers

Location of Work: Statewide

Period of Contract: Date of award through two (2) years with two (2) optional one (1) year renewals

All inquiries for information should be directed in writing to Melissa Myers, Procurement Officer at melissa.myers@drpt.virginia.gov. All questions must be received no later than June 5, 2020 by 3:30pm

Sealed proposals for furnishing the services described herein will be received until **3:00 p.m. Eastern time on June 24, 2020. All proposals must received via eVA. Instructions on how to do this are included in this RFP**

In compliance with this Request For Proposal (RFP), which includes the attached Table of Contents and all provisions and appendices attached and referenced therein, and subject to all the terms and conditions set forth herein, the undersigned offers and agrees to furnish the services **described in the RFP cited above and submit this signed proposal which includes this completed and signed page, the completed and signed Forms AE-1, AE-2, AE-3, AE-4, AE-5 and AE-6 and other data as required by the RFP.** It is understood that this proposal and the scope of services may be modified, by mutual agreement in subsequent negotiations.

Name and Address of Offeror:

Date

Signature (in Ink)

FEI/FIN Number

Printed or Typed Name of Above

E-mail

Phone

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Attachment B	Small Business Forms	30
Attachment C	SCC Form	37

Note: Electronic copies of A/E Data Forms (AE-1 through AE-6) forms are available for download at <https://dgs.virginia.gov/search/documents-and-forms/?filter=AE>

I. PURPOSE

The Department of Rail and Public Transportation (DRPT), an agency of the Commonwealth of Virginia, is issuing this Request for Proposal (RFP) to solicit sealed proposals from qualified single entities or a team of firms offering as one single entity to establish a contract through competitive negotiation for the purchase of Program Management, Project Management and Engineering/Design Oversight Support services for expanding passenger rail services statewide, with a specific focus on the Transforming Rail in Virginia program of projects.

The objective of this contract is to provide DRPT with a consultant (“Consultant”) capable of rendering a comprehensive and broad range of program management, project management, engineering/design oversight and related services for the Program.

A single award under this solicitation will be made based on proposal evaluation criteria described in Section VI.



II. BACKGROUND

On December 19, 2019, Governor Ralph Northam announced a landmark agreement launching a once-in-a-lifetime opportunity transforming rail in the Commonwealth. The agreement between the Commonwealth and CSX outlines a \$3.7 billion investment that includes:

- Building a new Virginia-owned Long Bridge across the Potomac River, with tracks dedicated exclusively to passenger and commuter rail;
- Acquisition of more than 350 miles of railroad right-of-way and 225 miles of track; and
- 37 miles of new track improvements, including a Franconia-Springfield bypass.

The Commonwealth has negotiated improvements with CSX to increase service levels. These improvements will be phased in over 10 years, resulting in the additional service:

- Doubling the number of Virginia Amtrak trains;
- Providing nearly hourly Amtrak service between Richmond and Washington, D.C.;
- Increasing Virginia Railway Express (VRE) service by 75 percent along the I-95 corridor, with 15-minute intervals during peak periods and adding weekend service;
- Increasing Amtrak service to Newport News and allowing for improved schedule of the third Amtrak train to Norfolk;
- Laying the foundation for Southeast High Speed Rail (SEHSR) through the acquisition of the abandoned S-Line which runs from Petersburg into North Carolina; and
- Preserving an existing freight corridor between Doswell and Clifton Forge for future east-west passenger service.

The Commonwealth is bringing together federal, state, and regional partners to fund the proposal, with Amtrak playing a critical role. The Amtrak Board of Directors has approved a Memorandum of Understanding (MOU) with the Commonwealth that outlines their commitment to this program.

DRPT will utilize Consultant staff to help draft, review and negotiate various agreements between DRPT, CSX Transportation (CSX), Norfolk Southern Railroad, Amtrak, VRE, shortline railroads and DRPT as well as grant agreements and amendments with the FRA in coordination with the Virginia Office of the Attorney General. Due to the interconnected nature of existing and future agreements, the scope of consultant support for these services may extend beyond the specific projects and segments of rail identified in the Transforming Rail in the Commonwealth program of projects.

DRPT has grants/program management and oversight responsibilities for all Federal and State funds used to implement the Program. As such, DRPT is responsible for ensuring all applicable Federal and State requirements are met. DRPT will utilize Consultant services to help with project development and monitor project delivery.

DRPT intends to establish a Program office in the Northern Virginia area reasonably close to the I-95 rail corridor. It is anticipated that meetings between DRPT staff and Consultant staff will take place at this Program office and that workspace for a core number of Consultant staff will be provided in the Program office.

III. APPLICABILITY OF THE A/E MANUAL

The rights and duties of the Owner and Architect/Engineers (A/E) applicable to State projects are set forth in the Terms and Conditions of the A/E Contract (CO-3a) and the A/E Manual as defined in the current edition of the Construction and Professional Services Manual (CPSM), as amended. The Terms and Conditions are available at:

<http://www.dgs.virginia.gov/LinkClick.aspx?fileticket=swKJBa3MNko%3d&tabid=823&portalid=0&mid=1673>.

Offeror's attention is directed to Chapter 2, Definitions of the CPSM, for definitions of terms used in this RFP. The terms "Agency" and "DRPT" are used interchangeably in the material referenced in this RFP and mean the Department of Rail and Public Transportation, the public body issuing this solicitation for services and with whom the successful A/E Offeror will enter into an agreement or its assigns.

IV. SCOPE OF WORK

The scope of work includes two broad categories of services:

- Engineering and Design Oversight Support; and
- Program and Project Management Support.

A. Engineering and Design Oversight Support

This category includes, but is not necessarily limited to the following services:

1. Review engineering drawings and specifications prepared by others for civil, track, structures and signals for thoroughness, reasonableness, fatal flaws, staying within approved project scope, consistency with program standards, identification of unapproved betterments, etc.;
2. Perform constructability reviews;
3. Perform value-engineering reviews;
4. Review and comment on geotechnical reports prepared by others; and make recommendations; and
5. Provide oversight of design and construction management to include attending meetings, conducting site visits, reviewing technical aspects of project documents such as change orders and writing field reports.

B. Program and Project Management Support

This category of consultant services will be utilized Program-wide and at the project level and may include, but is not necessarily limited to the following services:

1. Provide strategic assistance with contract negotiations including grant agreements, Memorandum of Agreements, MOUs, and other types of legal agreements between DRPT and the Federal Government, State partners, owner/operators of the railroad and other stakeholders;
2. Provide assistance with grants management functions including administrative tasks associated with reporting requirements, invoice reviews, and financial tracking;
3. Develop and implement comprehensive public participation programs and stakeholder outreach activities;
4. Coordinate and conduct public meetings, workshops, hearings, and coordinate with state and local officials;
5. Develop special reports and studies, presentations, or brochures including graphics, drawings, and concept visualization, may include environmental actions and train schedule and operational considerations;

6. Assist in securing and managing necessary permits, including railroad rights-of-entry, temporary easements, etc.;
7. Assistance with utility relocation activities;
8. Support due diligence activities, including geotechnical exploration, land surveying, land assessment, entitlement research, real estate brokerage and real estate transactional services, and utility location services;
9. Develop, produce, and implement research, marketing, and public relations programs associated with the Program;
10. Perform financial planning activities including development of project cash flows, monitoring the sources/uses of funds, evaluating the sustainability of funding, and identifying additional funding opportunities and/or mechanisms as needed;
11. Provide technical assistance on document reviews, reports preparation, evaluations, meetings, and special tasks as assigned;
12. Perform project control functions related to the Program and individual project budgets and schedules within the Program, including the development and maintenance of master schedules (using Microsoft Project or equivalent), project budgets and variance reports;
13. Perform risk management functions including risk assessment workshops, development and management of risk registers, and contingency management plans;
14. Review and provide recommendations on Grantee's project management plans that impact the Commonwealth's program of projects, including their technical capacity to successfully deliver projects, their coordination with Commonwealth projects, and their risk management / project control processes;
15. Lead detailed top-to-bottom reviews of individual projects and conduct periodic cost-to-complete studies for discreet projects within the Program;
16. Develop and distribute high level weekly progress reports and detailed monthly progress reports in a format acceptable to DRPT;
17. Provide general administrative support including document control , technical support for public and internal websites and technical support for the program, and meeting coordination; and
18. Assist with other tasks necessary to negotiate and finalize rail acquisitions and further development of the Transforming Rail in Virginia project.

Services procured under this contract will be done on a Purchase Order basis. No commitment is made until an eVA Purchase Order is issued.

On an annual basis, DRPT will issue a Task Order to the Consultant for a core level of engineering/design oversight, and program management/project management support based on an assessment of Program activities expected to occur during the year. This annual Task Order will outline the services to be provided and will be issued on a not-to-exceed basis. It is expected that the Consultant and DRPT will work collaboratively to develop this annual Task Order. DRPT may supplement the annual Task Order with additional task-specific Task Orders to the Consultant, as needed. DRPT reserves the right, at its sole discretion, to issue Requests for

Proposals or issue Task Orders for work related to Transforming Rail in Virginia to other consulting firms.

V. PROPOSAL PREPARATION AND SUBMISSION REQUIREMENTS

A. General Requirements

1. RFP Response

In order to be considered for selection, Offerors must submit a complete sealed electronic response to this RFP. RFP must be submitted electronically using eVA. <https://eva.virginia.gov/index.html> If you are not registered in eVA, you must do so in order to submit a proposal and have a contract with the state of Virginia.

Proposals must be received in eVA by June 24, 2020 by 3pm.

In addition, the Offeror may be required to make a subsequent oral presentation detailing how the Offeror would approach the specific elements outlined in the Scope of Work.

2. Electronic Proposal Preparation

- A. Proposals shall be electronically signed by an authorized representative of the Offeror. All information requested should be submitted. Failure to submit all information requested may result in the DRPT requiring prompt submission of missing information and/or giving a lowered evaluation of the proposal. Proposals, which are substantially incomplete or lack key information, may be rejected by the DRPT at its discretion.
- B. Proposals should be organized in the order in which the requirements are presented and follow the requirements in Section V: Specific Proposal Requirements of this RFP. All pages of the proposal should be numbered. The proposal should contain a table of contents which cross-references the RFP requirements. Information which the Offeror desires to present that does not fall within any of the requirements of the RFP should be inserted at an appropriate place or be attached at the end of the proposal and designated as additional material. Proposals that are not organized in this manner risk elimination from consideration if the evaluators are unable to find where the RFP requirements are specifically addressed.
- C. Proposals should be prepared simply and economically, providing straightforward concise description of capabilities to satisfy the requirements of the RFP. Emphasis should be on completeness and clarity of content. Each tab must be submitted separately as an attachment in eVA. Each attachment can be no more than 60MB. You can submit up to five attachments at a time and as many as necessary. Elaborate brochures and other representations beyond that sufficient to present a complete and effective proposal are neither required nor desired. Proposals should use a font size of 12 (or larger) and have no less than 3/4" margins. **No proposal, in its entirety, should exceed 50 pages one- sided.**

B. SPECIFIC PROPOSAL REQUIREMENTS

Proposals should be as thorough and detailed as possible so that DRPT may properly evaluate the Offerors capabilities to provide the required services. Offerors are required to submit the following items in order for their proposal to be considered complete.

RFP Cover Sheet – The RFP Cover Sheet (page 2 of this RFP) shall be completely filled out and signed as required.

Tab 1: Introduction and Executive Overview (2 Page Maximum)

The Offeror must concisely highlight the most relevant and noteworthy elements of their proposed approach, experience and qualifications to perform the work outlined in Section IV of this RFP.

Tab 2: Understanding of Work and Plan for Providing Services (10 Page Maximum)

The Offeror must provide a detailed description of its understanding of the services to be provided with descriptions of the approach and procedures employed on similar projects elsewhere. The Offeror must describe the process it will follow to respond to a specific purchase order request from DRPT. The Offeror should also describe the management procedures it will follow to oversee work by its personnel and work by sub-consultants.

Tab 3: Experience and Qualifications (25 Page Maximum)

The Offeror must describe the skills and qualifications it has available to perform the various types of tasks described in the Scope of Work. The key personnel who will be assigned to these various tasks need to be identified. DRPT recognizes that due to the long term nature of the agreement that will be issued as the result of this RFP, Offerors may not be able to guarantee that all of the individuals identified in the proposal will be available for assignment when a specific purchase order request is issued. The Offeror must therefore demonstrate that it has sufficient personnel with the various types of skills needed to perform the work.

The Offeror shall provide all of the following information concerning its company, sub-consultants and personnel qualifications:

- 1) A detailed statement indicating the organizational structure under which the firm proposes to conduct business. If more than one firm is involved in this project, state the type of arrangement between the firms and the percentage of work to be performed by each.
- 2) A list of the key personnel including sub-consultants who could be assigned to the various tasks identified. Give the relevant experience record of each and include resumes and any certifications.
- 3) A list of references to include name, address, telephone number, project, and amount of project.

Tab 3: Virginia Department of Small Business and Supplier Diversity (DSBSD/SWAM) Participation

The Offeror shall indicate the percentage of DSBSD/SWAM participation and specify the

types of work to be performed by DSBSD/SWAM sub-Consultant. In order to be considered for the selection of this Request for Proposals, the Offeror must submit a copy of the Small Business Subcontracting Plan in the proposal. A blank copy of this document is included as Attachment B.

All DSBSD/SWAM Offerors must be certified with the Virginia Department of Small Business and Supplier Diversity. If the DSBSD/SWAM is not certified they must demonstrate that they are eligible to be certified, and they must receive such certification prior to the solicitation due date. The Virginia Department of Small Business and Supplier Diversity can be contacted at (804) 786-6585. The DSBSD/SWAM goal for this contract is **10%**; if the DSBSD/SWAM is the Prime Offeror, the Offeror will receive full credit for planned involvement.

Tab 4: Contact Person

The primary Offeror must identify the name, telephone number and e-mail address for the contact person who will be responsible for coordinating the efforts and personnel of all parties and/or sub-Consultants involved in the proposal.

Tab 5: Staffing Plan

Offerors shall identify key staff positions for the services described in the Statement of Work, and listed pursuant to Tab 2. Final pricing/rates will be addressed in the negotiation phase.

Tab 6: AE Forms and all other forms

VI. EVALUATION CRITERIA AND CONTRACT AWARD

A. Evaluation Criteria

Proposals shall be evaluated by DRPT using the following criteria:

Offeror's Approach to Performing the Scope of Services (30 points):

- Offeror has a well-developed, pragmatic approach to managing and delivering the scope of services;
- Offeror demonstrates a clear understanding of the scope of services required under the solicitation and demonstrates the ability to deliver those services;
- Offeror clearly outlines how the Offeror will provide QA/QC of their services, including written deliverables, reports, etc.; and
- Offeror demonstrates clear understanding of the necessary staff resources to provide an adequate and timely approach to project needs.

Offeror's Capability, Past Experience (30 points):

The Offeror's demonstrated track record in providing similar services including:

- Expertise and past experience of the Offeror in providing services on other contracts or on projects of similar size, scope and features as those required for the scope of services on this RFP.
- Offeror's experience in providing services in conformance to the Commonwealth's construction and capital outlay procedures including codes, standards, accessibility

and building efficiency, as applicable.

- Demonstrated experience with completed major rail and transportation infrastructure projects including examples of jurisdictional coordination in Virginia, North Carolina, and the District of Columbia.

Qualifications of Key Staff (20 points):

The expertise, experience, and qualifications of the Offeror's personnel and proposed sub-consultants in each discipline listed in the Scope of Work.

Small Business Utilization (10 points):

Use of small businesses and businesses owned by women and minorities as consultants, subcontractors, suppliers or support services.

Quality of Proposal (10 points):

Clear and concise organization of the proposal including completeness, appearance, and quality.

VII. POLICY ON SMALL BUSINESSES AND BUSINESSES OWNED BY WOMEN AND MINORITIES:

It is the policy of the Commonwealth of Virginia to contribute to the establishment, preservation and strengthening of small businesses and businesses owned by women and minorities and to encourage their participation in state procurement activities. The Commonwealth encourages contractors to provide for the participation of small businesses and businesses owned by women and minorities through partnerships, joint ventures, subcontracts, or other contractual opportunities. Submission of a report of past efforts to utilize the goods and services of such businesses is required with any proposal for A/E services where the total A/E contract amount may exceed \$100,000. Since the potential for Task Orders under the contract exceeds \$100,000, the Offeror must provide information on its past utilization of Small, Women, and Minority Owned disadvantaged businesses, and must also state any plans to utilize such businesses and the manner in which they may be utilized under this Contract.

A list of Virginia Department of Small Business and Supplier Diversity (DSBSD) certified Small, Women-owned, and Minority-owned Business ("SWAM") firms are maintained at www.DSBSD.virginia.gov under the SWAM Vendor Directory link.

VIII. LICENSE AND REGISTRATION:

All business entities, except for sole proprietorships, are required to register with the State Corporation Commission. Foreign Professional corporations and Foreign Professional Limited Liability Companies (i.e., organized or existing under the laws of a state or jurisdiction other than Virginia) must possess a Commonwealth of Virginia Certificate of Authority from the State Corporation Commission to render professional services. Any business entity other than a professional corporation, professional limited liability company, or sole proprietorship that does not employ other individuals for which licensing is required must be registered in the

Commonwealth of Virginia with the Board for Architects, Professional Engineers, Land Surveyors, and Landscape Architects (“Board”) of the Department of Professional and Occupational Regulation (“DPOR”). Board regulations require that all branch offices of professional corporations and business entities located in Virginia that offer or render any professional services relating to the professions regulated by the Board be registered as separate branch offices with the Board. All offices, including branches, that offer or render any professional service must have at least one full-time resident professional who is responsible and in charge who is licensed in the profession offered or rendered at that office. All firms that are to provide professional services must meet these criteria prior to submitting a Proposal to DRPT. Individual engineers shall meet the requirements of Chapter 4, Title 54.1 of the *Code of Virginia*.

Each business entity (prime and sub-consultants) on the proposed team that is practicing or offering to practice professional services in Virginia, including, but not limited to, those practicing or offering to practice engineering, surveying, hydrologic and hydraulic analysis, geotechnical analysis and landscape architecture, must provide evidence in the Proposal, including full size copies of appropriate commercial professional registrations and licenses for all main and branch offices proposed for this Project, and for appropriate individual registrations/licenses for those professional occupations per the requirements listed below. The Proposal should convey the requested information for each registrant by the use of a concise table or matrix. Full size copies of the State Corporation Commission and DPOR supporting registration will not count towards the page restriction.

- The State Corporation Commission registration detailing the name, registration number, type of corporation and status of the business entity.
- The DPOR registration information for each office practicing or offering to practice any professional services in Virginia, including the business name, address, registration type, registration number, expiration date.
- The DPOR license information for each of the Key Personnel practicing or offering to practice professional services in Virginia, including the name, address, type, registration number, and expiration date. Provide the office location where each of the Key Personnel is offering to practice professional services.
- The DPOR license information for those services not regulated by the Board, such as real estate appraisal, including the business name, address, registration type, registration number, and expiration date.

Failure to comply with either state or federal law with regard to requirements in Virginia regarding the Offeror’s organizational structure, any required registration with governmental agencies and/or entities, and any required governmental licensure, whether business, individual, or professional in nature, may render the Proposal submittal, in the sole and reasonable discretion of the Agency, non-responsive. In that event, the Proposal submittal may be returned without any consideration or evaluation.

IX. MANDATORY PRE-PROPOSAL CONFERENCE

There will be a Mandatory pre-proposal conference for this RFP on June 3, 2020 at 1:00pm. The pre proposal will be held via teleconference using the GOTOWebinar service. The Step by step instructions on how to attend the meeting will be in an attachment after the RFP.

DRPT is requesting only two representatives from each firm be on phone/registered. Please register for Rail Project Oversight Project Manager Mandatory Pre Proposal on Jun 3, 2020 1:00 PM EDT at: <https://attendee.gotowebinar.com/register/3561940892964493068>

Call in number is 562/247-8321 Attendee Code is 203-667-958

After registering, you will receive a confirmation email containing information about joining the webinar.

Please make sure you are able to log in, register, and are familiar with the gotowebinar service in advance. If you dial in late you will miss important information and DRPT will not go back over what has already gone over.

Any changes resulting from this conference will be issued as a written addendum to the RFP.

X. AWARD OF CONTRACT:

For professional services, the public body shall engage in individual discussions with two or more offerors deemed fully qualified, responsible and suitable on the basis of initial responses and with emphasis on professional competence, to provide the required services. Repetitive informal interviews shall be permissible. The offerors shall be encouraged to elaborate on their qualifications and performance data or staff expertise pertinent to the proposed project, as well as alternative concepts. In addition, offerors shall be informed of any ranking criteria that will be used by the public body in addition to the review of the professional competence of the offeror. The Request for Proposal shall not, however, request that offerors furnish estimates of man- hours or cost for services. At the discussion stage, the public body may discuss nonbinding estimates of total project costs, including, but not limited to, life-cycle costing, and where appropriate, nonbinding estimates of price for services. In accordance with § 2.2-4342, proprietary information from competing offerors shall not be disclosed to the public or to competitors. For architectural or engineering services, the public body shall not request or require offerors to list any exceptions to proposed contractual terms and conditions, unless such terms and conditions are required by statute, regulation, ordinance, or standards developed pursuant to § 2.2-1132, until after the qualified offerors are ranked for negotiations. At the conclusion of discussion, outlined in this subdivision, on the basis of evaluation factors published in the Request for Proposal and all information developed in the selection process to this point, the public body shall select in the order of preference two or more offerors whose professional qualifications and proposed services are deemed most meritorious.

Negotiations shall then be conducted, beginning with the offeror ranked first. If a contract satisfactory and advantageous to the public body can be negotiated at a price considered fair and reasonable and pursuant to contractual terms and conditions acceptable to the public body, the award shall be made to that offeror. Otherwise, negotiations with the offeror ranked first shall be formally terminated and negotiations conducted with the offeror ranked second, and so on until

such a contract can be negotiated at a fair and reasonable price.

XI. REPORTING AND PERFORMANCE REQUIREMENTS

A. MEETINGS AND REVIEWS –

DRPT shall hold an initial conference with the contractor at a place and time selected by DRPT for the purpose of reviewing the contractor's schedules, procedures, methods, and to clarify any ambiguities that may then exist. The contractor's Principal Officer and others requested by DRPT shall attend the conference. DRPT may request additional reviews during the contract period to evaluate vendor performance and provide feedback.

B. PROGRESS REPORTS

Offerors must meet all due dates on all tasks assigned. To provide feedback to DRPT concerning this requirement, the Offeror shall submit monthly progress reports providing detailed information on the status of the work effort on each of the various project tasks. The progress reports shall include total authorized funds and expended funds to date, broken down by task order. The total expended must be broken down by amounts paid to SWAM and non- SWAM businesses each month and paid to date. It shall summarize all work efforts in the reporting period including personnel utilization and hourly rates. It shall also discuss any anticipated difficulties and proposed resolution.

C. SWAM REPORTING AND DELIVERY REQUIREMENTS

The contractor shall provide to DRPT, in a form as required by DRPT, documentation that the contractor has utilized SWAM businesses in accordance with the contractor's SWAM utilization plan (**Attachment B** of the RFP). Said documentation shall be provided semi-annually or as required by DRPT.

The contractor shall use **Attachment B** (Monthly DSBSD/SWAM Certified Subcontractor Report) or other form approved by DRPT to report amounts paid to SWAM and non-SWAM businesses on a monthly basis as well as paid to date. Said attachment or other approved form shall be submitted with the monthly progress reports addressed above.

D. FEDERAL REQUIREMENTS

Review the document at http://www.fra.dot.gov/rpd/passenger/fp_FFATA_Reporting.shtml for requirements under the Federal Funding Accountability and Transparency Act (FFATA). These requirements relate to DRPT's reporting requirements and contractors will be required to supply requested information to the DRPT to facilitate our reporting requirements.

XII. TIME SCHEDULE:

The items that are asterisked below are approximate dates and may be changed.

Pre-Proposal: June 3, 2020 at 1pm
Questions due: June 5, 2020 at 3:30 pm
Proposals due: June 24, 2020 at 3 pm
Interviews with top three Offerors: July 17-21, 2020*
Negotiations start: July 31, 2020*
Awarded by: August 30, 2020*

*These dates are subject to change

XIII. FEES:

The MOU prepared by the Agency will document the negotiated acceptable labor rates for the various A/E classifications/disciplines/skill levels. These rates will be used by the Agency in arriving at any hourly rate work that is authorized by the Agency for Task Orders issued under the Term Contract resulting from this solicitation.

XIV. CONTRACT TERM:

Contract is set from date of award through two (2) years with optional two (2) one year renewals.

XV. TASK ORDERS:

Task Orders will be issued against this contract for tasks and project elements as outlined in the Detailed Scope of Work (Section IV). A single task order may contain multiple tasks and project elements.

XVI. CONFLICT OF INTEREST:

It is the responsibility of the Offerors to submit with the proposal if they are currently working on related projects/contracts. It is at the sole discretion of the Agency to determine if there is a conflict of interest.

XVII. eVA VENDOR REGISTRATION:

The eVA Internet electronic procurement solution, web site portal www.eVA.virginia.gov, streamlines and automates government purchasing activities in the Commonwealth. The eVA portal is the gateway for vendors to conduct business with state agencies and public bodies. All vendors desiring to provide goods and/or services to the Commonwealth shall participate in the eVA Internet e-procurement solution by completing the free eVA Vendor Registration. All bidders or offerors must register in eVA and pay the Vendor Transaction Fees specified below; failure to register will result in the bid/proposal being rejected. Vendor transaction fees are determined by the date the original purchase order is issued and the current fees are as follows: a. For orders issued July 1, 2014, and after, the Vendor Transaction Fee is:

- (i) DSBSD-certified Small Businesses: 1%, capped at \$500 per order.

- (ii) Businesses that are not DSBSD-certified Small Businesses: 1%, capped at \$1,500 per order. b. Refer to Special Term and Condition “eVA Orders and Contracts” to identify the number of purchase orders that will be issued as a result of this solicitation/contract with the eVA transaction fee specified above assessed for each order. For orders issued prior to July 1, 2014, the vendor transaction fees can be found at www.eVA.virginia.gov.

The specified vendor transaction fee will be invoiced, by the Commonwealth of Virginia Department of General Services, typically within 60 days of the order issue date. Any adjustments (increases/decreases) will be handled through purchase order changes.

XVIII. SPECIAL TERMS AND CONDITIONS:

- 1. AUDIT:** The contractor shall retain all books, records, and other documents relative to this contract for five years after final payment, or until audited by the Commonwealth of Virginia, whichever is sooner. The agency, its authorized agents, and/or state auditors shall have full access to and the right to examine any of the materials during this period.
- 2. LATE PROPOSALS:** To be considered for selection, the proposal must be received in eVA by the designated date and hour. The official time used in the receipt of the proposal is the time set by eVA. Proposals received in eVA after the date and hour designated are automatically disqualified and will not be considered. The Agency is not responsible for delays with eVA or any other technology the offerer uses. It is the sole responsibility of the Offerer to insure that its bid is received correctly in eVA by the designated date and hour.
- 3. CANCELLATION OF CONTRACT:** The Agency reserves the right to cancel and terminate any resulting contract, in part or in whole, without penalty, upon 60 days written notice to the contractor. In the event the initial contract period is for more than 12 months, the resulting contract may be terminated by either party, without penalty, after the initial 12 months of the contract period upon 60 days written notice to the other party. Any contract cancellation notice shall not relieve the contractor of the obligation to deliver and/or perform on all outstanding orders issued prior to the effective date of cancellation.
- 4. SUBCONTRACTS:** No portion of the work shall be subcontracted without prior written consent of the purchasing agency. In the event that the contractor desires to subcontract some part of the work specified herein, the contractor shall furnish the purchasing agency the names, qualifications and experience of their proposed subcontractors. The contractor shall, however, remain fully liable and responsible for the work to be done by its subcontractor(s) and shall assure compliance with all requirements of the contract.
- 5. STATE CORPORATION COMMISSION IDENTIFICATION NUMBER:** Pursuant to Va. Code Ann. § 2.2-4311.2(B), a bidder or offeror organized or authorized to transact business in the Commonwealth pursuant to Title 13.1 or Title 50 is required to include in its bid or proposal the identification number issued to it by the State Corporation Commission. Any bidder or offeror that is not required to be authorized to transact business in the Commonwealth as a foreign business entity under Title 13.1 or Title 50, or as otherwise required by law, is required to include in its bid

or proposal a statement describing why the bidder or offeror is not required to be so authorized.

For assistance in complying with the above requirement please read the following:

The link below takes you to the State Corporation Commission document which provides information for foreign firms pertaining to exclusions to the requirement to register with the State Corporation Commission. Note that a foreign firm is defined as “*organized or existing under the laws of a state or jurisdiction other than Virginia.*”

<http://www.scc.virginia.gov/clk/befaq/forinva.aspx#a1>

6. INTELLECTUAL PROPERTY RIGHTS:

The Virginia DRPT shall have exclusive rights to all data and intellectual property generated in the course of the project Intellectual property, which includes all inventions subject to the U. S. Patent System. This shall be inclusive but not limited to, new processes, materials, compounds and chemicals, and all creations subject to the U. S. Copyright Act of 1976, as amended, including but not limited to printed material, software, drawings, blueprints, and compilations such as electronic databases.) Furthermore, DRPT shall have all rights, title, and interest in or to any invention reduced to practice pursuant to a resulting contract. Proposals should recognize the requirements of public sector agencies and of public policy generally, including the Freedom of Information Act, State statutes and agency rules on release of public records, and data confidentiality.

All copyright material created pursuant to this contract shall be considered work made for hire and shall belong exclusively to DRPT. Neither DRPT nor the contractor intends that any copyright material created pursuant to the contract, together with any other copyright material with which it may be combined or used, be a “joint work” under the copyright laws. In the case that either whole or part of any such copyright material not be deemed work made for hire, or is deemed a joint work, then contractor agrees to assign and does hereby irrevocably assign its copyright interest therein to DRPT. DRPT may reasonably request documents required for the purpose of acknowledging or implementing such assignment.

The contractor warrants that no individual, other than regular employees and subcontractors of the contractor or DRPT regular employees, agents, or assigns while working within the scope of their employment or contracted duty, shall participate in the creation of any intellectual property pursuant to the contract. If this situation should arise, such individual and his or her employer, if any, must agree in writing to assign the intellectual property rights, as described herein, for work performed under this contract to DRPT either directly or through the contractor.

DRPT shall have all rights, title and interest in or to any invention reduced to practice pursuant to this contract. The contractor shall not patent any invention conceived in the course of performing this contract. The contractor hereby agrees that, notwithstanding anything else in this contract, in the event of any breach of this contract by DRPT, the remedies of the contractor shall not include any right to rescind or otherwise revoke or invalidate the provisions of this section. Similarly, no termination of this contract by DRPT shall have the effect of rescinding the provisions of this section.

DRPT is only entitled to the intellectual property rights for deliverables and associated documentation produced by the contractor for which DRPT has fully paid the contractor as the contract is completed or as the contract is terminated for any reason.

Copyright or pre-existing work of the contractor shall remain the property of the contractor. The contractor grants to DRPT a perpetual, royalty-free, irrevocable, worldwide, non-exclusive license to use such pre-existing work in connection with exercising the rights of ownership granted to DRPT pursuant to this section.

Notwithstanding anything herein to the contrary, DRPT acknowledges that as part of the contractor's provision of services hereunder, the contractor may license third-party software or acquire proprietary works of authorship (collectively referred to as "products"), which have been developed by third parties. DRPT must approve the third-party license agreements and the acquisition of these third-party products prior to their use by the contractor and DRPT agrees that these products will remain the sole property of the third party.

The contractor shall grant DRPT license to use all software developed by the contractor under this contract in other applications within Virginia as DRPT sees fit. Should the contractor desire to re-use software developed under this contract for other projects (both DRPT contracts and others), DRPT must be notified in writing 60 days prior to such use. Furthermore, DRPT shall be justly compensated for the re-use of such software. Compensation shall be negotiated and agreed upon prior to DRPT releasing software rights. Typically, DRPT prefers increased software capabilities and/or functionality instead of monetary compensation.

7. **SUBCONTRACTOR APPROVAL:** DRPT reserves the right to approve any personnel or subcontractors proposed for the work described in this RFP and/or any subsequent contract resulting from this RFP. DRPT will provide written justification to the contractor when approval is not granted.

8. **PATENT RIGHTS:** If any invention, improvement or discovery, of the Consultant or any of its Sub consultants, is conceived or first actually reduced to practice in the course of or under this Project, which invention, improvement or discovery may be patentable under the Patent Laws of the United States of America or any foreign country, the Consultant shall immediately notify DRPT and provide a detailed report. The rights and responsibilities of the Consultant, his Sub consultants and the Department with respect to such invention will be determined in accordance with applicable Federal laws, regulations, policies, and waivers thereof.

9. **KEY PERSONNEL:** People identified in terms of this RFP as "key personnel" who will work on the service contract, must continue to work on this contract for its duration so long as they continue to be employed by the Consultant unless removed from work on the Contract with the consent of the purchasing agency.

10. **ASSIGNABILITY:** Neither party may assign its rights or obligations under this Agreement without the prior written consent of the other party. Consent will not be unreasonably withheld or delayed. Notwithstanding this general prohibition against assignment, DRPT may assign any portion of this Agreement to any other state agency, authority or department without offeror consent. All of the terms and conditions of this Agreement shall remain in full force and effect and will be binding upon and inure to the benefit of the parties hereto and their respective successors and permitted assigns.

DGS-30-004 (Rev. 10/10)	ARCHITECTURAL / ENGINEERING FIRM DATA SYNOPSIS OF RESPONDING FIRM	RFP #																																																																						
Submitted By (Firm Name):																																																																								
Submittal For (Project Title):																																																																								
1) FIRM NAME AND ADDRESS: (office where work will be done)	2) YEARS IN BUSINESS																																																																							
_____ _____ _____	_____ _____ _____																																																																							
_____ _____	a) Years under present name _____ b) List other names and years: _____																																																																							
TELEPHONE: _____ FAX: _____ FEIN / SSN: _____	3) NAME AND ADDRESS OF PARENT COMPANY / HOME OFFICE: _____ _____ _____																																																																							
4) SPECIFIC TYPE OF OWNERSHIP:		_____ _____ _____																																																																						
TELEPHONE: _____ FAX: _____		Firm's APELSCIDLA License #: _____																																																																						
5) NAMES OF NOT MORE THAN TWO PRINCIPALS TO CONTACT: (Title and Phone Number)																																																																								
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:30%;">Name</th> <th style="width:40%;">Title</th> <th style="width:30%;">Phone Number</th> </tr> </thead> <tbody> <tr> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> <td>_____</td> </tr> </tbody> </table>	Name	Title	Phone Number	_____	_____	_____	_____	_____	_____																																																															
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7) NUMBER OF PERSONNEL IN FIRM AT (1) ABOVE BY DISCIPLINE: (List each person only once)																																																																								
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Specifications

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CONTINUE SYNOPSIS OF RESPONDING FIRM ON FORM AE-1A

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ARCHITECTURAL / ENGINEERING FIRM DATA

RFP #

SYNOPSIS OF RESPONDING FIRM (continued)

Submitted By (Firm Name):

8) LIST PROFESSIONAL LIABILITY INSURANCE CARRIER, LIMITS OF LIABILITY, AND DEDUCTIBLE:

9) DESCRIBE PROPOSED PARTICIPATION OF SBE, MBE, & WBE BUSINESSES: (Function and % of fee involved)

10a) LIST STATE AGENCIES FOR WHICH THE FIRM HAS HAD A PRIME CONTRACT: (w ithin the last five years)

AGENCY

PROJECT

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

10b)

11) LIST NOT MORE THAN FIVE PROJECTS DESIGNED WITHIN THE LAST FIVE YEARS WHICH HAVE SIMILAR SCOPES OR FEATURES TO THIS PROJECT. ATTACH A REPRESENTATIVE PROJECT FORM AE-5 FOR EACH.

PROJECT

LOCATION

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

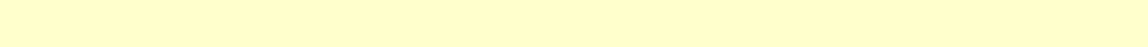
The foregoing is a statement of fact.

Typed Name: _____

Signature: _____

Title: _____

Date: _____



The foregoing is a statement of fact.

Typed Name: _____

Signature: _____

Title: _____

Date: _____

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ARCHITECTURAL / ENGINEERING FIRM DATA
PROJECT STAFFING ORGANIZATION

RFP #

Submitted By (Firm Name):

Submittal For (Project Title):

1) KEY PERSONNEL DESIGNATED FOR THIS PROJECT: (Include Form AE-4 for Each)

<u>Function</u>	<u>Name</u>	<u>Title</u>	<u>Firm / Office</u>
Project Manager			
Architect			
Structural Engineer			
Mechanical Engineer			
Electrical Engineer			
Civil Engineer			

2) DESCRIBE AVAILABILITY OF STAFF AND CONSULTANTS TO WORK ON THIS PROJECT:

3) DESCRIBE PROJECT METHODOLOGY, I.E., HOW WILL THE WORK FUNCTIONS, RESPONSIBILITIES AND COORDINATION BE PERFORMED?

4) DESCRIBE THE METHOD OF QUALITY ASSURANCE YOU WILL USE FOR THE DOCUMENTS FOR THIS PROJECT.

The foregoing is a statement of fact.

Typed Name: _____

Signature: _____

Title: _____

Date: _____

DGS-30-004 (Rev. 10/10)	ARCHITECTURAL / ENGINEERING FIRM DATA PERSONNEL QUALIFICATIONS	RFP # _____
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Submitted By (Firm Name): _____

Submittal For (Project Title): _____

BRIEF RESUME OF KEY INDIVIDUAL PROPOSED FOR THIS PROJECT. PROVIDE ONE FORM FOR EACH PERSON.

1) NAME: _____
 TITLE: _____
 TYPICAL DUTY OR ASSIGNMENT: _____

2) ASSIGNMENT FOR THIS PROJECT: _____

% OF TYPICAL 40 HOUR WORKWEEK THIS PERSON WOULD SPEND ON THIS PROJECT: _____ PERCENT

3) EMPLOYEE OF: _____

4) YEARS OF EXPERIENCE: _____ YEARS TOTAL EXPERIENCE _____ YEARS WITH THIS FIRM

5) EDUCATION: COLLEGE / DEGREE(S) / YEAR / SPECIALIZATION:

6) ACTIVE REGISTRATION: Year first registered / State / Discipline or Type

COMMONWEALTH OF VIRGINIA 6-DIGIT REGISTRATION / CERTIFICATE / LICENSE NUMBER:
ARCHITECT # _____ or ENGINEER # _____

7) EXPERIENCE AND / OR QUALIFICATIONS RELEVANT TO THIS PROJECT:
(List up to six (6) relevant projects and indicate your role and responsibility for each.)

<u>Project</u>	<u>Role / Responsibility</u>
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

The foregoing is a statement of fact.

Typed Name: _____

Signature: _____

Title: _____

Date: _____

DGS-30-004
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ARCHITECTURAL / ENGINEERING FIRM DATA
REPRESENTATIVE PROJECT DATA

Submitted By (Firm Name):

Submittal For (Project Title):

1) PROJECT NAME:

PROJECT TYPE:

LOCATION:

2) OWNER:

Project Administrator:

Address:

Title:

Phone Number:

FAX Number:

3) PRIME CONTRACTOR:

(if applicable)

Project Manager:

Superintendent:

Phone Number:

FAX Number:

4) NAMES OF KEY DESIGNERS/PROJECT MANAGERS STILL WITH THE FIRM AND THEIR SPECIFIC PROJECT RESPONSIBILITIES:

<u>Discipline</u>	<u>Firm / Employer</u>	<u>Individual</u>	<u>Assignment on Project</u>
Prime A/E			
Architectural			
Structural			
Mechanical			
Electrical			
Civil			

5) NAMES OF APPLICABLE CODES: (Place "X" in all codes that applied to this project)

Other (describe)

VUSBC BOCA IBC SOUTHERN LIFE SAFETY UFAS ADAAG

6) DESCRIPTION OF RELEVANT PROJECT FEATURES:

8) DESCRIBE ANY SBE, MBE, AND WBE PARTICIPATION ON THE DESIGN PHASE (Firm, Function, and Percentage of fee).

The foregoing is statement of fact.

Typed Name: _____

Signature: _____

Title: _____

Date: _____

_____ _____ _____ _____ _____ _____

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(Rev. 10/10)

ARCHITECTURAL / ENGINEERING FIRM DATA

RFP #

SUPPLEMENTAL INFORMATION

Submitted By (Firm Name):

Submittal For (Project Title):

The foregoing is a statement of fact.

Typed Name: _____

Signature: _____

Title: _____

Date: _____

Attachment B – Small Businesses and Businesses Owned by Women and Minorities Data Form

Form DGS-30-360 Instructions

Form DGS-30-360 is a format for use in reporting participation in State procurement transactions by small businesses and businesses owned by women and minorities.

Note: An electronic version of this form is available for download on BCOM's website at http://www.dgs.virginia.gov/FormsCenter/BCOMForms/tabid/823/Default.aspx?udt_1673_param_detail=271

"Part I" on page 28: View definitions and other general information before completing the remaining parts of this form.

"Part II" on page 31: Enter data on the firm submitting the proposal.

"Part III" on page 32: Enter data on past utilization of disadvantaged businesses by the Offeror. Submission of Past Utilization Reports for multiple projects is encouraged. Submit separate "Part III" forms for each past project.

"Part IV" on page 33: Enter data on disadvantaged businesses proposed for utilization on this Project.

When complete, print out the "Definitions" sheet and "Parts I, II, and III" and submit all sheets as part of the proposal.

FORMAT FOR DATA ON
PARTICIPATION IN STATE PROCUREMENT TRANSACTIONS
BY
SMALL BUSINESSES AND BUSINESSES OWNED BY WOMEN AND MINORITIES

The Offeror is required to provide responses to the following inquiries concerning its status regarding SWAM Business certification and also the status of the subcontractors, suppliers, consultants and vendors which have been used on past projects and those proposed for use on this Project. Complete the information required for each of the three categories of businesses contained in this form: (1) participation by small businesses; (2) participation by businesses owned by women; and (3) participation by businesses owned by minorities. Failure to complete and return this form with the RFP response will require the firm to be considered "Non-responsive."

Certification of SWAM vendors is necessary in order to obtain accurate and easily accessible data on SWAM Procurement and to assure a consistent and appropriate approach to compliance issues. In the past, many SWAM vendors saw no benefit in becoming certified so failed to do so. These new programs will provide important incentives to SWAM vendors to encourage them to become certified.

PART I. DEFINITIONS

Definitions. The definitions set forth below shall be applicable to SWAM vendors doing business with the Commonwealth, although federal definitions shall govern with respect to meeting federally funded highway construction and other applicable federally financed programs goals. They shall also apply if the Governor proposes legislation to codify these definitions for the purpose of this SWAM procurement program.

Certified Vendors: Beginning October 1, 2004, for the purposes of state procurement rules, no vendor shall be considered a Small Business Enterprise, a Minority Owned Business Enterprise or a Women-Owned Business Enterprise, or be entitled to the benefits of the state SWAM procurement opportunities, unless certified as such by the Commonwealth. All certified SWAM vendors shall be assigned a specific identification number and, through that process, standardized reports will be able to be generated from CARS, eVA and other state reporting systems. No vendor shall be required to certify under this program and no vendor shall be excluded from doing business with the Commonwealth because of their failure to certify as a SWAM vendor. However, a qualified vendor who fails to certify shall be disqualified for participation in the applicable SWAM procurement programs.

Minority-Owned Business Enterprise: A business that is at least 51 percent owned by one or more minority individuals who are U.S. citizens or legal resident aliens, or in the case of a corporation, partnership, or limited liability company or other entity, at least 51 percent of the equity ownership interest in the corporation, partnership, or limited liability company or other entity is owned by one or more minority individuals who are U.S. citizens or legal resident aliens, and both the management and daily business operations are controlled by one or more

minority individuals.

Minority Individual: "Minority" means a person who is a citizen of the United States or a legal resident alien and who satisfies one or more of the following definitions:

"Asian Americans" means all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands, including but not limited to Japan, China, Vietnam, Samoa, Laos, Cambodia, Taiwan, Northern Marinas, the Philippines, U. S. territory of the Pacific, India, Pakistan, Bangladesh and Sri Lanka and who are regarded as such by the community of which these persons claim to be a part.

"African Americans" means all persons having origins in any of the original peoples of Africa and who are regarded as such by the community of which these persons claim to be a part.

F. "Hispanic Americans" means all persons having origins in any of the Spanish speaking peoples of Mexico, South or Central America, or the Caribbean Islands or other Spanish or Portuguese cultures and who are regarded as such by the community of which these persons claim to be a part.

"Native Americans" means all persons having origins in any of the original peoples of North America and who are regarded as such by the community of which these persons claim to be a part or who are recognized by a tribal organization.

"Eskimos and Aleuts" means all persons having origins in any of the peoples of Northern Canada, Greenland, Alaska, and Eastern Siberia and who are regarded as such in the community of which these persons claim to be a part.

Small Business Enterprise: "Small business enterprise" shall mean an independently owned and operated business which, together with affiliates, has 250 or fewer employees, or average annual gross receipts of \$10 million or less averaged over the previous three years. Nothing in this provision prevents a program, agency, institution or subdivision from complying with the qualification criteria of a specific state program or a federal guideline to be in compliance with a federal grant or program.

Woman-Owned Business Enterprise: A business concern which is at least 51 percent owned by one or more women who are U.S. citizens or legal resident aliens, or in the case of a corporation, partnership or limited liability company or other entity, at least 51 percent of the equity ownership interest in which is owned by one or more women, and whose management and daily business operations are controlled by one or more of such individuals.

Disadvantaged Business Enterprise: A small business concern which is at least 51 percent owned by one or more socially and economically disadvantaged individuals, or, in the case of any corporation, partnership or limited liability company or other entity, at least 51 percent of the equity ownership interest in which is owned by one or more socially and economically disadvantaged individuals and whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own it.

Period: The specified 12-month period for which the information provided in this list is applicable and valid. The period will be specified as month and year.

Firm Name, Address and Phone Number: The name, address and business phone number of the small business, women-owned business or minority-owned business with which the Offeror has contracted or done business over the specified period or plans to involve on this contract, as applicable.

Contact Person: The name of the individual in the specified small business, women-owned business or minority-owned business who would have knowledge of the specified contracting and would be able to validate the information provided in this list.

Type of Goods or Services: The specific goods or services the Offeror has contracted for from the specified small, women-owned or minority-owned business over the specified period of time or plans to use in the performance of this contract, as applicable. **The Offeror will asterisk (*) those goods and services that are in the Offeror's primary business or industry.**

Percent of Total Contract: Calculated by dividing the estimated dollars planned for the indicated firm on this contract by the total Offeror estimated price of this contract or by a similar calculation involving work distribution.

PART II
DATA ON FIRM SUBMITTING PROPOSAL

PROPOSER:

Firm Name: _____

Contact Person: _____

Phone Number: _____

DPOR Registration # : _____

PARTICIPATION STATUS:

DMBE Certificate #

Is the Proposer a "Small Business Enterprise" as defined in Part I ?

Is the Proposer a "Woman-Owned Business Enterprise" as defined in Part I ?

Is the Proposer a "Minority-Owned Business Enterprise" as defined in Part I ?

PROPOSAL FOR:

Agency: _____

Project: _____

Sub-Project: _____

REMARKS / COMMENTS:

**PART III
LISTING OF PAST UTILIZATION OF DISADVANTAGED BUSINESSES BY
OFFEROR**

(Rev. 11/04)

OFFEROR:

Firm Name: _____
 Contact Person: _____
 Phone Number: _____

Date Form Completed: _____

PROJECT UTILIZATION REPORT FOR PAST PROJECT:

Agency: _____
 Project: _____
 Sub-Project: _____

List small businesses, businesses owned by women, and businesses owned by minorities with which the Offeror has contracted or done business with on the project noted above.

Also list the dollar amount spent with each of these businesses. Offerors are encouraged to provide additional information and expand upon the following format.

Firm Name	Firm Address	Contact Person/ Phone Number	DPOR Registration # (if applicable)	DMBE Certificate #	Services or Materials Provided	Contract Amount	% Of Total Contract

Firm Type		
Small Business	Minority-Owned Business	Woman-Owned Business

LISTING OF DISADVANTAGED BUSINESSES PROPOSED FOR THIS PROJECT

OFFEROR:

Firm Name: _____
 Contact Person: _____
 Phone Number: _____

Date Form Completed: _____

PROPOSAL FOR PROJECT:

Agency: _____
 Project: _____
 Sub-Project: _____

List Offeror's plans to involve small businesses, businesses owned by women, and businesses owned by minorities in the performance of this contract either as part of a joint venture, as a partnership, as subcontractors, as consultant, or as suppliers. Offerors are encouraged to provide additional information and expand upon the following format.

Firm Name	Firm Address	Contact Person/ Phone Number	DPOR Registration # (if applicable)	DMBE Certificate #	Services or Materials Provided	Estimated Contract Amount or % of Total Contract
						N/A	
						N/A	
						N/A	
						N/A	
						N/A	
						N/A	

Firm Type		
Small Business	Minority-Owned Business	Woman-Owned Business

Attachment C

State Corporation Commission Form

STATE CORPORATION COMMISSION FORM: Required of all bidders pursuant to Title 13.1 or Title 50 (See Appendix B, Section II, 64.). Include SCC Form, Annex 6-J, in Invitation for Bids.

Virginia State Corporation Commission (SCC) registration information. The bidder:

is a corporation or other business entity with the following SCC identification number:

-OR-

is not a corporation, limited liability company, limited partnership, registered limited liability partnership, or business trust **-OR-**

is an out-of-state business entity that does not regularly and continuously maintain as part of its ordinary and customary business any employees, agents, offices, facilities, or inventories in Virginia (not counting any employees or agents in Virginia who merely solicit orders that require acceptance outside Virginia before they become contracts, and not counting any incidental presence of the bidder in Virginia that is needed in order to assemble, maintain, and repair goods in accordance with the contracts by which such goods were sold and shipped into Virginia from bidder's out-of-state location)

-OR-

is an out-of-state business entity that is including with this bid an opinion of legal counsel which accurately and completely discloses the undersigned bidder's current contacts with Virginia and describes why those contacts do not constitute the transaction of business in Virginia within the meaning of § 13.1-757 or other similar provisions in Titles 13.1 or 50 of the Code of Virginia.

****NOTE**** >> Check the following box if you have not completed any of the foregoing options but currently have pending before the SCC an application for authority to transact business in the Commonwealth of Virginia and wish to be considered for a waiver to allow you to submit the SCC identification number after the due date for bids (the Commonwealth reserves the right to determine in its sole discretion whether to allow such waiver):

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
C62	112923	FROM: 0.424 MI. WEST OF I-464	ALDRIDGE ELECTRIC, INC.	4	\$19,177,777.77	\$15,372,012.67	Exceeds
	0064-M06-035, C501	TO: 2.09 MI. EAST OF INDIAN RIVER ROAD	LIBERTYVILLE				
		CHESAPEAKE, NORFOLK, VIRGINIA BEACH	IL				
	Construction/Maintenance Funds	HAMPTON ROADS DISTRICT					
		I-64 EXPRESS LANES - SEGMENT 2					

1 Recommended for AWARD \$19,177,777.77

AWARD

RURAL

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
C87	101495, 108976	FROM: FR: 0.635 Mi. W. of Rte 650	CROWDER CONSTRUCTION COMPANY	8	\$11,795,305.54	\$9,155,142.50	Within
	0671-087-667, C501, B666	TO: 0.005 Mi. W. of Rte 650	CHARLOTTE				
	BR-087-5(033)STP-087-5(044)	SOUTHAMPTON	NC				
	Construction/Maintenance Funds	HAMPTON ROADS DISTRICT					
		SGR* - 2 BRIDGE REPLACEMENTS OVER NOTTOWAY RIVER					

1 Recommended for AWARD \$11,795,305.54

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
C94	104953, 110424	FROM: 0.092 MI. W. OF ROUTE 360 BUS.	BRAYMAN CONSTRUCTION CORPORATION	12	\$7,825,125.63	\$7,919,085.98	Within
	0360-004-664 C501, B607, B608	TO: 0.084 MI. E. OF ROUTE 360 BUS.	SAXONBURG				
	NHPP-004-4(147)	AMELIA	PA				
	Construction Funds	RICHMOND DISTRICT					
		SGR - BRIDGE REPLACEMENT OVER RTE. 360 BUS. & NS RAILWAY					

1 Recommended for AWARD \$7,825,125.63

September 2020 CTB Meeting

C62

0064-M06-035, C501

Norfolk, Chesapeake, Virginia Beach

The purpose of the I-64 Express Lanes Segment 2 project is to provide managed lanes to mitigate congestion and improve travel times along a section of the I-64 corridor. This project is one of the Hampton Road Express Lane network projects. I-64 Express Lanes Segment 2 project will install the civil infrastructure necessary to convert the existing HOV lanes to HOT lanes along approximately 7.5 miles of the I-64 corridor to connect the I-64 Express Lanes Segment 1 reversible lanes at I-264 in Norfolk with the new express lanes that are being constructed as part of the I-64 Widening and High Rise Bridge project south of the Battlefield Boulevard interchange in Chesapeake.

The project will construct new overhead signs, dynamic message signs, toll gantries, ITS, barriers, guardrail, pavement markings, and flexible delineators to separate the express lanes from the general purpose lanes. Pavement widening will not be required. There is no RW acquisition as all infrastructure will be installed within the existing Right of Way and Limited Access.

Fixed Completion Date: September 22, 2022

C87

0671-087-610, C502, B662; 0671-087-667, C501, B666

Southampton County

The purpose of this project is to replace two structurally deficient bridges on Route 671, General Thomas Highway, over the Nottoway River without adding capacity. One bridge is over the main channel, and the other is over the overflow channel. All guardrail within the construction limits of each bridge will be replaced. All of the Right of Way acquisition and utility relocations have been completed within the project limits.

Replacing the bridges will require two construction seasons 1) January 1st 2021 through September 30th 2021, and 2) January 1st 2022 through September 30th 2022. Traffic will be detoured from January 1st 2021 through September 30th 2021, and then the road will be open to traffic from October 1st 2021 through December 31st 2021 in order to accommodate farmers bringing their cotton harvest to the cotton gin located on the western end of the project.

Fixed Completion Date: September 30, 2022

C94

0360-004-693, C501, B608; 0360-004-664, C501, B607

Amelia County

The purpose of this Structure & Bridge State of Good Repair project is to replace the existing structurally deficient twin bridges on Route 360 over Route 360 Business and the Norfolk Southern Railway (NSRR). The existing four-span bridges are being replaced with two-span bridges and clearance for an additional NSRR track and access road is being included.

Construction will be staged so that the existing east bound bridge will be converted to carry one lane in each direction while the existing west bound bridge is replaced. Once the west bound bridge is completed, all traffic will be shifted to the new bridge while the existing east bound bridge is replaced.

Fixed Completion Date: June 20, 2022

10. If there were any presentations (PowerPoint, etc.), were you able to hear and see them?

Poorly
1 2 3 4 5
Clearly

COMMENT _____

11. Were the members as attentive and did they participate as much as you would have expected?

Less
1 2 3 4 5
More

COMMENT _____

12. Were there differences you noticed in how the members interacted?

With the other members present:

Very Different
1 2 3 4 5
No Difference

With members participating from other locations:

Very Different
1 2 3 4 5
No Difference

With the public:

Very Different
1 2 3 4 5
No Difference

COMMENT _____

13. Did you feel the technology was a help or a hindrance?

Hindered
1 2 3 4 5
Helped

COMMENT _____

14. How would you rate the overall quality of this meeting?

Poor
1 2 3 4 5
Excellent

COMMENT _____

THANK YOU. Please send your completed form by mail, facsimile or electronic mail to the FOIA Council using the following contact information:

Virginia Freedom of Information Advisory Council
General Assembly Building, Second Floor
201 North 9th Street, Richmond, Virginia 23219
foiacouncil@dls.virginia.gov/Fax: 804-371-8705/Tele: 866-448-4100