



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

AGENDA

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219

July 28, 2016
9:00 a.m.

or upon adjournment of the July 28, 2016 Workshop Meeting.

Public Comments:

Approval of Minutes June 14, 2016

MAINTENANCE DIVISION:

Presenting: Branco Vlacich
Division Administrator

1. Action on Commemorative Naming of the Bridge on State route 618, Oakes Landing Road, Middlesex County Located in the Fredericksburg District as the "Joshua Holmes Memorial Highway".

DEPT. OF RAIL & PUBLIC TRANSPORTATION:

Presenting: Jennifer DeBruhl
Chief of Public Transportation

2. Action on I-66 Northern Virginia Transportation Commission.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

3. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2017-2022.
4. Action on FY17-22 Six-Year Improvement Program Transfers For June 14, 2016 through June 24, 2016.

5. Action on Adoption of Revised Policy and Approval of Guides for Implementation of a Project Prioritization Process.

LOCAL ASSISTANCE DIVISION:

Presenting: Julie Brown
Division Administrator

6. Action on Revenue Sharing Reallocation Specifically Bull Creek Road Located in Buchanan County in the Bristol District.
7. Action on Revenue Sharing Reallocation Specifically Slate Creek Located in Buchanan County in the Bristol District
8. Action on Virginia Byway Designation Specifically Route 80 in Dickenson, Buchanan and Russell Counties Located in the Bristol District.
9. Action on Economic Development Access Specifically Grayson County Industrial Park Project Process II Located in the Bristol District.
10. Action on Revenue Sharing Reallocation Specifically Beulah Road NE, Phase II Town of Vienna in the Northern Virginia District.
11. Action on Revenue Sharing Reallocation Specifically Figsboro Road in Henry County Located in the Salem District.
12. Action on Virginia Byway Designation Specifically Route 601 in Fauquier County Located in the Culpeper District.

NORTHERN VIRGINIA DISTRICT:

Presenting: Richard L. Walton
Chief of Policy

13. Action on Extension of HOV-2 lanes from Gainesville to Haymarket on Interstate 66 and Reiteration and Consolidation of Record Regarding HOV Designations on Interstate 66.

HAMPTON ROADS DISTRICT:

Presenting: Richard L. Walton
Chief of Policy

14. Action on Authorization for the Commissioner of Highways to Enter into a Project Agreement Between VDOT and the Hampton Roads Transportation Accountability Commission Regarding Preliminary Engineering Relating to the Route 460/58/13 Connector Project (UPC 106694).

Agenda
Meeting of the Commonwealth Transportation Board
July 28, 2016
Page 3

SCHEDULING AND CONTRACT:

Presenting: Harold Caples
Assistant Director of Contracts

15. Bids.

Threshold

NEW BUSINESS:

ADJOURNMENT:

###



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item #1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 28, 2016

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: “Joshua Holmes Memorial Highway” Commemorative Naming of Route 618, Oakes Landing Road, Middlesex County

WHEREAS, the Middlesex County Board of Supervisors wants to commemorate and honor the life and dedication of Sheriff Joshua Holmes; and

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Middlesex County Board of Supervisors has requested, by resolution, that the Commonwealth Transportation Board, to commemorate and honor the life and contributions of Sheriff Joshua Holmes, name Route 618, Oakes Landing Road, Middlesex County as the “Joshua Holmes Memorial Highway”; and

WHEREAS, the Board of Supervisors of Middlesex County has agreed to reimburse the costs associated with providing and installing the necessary signs.

NOW, THEREFORE, BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the Commonwealth Transportation Board hereby names Route 618, Middlesex County as the “Joshua Holmes Memorial Highway”; and

BE IT FURTHER RESOLVED, the Department of Transportation is hereby directed to fabricate and erect appropriate signs and to invoice Middlesex County for the costs related to this commemorative naming.

#####

CTB Decision Brief

Highway Naming: “Joshua Holmes Memorial Highway”

Issue: Commemorative naming of Route 618, Oakes Landing Road, Middlesex County.

Facts: Mr. Joshua Holmes served as the first African-American Sheriff elected in Middlesex County. Mr. Holmes passed away on September 24, 2008 and Middlesex County passed a resolution on June 7, 2016 requesting that Route 618 be named the “Joshua Holmes Memorial Highway”.

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

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

Result if Approved: Route 618, Oakes Landing Road, Middlesex County, will be known and signed as the “Joshua Holmes Memorial Highway”.

In accordance with law, the County will reimburse the costs associated with providing and installing the necessary signs and VDOT will invoice accordingly.

Options: Approve, Deny, or Defer.

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



COMMONWEALTH of VIRGINIA

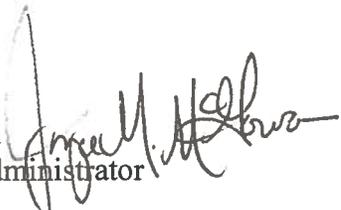
Charles A. Kilpatrick, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION
87 Deacon Road
Fredericksburg, VA 22405

June 21, 2016

MEMORANDUM

TO: Mr. Brack Dunn

FROM: Ms. Joyce McGowan
Saluda Residency Administrator 

SUBJECT: Resolution for Road Naming-State Route (SR) 618 as
Joshua Holmes Memorial Highway, Middlesex County

Attached please find a resolution adopted by the Middlesex County Board of Supervisors on June 7, 2016 requesting the Commonwealth Transportation Board (CTB) to posthumously name SR 618 the "Joshua Holmes Memorial Highway". Mr. Holmes served honorably as the first African-American Sheriff elected in Middlesex County from 1978-1983.

I would appreciate your consideration of this request and placement of it before the CTB at the earliest opportunity. It appears the request complies with the requirements of the *Code of Virginia*, and the General Powers and Duties of the Commonwealth Transportation Board. Middlesex County has agreed, by the attached resolution, to pay for the fabrication and installation of the signs.

Attachment

Middlesex County Board of Supervisors



RESOLUTION

"The Joshua Holmes Memorial Highway"

Whereas, Joshua Holmes served as the first African-American Sheriff elected in Middlesex County; and

Whereas, the Board of Supervisors desires to honor Sheriff Holmes for his dedication to serving the citizens of Middlesex County from 1978-1983;

NOW, THEREFORE BE IT RESOLVED, that it is the desire of the Board of Supervisors of Middlesex County to designate State Route 618, Oakes Landing Road, as "The Joshua Holmes Memorial Highway"; and

BE IT FURTHER RESOLVED, that the necessary markings for these designations be installed by the Virginia Department of Transportation; and

BE IT FURTHER RESOLVED, that Middlesex County will assume the costs for the fabrication and installation of the signs for this naming.

All members present and voting as follows:

John D. Miller, Jr.	aye
Wayne H. Jessie, Sr.	aye
Robert LeBoeuf	aye
Mark E. "Chip" Holt III	aye
Peter W. Mansfield	absent

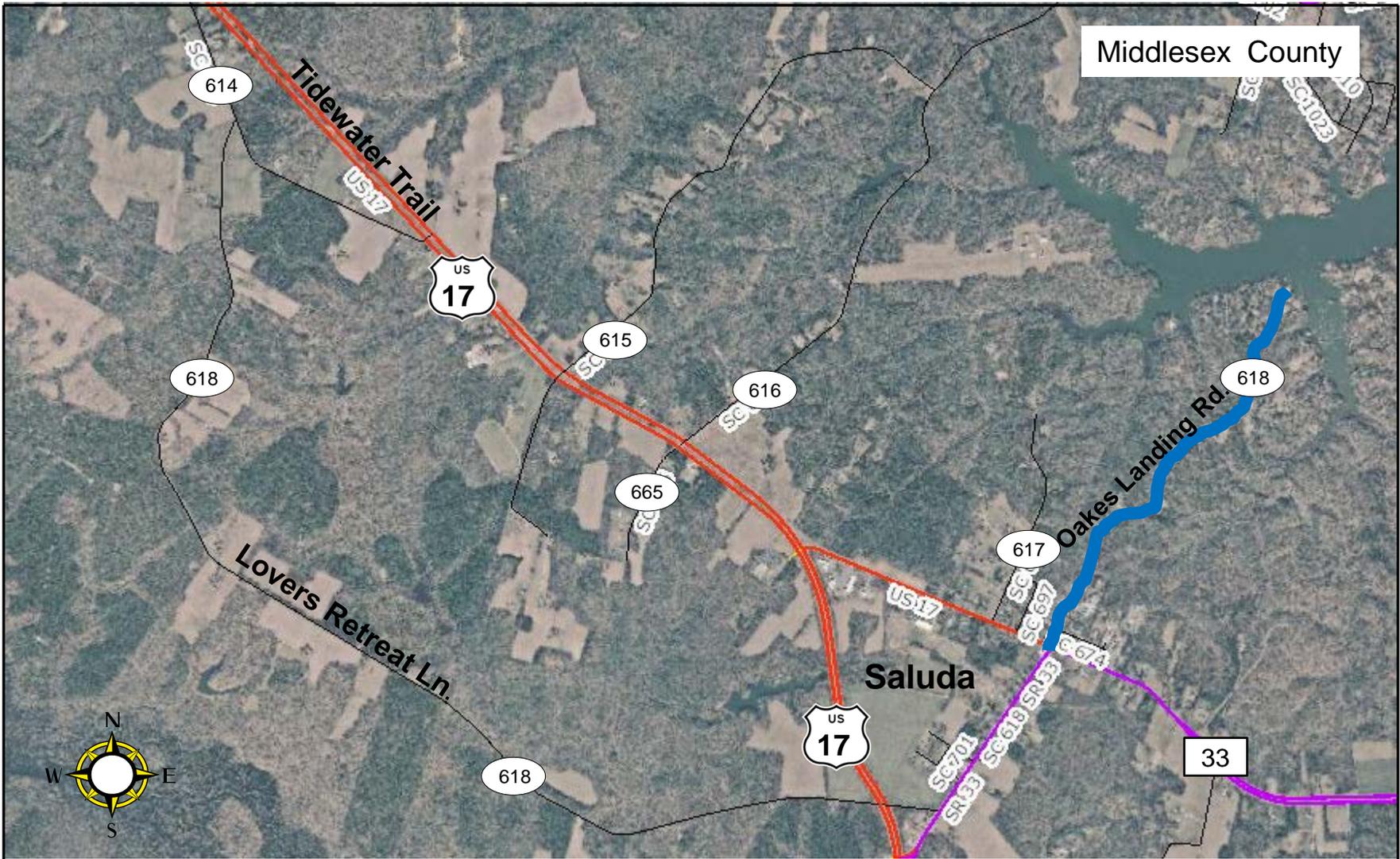
CERTIFICATION

I, Matt Walker, Clerk of the Board of Supervisors of the County of Middlesex, Virginia, certify that the foregoing is a true and correct copy of a resolution passed at a lawfully organized meeting of the Board of Supervisors of Middlesex County held at Saluda, Virginia, at 3:00 p.m. on June 7, 2016.

A Copy Teste:

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

Matthew Walker, Clerk



Middlesex County

Middlesex County

Proposed Highway Naming:
“Joshua Holmes Memorial Highway”

 Proposed Highway Naming



Virginia Department of Transportation
 Maintenance Division
 July 20, 2016



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940
Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 28, 2016

MOTION

Made By: Seconded By: Action:

Title: Approval of Transform I-66: Inside the Beltway Multimodal Program Components and Inclusion into FY 2017- FY 2022 Six-Year Improvement Program

WHEREAS, the Commonwealth Transportation Board (CTB) approved a Memorandum of Agreement (MOA) between the CTB, the Virginia Department of Transportation (VDOT) and the Northern Virginia Transportation Commission (NVTC) relating to implementation of the Transform 66: Inside the Beltway Project (the "Project") on December 9, 2015; and,

WHEREAS, the goals of the Project are to (1) move more people; (2) enhance transportation connectivity; (3) improve transit service; (4) reduce roadway congestion; and (5) increase travel options (collectively, the "Improvement Goals"), all of which are reasonably expected to benefit the users of the portion of I-66 beginning at the Beltway and ending at U.S. Route 29 in the Rosslyn area of Arlington County, Virginia (the "Facility"); and,

WHEREAS, the Project will facilitate implementation of recommendations from VDOT's June 2012 *Final Report of the I-66 Multimodal Study Inside the Beltway*, and the further refinements found in the *August 2013 Supplemental Report*, as well as recommendations from the Department of Rail and Public Transportation's (DRPT) 2009 Transportation Demand Management/Transit Report, and projects in the region's constrained long range plan, as such plan may be updated from time to time, including but not limited to multimodal transportation improvements to the roadways and associated transportation and transit facilities in the vicinity of the Facility ("Components") as described in the aforesaid VDOT and DRPT reports; and,

WHEREAS, the MOA delegated to NVTC the authority to select and administer the implementation of Components designed specifically to attain the Improvement Goals to be financed from a portion of the toll revenues of the Facility; and,

Resolution of the Board

Approval of Transform I-66: Inside the Beltway Multimodal Program Components and inclusion into FY 2017-2022 Six-Year Improvement Program

July 28, 2016

Page 2

WHEREAS, such Components shall be selected by NVTC in accordance with a process established by NVTC pursuant to the MOA; and,

WHEREAS, the CTB shall approve the Components selected by NVTC and allocate toll revenues for them, provided the Components meet the criteria specified in the MOA and are selected in accordance with NVTC's selection process described in the MOA; and,

WHEREAS, VDOT, on behalf of the CTB, will control and manage tolling on the Facility, with the toll revenues being utilized and distributed according to the MOA, to support the tolling operations and tolling maintenance of the Facility, and to fund the Components selected by NVTC and approved by the CTB for the Project designed specifically to attain the Improvement Goals; and,

WHEREAS, pursuant to the MOA, as part of the Six Year Improvement Program presented to the CTB for approval in June of each year, NVTC shall submit to the CTB, Components to be funded in whole or in part with Toll Revenues from the Facility, to be paid to NVTC as provided therein; and,

WHEREAS, pursuant to the MOA, the Board has approved advance funding for this effort from the Toll Revolving Account pursuant to Section 33.2-1529 of the Code of Virginia and from other sources in the sum total of \$10,000,000; and,

WHEREAS, NVTC approved a program of Components, attached hereto, in the amount of \$9,800,675 at its meeting on June 2, 2016; and,

WHEREAS, DRPT recommends that the CTB approve the Components, attached hereto, and allocate funding for the Components in the Six Year Improvement Program for FY 2017- FY 2022.

NOW THEREFORE, BE IT RESOLVED that the Board approves the I-66 Inside the Beltway Project Components, attached hereto, that have been previously approved by NVTC; and,

BE IT FURTHER RESOLVED that the Board allocates \$9,800,675 in funding for the I-66 Inside the Beltway Project Components in the Six Year Improvement Program for FY 2017- FY 2022.

####

CTB Decision Brief

Title: Approval of Transform I-66: Inside the Beltway Multimodal Program Components and Inclusion into FY 2017-2022 Six-Year Improvement Program

Issue: On June 2, 2016 the Northern Virginia Transportation Commission (NVTC) approved an initial Multimodal Program for the Transform 66: Inside the Beltway Project (Project) that requires CTB approval and inclusion into the Six Year Improvement Program (SYIP) for FY 17- FY 22. DRPT and NVTC staff briefed the CTB on the NVTC Multimodal Program development process at the CTB workshops on May 17, 2016 in Staunton and on June 14, 2016 in Richmond. The Multimodal Program includes 10 components to be implemented by five separate entities for a total of \$9,800,675. A list of the components approved for funding by NVTC is attached.

Facts: A Memorandum of Agreement (MOA) between the CTB, VDOT and NVTC relating to the implementation of the Project was approved by the CTB on December 9, 2015 and executed on January 5, 2016. The MOA delegates to NVTC the authority to select and administer the implementation of multimodal components designed specifically to attain the improvement goals for the Project and to be financed from a portion of the toll revenues from the facility. The MOA outlines the process to be used by NVTC for selecting multimodal components to be funded with toll revenues and it requires the CTB to give final approval to the program of multimodal components by allocating funding for the components in the SYIP. The Commonwealth notified NVTC that it would provide up to \$10 million in funding in the FY 17- FY 22 SYIP for an initial program of multimodal components that can be implemented in conjunction with or in advance of the beginning of tolling of the facility in 2018. Following execution of the MOA, NVTC issued a call for projects, received project applications, developed a proposed multimodal program (with input and guidance from DRPT), received public input and, on June 2, approved a program of multimodal components for funding. The initial Multimodal Program includes 10 components to be implemented by five separate entities for a total of \$9,800,675. A list of the components approved for funding by NVTC is attached.

Recommendation: DRPT recommends that the Board approve the initial NVTC Multimodal Program and amend the FY 17-FY22 SYIP to include funding for the program components. DRPT staff provided input and guidance to NVTC throughout the development of the initial NVTC Multimodal Program. DRPT is satisfied that the NVTC Multimodal Program was developed in compliance with the MOA and that the selected components meet the improvement goals of Project.

Action Required by CTB: Approval of the attached resolution to allocate \$9,800,675 in funding for the 10 identified multimodal components in the SYIP for FY 17 - FY 22.

Options: Approve, Deny or Defer.



TO: Nick Donohue, Deputy Secretary of Transportation
Jennifer Mitchell, Director of the Virginia Department of Rail and Public Transportation

FROM: Kate Mattice, Acting Executive Director

DATE: July 6, 2016

SUBJECT: Transform 66 Inside the Beltway Multimodal Components

On June 2, 2016, NVTC approved a list of multimodal components designed to move more people more efficiently through the I-66 corridor inside the Beltway. The list of components includes 10 distinct efforts, totaling \$9.8 million in requested funding. Components include three new bus routes, two enhanced bus routes, bus stop improvements, three transit information and incentive programs, and a transit access project.

FY2017 Transform 66 Multimodal Component List

Characteristics

- **77.7 percent** of the funding requested (\$7.6 million) is for **new or enhanced bus service**.
- **12.5 percent** of the funding requested (\$1.2 million) will provide **travel information or transit incentives to travelers**.
- **9.8 percent** of the funding requested (\$0.96 million) will **improve access to Metrorail and bus services**.

Collective Benefits

- ✓ **Move an additional 5,000+ people** daily through the corridor in the morning peak period within the first year of operation;
- ✓ **Save approximately 370,000 hours** of travel delay per year;
- ✓ **Connect 20 activity centers** across Northern Virginia and the District;
- ✓ Provide **three new bus routes** and **increase service on two existing routes**; and,
- ✓ **Allow the corridor to operate more efficiently** by providing traveler information and transportation demand management services.

NVTC received \$42.7 million in funding requests for 19 components from Arlington County, the City of Alexandria, Fairfax County, the City of Falls Church, Loudoun County, and the Potomac and Rappahannock Transportation Commission (PRTC).

Based upon the evaluation conducted by NVTC in cooperation with the jurisdictional Multimodal Working Group, these components provide strong benefits, are cost effective, can be ready by toll day one (Summer 2017), and reflect jurisdictional priorities. Each application demonstrated that the component will benefit toll payers by moving more people through this corridor on transit and vanpools and carpools, reducing the congestion-based tolls drivers will pay.

Attached are additional background materials including profiles on each of selected components. Additional information can be found at <http://www.novatransit.org/i66multimodal/>

Transform 66 Multimodal Project
Project Overview



Transform 66 Inside the Beltway Partnership

NVTC will:

Plan and select multimodal improvements

Issue grants to and coordinate with agencies to ensure efficient delivery of selected projects

Monitor effectiveness of projects

VDOT will:

Widen I-66 eastbound between exits 67 and 71

Manage the design, construction, maintenance, and operations of I-66 Inside the Beltway tolls

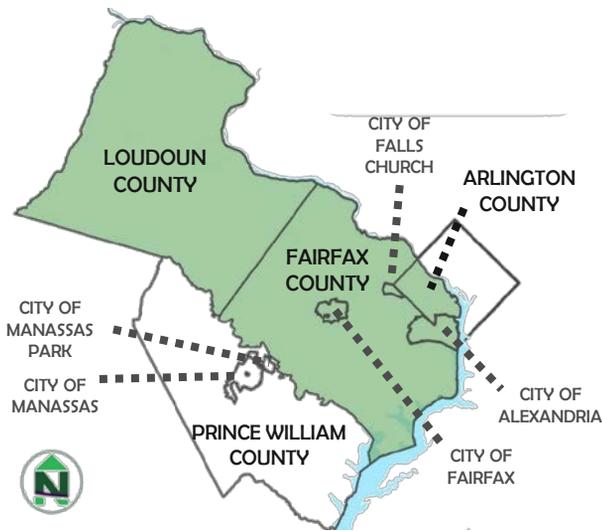
- 40-year agreement between the Commonwealth and Northern Virginia Transportation Commission
- Initial program to provide new transportation choices for when tolling starts



Transform 66 Multimodal Project



Eligible Applicants



- Virginia Planning District 8 jurisdictions
- Agencies providing public transportation within those jurisdictions

Eligible Component Types

New or enhanced local and commuter bus service, including capital and operating expenses

Vanpool, and formal and informal carpooling programs and assistance

Capital improvements for Washington Metropolitan Area Transit Authority rail and bus service, including capital and operating expenses

Park and ride lot(s) and access or improved access thereto

Roadway improvements to address impacts from the dynamic tolling of the Facility on roadways in the Corridor

Roadway operational improvements in the Corridor

Transportation Systems Management and Operations as defined in 23 U.S.C. § 101(a)(30).

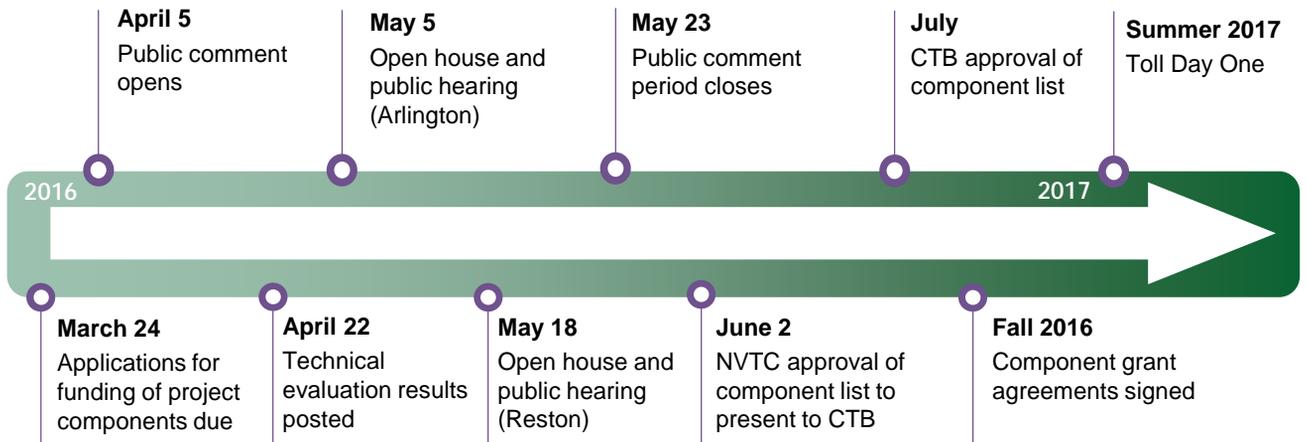
Projects identified in previous studies (VDOT's June 2012/August 2013 Reports on I-66 Inside the Beltway, DRPT's 2009 Transportation Demand Management/Transit Report)



Transform 66 Multimodal Project



Timeline



Transform 66 Multimodal Project



Approved Components

Approved Component	Applicant	Total Funding Request
Fairfax Connector Express Service from Government Center to State Department/Foggy Bottom	Fairfax	\$3,336,836
Loudoun County Stone Ridge Enhanced Transit	Loudoun	\$1,940,939
PRTC Gainesville to Pentagon Commuter Service	PRTC	\$887,900
Peak Period Service Expansion to Metrobus Route 2A Washington Blvd-Dunn Loring	Arlington	\$1,000,000
ART Bus Route 55 Peak Period Service Expansion	Arlington	\$450,000
Bus Stop Consolidation and Accessibility Improvements Lee Highway and Washington Blvd	Arlington	\$462,000
Expanded Transit Access through Capital Bikeshare	Falls Church	\$500,000
Multimodal Real-Time Transportation Information Screens	Arlington	\$250,000
Loudoun County Transportation Demand Management Transit Subsidy	Loudoun	\$623,000
Arlington County Expanded TDM Outreach to the I-66 Corridor	Arlington	\$350,000
	Total	\$9,800,675



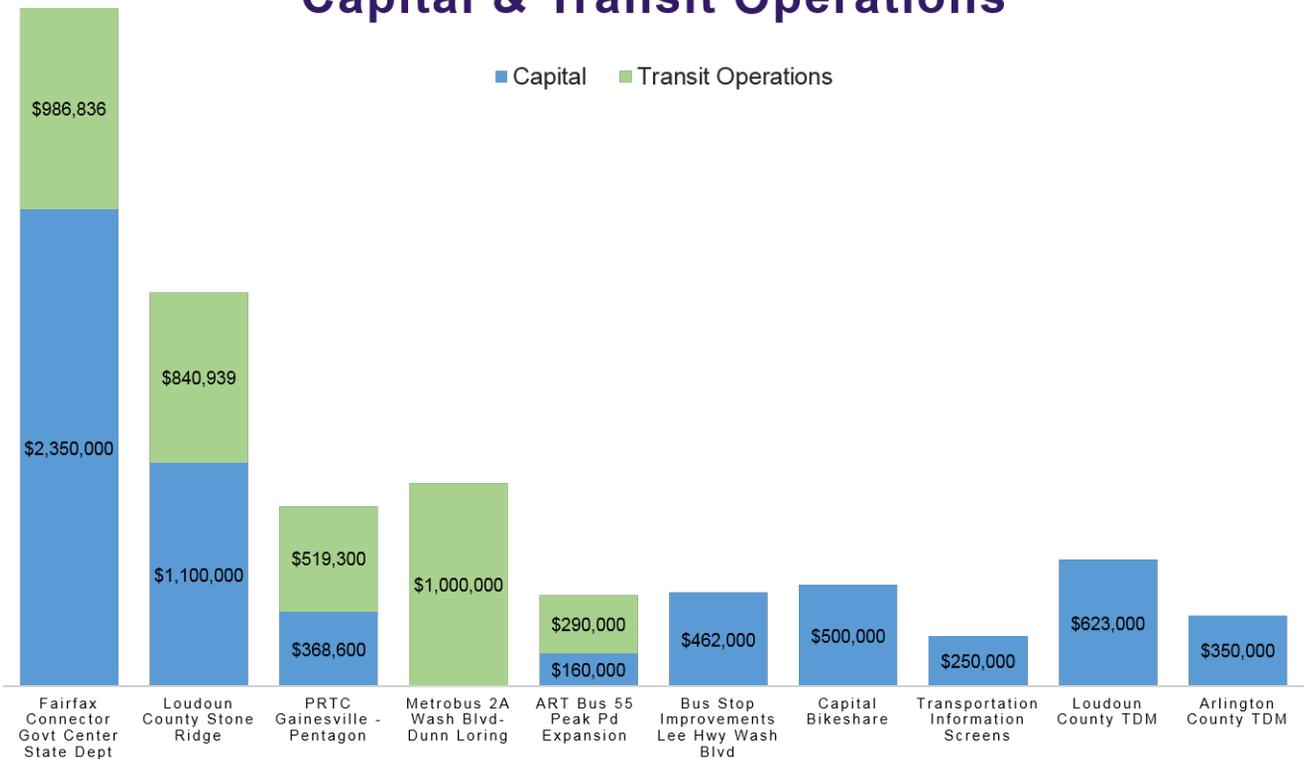
Transform 66 Multimodal Project



Investing in Multimodal Solutions

Approved Components Capital & Transit Operations

■ Capital ■ Transit Operations



Transform 66 Multimodal Project



©2017 Virginia Department of Transportation

Transform 66 Multimodal Project FY2017 Component Profiles



NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Fairfax Connector Express Service from Government Center to State Department/Foggy Bottom

Applicant:

Fairfax County

Proposed Opening Date:

July 1, 2017

Description:

This project includes the creation of a new weekday, peak-period Fairfax Connector Express bus service route between the Fairfax County Government Center park-and-ride facility, and the State Department and the Foggy Bottom neighborhood in Washington, DC.

The project application will support the capital costs of purchasing six new buses and support operational assistance to provide two years of new weekday, peak-period Fairfax Connector Express bus service.

Multimodal Transportation Improvement Type:



New
Bus Service

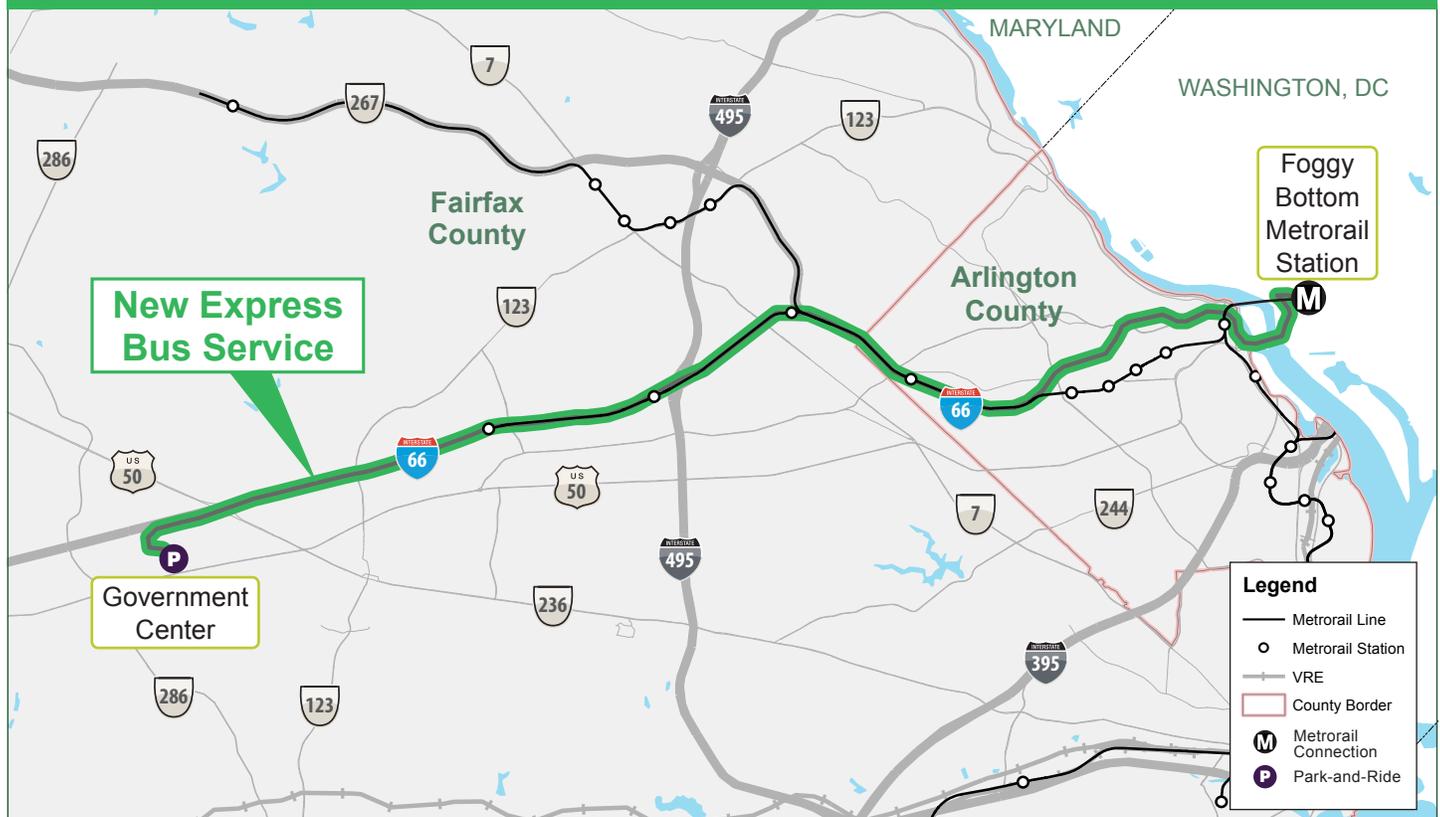
Benefit to Tollpayers:

This project component benefits the toll payers by providing users with transportation choice in the corridor. The proposed service will also move more people in the corridor with fewer vehicles, decreasing demand on I-66 inside the Beltway and ensuring consistent travel speeds for toll users.

Documented in:

DRPT I-66 Transit/TDM Study
2015 Fairfax County Transit Development Plan

Component Location



Benefit Evaluation:

Evaluation Criteria	Weighted Benefit Score
Person Throughput (up to 45 points) Project is likely to result in an increase in the corridor's peak period, peak direction person throughput. The project will move a higher ratio of people to vehicles compared to existing conditions.	30
Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person.	15
Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice.	10
Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities.	15
Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions.	10
Total Component Benefit Score	80

Cost Evaluation:

Total Project Cost*	\$ 3,336,836
Funding Request*	\$ 3,336,836
Percent of Project Costs Requested	100%
Cost Effectiveness Score* (Total Component Benefit Score/Funding Request)	24

Additional Information:

This route addresses connectivity by providing a direct connection to the State Department building from the Fairfax County Government Center complex. During the morning peak period when I-66 inside the Beltway is restricted to high-occupancy vehicle (HOV) use, single-occupancy vehicle (SOV) commuters traveling eastbound on I-66 outside the Beltway must now divert, at the Beltway, to U.S. 50 or U.S. 29 to continue inbound. The same is necessary westbound during afternoon HOV restrictions.

To reach the State Department, transit commuters must currently take Fairfax Connector Bus Route 623 to Vienna Metro Station, transfer to the Orange Line to the Foggy Bottom Metro Station, then transfer to a Metrobus route or walk six blocks southeast.

The Transform 66 Multimodal Project is done in conjunction with:



*Reflects change in funding request from original application.

Loudoun County Stone Ridge Enhanced Transit

Applicant:

Loudoun County

Proposed Opening Date:

July 1, 2017

Description:

This project includes the construction of a 250-space park-and-ride lot and two years of operation for new commuter bus transit service from the new lot in the unincorporated community of Aldie. Aldie, located in Loudoun County between Chantilly and Middleburg, is adjacent to Arcola, an activity center identified by the Metropolitan Washington Council of Governments and one of the fastest growing parts of the county.

The project application will support the capital costs of purchasing two new buses and support the operational assistance to provide two years of new bus service.

Multimodal Transportation Improvement Type:



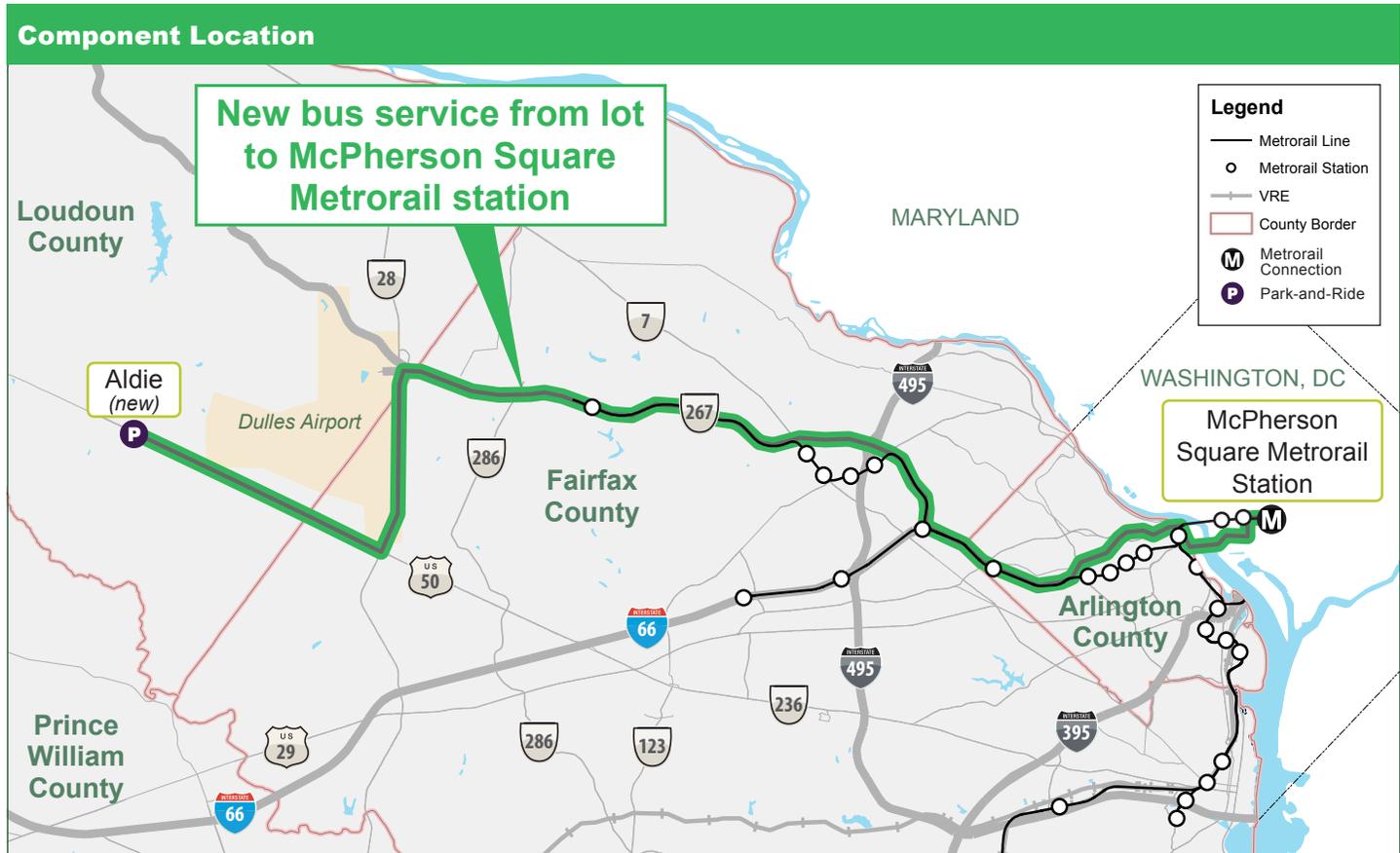
New Bus Service

Benefit to Tollpayers:

This program will have an immediate impact, benefiting tollpayers by reducing the number of single-occupancy vehicles (SOV) on I-66 inside the Beltway, providing bus connections and service to Washington DC via I-66, and converting SOV riders to transit riders.

Documented in:

Loudoun County Transit Development Plan
 Northern Virginia Park & Ride Lot Feasibility Study (VDOT, April 2003)



Benefit Evaluation:

Evaluation Criteria	Weighted Benefit Score
Person Throughput (up to 45 points) Project is likely to result in an increase in the corridor's peak period, peak direction person throughput. The Project will move a higher ratio of people to vehicles compared to existing conditions.	30
Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person.	10
Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice.	15
Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities.	10
Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions.	10
Total Component Benefit Score	75

Cost Evaluation:

Total Project Cost*	\$ 2,628,980
Funding Request*	\$ 1,940,939
Percent of Project Costs Requested*	74%
Cost Effectiveness Score* (Total Component Benefit Score/Funding Request)	39

The Transform 66 Multimodal Project is done in conjunction with:



*Reflects change in funding request from original application.

PRTC Gainesville to Pentagon Commuter Service

Applicant:

Potomac Rappahannock Transportation Commission

Proposed Opening Date:

December 12, 2016

Description:

This project includes the implementation of a new commuter bus transit service between Gainesville and the Pentagon and two and a half years of operating costs.

The funding request also includes amounts for route marketing, communication, and lease costs for additional park-and-ride facility spaces.

Multimodal Transportation Improvement Type:



New
Bus Service

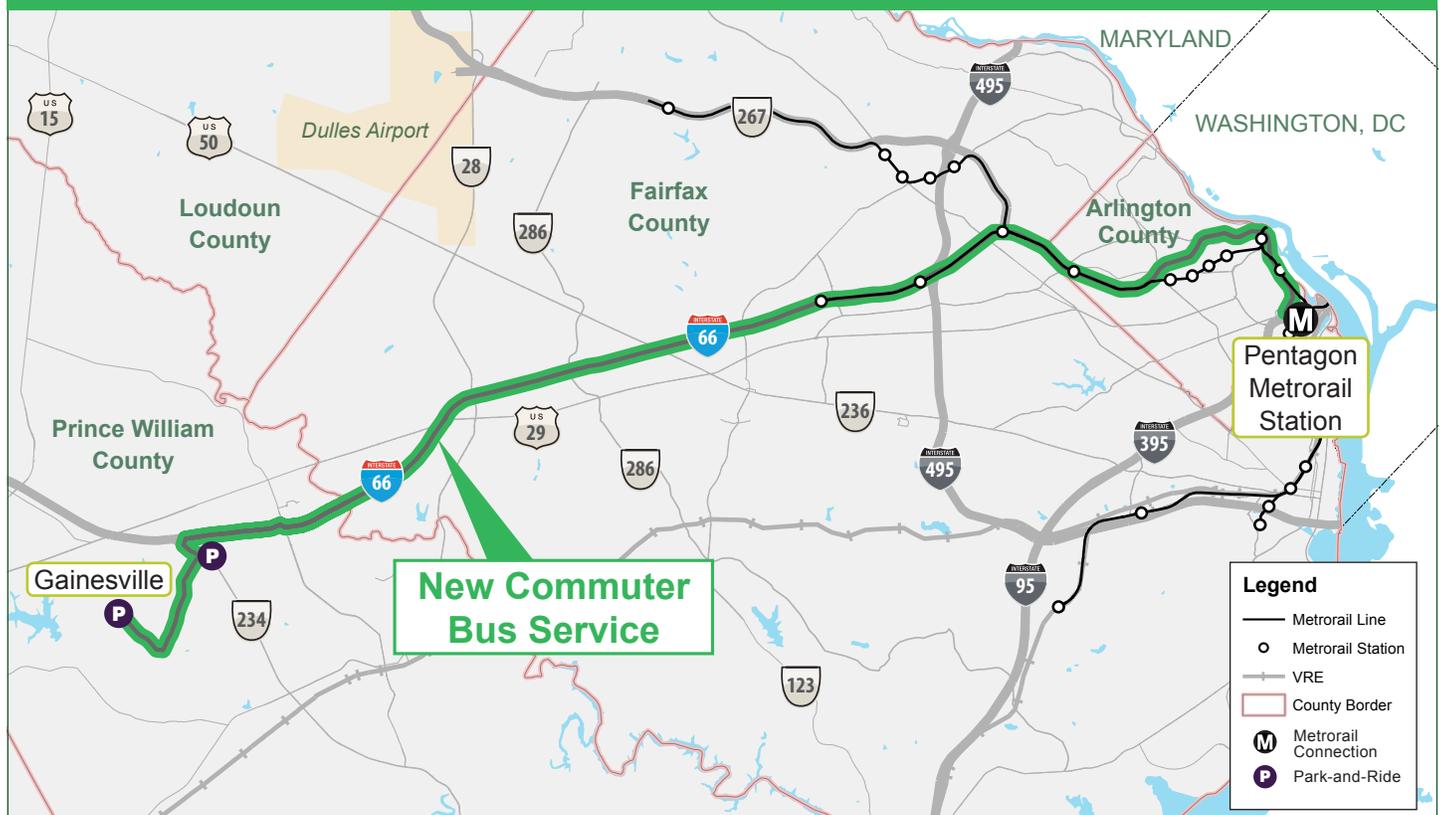
Benefit to Tollpayers:

This project benefits toll payers by shifting single-occupancy vehicle trips to transit vehicle trips, thereby reducing congestion on the tolled facility. Since this will be a dynamic-variable toll facility, the reduction in single-occupancy vehicle trips also serves to maintain a lower toll rate for those that choose to pay to use the managed lanes, reducing congestion on I-66 inside the Beltway.

Documented in:

Transportation Planning Board Constrained Long-Range Plan
Other Regional Plan
PRTC Long-Range Plan

Component Location



Benefit Evaluation:

Evaluation Criteria	Weighted Benefit Score
Person Throughput (up to 45 points) Project is likely to result in an increase in the corridor's peak period, peak direction person throughput. The project will move a higher ratio of people to vehicles compared to existing conditions.	30
Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person.	10
Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice.	10
Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities.	15
Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions.	10
Total Component Benefit Score	75

Cost Evaluation:

Total Project Cost	\$ 887,900
Funding Request	\$ 887,900
Percent of Project Costs Requested	100%
Cost Effectiveness Score (Total Component Benefit Score/Funding Request)	84

Additional Information:

The proposed service will improve connectivity by directly linking residents of western Prince William County with the largest transit hub in the region, the Pentagon. The Pentagon provides access to two Metrorail lines (Blue and Yellow lines), other regional bus services, and Department of Defense facility shuttles. Transit trips to employment centers such as Alexandria, Crystal City, Pentagon City, and Mark Center become more convenient for Gainesville area residents.

The Transform 66 Multimodal Project is done in conjunction with:



Peak Period Service Expansion to Metrobus Route 2A, Washington Blvd-Dunn Loring

Applicant:

Arlington County

Proposed Opening Date:

August 31, 2016

Description:

By increasing bus frequency and decreasing route run times, this project will serve 250 new weekday riders, increasing daily ridership to 1,090. Currently, half of commuters in the Metrobus 2A service area are destined for jobs in Washington, D.C., according to the Household Travel Survey. These riders would otherwise be traveling on the I-66 Inside the Beltway corridor. The 2A operates on US 29 and Washington Boulevard, adjacent to I-66, and connects three jurisdictions. Requested operational funds will allow the 2A to run every 10 minutes, as opposed to 15, in the AM and PM peak periods for two years.

Multimodal Transportation Improvement Type:



Enhanced
Bus Service

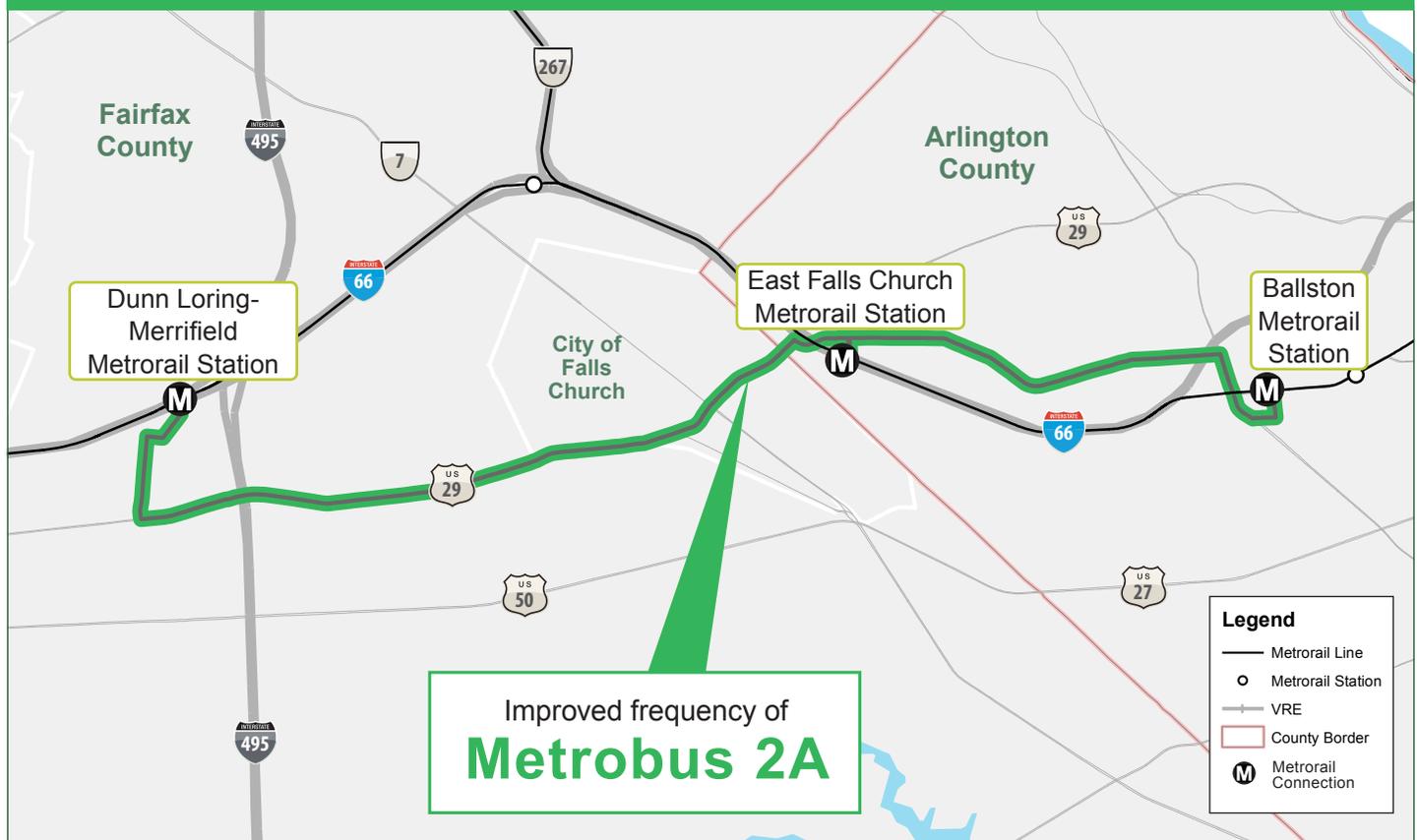
Benefit to Tollpayers:

This service benefits toll-paying users of I-66 inside the Beltway by providing additional peak-period transit service on the parallel corridors of US 29 in Fairfax County, en route to the project corridor, and Washington Street in the City of Falls Church and Washington Boulevard in Arlington County in the project corridor. Increasing transit service will encourage more commuters to take the bus, thus removing cars from these roads and parallel commuting routes, including I-66.

Documented in:

Arlington County Transit Development Plan

Component Location



Benefit Evaluation:

Evaluation Criteria	Weighted Benefit Score
Person Throughput (up to 45 points) Project is likely to result in an increase in the corridor's peak period, peak direction person throughput. The component will move a higher ratio of people to vehicles compared to existing conditions.	30
Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person.	5
Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice.	10
Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities.	15
Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions.	10
Total Component Benefit Score	70

Cost Evaluation:

Total Project Cost	\$ 1,000,000
Funding Request	\$ 1,000,000
Percent of Project Costs Requested	100%
Cost Effectiveness Score (Total Component Benefit Score/Funding Request)	70

The Transform 66 Multimodal Project is done in conjunction with:



ART Bus Route 55 Peak Period Service Expansion

Applicant:

Arlington County

Proposed Opening Date:

July 1, 2017

Description:

By adding a sixth bus to the route during the AM and PM peak periods, this project will allow for an extra 3.5 round trips daily. The improved frequency - buses will run every 12 minutes - will attract 250 new weekday riders, increasing daily ridership to 1,300. Currently, half of commuters in the ART 55 service area - Lee Highway between Rosslyn and East Falls Church - are destined for jobs in Washington, D.C., according to the Household Travel Survey. These riders would otherwise be traveling along the I-66 Inside the Beltway corridor. Requested funds support the rehabilitation of six buses and operational assistance for two years.

Multimodal Transportation Improvement Type:



Enhanced Bus Service

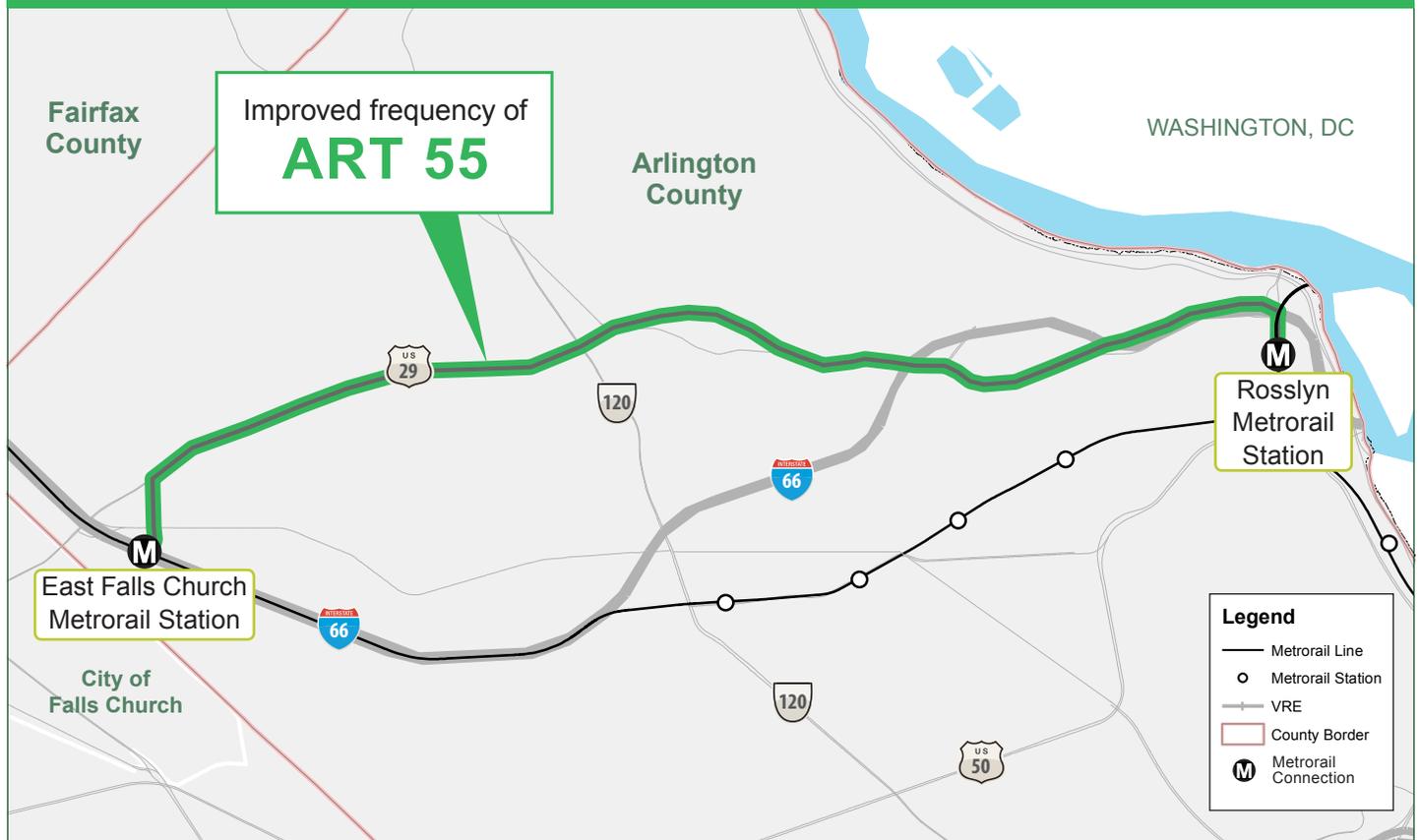
Benefit to Tollpayers:

This service benefits toll-paying users of I-66 inside the Beltway by providing additional peak-period transit service in the parallel corridor of Lee Highway. Increasing transit service will encourage more people to ride the bus, thus removing cars from Lee Highway and parallel commuting routes, including I-66 inside the Beltway.

Documented in:

Arlington County Transit Development Plan
 Arlington County Capital Improvement Program

Component Location



Benefit Evaluation:

Evaluation Criteria	Weighted Benefit Score
Person Throughput (up to 45 points) Project is likely to result in an increase in the corridor's peak period, peak direction person throughput. The component will move a higher ratio of people to vehicles compared to existing conditions.	30
Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person.	5
Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice.	10
Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities.	15
Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions.	10
Total Component Benefit Score	70

Cost Evaluation:

Total Project Cost	\$	450,000
Funding Request	\$	450,000
Percent of Project Costs Requested		100%
Cost Effectiveness Score (Total Component Benefit Score/Funding Request)		156

Additional Information:

This project aims to enhance connections within the Lee Highway corridor by increasing the frequency of bus service between the East Falls Church and Rosslyn Metrorail stations, and provides enhanced connectivity to the region via improved access to Metro. Average service frequency will be improved from 16 minutes to 12 minutes during extended weekday peak periods.

The Transform 66 Multimodal Project is done in conjunction with:



*Reflects change in funding request from original application.

Bus Stop Consolidation and Accessibility Improvements

Applicant:

Arlington County

Proposed Opening Date:

October 1, 2018

Description:

By consolidating underutilized and closely spaced bus stops along seven routes – Metrobus 2A, 3Y, 15L, 38B, 42 and 77, and ART 55 – this project reduces travel times and increases new bus riders by 15 percent. Thirty bus stops will be improved through the addition of bus stop pads and pedestrian facilities (sidewalks, curb ramps and crosswalks) that are compliant with the Americans with Disabilities Act, and enhanced passenger amenities (shelters, benches, lighting, customer information, etc.). Requested funds will support capital costs.

Multimodal Transportation Improvement Type:



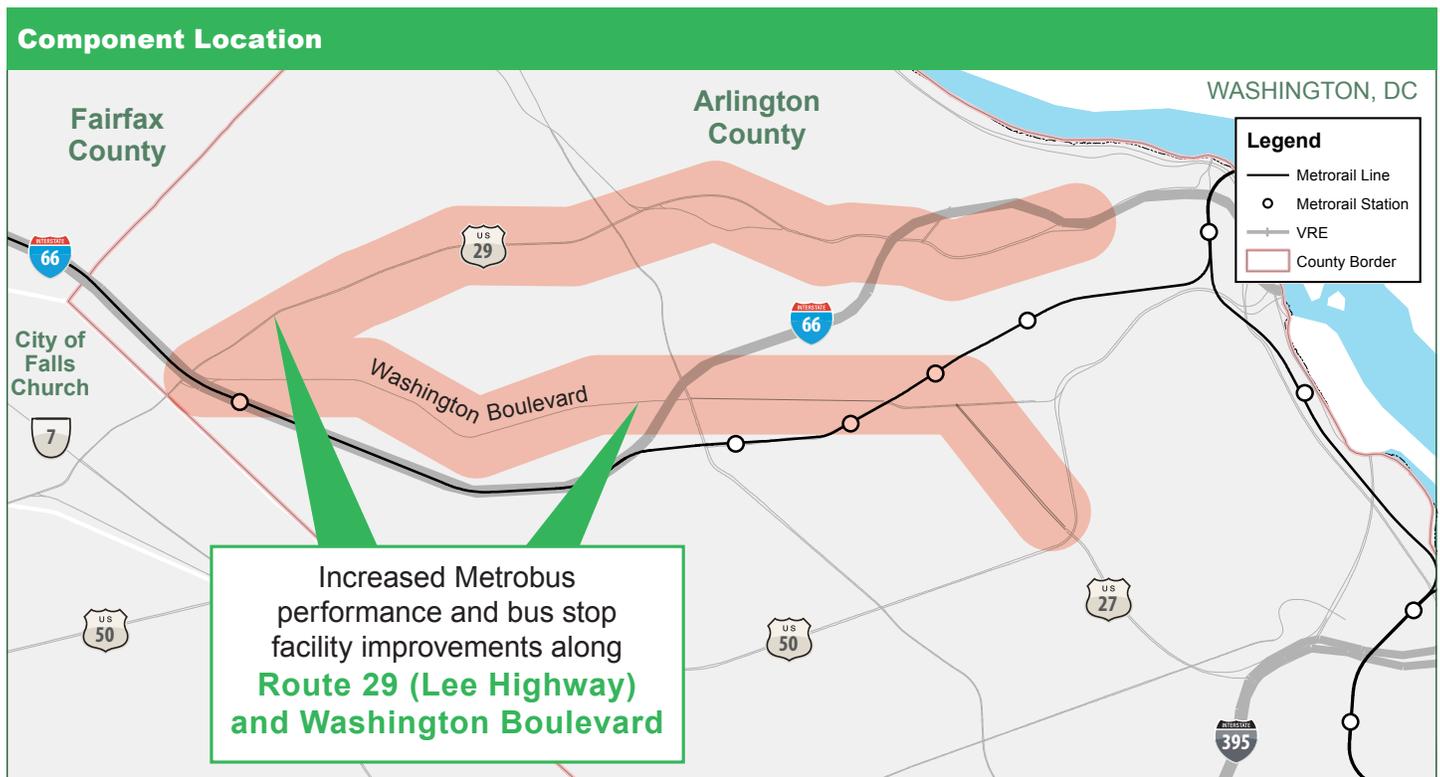
Enhanced
Bus Service

Benefit to Tollpayers:

This project benefits toll-paying users of I-66 inside the Beltway by providing more streamlined bus service along Lee Highway; reducing both the amount of time a bus sits at the stop and the number of bus stops; and increasing bus speed through the corridor. Having more accessible bus stops will encourage more people to ride the bus, thus removing cars from Lee Highway and parallel commuting routes, including I-66.

Documented in:

Arlington County Transit Development Plan
Arlington County Capital Improvement Plan



Benefit Evaluation:

Evaluation Criteria	Weighted Benefit Score
Person Throughput (up to 45 points) Project supports an increase in peak period, peak direction vehicular throughput in the corridor that is significant (greater than 1 percent of the baseline).	15
Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person.	10
Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice.	15
Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities.	15
Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions.	10
Total Component Benefit Score	65

Cost Evaluation:

Total Project Cost	\$ 462,000
Funding Request	\$ 462,000
Percent of Project Costs Requested	100%
Cost Effectiveness Score (Total Component Benefit Score/Funding Request)	141

The Transform 66 Multimodal Project is done in conjunction with:



Expanded Transit Access, Through Capital Bikeshare

Applicant:

City of Falls Church

Proposed Opening Date:

March 1, 2017

Description:

This component will fund the operations of an additional 16 bike share stations to serve as a first-mile/last-mile solution for two Orange and Silver line Metrorail stations: East Falls Church and West Falls Church. This effort has the potential to increase daily trips at the two Metrorail stations by 450. These stations, which will fill a gap in the regional bike share network, will extend the catchment area of transit stations, increase travel options and reduce pressure on the regional highway system.

Requested funds will provide three years of operating assistance and maintenance for bike share stations along N Washington Street and S Washington Street (Route 29), W Broad Street (Route 7), and the W&OD Trail in the City of Falls Church. The stations are proposed to be purchased and installed as part of a different funding program.



Multimodal Transportation Improvement Type:



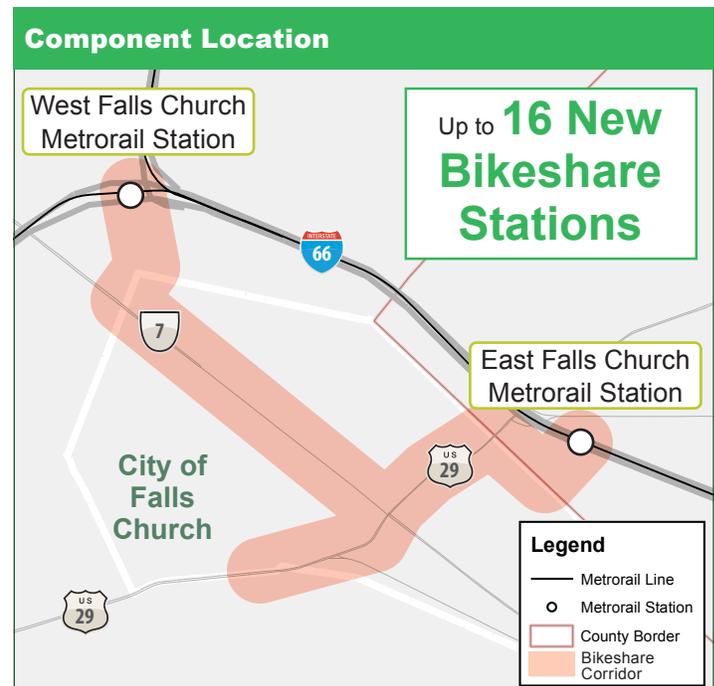
Access to Transit

Benefit to Tollpayers:

This project component benefits the toll payers by reducing congestion on I-66 inside the Beltway. The component increases connections and access to Metrorail stations along the I-66 corridor. The increased connections will allow more people to travel by transit, thereby reducing vehicle demand and congestion on I-66 inside the Beltway.

Documented in:

City of Falls Church Planning/Safety Study
City of Falls Church Master Bike Plan



Benefit Evaluation:

Evaluation Criteria	Weighted Benefit Score
Person Throughput (up to 45 points)	15
Project will increase the corridor's peak period, peak direction throughput by supporting transportation choice.	
Peak Period Travel Time (up to 15 points)	15
Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person.	
Connectivity (up to 15 points)	15
Project provides new modal connections and/or further promotes transportation choice.	
Accessibility (up to 15 points)	15
Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities.	
Diversion Mitigation (up to 10 points)	N/A
Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions.	
Total Component Benefit Score	60

Cost Evaluation:

Total Project Cost	\$ 2,854,880
Funding Request	\$ 500,000
Percent of Project Costs Requested	18%
Cost Effectiveness Score* <i>(Total Component Benefit Score/Funding Request)</i>	120

Additional Information:

Locating bikeshare stations throughout the central portion of the City of Falls Church and along corridors toward Orange Line Metrorail stations will allow for those commuting to or from Falls Church to use bikeshare as a first-mile/last-mile connection mode to access Metrorail and bus routes.

The Transform 66 Multimodal Project is done in conjunction with:



*Reflects change in funding request from original application.

Multimodal Real-Time Transportation Information Screens in Arlington County

Applicant:
 Arlington County

Proposed Opening Date:
 January 1, 2017

Description:

The provision of real-time information on transit arrivals, Capital Bikeshare and Zipcar availability, and I-66 travel times and toll rates will complement Arlington County's successful transportation demand management program and increase the number of daily Metrorail trips by 870. These multimodal, real-time transportation screens, which provide dynamic information, will be placed at the East Falls Church, Virginia Square-GMU, Clarendon, and Court House Metrorail stations; high-utilization bus stops; and in residential and office buildings in the Rosslyn-Ballston corridor. Comprehensive, up-to-the minute information will allow commuters to make informed travel choices and increase transit use. Requested funds will cover the purchase of 50 screens.

Multimodal Transportation Improvement Type:



Transportation Demand Management

Benefit to Tollpayers:

This project will benefit the toll-paying users of I-66 inside the Beltway by providing real-time information on toll rates and multimodal commuting options, thereby removing vehicles from I-66 and surrounding roads and helping ease congestion.

Documented in:

Arlington County Commuter Services Strategic Plan
 VDOT 2012 I-66 Multimodal Study Inside the Beltway

Example Real-Time Information Screen

Example Real-Time Information Screen

Benefit Evaluation:

Evaluation Criteria	Weighted Benefit Score
Person Throughput (up to 45 points) Project will manage peak period, peak direction travel demand in the corridor by seeking to change travel behavior by providing information or incentives.	15
Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person.	15
Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice.	10
Accessibility (up to 15 points) Project addresses, improves, or enhances “first/last mile” travel between home/employment locations and transit or carpool/vanpool facilities.	5
Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions.	3
Total Component Benefit Score	48

Cost Evaluation:

Total Project Cost	\$ 292,600
Funding Request	\$ 250,000
Percent of Project Costs Requested	85%
Cost Effectiveness Score (Total Component Benefit Score/Funding Request)	193

Additional Information:

These screens give commuters the information needed to choose the best travel option. For example commuters could use Capital Bikeshare to travel to a bus stop or take Metrobus instead of Metrorail to shorten their wait time. This project complements other proposed transit and TDM services for the I-66 corridor. The alternatives provided through this project make it more likely that users will take advantage of alternatives.

The Transform 66 Multimodal Project is done in conjunction with:



Loudoun County Transportation Demand Management

Applicant:

Loudoun County

Proposed Opening Date:

July 1, 2017

Description:

This project expands a successful transportation demand management (TDM) program by targeting commuters bound for locations along the I-66 corridor inside the Beltway or Washington, D.C. Currently, 83 percent of Loudoun commuters using transit, vanpools or carpools are destined for those locations, according to the Household Travel Survey. Expected to serve 900 new riders, the TDM program will provide marketing and incentives during a one-year promotional period. Incentives include reduced fares on express buses into D.C. or to Orange and Silver line Metrorail stations, a SmarTrip® promotion for new Metrorail riders, and financial rewards for new carpools and vanpools.

Multimodal Transportation Improvement Type:



Transportation Demand
Management

Benefit to Tollpayers:

This program will have an immediate impact, benefiting tollpayers by reducing the number of single-occupancy vehicles (SOV) on I-66 inside the Beltway and providing direct, tangible payments for the use of transportation alternatives. The program is scalable, depending on the desired benefit or availability of funding. Finally, the program will be designed to reach Loudoun County residents at their jobs within the corridor through partnerships with other jurisdictions in the region.

Documented in:

Loudoun County Vision Long-Range Plan
Loudoun County Countywide Transportation Plan (2010)



Benefit Evaluation:

Evaluation Criteria	Weighted Benefit Score
Person Throughput (up to 45 points) Project is likely to result in a significant increase in the corridor's peak period, peak direction person throughput (greater than 1 percent of the baseline). The project will move a higher ratio people to vehicles compared to existing conditions.	45
Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person.	10
Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice.	15
Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities.	15
Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions.	7
Total Component Benefit Score	92

Cost Evaluation:

Total Project Cost	\$ 623,000
Funding Request	\$ 623,000
Percent of Project Costs Requested	100%
Cost Effectiveness Score (Total Component Benefit Score/Funding Request)	147

The Transform 66 Multimodal Project is done in conjunction with:



Expanded TDM Outreach to the I-66 Corridor

Applicant:

Arlington County

Proposed Opening Date:

January 1, 2017

Description:

This project expands a proven transportation demand management (TDM) program by targeting commuters bound for locations along the I-66 corridor inside the Beltway or Washington, D.C. Robust employer and residential outreach and education services, including a focus on new carpool and vanpool initiatives, will eliminate 1,500 single-occupant car trips through the I-66 corridor inside the Beltway each day. These initiatives will provide convenient connections to existing transit, helping to resolve the first mile/last mile issue and feeding new riders into existing transit services. Requested funds will support incentives and marketing. Arlington Transportation Partners will provide, in kind, a .25 full-time equivalent residential outreach person to complement the grant-funded contract staff.

Multimodal Transportation Improvement Type:



Transportation Demand
Management

Benefit to Tollpayers:

This project will benefit the toll-paying users of I-66 by providing information, incentives and encouragement to choose multimodal commute options, thereby removing vehicles from I-66 and parallel roads.

Documented in:

Arlington County Commuter Services Strategic Plan
VDOT 2012 I-66 Multimodal Study Inside the Beltway



Benefit Evaluation:

Evaluation Criteria	Weighted Benefit Score
Person Throughput (up to 45 points) Project will manage peak period, peak direction travel demand in the corridor by seeking to change travel behavior by providing information or incentives.	15
Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person.	10
Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice.	10
Accessibility (up to 15 points) Project addresses, improves, or enhances “first/last mile” travel between home/employment locations and transit or carpool/vanpool facilities.	10
Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions.	7
Total Component Benefit Score	52

Cost Evaluation:

Total Project Cost	\$ 390,000
Funding Request	\$ 350,000
Percent of Project Costs Requested	90%
Cost Effectiveness Score (Total Component Benefit Score/Funding Request)	148

Additional Information:

TDM consistently makes people aware of travel choices and connections they did not realize they had. Often the connection between modes is complicated or requires research that people do not do on their own, but the intensive information and personal connection of TDM helps people do so. Providing comprehensive information, incentives, and encouragement makes a big difference in people’s awareness and use of options.

All TDM programs around the country use outreach as an essential component of getting travelers to use alternatives to driving. Integrating the availability of new enhanced transit and TDM services being proposed for I-66 funding into this outreach effort will be essential in getting commuters to become aware of such options and make them much more likely to use them. In this respect, this project is an important element for the success of many of the other proposed I-66 projects.

The Transform 66 Multimodal Project is done in conjunction with:





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 28, 2016

MOTION

Made By:

Seconded By:

Action:

Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2017-2022

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 2017-2022 Program on June 14, 2016; and

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

WHEREAS, Section 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 Sections 33.2-358 and 58.1-638 of the *Code of Virginia*, by adopting a Program; and

Resolution of the Board
Addition of Projects to the SYIP
July 28, 2016
Page Two

WHEREAS, Section 58.1-638 authorizes 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 2017-2022 Program adopted by the Board on June 14, 2016; 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 2017 through 2022 and are approved.

####

CTB Decision Brief

Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2017 - 2022

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 Section 33.2-214(B) of the *Code of Virginia*. On June 14, 2016, after due consideration, the CTB adopted a Final FY 2017-2022 Program. The projects shown in Appendix A were not in the Final FY 2017-2022 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 2017–2022.

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 2017–2022 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 2017-2022.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Appendix A
Amendments to the FY2017-2022 SYIP

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Major Fund Source	System	Fully Funded
1	T-18454	Bristol	Washington Co.	19	Route 19 Signal and Crossover Closures	\$ 500,000	Safety	Primary	Yes
2	108370	Bristol	Washington Co.	11	US 11 at Exit 19 Signal Installation	\$ 192,627	Safety	Primary	Yes
na	106694	Hampton	City of Suffolk	58	US Route 460/58/13 Connector (PE Only)	\$ 5,000,000	HRTAC	Primary	Yes
3	108943	Northern Virginia	Fairfax Co.	495	I-495 LANDSCAPING REPLANTING	\$ 1,000,000	Accounts Receivable	Interstate	Yes
4	109642	Northern Virginia	Manassas	-	MANASSAS SIGNAL SOFTWARE AND EQUIPMENT	\$ 433,000	CMAQ	Urban	Yes
8	108418	Salem	Roanoke Co.	81	I-81 - INSTALL SIGNS WITH FLASHERS	\$ 28,280	Safety	Interstate	Yes
9	108480	Salem	Floyd Co.	221	ROUTE 221 - INSTALL ICB AND CURVE FLASHER	\$ 52,243	Safety	Primary	Yes
Total						\$ 7,206,150			



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 4

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

July 28, 2016

MOTION

Made By: Secoded By:

Action:

Title: FY17-22 Six-Year Improvement Program Transfers
For June 14 through June 24, 2016

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 14, 2016, a resolution was approved to allocate funds for the Fiscal Years 2017 through 2022 Program; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2017 through 2022 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 2017 through 2022 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

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

Resolution of the Board

FY17-22 Six-Year Improvement Program Transfers For June 14 through June 24, 2016

July 28, 2016

Page Two

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

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

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

#####

CTB Decision Brief

FY2017-2022 Six-Year Improvement Program Transfers For June 14 through June 24, 2016

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 14, 2016, 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 2017 through 2022 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 2017 through 2022 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

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

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from June 14 through June 24, 2016 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 2017 – 2022 that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

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

CTB Decision Brief

FY17-22 Six-Year Improvement Program Transfers For June 14 through June 24, 2016

July 28, 2016

Page Two

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

**Six-Year Improvement Program Allocation Transfer Threshold Report
July 2016**

NEW	Row	Donor District	Donor System	Donor Description	Donor UPC	Recipient District	Recipient System	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Estimate	Transfer Percent	Comment
New	1	Bristol	Primary	US 460 / US 19 Overlap Shoulder Imitative - Tazewell County	107119	Bristol	Primary	Route 19 Signal and Crossover Closures	-18454	Highway Safety Improvements:Federal; Highway Safety Improvements:Soft Match	500,000	500,000	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to a new project.
New	2	Bristol	Primary	US 460 / US 19 Overlap Shoulder Imitative - Tazewell County	107119	Bristol	Primary	US 11 at Exit 19 Signal Installation	108370	Highway Safety Improvements:Federal; Highway Safety Improvements:Soft Match	192,627	192,627	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to a new project.
New	3	Northern Virginia	Interstate	GEC Design Services I495/DAAH Interchange Improvements	94611	Northern Virginia	Interstate	I-495 LANDSCAPING REPLANTING	108943	Accounts Receivable	1,000,000	1,000,000	100.0%	Transfer of surplus funds recommended by NoVA District and Financial Planning from completed project to a new project.
New	4	Northern Virginia	Urban	Signal Improvements & Synchronization -Manassas; Traffic Signal Improvements; Manassas Incident Management Variable Message Boards	96719; 100473; 82843	Northern Virginia	Urban	Manassas Signal Software and Equipment	109642	CMAQ Federal; CMAQ Match; Residue Parcel-Manassas	433,000	433,000	100.0%	Transfer of surplus funds recommended by District and MPO from completed projects to a new project.
	5	Northern Virginia	Interstate; Miscellaneous	I-66 WB at RTE 28 SHOULDER IMPROVEMENT; NoVA District STP Safety/HES Balance Entry	-16915; 105596	Northern Virginia	Secondary	OLD CENTREVILLE RD & OLD MILL RD TRAFFIC SIGNAL & TURN LANE	109620	Highway Safety Improvements:Federal; Highway Safety Improvements:Soft Match; Highway Safety Improvements:State Match	750,000	750,000	45.9%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the District Safety balance entry line item and a cancelled project to a scheduled project.
	6	Salem	Miscellaneous	VARI. RTES. - INSTALL SIGNS WITH FLASHERS	107062	Salem	Primary	ROUTE 460 - INSTALL ICB AT INT CASCADE DR	107050	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	36,009	116,783	44.6%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to fund a scheduled project.
	7	Salem	Miscellaneous	VARI. RTES. - INSTALL SIGNS WITH FLASHERS	107062	Salem	Primary	ROUTE 58 - INSTALL ICB	107068	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	69,554	208,887	49.9%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to fund a scheduled project.
New	8	Salem	Miscellaneous	VARI. RTES. - INSTALL SIGNS WITH FLASHERS	107062	Salem	Interstate	I-81 - INSTALL SIGNS WITH FLASHERS	108418	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	28,280	28,280	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to a new project.
New	9	Salem	Miscellaneous	VARI. RTES. - INSTALL SIGNS WITH FLASHERS	107062	Salem	Primary	ROUTE 221 - INSTALL ICB AND CURVE FLASHER	108480	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	52,243	52,243	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to a new project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
July 2016**

Row	Donor District	Donor System	Donor Description	Donor UPC	Recipient District	Recipient System	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Estimate	Transfer Percent	Comment
A	Bristol	Primary	A Study to Provide Access to Wise Airport Area	57666	Bristol	Primary	APPALACHIAN REGIONAL COMMISSION LOCAL ACCESS FUNDING	60634	Appalachian Funds:Federal	500,000	6,500,000	5.2%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to the APL balance entry line item.
B	Bristol	Primary	ROUTE 19 STR 1135 OVER NSRR & WRIGHTS VALLEY CREEK - 18461	109504	Bristol	Primary	Rte. 58 Over Peggy Branch (Fed. ID 8727)	101376	STP:Bridge - Federal; STP:STP Bridge - Soft Match	365,078	4,732,000	7.7%	Transfer of surplus funds recommended by District and Structure & Bridge Division from a cancelled project to a scheduled project.
E	Fredericksburg	Miscellaneous	West Point - Elementary and Middle School - SRTS Project	93135	Fredericksburg	Miscellaneous	Town of West Point - SRTS - West Point ES, MS - Sidewalks	102826	Safe Routes to School:Federal	4,774	214,501	2.3%	Transfer of surplus funds recommended by District and Transportation Mobility Planning Division from a completed project to a scheduled project.
F	Hampton Roads	Urban	CITY OF VA BEACH-CITYWIDE SIGNAL SYSTEM UPGRADE (PHASE I)	52355	Hampton Roads	Urban	Intersection Improvements - Indian River Rd & Kempsville Rd	84366	CMAQ:Federal	338,010	17,731,451	2.2%	Transfer of surplus funds recommended by District and MPO from a completed project to an underway project.
G	Northern Virginia	Interstate	I-95 PARKING MANAGEMENT SYSTEM - PILOT	105378	Statewide	Miscellaneous	INTERSTATE ITTF TECHNOLOGY - EQUIPMENT UPGRADES	104591	CTB Formula:ITS - Federal; CTB Formula:ITS - Soft Match	226,705	19,248,771	0.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to the Statewide ITS balance entry line item.
H	Northern Virginia	Miscellaneous; Primary	Formula Fund Balance Entry - Northern Virginia; RTE 28 - WIDEN TO 6 LANES; RTE 7 - WIDEN TO 6 LANES	-11515; 52327; 52838	Northern Virginia	Primary	RTE 7 CORRIDOR IMPROVEMENTS	52328	Bond Proceeds:NVTD Bonds; Primary Formula:State	1,068,837	12,000,000	9.8%	Transfer of surplus funds recommended by District and Financial Planning Division from the District balance entry line item and completed projects to a scheduled project.
I	Richmond	Miscellaneous	Richmond Region-wide Traffic/Operations Improvements	101492	Richmond	Urban	RTE 147 - IMPROVE INTERSECTION	104959	CMAQ:MPO - Federal; CMAQ:MPO - State Match	131,598	1,001,630	15.1%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a underway project.
J	Richmond	Secondary	RTE 711 - REALIGN INTERSECTION TO IMPROVE SIGHT DISTANCE	19056	Richmond	Secondary	RTE 1343 - NEW ROADWAY CONSTRUCTION	8216	Federal Formula STP:State Bond Match; Secondary Formula:Federal; Secondary Formula:State	251,792	7,313,191	3.6%	Transfer of surplus funds recommended by District from a completed project to fund a underway project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
July 2016**

Row	Donor District	Donor System	Donor Description	Donor UPC	Recipient District	Recipient System	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Estimate	Transfer Percent	Comment
K	Richmond	Secondary	PLANT MIX - VARIOUS ROUTES IN HANOVER COUNTY; RT 637 (Atlee Station Rd) - SHOULDER WEDGE; RT 643 (Lee Davis Rd) - SHOULDER WEDGE; RT 646 (Hickory Hill Rd) - RURAL RUSTIC - PHASE 1; RT 714 (Mabelton Rd) - RURAL RUSTIC; RT 773 (George Ruth Rd) - RURAL RUSTIC; RTE 615 (CREIGHTON RD) - SHOULDER WEDGE AND OVERLAY; RTE 627 - WIDENING; RTE 637 - RECONSTRUCTION; RTE 643 - TURN LANES & MODIFY SIGNALS; RTE 782 - EXTEND LAKERIDGE PARKWAY - FY 98-99 RS PROJ	11273; 17862; 17866; 50598; 51253; 58187; 58189; 71553; 100445; 100446; 100594; 101774	Richmond	Secondary	Rte 638 - Extend Atlee Rd to Connect to Atlee Station Rd	98236	Bond Match:State Bond Match; Federal Formula STP:Federal; Federal Formula STP:State Bond Match; Federal STP:Federal; Secondary Formula:Federal; Secondary Formula:Federal/State; Secondary Formula:State; Secondary Formula:State Match	680,155	17,432,614	3.9%	Transfer of surplus funds recommended by District from completed projects to a scheduled project.
L	Salem	Secondary	Rte 793 - Rural Rustic (Surface Treat Non Hard surface Rd)	106744	Salem	Secondary	Rte 674 - Rural Rustic (Surface Treat Non Hard Surface Rd)	106760	CTB Formula:Unpaved - State	42,707	325,000	15.1%	Transfer of surplus funds recommended by District from a completed project to a scheduled project.
M	Salem; Statewide	Primary; Urban	RTE 460 - Upgrade Traffic Signal at 13th Street; RTE. 220 Corridor Shoulder Widening & GR Install/Upgrades	100659; 102738	Salem	Urban	#HB2.FY17 Colonial Avenue Improvements	108896	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	250,000	7,000,000	5.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from completed projects to a scheduled project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
July 2016**

NEW	Row	Donor District	Donor System	Donor Description	Donor UPC	Recipient District	Recipient System	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Estimate	Transfer Percent	Comment
New	1	Bristol	Primary	US 460 / US 19 Overlap Shoulder Imitative - Tazewell County	107119	Bristol	Primary	Route 19 Signal and Crossover Closures	-18454	Highway Safety Improvements:Federal; Highway Safety Improvements:Soft Match	500,000	500,000	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to a new project.
New	2	Bristol	Primary	US 460 / US 19 Overlap Shoulder Imitative - Tazewell County	107119	Bristol	Primary	US 11 at Exit 19 Signal Installation	108370	Highway Safety Improvements:Federal; Highway Safety Improvements:Soft Match	192,627	192,627	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to a new project.
New	3	Northern Virginia	Interstate	GEC Design Services I495/DAAH Interchange Improvements	94611	Northern Virginia	Interstate	I-495 LANDSCAPING REPLANTING	108943	Accounts Receivable	1,000,000	1,000,000	100.0%	Transfer of surplus funds recommended by NoVA District and Financial Planning from completed project to a new project.
New	4	Northern Virginia	Urban	Signal Improvements & Synchronization -Manassas; Traffic Signal Improvements; Manassas Incident Management Variable Message Boards	96719; 100473; 82843	Northern Virginia	Urban	Manassas Signal Software and Equipment	109642	CMAQ Federal; CMAQ Match; Residue Parcel-Manassas	433,000	433,000	100.0%	Transfer of surplus funds recommended by District and MPO from completed projects to a new project.
	5	Northern Virginia	Interstate; Miscellaneous	I-66 WB at RTE 28 SHOULDER IMPROVEMENT; NoVA District STP Safety/HES Balance Entry	-16915; 105596	Northern Virginia	Secondary	OLD CENTREVILLE RD & OLD MILL RD TRAFFIC SIGNAL & TURN LANE	109620	Highway Safety Improvements:Federal; Highway Safety Improvements:Soft Match; Highway Safety Improvements:State Match	750,000	750,000	45.9%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the District Safety balance entry line item and a cancelled project to a scheduled project.
	6	Salem	Miscellaneous	VARI. RTES. - INSTALL SIGNS WITH FLASHERS	107062	Salem	Primary	ROUTE 460 - INSTALL ICB AT INT CASCADE DR	107050	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	36,009	116,783	44.6%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to fund a scheduled project.
	7	Salem	Miscellaneous	VARI. RTES. - INSTALL SIGNS WITH FLASHERS	107062	Salem	Primary	ROUTE 58 - INSTALL ICB	107068	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	69,554	208,887	49.9%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to fund a scheduled project.
New	8	Salem	Miscellaneous	VARI. RTES. - INSTALL SIGNS WITH FLASHERS	107062	Salem	Interstate	I-81 - INSTALL SIGNS WITH FLASHERS	108418	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	28,280	28,280	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to a new project.
New	9	Salem	Miscellaneous	VARI. RTES. - INSTALL SIGNS WITH FLASHERS	107062	Salem	Primary	ROUTE 221 - INSTALL ICB AND CURVE FLASHER	108480	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	52,243	52,243	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to a new project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
July 2016**

Row	Donor District	Donor System	Donor Description	Donor UPC	Recipient District	Recipient System	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Estimate	Transfer Percent	Comment
A	Bristol	Primary	A Study to Provide Access to Wise Airport Area	57666	Bristol	Primary	APPALACHIAN REGIONAL COMMISSION LOCAL ACCESS FUNDING	60634	Appalachian Funds:Federal	500,000	6,500,000	5.2%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to the APL balance entry line item.
B	Bristol	Primary	ROUTE 19 STR 1135 OVER NSRR & WRIGHTS VALLEY CREEK - 18461	109504	Bristol	Primary	Rte. 58 Over Peggy Branch (Fed. ID 8727)	101376	STP:Bridge - Federal; STP:STP Bridge - Soft Match	365,078	4,732,000	7.7%	Transfer of surplus funds recommended by District and Structure & Bridge Division from a cancelled project to a scheduled project.
E	Fredericksburg	Miscellaneous	West Point - Elementary and Middle School - SRTS Project	93135	Fredericksburg	Miscellaneous	Town of West Point - SRTS - West Point ES, MS - Sidewalks	102826	Safe Routes to School:Federal	4,774	214,501	2.3%	Transfer of surplus funds recommended by District and Transportation Mobility Planning Division from a completed project to a scheduled project.
F	Hampton Roads	Urban	CITY OF VA BEACH-CITYWIDE SIGNAL SYSTEM UPGRADE (PHASE I)	52355	Hampton Roads	Urban	Intersection Improvements - Indian River Rd & Kempsville Rd	84366	CMAQ:Federal	338,010	17,731,451	2.2%	Transfer of surplus funds recommended by District and MPO from a completed project to an underway project.
G	Northern Virginia	Interstate	I-95 PARKING MANAGEMENT SYSTEM - PILOT	105378	Statewide	Miscellaneous	INTERSTATE ITTF TECHNOLOGY - EQUIPMENT UPGRADES	104591	CTB Formula:ITS - Federal; CTB Formula:ITS - Soft Match	226,705	19,248,771	0.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to the Statewide ITS balance entry line item.
H	Northern Virginia	Miscellaneous; Primary	Formula Fund Balance Entry - Northern Virginia; RTE 28 - WIDEN TO 6 LANES; RTE 7 - WIDEN TO 6 LANES	-11515; 52327; 52838	Northern Virginia	Primary	RTE 7 CORRIDOR IMPROVEMENTS	52328	Bond Proceeds:NVTD Bonds; Primary Formula:State	1,068,837	12,000,000	9.8%	Transfer of surplus funds recommended by District and Financial Planning Division from the District balance entry line item and completed projects to a scheduled project.
I	Richmond	Miscellaneous	Richmond Region-wide Traffic/Operations Improvements	101492	Richmond	Urban	RTE 147 - IMPROVE INTERSECTION	104959	CMAQ:MPO - Federal; CMAQ:MPO - State Match	131,598	1,001,630	15.1%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a underway project.
J	Richmond	Secondary	RTE 711 - REALIGN INTERSECTION TO IMPROVE SIGHT DISTANCE	19056	Richmond	Secondary	RTE 1343 - NEW ROADWAY CONSTRUCTION	8216	Federal Formula STP:State Bond Match; Secondary Formula:Federal; Secondary Formula:State	251,792	7,313,191	3.6%	Transfer of surplus funds recommended by District from a completed project to fund a underway project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
July 2016**

Row	Donor District	Donor System	Donor Description	Donor UPC	Recipient District	Recipient System	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Estimate	Transfer Percent	Comment
K	Richmond	Secondary	PLANT MIX - VARIOUS ROUTES IN HANOVER COUNTY; RT 637 (Atlee Station Rd) - SHOULDER WEDGE; RT 643 (Lee Davis Rd) - SHOULDER WEDGE; RT 646 (Hickory Hill Rd) - RURAL RUSTIC - PHASE 1; RT 714 (Mabelton Rd) - RURAL RUSTIC; RT 773 (George Ruth Rd) - RURAL RUSTIC; RTE 615 (CREIGHTON RD) - SHOULDER WEDGE AND OVERLAY; RTE 627 - WIDENING; RTE 637 - RECONSTRUCTION; RTE 643 - TURN LANES & MODIFY SIGNALS; RTE 782 - EXTEND LAKERIDGE PARKWAY - FY 98-99 RS PROJ	11273; 17862; 17866; 50598; 51253; 58187; 58189; 71553; 100445; 100446; 100594; 101774	Richmond	Secondary	Rte 638 - Extend Atlee Rd to Connect to Atlee Station Rd	98236	Bond Match:State Bond Match; Federal Formula STP:Federal; Federal Formula STP:State Bond Match; Federal STP:Federal; Secondary Formula:Federal; Secondary Formula:Federal/State; Secondary Formula:State; Secondary Formula:State Match	680,155	17,432,614	3.9%	Transfer of surplus funds recommended by District from completed projects to a scheduled project.
L	Salem	Secondary	Rte 793 - Rural Rustic (Surface Treat Non Hard surface Rd)	106744	Salem	Secondary	Rte 674 - Rural Rustic (Surface Treat Non Hard Surface Rd)	106760	CTB Formula:Unpaved - State	42,707	325,000	15.1%	Transfer of surplus funds recommended by District from a completed project to a scheduled project.
M	Salem; Statewide	Primary; Urban	RTE 460 - Upgrade Traffic Signal at 13th Street; RTE. 220 Corridor Shoulder Widening & GR Install/Upgrades	100659; 102738	Salem	Urban	#HB2.FY17 Colonial Avenue Improvements	108896	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	250,000	7,000,000	5.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from completed projects to a scheduled project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
July 2016**

NEW	Row	Donor District	Donor System	Donor Description	Donor UPC	Recipient District	Recipient System	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Estimate	Transfer Percent	Comment
New	1	Bristol	Primary	US 460 / US 19 Overlap Shoulder Imitative - Tazewell County	107119	Bristol	Primary	Route 19 Signal and Crossover Closures	-18454	Highway Safety Improvements:Federal; Highway Safety Improvements:Soft Match	500,000	500,000	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to a new project.
New	2	Bristol	Primary	US 460 / US 19 Overlap Shoulder Imitative - Tazewell County	107119	Bristol	Primary	US 11 at Exit 19 Signal Installation	108370	Highway Safety Improvements:Federal; Highway Safety Improvements:Soft Match	192,627	192,627	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to a new project.
New	3	Northern Virginia	Interstate	GEC Design Services I495/DAAH Interchange Improvements	94611	Northern Virginia	Interstate	I-495 LANDSCAPING REPLANTING	108943	Accounts Receivable	1,000,000	1,000,000	100.0%	Transfer of surplus funds recommended by NoVA District and Financial Planning from completed project to a new project.
New	4	Northern Virginia	Urban	Signal Improvements & Synchronization -Manassas; Traffic Signal Improvements; Manassas Incident Management Variable Message Boards	96719; 100473; 82843	Northern Virginia	Urban	Manassas Signal Software and Equipment	109642	CMAQ Federal; CMAQ Match; Residue Parcel-Manassas	433,000	433,000	100.0%	Transfer of surplus funds recommended by District and MPO from completed projects to a new project.
	5	Northern Virginia	Interstate; Miscellaneous	I-66 WB at RTE 28 SHOULDER IMPROVEMENT; NoVA District STP Safety/HES Balance Entry	-16915; 105596	Northern Virginia	Secondary	OLD CENTREVILLE RD & OLD MILL RD TRAFFIC SIGNAL & TURN LANE	109620	Highway Safety Improvements:Federal; Highway Safety Improvements:Soft Match; Highway Safety Improvements:State Match	750,000	750,000	45.9%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the District Safety balance entry line item and a cancelled project to a scheduled project.
	6	Salem	Miscellaneous	VARI. RTES. - INSTALL SIGNS WITH FLASHERS	107062	Salem	Primary	ROUTE 460 - INSTALL ICB AT INT CASCADE DR	107050	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	36,009	116,783	44.6%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to fund a scheduled project.
	7	Salem	Miscellaneous	VARI. RTES. - INSTALL SIGNS WITH FLASHERS	107062	Salem	Primary	ROUTE 58 - INSTALL ICB	107068	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	69,554	208,887	49.9%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to fund a scheduled project.
New	8	Salem	Miscellaneous	VARI. RTES. - INSTALL SIGNS WITH FLASHERS	107062	Salem	Interstate	I-81 - INSTALL SIGNS WITH FLASHERS	108418	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	28,280	28,280	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to a new project.
New	9	Salem	Miscellaneous	VARI. RTES. - INSTALL SIGNS WITH FLASHERS	107062	Salem	Primary	ROUTE 221 - INSTALL ICB AND CURVE FLASHER	108480	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	52,243	52,243	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to a new project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
July 2016**

Row	Donor District	Donor System	Donor Description	Donor UPC	Recipient District	Recipient System	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Estimate	Transfer Percent	Comment
A	Bristol	Primary	A Study to Provide Access to Wise Airport Area	57666	Bristol	Primary	APPALACHIAN REGIONAL COMMISSION LOCAL ACCESS FUNDING	60634	Appalachian Funds:Federal	500,000	6,500,000	5.2%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to the APL balance entry line item.
B	Bristol	Primary	ROUTE 19 STR 1135 OVER NSRR & WRIGHTS VALLEY CREEK - 18461	109504	Bristol	Primary	Rte. 58 Over Peggy Branch (Fed. ID 8727)	101376	STP:Bridge - Federal; STP:STP Bridge - Soft Match	365,078	4,732,000	7.7%	Transfer of surplus funds recommended by District and Structure & Bridge Division from a cancelled project to a scheduled project.
E	Fredericksburg	Miscellaneous	West Point - Elementary and Middle School - SRTS Project	93135	Fredericksburg	Miscellaneous	Town of West Point - SRTS - West Point ES, MS - Sidewalks	102826	Safe Routes to School:Federal	4,774	214,501	2.3%	Transfer of surplus funds recommended by District and Transportation Mobility Planning Division from a completed project to a scheduled project.
F	Hampton Roads	Urban	CITY OF VA BEACH-CITYWIDE SIGNAL SYSTEM UPGRADE (PHASE I)	52355	Hampton Roads	Urban	Intersection Improvements - Indian River Rd & Kempsville Rd	84366	CMAQ:Federal	338,010	17,731,451	2.2%	Transfer of surplus funds recommended by District and MPO from a completed project to an underway project.
G	Northern Virginia	Interstate	I-95 PARKING MANAGEMENT SYSTEM - PILOT	105378	Statewide	Miscellaneous	INTERSTATE ITTF TECHNOLOGY - EQUIPMENT UPGRADES	104591	CTB Formula:ITS - Federal; CTB Formula:ITS - Soft Match	226,705	19,248,771	0.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to the Statewide ITS balance entry line item.
H	Northern Virginia	Miscellaneous; Primary	Formula Fund Balance Entry - Northern Virginia; RTE 28 - WIDEN TO 6 LANES; RTE 7 - WIDEN TO 6 LANES	-11515; 52327; 52838	Northern Virginia	Primary	RTE 7 CORRIDOR IMPROVEMENTS	52328	Bond Proceeds:NVTD Bonds; Primary Formula:State	1,068,837	12,000,000	9.8%	Transfer of surplus funds recommended by District and Financial Planning Division from the District balance entry line item and completed projects to a scheduled project.
I	Richmond	Miscellaneous	Richmond Region-wide Traffic/Operations Improvements	101492	Richmond	Urban	RTE 147 - IMPROVE INTERSECTION	104959	CMAQ:MPO - Federal; CMAQ:MPO - State Match	131,598	1,001,630	15.1%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a underway project.
J	Richmond	Secondary	RTE 711 - REALIGN INTERSECTION TO IMPROVE SIGHT DISTANCE	19056	Richmond	Secondary	RTE 1343 - NEW ROADWAY CONSTRUCTION	8216	Federal Formula STP:State Bond Match; Secondary Formula:Federal; Secondary Formula:State	251,792	7,313,191	3.6%	Transfer of surplus funds recommended by District from a completed project to fund a underway project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
July 2016**

Row	Donor District	Donor System	Donor Description	Donor UPC	Recipient District	Recipient System	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Estimate	Transfer Percent	Comment
K	Richmond	Secondary	PLANT MIX - VARIOUS ROUTES IN HANOVER COUNTY; RT 637 (Atlee Station Rd) - SHOULDER WEDGE; RT 643 (Lee Davis Rd) - SHOULDER WEDGE; RT 646 (Hickory Hill Rd) - RURAL RUSTIC - PHASE 1; RT 714 (Mabelton Rd) - RURAL RUSTIC; RT 773 (George Ruth Rd) - RURAL RUSTIC; RTE 615 (CREIGHTON RD) - SHOULDER WEDGE AND OVERLAY; RTE 627 - WIDENING; RTE 637 - RECONSTRUCTION; RTE 643 - TURN LANES & MODIFY SIGNALS; RTE 782 - EXTEND LAKERIDGE PARKWAY - FY 98-99 RS PROJ	11273; 17862; 17866; 50598; 51253; 58187; 58189; 71553; 100445; 100446; 100594; 101774	Richmond	Secondary	Rte 638 - Extend Atlee Rd to Connect to Atlee Station Rd	98236	Bond Match:State Bond Match; Federal Formula STP:Federal; Federal Formula STP:State Bond Match; Federal STP:Federal; Secondary Formula:Federal; Secondary Formula:Federal/State; Secondary Formula:State; Secondary Formula:State Match	680,155	17,432,614	3.9%	Transfer of surplus funds recommended by District from completed projects to a scheduled project.
L	Salem	Secondary	Rte 793 - Rural Rustic (Surface Treat Non Hard surface Rd)	106744	Salem	Secondary	Rte 674 - Rural Rustic (Surface Treat Non Hard Surface Rd)	106760	CTB Formula:Unpaved - State	42,707	325,000	15.1%	Transfer of surplus funds recommended by District from a completed project to a scheduled project.
M	Salem; Statewide	Primary; Urban	RTE 460 - Upgrade Traffic Signal at 13th Street; RTE. 220 Corridor Shoulder Widening & GR Install/Upgrades	100659; 102738	Salem	Urban	#HB2.FY17 Colonial Avenue Improvements	108896	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	250,000	7,000,000	5.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from completed projects to a scheduled project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
July 2016**

NEW	Row	Donor District	Donor System	Donor Description	Donor UPC	Recipient District	Recipient System	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Estimate	Transfer Percent	Comment
New	1	Bristol	Primary	US 460 / US 19 Overlap Shoulder Imitative - Tazewell County	107119	Bristol	Primary	Route 19 Signal and Crossover Closures	-18454	Highway Safety Improvements:Federal; Highway Safety Improvements:Soft Match	500,000	500,000	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to a new project.
New	2	Bristol	Primary	US 460 / US 19 Overlap Shoulder Imitative - Tazewell County	107119	Bristol	Primary	US 11 at Exit 19 Signal Installation	108370	Highway Safety Improvements:Federal; Highway Safety Improvements:Soft Match	192,627	192,627	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to a new project.
New	3	Northern Virginia	Interstate	GEC Design Services I495/DAAH Interchange Improvements	94611	Northern Virginia	Interstate	I-495 LANDSCAPING REPLANTING	108943	Accounts Receivable	1,000,000	1,000,000	100.0%	Transfer of surplus funds recommended by NoVA District and Financial Planning from completed project to a new project.
New	4	Northern Virginia	Urban	Signal Improvements & Synchronization -Manassas; Traffic Signal Improvements; Manassas Incident Management Variable Message Boards	96719; 100473; 82843	Northern Virginia	Urban	Manassas Signal Software and Equipment	109642	CMAQ Federal; CMAQ Match; Residue Parcel-Manassas	433,000	433,000	100.0%	Transfer of surplus funds recommended by District and MPO from completed projects to a new project.
	5	Northern Virginia	Interstate; Miscellaneous	I-66 WB at RTE 28 SHOULDER IMPROVEMENT; NoVA District STP Safety/HES Balance Entry	-16915; 105596	Northern Virginia	Secondary	OLD CENTREVILLE RD & OLD MILL RD TRAFFIC SIGNAL & TURN LANE	109620	Highway Safety Improvements:Federal; Highway Safety Improvements:Soft Match; Highway Safety Improvements:State Match	750,000	750,000	45.9%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the District Safety balance entry line item and a cancelled project to a scheduled project.
	6	Salem	Miscellaneous	VARI. RTES. - INSTALL SIGNS WITH FLASHERS	107062	Salem	Primary	ROUTE 460 - INSTALL ICB AT INT CASCADE DR	107050	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	36,009	116,783	44.6%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to fund a scheduled project.
	7	Salem	Miscellaneous	VARI. RTES. - INSTALL SIGNS WITH FLASHERS	107062	Salem	Primary	ROUTE 58 - INSTALL ICB	107068	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	69,554	208,887	49.9%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to fund a scheduled project.
New	8	Salem	Miscellaneous	VARI. RTES. - INSTALL SIGNS WITH FLASHERS	107062	Salem	Interstate	I-81 - INSTALL SIGNS WITH FLASHERS	108418	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	28,280	28,280	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to a new project.
New	9	Salem	Miscellaneous	VARI. RTES. - INSTALL SIGNS WITH FLASHERS	107062	Salem	Primary	ROUTE 221 - INSTALL ICB AND CURVE FLASHER	108480	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	52,243	52,243	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to a new project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
July 2016**

Row	Donor District	Donor System	Donor Description	Donor UPC	Recipient District	Recipient System	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Estimate	Transfer Percent	Comment
A	Bristol	Primary	A Study to Provide Access to Wise Airport Area	57666	Bristol	Primary	APPALACHIAN REGIONAL COMMISSION LOCAL ACCESS FUNDING	60634	Appalachian Funds:Federal	500,000	6,500,000	5.2%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to the APL balance entry line item.
B	Bristol	Primary	ROUTE 19 STR 1135 OVER NSRR & WRIGHTS VALLEY CREEK - 18461	109504	Bristol	Primary	Rte. 58 Over Peggy Branch (Fed. ID 8727)	101376	STP:Bridge - Federal; STP:STP Bridge - Soft Match	365,078	4,732,000	7.7%	Transfer of surplus funds recommended by District and Structure & Bridge Division from a cancelled project to a scheduled project.
E	Fredericksburg	Miscellaneous	West Point - Elementary and Middle School - SRTS Project	93135	Fredericksburg	Miscellaneous	Town of West Point - SRTS - West Point ES, MS - Sidewalks	102826	Safe Routes to School:Federal	4,774	214,501	2.3%	Transfer of surplus funds recommended by District and Transportation Mobility Planning Division from a completed project to a scheduled project.
F	Hampton Roads	Urban	CITY OF VA BEACH-CITYWIDE SIGNAL SYSTEM UPGRADE (PHASE I)	52355	Hampton Roads	Urban	Intersection Improvements - Indian River Rd & Kempsville Rd	84366	CMAQ:Federal	338,010	17,731,451	2.2%	Transfer of surplus funds recommended by District and MPO from a completed project to an underway project.
G	Northern Virginia	Interstate	I-95 PARKING MANAGEMENT SYSTEM - PILOT	105378	Statewide	Miscellaneous	INTERSTATE ITTF TECHNOLOGY - EQUIPMENT UPGRADES	104591	CTB Formula:ITS - Federal; CTB Formula:ITS - Soft Match	226,705	19,248,771	0.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to the Statewide ITS balance entry line item.
H	Northern Virginia	Miscellaneous; Primary	Formula Fund Balance Entry - Northern Virginia; RTE 28 - WIDEN TO 6 LANES; RTE 7 - WIDEN TO 6 LANES	-11515; 52327; 52838	Northern Virginia	Primary	RTE 7 CORRIDOR IMPROVEMENTS	52328	Bond Proceeds:NVTD Bonds; Primary Formula:State	1,068,837	12,000,000	9.8%	Transfer of surplus funds recommended by District and Financial Planning Division from the District balance entry line item and completed projects to a scheduled project.
I	Richmond	Miscellaneous	Richmond Region-wide Traffic/Operations Improvements	101492	Richmond	Urban	RTE 147 - IMPROVE INTERSECTION	104959	CMAQ:MPO - Federal; CMAQ:MPO - State Match	131,598	1,001,630	15.1%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a underway project.
J	Richmond	Secondary	RTE 711 - REALIGN INTERSECTION TO IMPROVE SIGHT DISTANCE	19056	Richmond	Secondary	RTE 1343 - NEW ROADWAY CONSTRUCTION	8216	Federal Formula STP:State Bond Match; Secondary Formula:Federal; Secondary Formula:State	251,792	7,313,191	3.6%	Transfer of surplus funds recommended by District from a completed project to fund a underway project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
July 2016**

Row	Donor District	Donor System	Donor Description	Donor UPC	Recipient District	Recipient System	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Estimate	Transfer Percent	Comment
K	Richmond	Secondary	PLANT MIX - VARIOUS ROUTES IN HANOVER COUNTY; RT 637 (Atlee Station Rd) - SHOULDER WEDGE; RT 643 (Lee Davis Rd) - SHOULDER WEDGE; RT 646 (Hickory Hill Rd) - RURAL RUSTIC - PHASE 1; RT 714 (Mabelton Rd) - RURAL RUSTIC; RT 773 (George Ruth Rd) - RURAL RUSTIC; RTE 615 (CREIGHTON RD) - SHOULDER WEDGE AND OVERLAY; RTE 627 - WIDENING; RTE 637 - RECONSTRUCTION; RTE 643 - TURN LANES & MODIFY SIGNALS; RTE 782 - EXTEND LAKERIDGE PARKWAY - FY 98-99 RS PROJ	11273; 17862; 17866; 50598; 51253; 58187; 58189; 71553; 100445; 100446; 100594; 101774	Richmond	Secondary	Rte 638 - Extend Atlee Rd to Connect to Atlee Station Rd	98236	Bond Match:State Bond Match; Federal Formula STP:Federal; Federal Formula STP:State Bond Match; Federal STP:Federal; Secondary Formula:Federal; Secondary Formula:Federal/State; Secondary Formula:State; Secondary Formula:State Match	680,155	17,432,614	3.9%	Transfer of surplus funds recommended by District from completed projects to a scheduled project.
L	Salem	Secondary	Rte 793 - Rural Rustic (Surface Treat Non Hard surface Rd)	106744	Salem	Secondary	Rte 674 - Rural Rustic (Surface Treat Non Hard Surface Rd)	106760	CTB Formula:Unpaved - State	42,707	325,000	15.1%	Transfer of surplus funds recommended by District from a completed project to a scheduled project.
M	Salem; Statewide	Primary; Urban	RTE 460 - Upgrade Traffic Signal at 13th Street; RTE. 220 Corridor Shoulder Widening & GR Install/Upgrades	100659; 102738	Salem	Urban	#HB2.FY17 Colonial Avenue Improvements	108896	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	250,000	7,000,000	5.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from completed projects to a scheduled project.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701

Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 28, 2016

MOTION

Made By: Seconded By:

Action:

Title: Adoption of Revised Policy and Approval of Guides for Implementation of the SMART SCALE Project Prioritization Process

WHEREAS, Section 33.2-214.1 of the *Code of Virginia*, provides that the Commonwealth Transportation Board (Board) shall develop a statewide prioritization process for certain projects funded by the Board, including those projects allocated funds pursuant to sections 33.2-358, 33.2-370 and 33.2-371 of the *Code of Virginia*, and

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

WHEREAS, Chapter 726 of the 2014 Acts of Assembly, required the Board to select projects for funding utilizing the project prioritization process established pursuant to section 33.2-214.1 beginning July 1, 2016; and

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

WHEREAS on June 17, 2015 the Board adopted a statewide prioritization policy and process pursuant to Section 33.2-214.1 and directed the Commissioner of Highways, the Department of Rail and Public Transportation (DRPT) and the Office of Intermodal Planning and Investment (OIPI) to take all actions necessary to implement and administer the policy and process adopted on June 17, 2015 (collectively the HB2 Prioritization Policy and Process), including but not limited to issuance of a Policy Guide consistent with the intent of the policy and process; and

WHEREAS since adoption of the HB2 Prioritization Policy and Process, VDOT, OIPI and DRPT have conducted extensive outreach to identify opportunities to improve the prioritization process in subsequent rounds; and

WHEREAS, in its May 17, 2016 workshop, the Board was presented with information and recommendations relating to the HB2 Prioritization Policy and Process, gathered from internal and external stakeholders, to include the following proposed key changes: encourage early creation of applications; require documentation of other sources of funding used to leverage funding requests submitted for prioritization; clarify process if the project scope changes significantly or the estimate exceeds the sliding scale requiring re-scoring; scale the Environmental Factor score based on impact to the environment; modify the Economic Development Factor to limit the distance around certain types of projects where benefits may be considered for the Project Support for Economic Development Measure and eliminate the extra scaling point for having zoning in place, adjust the Travel Time Reliability Measure where there is no data available and include a scaling factor based on vehicle miles traveled, and adjust the Intermodal Access and Efficiency Measure to adjust tonnage for ramps; modify the Safety Factor to include fatal and all injury crashes and to recognize higher social impacts of fatalities and severe injuries; adjust the Land Use Factor to address future density and the change in density between today and the future; and for fixed guideway projects analyze the full corridor improvements and take ten percent of the ultimate benefit.

WHEREAS, a revised draft policy guide (2016 SMART SCALE Policy Guide) and draft technical guide (2016 SMART SCALE Technical Guide) has been developed, based on said information and recommendations; and

WHEREAS in June 2016, the draft 2016 SMART SCALE Policy Guide and draft 2016 SMART SCALE Technical Guide containing a proposed revised prioritization policy and process were issued and posted at SmartScale.org for purposes of gathering public review and comment; and

WHEREAS, such draft 2016 SMART SCALE Policy Guide and draft 2016 SMART SCALE Technical Guide incorporate the requirements and factors identified in Section 33.2-214.1 (B); and

WHEREAS, after due consideration of comments received, changes were made to the draft prioritization policy and process as set forth in the draft 2016 SMART SCALE Policy Guide and draft 2016 SMART SCALE Technical Guide and the Board believes the prioritization policy and process as set forth below should be adopted.

NOW THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board hereby adopts the following policy and process to govern screening, scoring and selecting projects for funding pursuant to Section 33.2-214.1 (SMART SCALE Prioritization Process):

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

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

2. Application for funding through the SMART SCALE Prioritization Process must be made for a qualifying need and, pursuant to Section 33.2-214.1 (B)(2) and 33.2-358, for the High Priority Projects Program applications must be consistent with the assessment of needs undertaken in the Statewide Transportation Plan in accordance with Section 33.2-353 for all corridors of statewide significance and regional networks, and for the construction District Grant Program applications must be consistent with the assessment of needs undertaken in the Statewide Transportation Plan in accordance with Section 33.2-353 for corridors of statewide significance, regional networks, improvements to promote urban development areas established pursuant to Section 15.2-2223.1, and safety improvements.
3. Applications for funding through either the High Priority Projects Program or the Construction District Grant Programs must relate to projects located within the boundaries of the qualifying entity. Localities and regional planning bodies may submit joint applications for projects that cross boundaries.
4. By majority vote of the Board, the Board may choose to submit up to two projects to be evaluated for funding in each biennial application cycle.

5. The factors specified in Section 33.2-214.1 will be measured and weighted according to the following metrics:

ID	Measure Name	Measure Weight
Safety Factor		
S.1	Number of Fatal and Injury Crashes	50%
S.2	Rate of Fatal and Injury Crashes	50%
Congestion Mitigation Factor		
C.1	Person Throughput	50%
C.2	Person Hours of Delay	50%
Accessibility Factor		
A.1	Access to Jobs	60%
A.2	Access to Jobs for Disadvantaged Populations	20%
A.3	Access to Multimodal Choices	20%
Environmental Quality Factor		
E.1	Air Quality and Energy Environmental Effect	50%
E.2	Impact to Natural and Cultural Resources	50%
Economic Development Factor		
ED.1	Project Support for Economic Development	60%
ED.2	Intermodal Access and Efficiency	20%
ED.3	Travel Time Reliability	20%
Land Use Factor		
L.1	Transportation Efficient Land Use	100%

Note*: 100% for Transit Projects

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

Region in which the Project is Located	Typology	Construction District
Accomack-Northampton PDC	Category D	Hampton Roads
Bristol MPO	Category D	Bristol

Region in which the Project is Located	Typology	Construction District
Central Shenandoah PDC	Category D	Staunton
Central Virginia MPO	Category C	Lynchburg/Salem
Charlottesville-Albemarle MPO	Category B	Culpeper
Commonwealth RC	Category D	Lynchburg/Richmond
Crater PDC	Category D	Richmond/Hampton Roads
Cumberland Plateau PDC	Category D	Bristol
Danville MPO	Category D	Lynchburg
Fredericksburg Area MPO (FAMPO)	Category A	Fredericksburg
George Washington RC	Category D	Fredericksburg
Hampton Roads PDC	Category D	Hampton Roads
Hampton Roads TPO (HRTPO) ¹	Category A	Hampton Roads/Fredericksburg
Harrisonburg-Rockingham MPO	Category C	Staunton
Kingsport MPO	Category D	Bristol
Lenowisco PDC	Category D	Bristol
Middle Peninsula PDC ¹	Category D	Fredericksburg
Mount Rogers PDC	Category D	Bristol/Salem
New River Valley MPO	Category C	Salem
New River Valley PDC	Category C	Salem
Northern Neck PDC	Category D	Fredericksburg
Northern Shenandoah Valley RC	Category D	Staunton
Northern Virginia Transportation Authority (NVTA) / Transportation Planning Board (TPB) ²	Category A	Northern Virginia/Culpeper/Staunton
Rappahannock-Rapidan RC ²	Category C	Culpeper
Region 2000 LGC	Category D	Salem/Lynchburg
Richmond Regional PDC	Category D	Richmond
Richmond Regional TPO (RRTPO)	Category B	Richmond
Roanoke Valley TPO (RVTPO)	Category B	Salem
Roanoke Valley-Alleghany PDC	Category D	Salem/Staunton
Southside PDC	Category D	Lynchburg/Richmond
Staunton-Augusta-Waynesboro MPO	Category C	Staunton
Thomas Jefferson PDC	Category C	Culpeper/Lynchburg

Region in which the Project is Located	Typology	Construction District
Tri-Cities MPO	Category C	Richmond
West Piedmont PDC	Category D	Salem/Lynchburg
WinFred MPO	Category C	Staunton

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

- i. The portion of Gloucester County within the Hampton Roads TPO boundary shall use the weighting associated with the Middle Peninsula PDC.
- ii. The portion of Fauquier County within the Transportation Planning Board Boundary shall use the weighting associated with the Rappahannock-Rapidan Regional Commission.
- iii. For projects that cross multiple typology boundaries, the project shall use the weighting associated with the typology for which the majority of the project is located.

Weighting Frameworks

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

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

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

7. Candidate projects will be scored based on the factors and weights identified above relative to other projects submitted for evaluation, the cost of the project and based on information included in the project application.

Resolution of the Board

Adoption of Revised Policy and Approval of Guides for Implementation of the SMART SCALE

Project Prioritization Process

July 28, 2016

Page Seven

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

14. In the cases where a project has been selected for funding which identified other sources of funding, the qualifying entity is committed to pay the difference if other sources of funding are not provided.

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

BE IT FURTHER RESOLVED, the Board hereby directs the Commissioner of Highways, the Director of the Department of Rail and Public Transportation, and the Office of Intermodal Planning and Investment to take all actions necessary to implement and administer this policy and process.

BE IT FURTHER RESOLVED, that the HB2 Prioritization Policy and Process previously adopted on June 17, 2015 by the Board is hereby rescinded.

####

CTB Decision Brief

Title: Adoption of Revised Policy and Approval of Guides for Implementation of the SmartScale Project Prioritization Process

Issue: The Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), and the Office of Intermodal Planning and Investment (OIPI) implemented and administered the Commonwealth Transportation Board's (Board) policy and process for the first round of Virginia's project prioritization process. VDOT, DRPT, and OIPI conducted extensive outreach from internal and external stakeholders to identify opportunities to improve the prioritization process in subsequent rounds. Through such outreach, several opportunities to improve both the process and the evaluation process were identified. Robust analysis of the proposed improvements has been conducted and several items are recommended for implementation to further enhance the prioritization process for subsequent rounds. Accordingly, Board approval/adoption of a new prioritization policy and process is sought.

Facts: Section 33.2-214.1 of the *Code of Virginia* requires the Board to develop a prioritization process for certain projects funded by the Board. Section 33.2-214.1 (B) of the Code of Virginia requires the Board to solicit input from localities, metropolitan planning organizations, transit authorities, transportation authorities, and other stakeholders in its development of the prioritization process. In June 2015, the Board adopted a statewide prioritization policy and process and directed VDOT, DRPT, and OIPI to implement and administer the policy and process. In June 2016, the CTB adopted a Six-Year Improvement Program to include projects selected through the first round of the prioritization process. Since adoption of the prioritization policy and process, VDOT, DRPT, and OIPI have conducted extensive outreach to identify opportunities to improve the prioritization process in subsequent rounds. At its May 2016 workshop, the Board was presented with information and recommendations relating to the prioritization policy and process gathered from internal and external stakeholders. Based on the feedback gathered and robust analysis of proposed improvements, the following revisions to the Board's policy are recommended:

- Encourage early creation of applications by providing a non-mandatory "notice of intent to apply";
- Require documentation of other sources of funding used to leverage requests submitted pursuant to the prioritization policy and process;
- Clarify process for re-scoring as a result of scope or budget changes that exceed the sliding scale;
- Clarify process for re-submission of projects;
- Scale the Environmental Factor score based on impact to the environment;
- Modify the Economic Development Factor to:
 - limit the distance around certain types of projects where benefits may be considered for the Project Support for Economic Development Measure and eliminate the extra scaling point for having zoning in place,
 - adjust the Travel Time Reliability Measure where there is no data available and include a scaling factor based on vehicle miles traveled, and
 - adjust the Intermodal Access and Efficiency Measure to adjust tonnage for ramps;
- Modify the Safety Factor to include fatal and all injury crashes;
- Adjust the Land Use Factor to address future density and the change in density between today and the future; and

- Analyze the full corridor improvements for fixed guideway projects and assign ten percent of the full benefit to partial improvements.

A resolution bearing a revised, newly branded project prioritization policy and process (SmartScale Prioritization Process) reflecting the above referenced recommendations has been prepared for consideration by the Board. A draft policy guide (2016 SmartScale Policy Guide) and draft technical guide (2016 SmartScale Technical Guide) include the recommended changes and have been made available for public review and comment. These documents have been updated to incorporate public comment.

Recommendation: VDOT, DRPT, and OIPI recommend that the Board rescind its project prioritization policy and process adopted in June 2015 and adopt the revised prioritization policy and process (SmartScale Prioritization Process) to govern screening, scoring and selecting projects for funding with such modifications to be implemented for the second round of the prioritization process, which begins August 1, 2016. VDOT and DRPT further recommend that the Board direct that the revised 2016 SmartScale Policy Guide and 2016 SmartScale Technical Guide incorporate the Board's policy and process be utilized for implementing and administering the policy and process and serve to direct the screening, scoring and selection of projects for funding. Further it is requested that the Commissioner of Highways and the Director of DRPT be authorized to take all actions necessary to implement and administer the prioritization policy and process.

Action Required by the CTB: The Board will be presented with a resolution for a formal vote to rescind its policy adopted in June 2015 and to adopt the SmartScale Prioritization Process bearing proposed improvements to the Board's policy and process and to direct use of the 2016 SmartScale Policy Guide and 2016 SmartScale Technical Guide in implementation of the new prioritization policy and process.. Approval by majority vote of the resolution is required.

Result, if Approved: VDOT, DRPT, and OIPI will implement the SmartScale Prioritization Process in accord with the 2016 SmartScale Policy Guide and 2016 SmartScale Technical Guide.

Options: Approve, Deny or Defer

Public Comments/Reactions: N/A



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701

Agenda item #

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 28, 2016

MOTION

Made By: Seconded By:

Action:

Title: Adoption of Revised Policy and Approval of Guides for Implementation of the SMART SCALE Project Prioritization Process

WHEREAS, Section 33.2-214.1 of the *Code of Virginia*, provides that the Commonwealth Transportation Board (Board) shall develop a statewide prioritization process for certain projects funded by the Board, including those projects allocated funds pursuant to sections 33.2-358, 33.2-370 and 33.2-371 of the *Code of Virginia*, and

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

WHEREAS, Chapter 726 of the 2014 Acts of Assembly, required the Board to select projects for funding utilizing the project prioritization process established pursuant to section 33.2-214.1 beginning July 1, 2016; and

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

WHEREAS on June 17, 2015 the Board adopted a statewide prioritization policy and process pursuant to Section 33.2-214.1 and directed the Commissioner of Highways, the Department of Rail and Public Transportation (DRPT) and the Office of Intermodal Planning and Investment (OIPI) to take all actions necessary to implement and administer the policy and process adopted on June 17, 2015 (collectively the HB2 Prioritization Policy and Process), including but not limited to issuance of a Policy Guide consistent with the intent of the policy and process; and

WHEREAS since adoption of the HB2 Prioritization Policy and Process, VDOT, OIPI and DRPT have conducted extensive outreach to identify opportunities to improve the prioritization process in subsequent rounds; and

WHEREAS, in its May 17, 2016 workshop, the Board was presented with information and recommendations relating to the HB2 Prioritization Policy and Process, gathered from internal and external stakeholders, to include the following proposed key changes: encourage early creation of applications; require documentation of other sources of funding used to leverage funding requests submitted for prioritization; clarify process if the project scope changes significantly or the estimate exceeds the sliding scale requiring re-scoring; scale the Environmental Factor score based on impact to the environment; modify the Economic Development Factor to limit the distance around certain types of projects where benefits may be considered for the Project Support for Economic Development Measure and eliminate the extra scaling point for having zoning in place, adjust the Travel Time Reliability Measure where there is no data available and include a scaling factor based on vehicle miles traveled, and adjust the Intermodal Access and Efficiency Measure to adjust tonnage for ramps; modify the Safety Factor to include fatal and all injury crashes and to recognize higher social impacts of fatalities and severe injuries; adjust the Land Use Factor to address future density and the change in density between today and the future; and for fixed guideway projects analyze the full corridor improvements and take ten percent of the ultimate benefit.

WHEREAS, a revised draft policy guide (2016 SMART SCALE Policy Guide) and draft technical guide (2016 SMART SCALE Technical Guide) has been developed, based on said information and recommendations; and

WHEREAS in June 2016, the draft 2016 SMART SCALE Policy Guide and draft 2016 SMART SCALE Technical Guide containing a proposed revised prioritization policy and process were issued and posted at SmartScale.org for purposes of gathering public review and comment; and

WHEREAS, such draft 2016 SMART SCALE Policy Guide and draft 2016 SMART SCALE Technical Guide incorporate the requirements and factors identified in Section 33.2-214.1 (B); and

WHEREAS, after due consideration of comments received, changes were made to the draft prioritization policy and process as set forth in the draft 2016 SMART SCALE Policy Guide and draft 2016 SMART SCALE Technical Guide and the Board believes the prioritization policy and process as set forth below should be adopted.

NOW THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board hereby adopts the following policy and process to govern screening, scoring and selecting projects for funding pursuant to Section 33.2-214.1 (SMART SCALE Prioritization Process):

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

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

2. Application for funding through the SMART SCALE Prioritization Process must be made for a qualifying need and, pursuant to Section 33.2-214.1 (B)(2) and 33.2-358, for the High Priority Projects Program applications must be consistent with the assessment of needs undertaken in the Statewide Transportation Plan in accordance with Section 33.2-353 for all corridors of statewide significance and regional networks, and for the construction District Grant Program applications must be consistent with the assessment of needs undertaken in the Statewide Transportation Plan in accordance with Section 33.2-353 for corridors of statewide significance, regional networks, improvements to promote urban development areas established pursuant to Section 15.2-2223.1, and safety improvements.
3. Applications for funding through either the High Priority Projects Program or the Construction District Grant Programs must relate to projects located within the boundaries of the qualifying entity. Localities and regional planning bodies may submit joint applications for projects that cross boundaries.
4. By majority vote of the Board, the Board may choose to submit up to two projects for funding to be evaluated for funding in each biennial through the High Priority Projects Program for each application cycle.

4.5. The factors specified in Section 33.2-214.1 will be measured and weighted according to the following metrics:

ID	Measure Name	Measure Weight
Safety Factor		
S.1	Number of Fatal and Severe Injury Crashes	50%
S.2	Rate of Fatal and Severe Injury Crashes	50%
Congestion Mitigation Factor		
C.1	Person Throughput	50%
C.2	Person Hours of Delay*	50%
Accessibility Factor		
A.1	Access to Jobs	60%
A.2	Access to Jobs for Disadvantaged Populations	20%
A.3	Access to Multimodal Choices	20%
Environmental Quality Factor		
E.1	Air Quality and Energy Environmental Effect	50%
E.2	Impact to Natural and Cultural Resources	50%
Economic Development Factor		
ED.1	Project Support for Economic Development	60%
ED.2	Intermodal Access and Efficiency	20%
ED.3	Travel Time Reliability	20%
Land Use Factor		
L.1	Transportation Efficient Land Use Policy Consistency	100%

Note*: 100% for Transit Projects

Note***: Only travel below the posted speed limit is determined to be delayed by the Board.

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

Region in which the Project is Located	Typology	Construction District
Accomack-Northampton PDC	Category D	Hampton Roads
Bristol MPO	Category D	Bristol
Central Shenandoah PDC	Category D	Staunton
Central Virginia MPO	Category C	Lynchburg/Salem
Charlottesville-Albemarle MPO	Category B	Culpeper
Commonwealth RC	Category D	Lynchburg/Richmond
Crater PDC	Category D	Richmond/Hampton Roads
Cumberland Plateau PDC	Category D	Bristol
Danville MPO	Category D	Lynchburg
Fredericksburg Area MPO (FAMPO)	Category A	Fredericksburg
George Washington RC	Category D	Fredericksburg
Hampton Roads PDC	Category D	Hampton Roads
Hampton Roads TPO (HRTPO) ¹	Category A	Hampton Roads/Fredericksburg
Harrisonburg-Rockingham MPO	Category C	Staunton
Kingsport MPO	Category D	Bristol
Lenowisco PDC	Category D	Bristol
Middle Peninsula PDC ¹	Category D	Fredericksburg
Mount Rogers PDC	Category D	Bristol/Salem
New River Valley MPO	Category C	Salem
New River Valley PDC	Category C	Salem
Northern Neck PDC	Category D	Fredericksburg
Northern Shenandoah Valley RC	Category D	Staunton
Northern Virginia Transportation Authority (NVTA) / Transportation Planning Board (TPB) ²	Category A	Northern Virginia/Culpeper/Staunton
Rappahannock-Rapidan RC ²	Category C	Culpeper
Region 2000 LGC	Category D	Salem/Lynchburg
Richmond Regional PDC	Category D	Richmond

Region in which the Project is Located	Typology	Construction District
Richmond Regional TPO (RRTPO)	Category B	Richmond
Roanoke Valley TPO (RVTPO)	Category B	Salem
Roanoke Valley-Alleghany PDC	Category D	Salem/Staunton
Southside PDC	Category D	Lynchburg/Richmond
Staunton-Augusta-Waynesboro MPO	Category C	Staunton
Thomas Jefferson PDC	Category C	Culpeper/Lynchburg
Tri-Cities MPO	Category C	Richmond
West Piedmont PDC	Category D	Salem/Lynchburg
WinFred MPO	Category C	Staunton

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

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

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

Weighting Frameworks

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

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

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

6.7. Candidate projects will be scored based on the factors and weights identified above relative to other projects submitted for evaluation, the cost of the project and based on information included in the project application.

7.8. The final project score is determined by calculating the anticipated benefits relative to the amount of funding requested pursuant to section 33.2-358 of the *Code of Virginia*.

9. A project that has been selected for funding must be re-scored and the funding decision re-evaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed.

a. If an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase; the project will be re-evaluated:

- i. Total Cost Estimate <\$5 million: 20% increase in funding requested
- ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
- iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested.

b. If the project scope is reduced or modified such that the revised score is less than the lowest ranked funded project in the district for that cohort of projects, Board action is required to approve the change in scope. If the scope is increased in a manner that results in an associated budget increase, the applicant is responsible for funding the increase. The scope of a project may not be substantially modified in such a manner that the proposed improvements do not accomplish the same benefits as the original scope.

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

11. A project that has been selected for funding cannot be resubmitted to address cost increases or loss of other sources of funding.

12. Once a project is selected for funding, an entity must wait for two rounds of SMART SCALE following the end date of construction before submitting a new project application for the same location that meets the same need as the project that was selected for funding.

13. Once a project is selected for funding, an entity may not resubmit the project with a revised scope in a subsequent round unless the previously selected project has been cancelled.

14. In the cases where a project has been selected for funding which identified other sources of funding, the qualifying entity is committed to pay the difference if other sources of funding are not provided.

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

BE IT FURTHER RESOLVED, the Board hereby directs the Commissioner of Highways, the Director of the Department of Rail and Public Transportation, and the Office of Intermodal Planning and Investment to take all actions necessary to implement and administer this policy and process.

BE IT FURTHER RESOLVED, that the HB2 Prioritization Policy and Process previously adopted on June 17, 2015 by the Board is hereby rescinded.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 28, 2016

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Revenue Sharing Reallocation
County of Buchanan – Bull Creek Road

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

WHEREAS, the governing body of the County of Buchanan elected to participate in this program for fiscal years 2010, 2013, and 2015, and, with the Virginia Department of Transportation (VDOT), identified specific eligible items of work to be financed from the special fund account; and

WHEREAS, the governing body of the County of Buchanan has, by appropriate resolution, requested the Bull Creek Road (UPC 102628) project to be established as a revenue sharing project; and

WHEREAS, the governing body of the County of Buchanan has, by appropriate resolution, requested that the funds set forth herein be transferred from the Osborne Mt. Road (UPC 94453), Slate Creek Road (UPC 102760), Jewell Valley Road, (UPC 105667), and Main Knox Road (UPC 105670) projects to the Bull Creek Road Project (UPC 102628) for specific eligible items of work, as indicated herein; and

Resolution of the Commonwealth Transportation Board
 Reallocation of Revenue Sharing Program Funds
 County of Buchanan, Bull Creek Road
 July 28, 2016
 Page Two

WHEREAS, these items of work fall within the intent of § 33.2-357 of the *Code*, and comply with the CTB’s guidelines for the use of such funds.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the transfer of these funds as indicated herein.

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

Fiscal Year of Revenue Sharing Allocation	Locality Match	State Match	Original Project Number (UPC)	New Project Number (UPC)	Scope of Work for New Project
County of Buchanan					
2009-10	\$1,800	\$1,800	94453	102628	Bridge Replacement
2012-13	\$42,436	\$42,437	102760	102628	Bridge Replacement
2014-15	\$116,186	\$116,187	105667	102628	Bridge Replacement
2014-15	\$30,212	\$30,212	105670	102628	Bridge Replacement

####

The Board of Supervisors of Buchanan County Virginia, in regular meeting on the 2nd day of May, 2016, adopted the following:

RESOLUTION REQUESTING THE FOLLOWING PROJECT BE DESIGNATED AS AN ELIGIBLE REVENUE SHARING PROJECT:

UPC 102628; Project: 0609-013-872 – Bull Creek Rd. – Fr.: 0.900 Mi. E. Rte. 614, To: 0.931 Mi. E. Rte. 614; 0.03 mi.; replace existing bridge (structure #6154; federal ID#3849) with a box culvert.

WHEREAS, the Buchanan County Board of Supervisors (Board) has passed a resolution to include in its 2016-2017 through 2021-2022 Secondary Six Year Improvement Plan Project 0609-013-872 UPC 102628, and,

WHEREAS, the Preliminary Engineering and Right of Way phases of said project are fully funded with Formula Secondary Funds and underway, however the Construction phase is not fully funded and approximately \$375,166 is needed to fully fund it, and,

WHEREAS, the Board has dedicated monies to five completed Revenue Sharing/Coal Severance Tax projects in Buchanan County which have surplus funding (and for which Buchanan County has previously paid in the Local Match to these funds - Revenue Sharing funded) as follows, and,

UPC 94453 0629-013-R14 (RS)	\$3,600
UPC 102760 0083-013-R77 (RS)	\$84,873
UPC 105667 0613-013-R24 (RS)	\$232,373
UPC 105432 0680-013-T20 (CST)	\$4,320
UPC 105670 0652-013-R25 (RS)	\$50,000

WHEREAS, the Board wishes to utilize the available surplus Revenue Sharing/Coal Severance Tax funds indicated above to advance the advertisement of and construct Project 0609-013-872 UPC 102628, and,

WHEREAS, the Buchanan County Coal Committee at a meeting on April 7th, 2016 has approved and concurred with utilizing the surplus funds above to advance the advertisement of and construct Project 0609-013-872 UPC 102628, and,

WHEREAS, Project 0609-013-872 UPC 102628 will be included on the Buchanan County 2016-2017 through 2021 -2022 Secondary Six Year Improvement Plan with the update of said Plan July 1, 2016,

NOW, THEREFORE BE IT RESOLVED, by the Board that Project 0609-013-872, UPC 102628, be considered and designated as a Revenue Sharing Project; and that surplus Revenue Sharing/Coal Severance Tax funds be transferred from Revenue Sharing/Coal Severance Tax projects UPC 94453 0629-013-R14, UPC 102760 0083-013-R77, UPC 105667 0613-013-R24, UPC 105432 0680-013-T20, and UPC 105670 (RS) 0652-013-R25 in order to fully fund Project 0609-013-872 UPC 102628; and that these actions be placed on the agenda of the next meeting of the Commonwealth Transportation Board for their approval of this Resolution adopted by the Buchanan County Board of Supervisors.

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

Recorded Vote

Moved by: Craig Stillner
Seconded by: Trey Adkins
Yeas: 2
Nays: 0

A Copy Teste:

Robert C. Horn
Robert C. Horn, County Administrator

CTB Decision Brief

Revenue Sharing Reallocation – County of Buchanan Bull Creek Road/Bridge Project

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

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

The revenue sharing program guidelines stipulate that funds may be transferred from a revenue sharing project to an existing project in the Secondary Six-Year Plan if approved by the CTB. In addition, such transfers require that either the funds are needed to meet the approved federal obligation schedule or the funds are needed to ensure that a scheduled advertisement or award date can be met or accelerated. The transfer request must also include a resolution from the locality establishing the project as a revenue sharing project.

The County of Buchanan requests that the Virginia Department of Transportation (VDOT) reallocate funds from four (4) existing revenue sharing projects, Osborne Mt. Road (UPC 94453), Slate Creek Road (UPC 102760), Jewell Valley Road, (UPC 105667), and Main Knox Road (UPC 105670) to a project in the Secondary Six-Year Plan, Bull Creek Road/Bridge project – UPC 102628, which currently is not being funded with revenue sharing funds. The County of Buchanan, by resolution, has established the Bull Creek Road/Bridge – UPC 102628 project as a revenue sharing project and has requested, by resolution, to have revenue sharing funds transferred from the Osborne Mt. Road (UPC 94453), Slate Creek Road (UPC 102760), Jewell Valley Road, (UPC 105667), and Main Knox Road (UPC 105670) projects which have all been completed and have a surplus of funds. This transfer will accelerate the Bull Creek Road/Bridge project – UPC 102628 from an advertisement date of November 2018 to November 2017. The transfer will not affect the overall allocation of the revenue sharing program.

Recommendations: VDOT recommends that Bull Creek Road/Bridge – UPC 102628 project in the Secondary Six-Year Plan be established as a revenue sharing project and the proposed reallocation be approved.

Action Required by CTB: A resolution is presented for CTB approval to establish the Bull Creek Road/Bridge – UPC 102628 project as a revenue sharing project and document CTB approval of the reallocation.

Result, if Approved: Revenue Sharing Program funding will be reallocated in accordance with the Board of Supervisors' request to the CTB. VDOT and the County of Buchanan will be able to accelerate advertisement of the Bull Creek Road/Bridge project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: N/A



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 28, 2016

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Revenue Sharing Reallocation
County of Buchanan – Slate Creek Road**

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

WHEREAS, the governing body of the County of Buchanan elected to participate in this program for fiscal years 2012, 2013, and 2014, and, with the Virginia Department of Transportation (VDOT), identified specific eligible items of work to be financed from the special fund account; and

WHEREAS, the governing body of the County of Buchanan has, by appropriate resolution, requested the Slate Creek Road (UPC 108751) project to be established as a revenue sharing project; and

Resolution of the Commonwealth Transportation Board
 Reallocation of Revenue Sharing Program Funds
 County of Buchanan, Slate Creek Road
 July 28, 2016
 Page Two

WHEREAS, the governing body of the County of Buchanan has, by appropriate resolution requested that the funds set forth herein be transferred from the New House Branch Road (UPC 101114), Southern Gap Road (UPC 102692), Helen Henderson Highway (UPC 102757), and Hoot Owl Road (UPC 105702) projects to the Slate Creek Road Project (UPC 108751) for specific eligible items of work, as indicated herein; and

WHEREAS, these items of work fall within the intent of § 33.2-357 of the *Code*, and comply with the CTB’s guidelines for the use of such funds.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the transfer of these funds as indicated herein.

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

Fiscal Year of Revenue Sharing Allocation	Locality Match	State Match	Original Project Number (UPC)	New Project Number (UPC)	Scope of Work for New Project
County of Buchanan					
2012-13	\$153,282	\$153,282	101114	108751	Realignment & Int. Improvement
2011-12 2012-13	\$436,865 \$1,000,000	\$436,865 \$1,000,000	102692	108751	Realignment & Int. Improvement.
2012-13 2013-14	\$340,000 \$860,000	\$340,000 \$860,000	102757	108751	Realignment & Int. Improvement
2014-15	\$100,000	\$100,000	105702	108751	Realignment & Int. Improvement

#####

CTB Decision Brief

Revenue Sharing Reallocation – County of Buchanan Slate Creek Road Project

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

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

The revenue sharing program guidelines stipulate that funds may be transferred from a revenue sharing project to an existing project in the Six-Year Improvement Plan if approved by the CTB. In addition, such transfers require that either the funds are needed to meet the approved federal obligation schedule or the funds are needed to ensure that a scheduled advertisement or award date can be met or accelerated. The transfer request must also include a resolution from the locality establishing the project as a revenue sharing project.

The County of Buchanan requests that the Virginia Department of Transportation (VDOT) reallocate funds from four (4) existing revenue sharing projects, New House Branch Road (UPC 101114), Southern Gap Road (UPC 102692), Helen Henderson Highway. (UPC 102757), and Hoot Owl Road (UPC 105702) to a project in the Six-Year Improvement Plan, Slate Creek Road project – UPC 108751, which currently is not being funded with revenue sharing funds. The County of Buchanan, by resolution, has established the Slate Creek Road – UPC 108751 project as a revenue sharing project and has requested, by resolution, to have revenue sharing funds transferred from the New House Branch Road (UPC 101114) and Southern Gap Road (UPC 102692) projects which have been completed and have a surplus of funds; Helen Henderson Highway (UPC 102757) project which has a surplus of funds based on the award estimate; and Hoot Owl Road (UPC 105702) project which the locality is no longer pursuing. This transfer will accelerate the Slate Creek Road project – UPC 108751 from an advertisement date of September 2025 to September 2019. The transfer will not affect the overall allocation of the revenue sharing program.

Recommendations: VDOT recommends that Slate Creek Road – UPC 108751 project in the Six-Year Improvement Plan be established as a revenue sharing project and the proposed reallocation be approved.

Action Required by CTB: A resolution is presented for CTB approval to establish the Slate Creek Road – UPC 108751 project as a revenue sharing project and document CTB approval of the reallocation.

Result, if Approved: Revenue Sharing Program funding will be reallocated in accordance with the Board of Supervisors' request to the CTB. VDOT and the County of Buchanan will be able to accelerate advertisement of the Slate Creek Road project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: N/A

The Board of Supervisors of Buchanan County Virginia, in regular meeting on the 2ND day of May, 2016, adopted the following:

RESOLUTION REQUESTING THE FOLLOWING PROJECT BE DESIGNATED AS AN ELIGIBLE REVENUE SHARING PROJECT:

UPC 108751; Project: 0083-013-944 – Slate Creek – Fr.: 0.2 Mi. W. Rte. 686, To: 0.4 Mi. N. Rte. 686; 0.20 mi.

WHEREAS, the Buchanan County Board of Supervisors (Board) has passed a resolution to include on its 2016-2017 through 2021-2022 Secondary Six Year Improvement Plan, Project 0083-013-944 UPC 108751, and,

WHEREAS, said project has an estimate of \$6,400,000, and,

WHEREAS, the Board has dedicated monies to four Locally Administered Revenue Sharing projects in Buchanan County which have surplus funding (UPC 101114 – complete; UPC 1026952 – complete; UPC 102757 – ongoing, surplus based on award estimate; UPC 105702 – not pursuing) as follows, and,

UPC 101114 9999-013-R56 (RS)	\$306,564 (\$153,282 state match/\$153,282 local match)
UPC 102692 0744-013-873 (RS)	\$2,873,730 (\$1,436,865 state match/\$1,436,865 local match)
UPC 102757 0080-013-R74 (RS)	\$2,800,000 (\$1,400,000 state match/\$1,400,000 local match)
UPC 105702 0615-013-R26 (RS)	\$400,000 (\$200,000 state match/\$200,000 local match)

WHEREAS, the Board wishes to utilize the available surplus Revenue Sharing funds indicated above to advance the advertisement of and construct Project 0083-013-944 UPC 108751, and,

WHEREAS, the Buchanan County Coal Committee at a meeting on April 7th, 2016 has approved and concurred with utilizing the surplus funds above to advance the advertisement of and construct Project 0083-013-944 UPC 108751, and,

WHEREAS, Buchanan County will use 100% local funds for any additional amount required to fully fund the project which exceeds any Revenue Sharing funds applied to the project at any time, and

Buchanan County intends to apply for Revenue Sharing funds in FY18 for any amounts needed to fully fund the project in excess of what is currently being transferred by this Resolution, and,

WHEREAS, Buchanan County wishes to Locally Administer Project 0083-013-944 UPC 108751, and will submit to VDOT the completed Request to Administer form, and,

WHEREAS, Project 0083-013-944 UPC 108751 will be included on the Buchanan County 2016-2017 through 2021 -2022 Secondary Six Year Improvement Plan with the update of said Plan July 1, 2016,

NOW, THEREFORE BE IT RESOLVED, by the Board that Project 0083-013-944, UPC 108751, be considered and designated as a Revenue Sharing Project; and that surplus Revenue Sharing funds be transferred from Revenue Sharing projects UPC 101114 9999-013-R56, UPC 102692 0744-013-873, UPC 102757 0080-013-R74, and UPC 105702 0615-013-R26 in order to fully fund Project 0083-013-944 UPC 108751; and that these actions be placed on the agenda of the next meeting of the Commonwealth Transportation Board for their approval of this Resolution adopted by the Buchanan County Board of Supervisors, and,

BE IT FURTHER RESOLVED, that the Board hereby commits to fund its local share of the preliminary engineering, right of way and construction (as applicable) of the project(s) under agreement with the Virginia Department of Transportation in accordance with the project financial document(s), and,

BE IT FURTHER RESOLVED, that the County Administrator is authorized to execute all agreements and/or addendums for any approved projects within the Virginia Department of Transportation, and,

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

Recorded Vote

Moved by: G. Roger Rife

Seconded by: Trey Adkins

Yeas: 7

Nays: 0

A Copy Teste:

Robert C. Horn
Robert C. Horn, County Administrator



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 28, 2016

MOTION

Made By: Seconded By:

Action:

Title: Virginia Byway Designation – Route 80 – Dickenson, Buchanan and Russell Counties

WHEREAS, under the authority of §33.2-405 of the *Code of Virginia* (1950), as amended, the Commonwealth Transportation Board (CTB) is authorized to designate Virginia Byways in cooperation with the Virginia Department of Conservation and Recreation (DCR) after providing notice and the opportunity for a hearing; and

WHEREAS, at the request of the Dickenson County, Buchanan County, and Russell County Boards of Supervisors, the staffs of DCR and the Virginia Department of Transportation (VDOT) have reviewed and determined that the following route substantially meets the criteria as a Virginia Byway; and

- Route 80 – from Route 83 in the Town of Haysi to U.S. Route 19

WHEREAS, the DCR Director, on February 18, 2016, recommended to VDOT that the route herein described be designated as a Virginia Byway; and

WHEREAS, the procedures required by §33.2-405 have been followed and given that no request for a hearing on the matter was received, the views of the local governing bodies have been considered; and

WHEREAS, once designated as a Virginia Byway, it is the sense of the CTB that such designation should not limit roadway improvements or maintenance by VDOT, or prevent the

Resolution of the Board
Route 80 Virginia Byway Designation
July 28, 2016
Page Two

CTB from exercising its general power and duties to locate, construct, improve and maintain all highways in the Commonwealth.

NOW, THEREFORE BE IT RESOLVED that Route 80 in Dickenson County, Buchanan County, and Russell County as herein described be designated as a Virginia Byway.

BE IT FURTHER RESOLVED that VDOT is directed to make every effort to ensure that the scenic integrity of Virginia's Byways is maintained in order to preserve and protect the unique natural resources, and promote and protect Virginia's vital tourism industry and the thousands of jobs associated therewith.

####

CTB DECISION BRIEF

Virginia Byway Designation – Route 80 – Dickenson, Buchanan and Russell Counties

Issue: §33.2-405 of the *Code of Virginia* (1950), as amended, authorizes the Commonwealth Transportation Board (CTB), in cooperation with the Department of Conservation and Recreation (DCR), to designate Virginia Byways. Although the two agencies may take the initiative with respect to the designation of a highway as a Virginia Byway, typically, the governing body of a locality, by resolution, requests or indicates support of the designation of a road as a Virginia Byway and the agencies then review the request. Three localities, Dickenson County, Buchanan County and Russell County have indicated their support for designation of Route 80 as a Virginia Byway. CTB approval of this designation is sought.

Facts: The Dickenson County Board of Supervisors, at its December 17, 2013 meeting, adopted a resolution supporting the designation of Route 80 as a Virginia Byway. The Buchanan County Board of Supervisors, at its September 14, 2015 meeting, adopted a resolution supporting the designation of Route 80 as a Virginia Byway. The Russell County Board of Supervisors, at its April 7, 2014 meeting, adopted a resolution supporting the designation of Route 80 as a Virginia Byway.

A review team comprised of staff from DCR and VDOT evaluated Route 80, in Dickenson, Buchanan, and Russell counties, from Route 83 in the Town of Haysi to U.S. Route 19. The team determined this segment of Route 80, as depicted on the attached Location Map, Proposed Virginia Byway Route 80, meets the adopted criteria for designation as a Virginia Byway. The road's scenic qualities and proximity to significant historical and recreational sites (Interstate Bike Route 76, Honaker Historic District, Clinch River Access at Blackford Bridge) provide justification for consideration of this designation. If approved, this designation will add 32.07 miles to the Virginia Byway system. Approximately 3,500 miles of roads are currently designated as Virginia Byways.

The Director of DCR, in February 18, 2016 correspondence to the Commissioner of Highways recommended designation of Route 80, in Dickenson, Buchanan, and Russell counties, from Route 83 in the Town of Haysi to U.S. Route 19 as a Virginia Byway.

Notice and an opportunity for a hearing were provided by VDOT in accordance with §33.2-405 and neither a request for a hearing, nor any comments from the public regarding the proposed designation were received.

Recommendations: VDOT recommends that the CTB approve the designation of Route 80, in Dickenson, Buchanan, and Russell counties, from Route 83 in the Town of Haysi to U.S. Route 19, as a Virginia Byway.

Action Required by the CTB: The *Code of Virginia* requires a majority vote of the CTB before the byway designation can be implemented. A resolution is provided for a formal vote.

Result, if Approved: Route 80, from its intersection with Route 83 in the Town of Haysi southeastward to its intersection with U.S. Route 19, will be designated as a Virginia Byway.

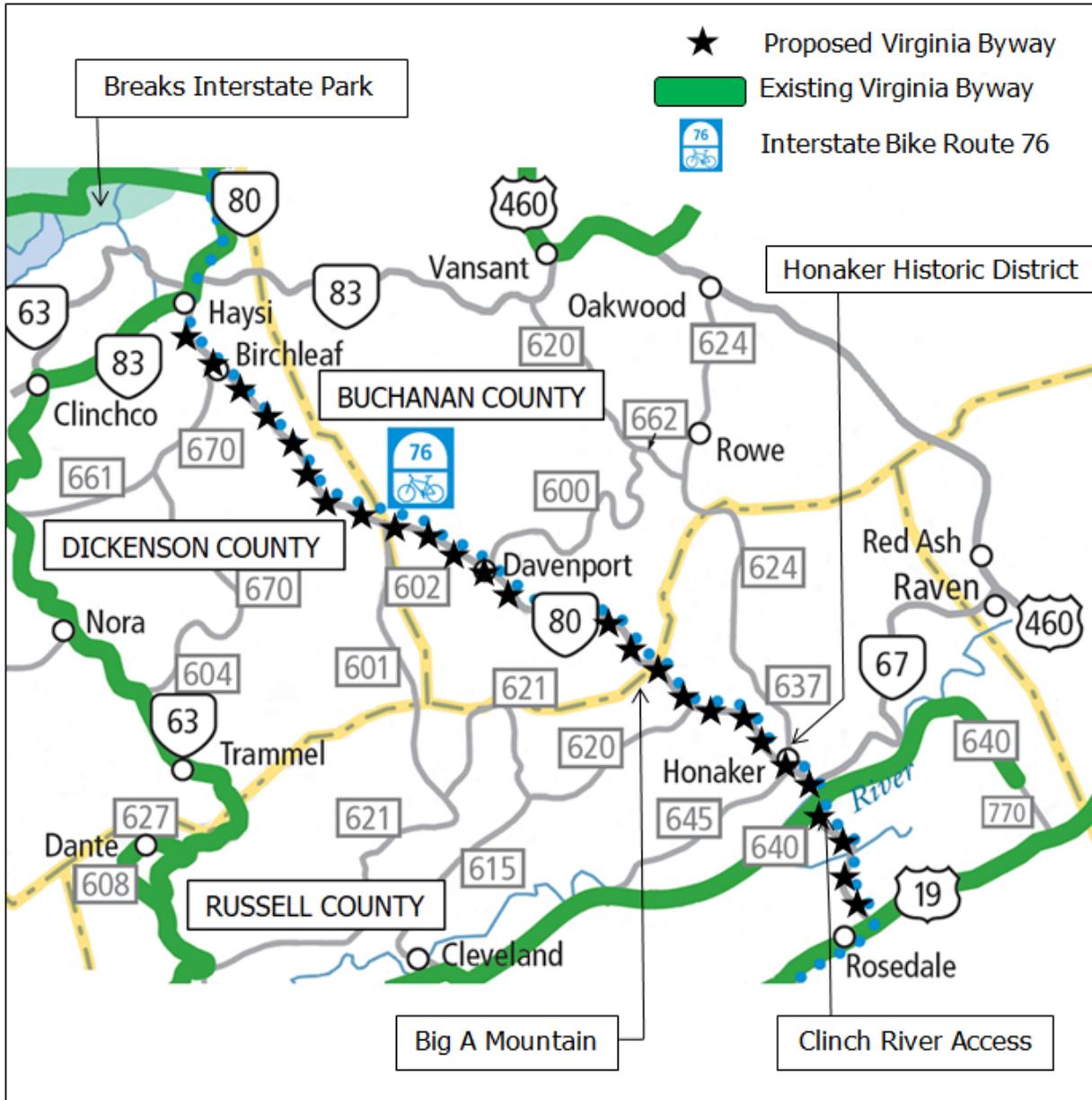
CTB Decision Brief
Virginia Byway Designation - Route 80
May 18, 2016
Page Two

Virginia Byway signs will be installed by VDOT, at each terminus and along Route 80, as appropriate.

Options: Approve, deny, or defer.

Public Comments/Reactions: No comments from the public were received.

LOCATION MAP
PROPOSED VIRGINIA BYWAY
ROUTE 80
DICKENSON, BUCHANAN, AND RUSSELL COUNTIES
FROM: ROUTE 83 AT HAYSI
TO: U.S. ROUTE 19





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda Item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 28, 2016

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Economic Development Access to
Grayson County Industrial Park – Project Process II
Project ECON-038-779, M501, Grayson County**

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

WHEREAS, the Grayson County Board of Supervisors has, by appropriate resolution, requested Economic Development Access Program funds to serve eligible property within the development of Grayson County Industrial Park, north of U. S. Highway 58, off of Route 901, and said access is estimated to cost approximately \$346,000; and

WHEREAS, Grayson County proposes to construct a new roadway to VDOT standards extending from Route 901, and continuing eastward to the proposed entrance of the site development that will be accepted into the secondary highway system upon completion; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$346,000 of the Economic Development, Airport and Rail Access Fund be allocated to provide adequate access to eligible property within the Grayson County Industry Park, located east of the Town of Independence, off of Route 901, Project ECON-038-779, M501, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between the County of Grayson (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Design, administration, construction and maintenance of this project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - c. Provision by the LOCALITY of either i) documentation of a least \$1,730,000 of eligible capital outlay attributed to qualifying business on property served exclusively by this project, or ii) should documentation of capital outlay be insufficient, an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before October 28, 2021, without written permission of VDOT. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Economic Development, Airport and Rail Access Fund for this project’s construction not justified by the eligible capital outlay of establishments served by the project. If, by July 28, 2021, at least \$1,730,000 of eligible capital outlay on parcels served exclusively by this project has not been expended or committed by firm contract by a qualified establishment or establishments, then an amount equal to 20% of the eligible capital outlay of up to \$1,730,000 will be credited toward the project’s Economic Development Access Program allocation utilized in the project’s construction and the balance of the utilized allocation not justified by eligible capital outlay will be returned to VDOT and the Economic Development, Airport and Rail Access Fund. This surety may be released or reduced accordingly at an earlier date upon provision of documentation of eligible capital outlay by a qualified establishment, or establishments; and
3. Determination by VDOT of eligible capital outlay in accordance with current policy and procedures for administering the Economic Development Access Program.

#####

CTB Decision Brief

Economic Development Access – Grayson County Grayson County Industrial Park – Project Process II

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* and the Economic Development Access Policy of the Commonwealth Transportation Board (CTB), the Grayson County Board of Supervisors has requested funds from the Economic Development Access (EDA) Program to assist in constructing road access to eligible property located within the Grayson County Industrial Park. Allocation of the requested funds by the CTB is sought.

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

On June 20, 2012 the Commonwealth Transportation Board (CTB) adopted the Economic Development Access Fund Policy (CTB Policy) that sets forth certain criteria which must be met for projects to be eligible for such funding and directed the Commonwealth Transportation Commissioner (now Commissioner of Highways) to establish administrative procedures to administer to assure adherence to the CTB Policy and legislative requirements. The Commissioner established such administrative procedures in the Economic Development Access Program Guide (Guide) administered by the Local Assistance Division of the Virginia Department of Transportation (VDOT).

Grayson County plans to develop an approximately 16-acre parcel located east of the Town of Independence and north of U. S. Highway 58/221, off of Industrial Lane (Route 901) in the Grayson County Industrial Park. The County proposes to construct a new roadway extending from Route 901, and continuing eastward to the proposed entrance of the site development. The County is currently negotiating with a prospective client but is prepared to provide appropriate surety under the bonding option of the program. Grayson County will administer design and construction of the proposed access road project.

The Local Assistance Division has consulted with the Virginia Economic Development Partnership (VEDP) regarding the Grayson County's plans for the development and VEDP staff have certified that the proposed client would meet the basic employer criteria established by the VDEP and that VEDP supports the County's plans to attract a qualifying business operation to this site.

The plans for the proposed access road are for a 24-foot wide asphalt roadway with appropriate shoulder and ditches within a 50-foot right of way, extending from Route 901 and continuing eastward approximately 385 linear feet in length to provide appropriate and adequate access to the planned operation's entrance. VDOT District staff recommends the project and have estimated project costs for eligible items and quantities to be \$346,000. Grayson County will be responsible for financial arrangements to provide for all project costs exceeding the state EDA

CTB Decision Brief

Economic Development Access – Grayson County Industrial Park – Project Process II

July 28, 2016

Page Two

Program allocation. Qualifying capital investments of \$1,730,000 or appropriate bonding from the County will be required.

Recommendations: VDOT recommends that the allocation of \$346,000 from the Economic Development, Airport and Rail Access Fund be approved for construction of this project, subject to certain contingencies as set forth in the accompanying resolution.

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

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Grayson County Virginia

Grayson County
Board of Supervisors



Commonwealth of
Virginia

RESOLUTION

INDUSTRIAL LANE EXTENSION PROJECT

WHEREAS, the Grayson County Board of Supervisors desires to assist in the development of property for the purpose of economic development located off of Grayson Parkway (Route #58), in the County of Grayson, Virginia, and more specifically within the Grayson County Industrial Park; and,

WHEREAS, the Grayson County Board of Supervisors has transferred ownership of property to the Grayson County Economic Development Authority for the purpose of inciting economic development, job creation and new capital investment, and has entered into an agreement to sell a 16.02 acre site located in the Grayson County Industrial Park for the purpose of constructing a new facility upon that property to house and operate a USDA and GAP certified beef processing and value-add facility; and,

WHEREAS, this new facility is expected to involve new private capital investment in land, building, and equipment of approximately One Million Eight Hundred Thousand and No Cents (\$1,800,000.00), and the business operations are expected to employ eleven (11) persons at this facility; and,

WHEREAS, operations are expected to begin at this new facility on or about March of 2017; and,

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

WHEREAS, the County understands that no land disturbance activities may occur within the limits of the proposed access project prior to any construction activity on this project as a condition of the use of the Economic Development, Airport and Rail Access Fund; and,

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

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

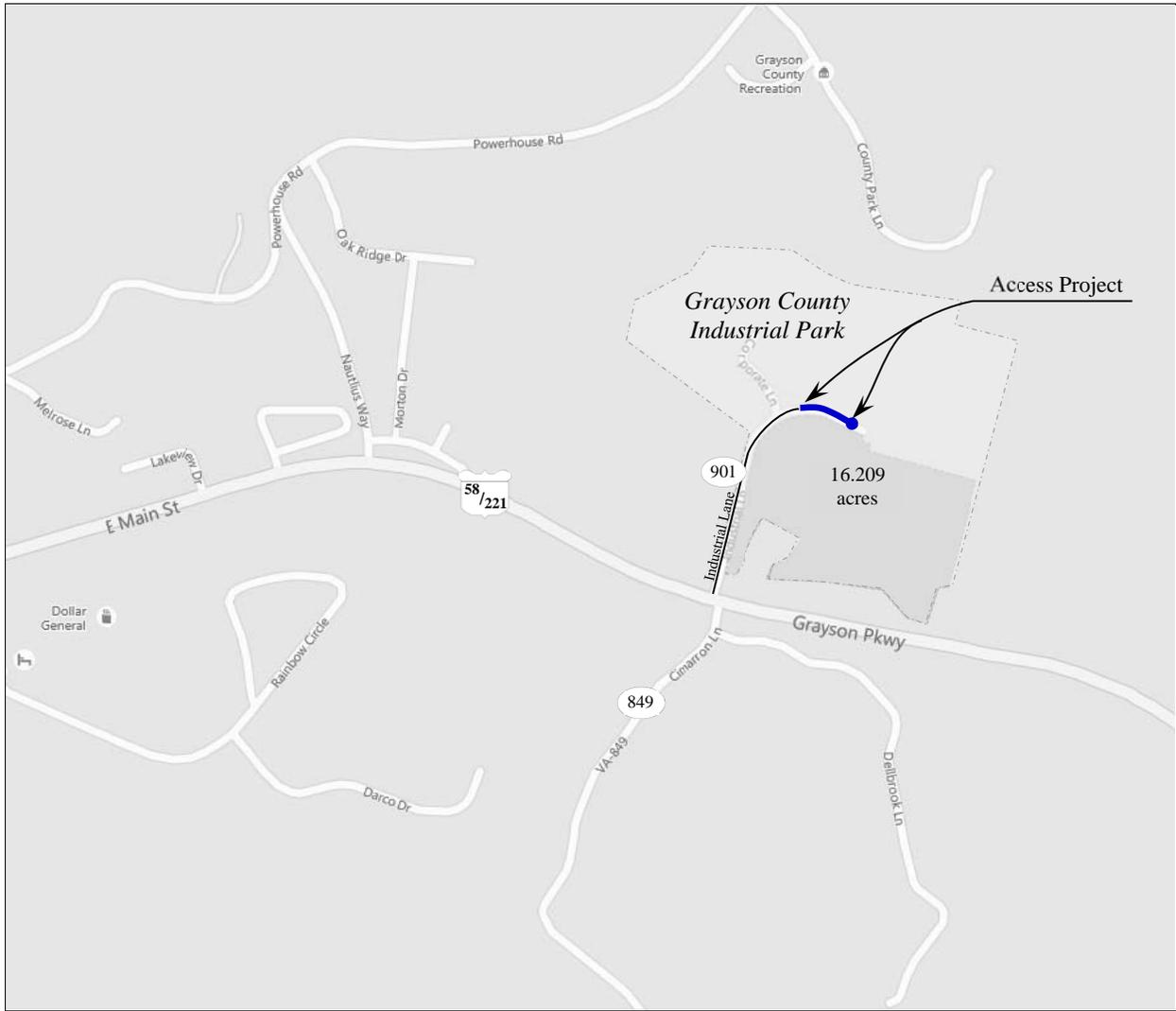
BE IT FURTHER RESOLVED THAT the County Administrator and/or his designee(s) be authorized to act on behalf of the Board of Supervisors to execute any and all documents necessary to secure the funding sought through the Economic Development Access Program up to, but not exceeding, \$500,000.00 in state funds;

BE IT FURTHER RESOLVED THAT the Grayson County Board of Supervisors hereby requests that the roadway extension of Industrial Lane be added to and become a part of the secondary system of state highways pursuant to Section 33.2-1509, paragraph C., of the Code of Virginia.

Adopted this, the 9th day of June 2016, in the County of Grayson, Virginia.

A Copy Teste: _____


Jonathan D. Sweet, Clerk
Grayson County Board of Supervisors



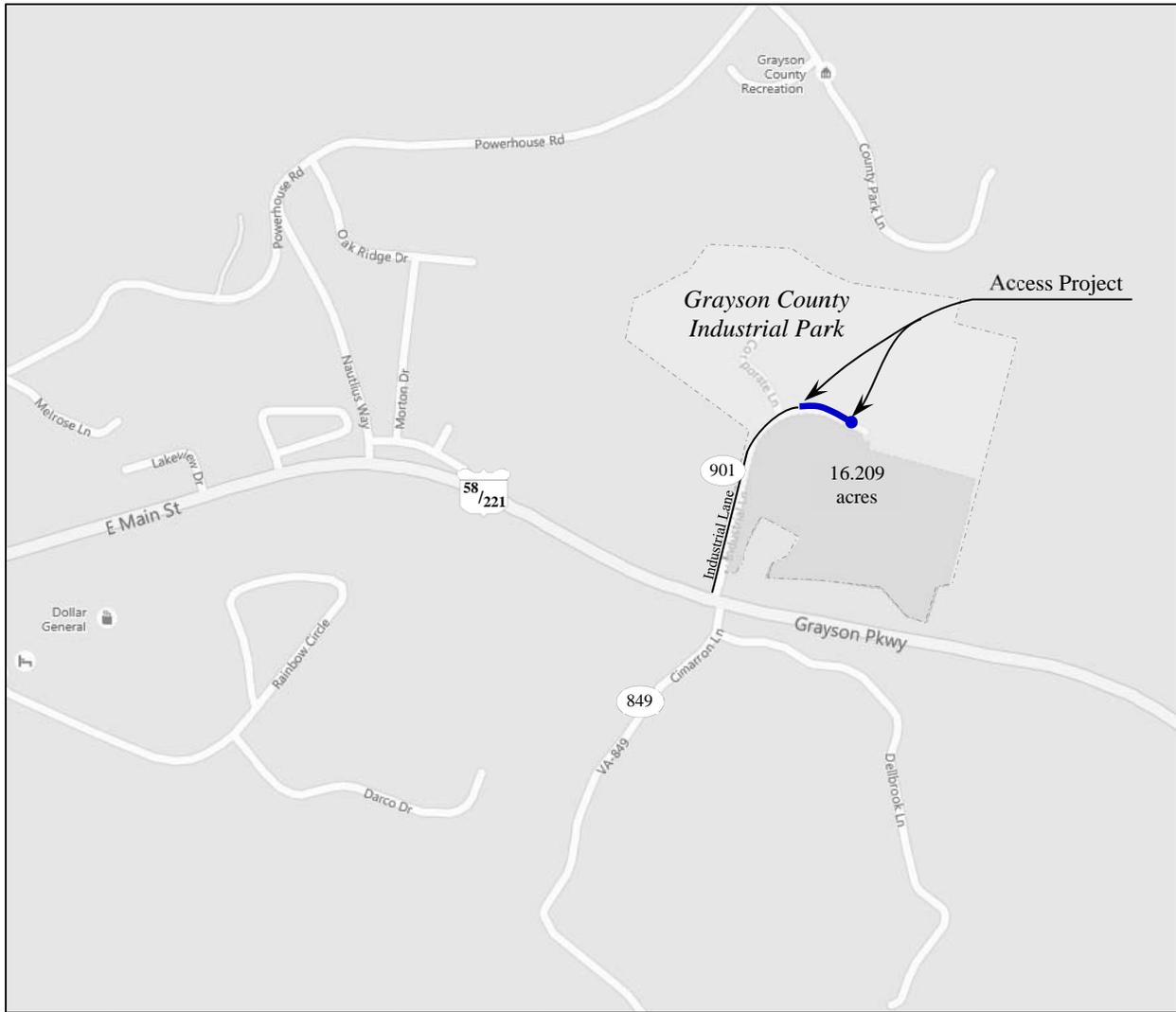
PROPOSED ECONOMIC DEVELOPMENT ACCESS PROJECT
Grayson County Industrial Park – Project Process II
Project 0901-038-779, M501
Grayson County

Economic Development Facility / Site

Development of approximate 16-acre parcel within industrial park.

Access Facility

Length: 0.08 Mile
 Pavement Width: 24 Feet
 R/W Width: 50 Feet
 Estimated Cost: \$346,000
 Proposed Allocation: \$346,000 (bonded)



PROPOSED ECONOMIC DEVELOPMENT ACCESS PROJECT
Grayson County Industrial Park – Project Process II
Project 0901-038-779, M501
Grayson County

<u>Economic Development Facility / Site</u>	<u>Access Facility</u>
Development of approximate 16-acre parcel within industrial park.	Length: 0.08 Mile
	Pavement Width: 24 Feet
	R/W Width: 50 Feet
	Estimated Cost: \$346,000
	Proposed Allocation: \$346,000 (bonded)



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 28, 2016

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Revenue Sharing Reallocation
Town of Vienna – Beulah Road NE, Phase II**

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

WHEREAS, the governing body of the Town of Vienna elected to participate in this program for fiscal year 2013, and, with the Virginia Department of Transportation (VDOT), identified specific eligible items of work to be financed from the special fund account; and

WHEREAS, the governing body of the Town of Vienna has, by appropriate resolution, requested the Beulah Road NE, Phase II (UPC 105520) project to be established as a revenue sharing project; and

WHEREAS, the governing body of the Town of Vienna has, by appropriate resolution, requested that the funds set forth herein be transferred from the Lakewood Drive Project (UPC 101307) to the Beulah Road NE, Phase II Project (UPC 105520) for specific eligible items of work, as indicated herein; and

WHEREAS, these items of work fall within the intent of § 33.2-357 of the *Code*, and comply with the CTB’s guidelines for the use of such funds.

Resolution of the Commonwealth Transportation Board
 Reallocation of Revenue Sharing Program Funds
 Town of Vienna, Beulah Road NE, Phase II
 July 28, 2016
 Page Two

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the transfer of these funds as indicated herein.

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

Fiscal Year of Revenue Sharing Allocation	Locality Match	State Match	Original Project Number (UPC)	New Project Number (UPC)	Scope of Work for New Project
Town of Vienna					
2012-13	\$90,218	\$90,218	101307	105520	Pedestrian Sidewalk Construction

####

CTB Decision Brief

Revenue Sharing Reallocation – Town of Vienna Beulah Road NE, Phase II Project

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

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

The revenue sharing program guidelines stipulate that funds may be transferred from a revenue sharing project to an existing project in VDOT's Six-Year Improvement Program, if approved by the CTB. In addition, such transfers require that either the funds are needed to meet the approved federal obligation schedule or the funds are needed to ensure that a scheduled advertisement or award date can be met or accelerated. The transfer request must also include a resolution from the locality establishing the project as a revenue sharing project.

The Town of Vienna requests that the Virginia Department of Transportation (VDOT) reallocate funds from existing revenue sharing project, Lakewood Drive Project – UPC 101307 to a project in VDOT's Six-Year Improvement Program, Beulah Road NE, Phase II project – UPC 105520, which currently is not being funded with revenue sharing funds. The Town of Vienna, by resolution, has established the Beulah Road NE, Phase II – UPC 105520 project as a revenue sharing project and has requested, by resolution, to have revenue sharing funds transferred from the Lakewood Drive Project – UPC 101307 as it is completed and has a surplus of funds. This transfer will ensure that the Beulah Road NE, Phase II project – UPC 105520 can be awarded in late July 2016. The transfer will not affect the overall allocation of the revenue sharing program.

Recommendations: VDOT recommends that Beulah Road NE, Phase II – UPC 105520 project in VDOT's Six-Year Improvement Program be established as a revenue sharing project and the proposed reallocation be approved.

Action Required by CTB: A resolution is presented for CTB approval to establish the Beulah Road NE, Phase II – UPC 105520 project as a revenue sharing project and document CTB approval of the reallocation.

Result, if Approved: Revenue Sharing Program funding will be reallocated in accordance with the Town Council's request to the CTB. VDOT and the Town of Vienna will be able to award the Beulah Road NE, Phase II project on time.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: N/A

Town of Vienna

RESOLUTION

Beulah Road NE, Phase II, UPC 105520, Funding

At a regularly scheduled meeting of the Town Council of the Town of Vienna held on May 9, 2016, on a motion by Councilmember Sienicki, seconded by Councilmember Colbert, the following resolution was adopted by a vote of 7 to 0:

WHEREAS, completion of curb, gutter, sidewalk, roadway and associated drainage improvements on Beulah Road NE are an important addition to the Town of Vienna's street and sidewalk network and Beulah Road is designated a minor arterial in Vienna's Transportation Plan; and,

WHEREAS, VDOT is able to transfer unobligated Revenue Sharing funds from other completed projects within the Town of Vienna to the Beulah Road NE, Phase II project; and,

WHEREAS, VDOT is able to transfer unobligated Urban formula funds from completed project UPC 64711, U000-153-107 (Beulah Road Reconstruction) within the Town of Vienna to projects within the Town's Urban program; and,

WHEREAS, in accordance with VDOT construction allocation procedures, it is necessary that a request by Council Resolution be made in order that VDOT program an urban highway project in the Town of Vienna;

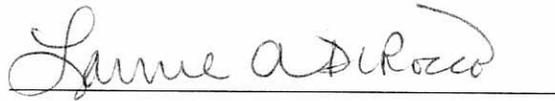
NOW, THEREFORE, BE IT RESOLVED THAT the Town Council of the Town of Vienna hereby designates Beulah Road NE, Phase II, UPC 105520 to be included in the Town's Urban program and also designates it as a Revenue Sharing project and requests that VDOT transfer unspent, previously allocated Urban formula

funds in the amount of \$194,161 which includes the Town's required 2% match already paid and \$180,436 in Revenue Sharing funds from complete project UPC 101307, Lakewood Drive, of which 50% is state match and 50% is Town match, to cover the deficit on Beulah Road NE, Phase II.

BE IT FURTHER RESOLVED, that the Council of the Town of Vienna hereby agrees to pay its share of the total cost for preliminary engineering, right-of-way and construction of this project in accordance with Section 33.2-348 of the *Code of Virginia*, and that, if the Town of Vienna subsequently elects to cancel this project, the Town of Vienna hereby agrees to reimburse the Virginia Department of Transportation for the total amount of the costs expended by the Department through the date the Department is notified of such cancellation.

ADOPTED this 9th day of May, 2016.

Signed and dated: 5/11/16



Laurie A. DiRocco, Mayor

A COPY ATTEST:



Melanie J. Clark, CMC
Town Clerk



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item #11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 28, 2016

MOTION

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

Action: _____

Title: Revenue Sharing Reallocation
County of Henry – Figsboro Road

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

WHEREAS, the governing body of the County of Henry elected to participate in this program for fiscal year 2016, and, with the Virginia Department of Transportation (VDOT), identified specific eligible items of work to be financed from the special fund account; and

WHEREAS, the governing body of the County of Henry has, by appropriate resolution, requested the Figsboro Road (UPC 109414) project to be established as a revenue sharing project; and

WHEREAS, the governing body of the County of Henry has, by appropriate resolution, requested that the funds set forth herein be transferred from the Barrows Mill Road (UPC 106056) to the Figsboro Road Project (UPC 109414) for specific eligible items of work, as indicated herein; and

WHEREAS, these items of work fall within the intent of § 33.2-357 of the *Code*, and comply with the CTB’s guidelines for the use of such funds.

Resolution of the Commonwealth Transportation Board
 Reallocation of Revenue Sharing Program Funds
 County of Henry, Figsboro Road
 July 28, 2016
 Page Two

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the transfer of these funds as indicated herein.

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

Fiscal Year of Revenue Sharing Allocation	Locality Match	State Match	Original Project Number (UPC)	New Project Number (UPC)	Scope of Work for New Project
County of Henry					
2015-16	\$350,000	\$350,000	106056	109414	Construction of Turn Lanes

####

CTB Decision Brief

Revenue Sharing Reallocation – County of Henry Figsboro Road Project

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

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

The revenue sharing program guidelines stipulate that funds may be transferred from a revenue sharing project to an existing project in the Secondary Six-Year Plan, if approved by the CTB. In addition, such transfers require that either the funds are needed to meet the approved federal obligation schedule or the funds are needed to ensure that a scheduled advertisement or award date can be met or accelerated. The transfer request must also include a resolution from the locality establishing the project as a revenue sharing project.

The County of Henry requests that the Virginia Department of Transportation (VDOT) reallocate funds from existing revenue sharing project, Barrows Mill Road. Project – UPC 106056 to a project in the Secondary Six-Year Plan, Figsboro Road project – UPC 109414, which currently is not being funded with revenue sharing funds. The County of Henry, by resolution, has established the Figsboro Road – UPC 109414 project as a revenue sharing project and has requested, by resolution, to have revenue sharing funds transferred from the Barrows Mill Road Project – UPC 106056 as it is currently on hold and not progressing. This transfer will ensure that the Figsboro Road project – UPC 109414 can be advertised on time. The transfer will not affect the overall allocation of the revenue sharing program.

Recommendations: VDOT recommends that Figsboro Road – UPC 109414 project in the Secondary Six-Year Plan be established as a revenue sharing project and the proposed reallocation be approved.

Action Required by CTB: A resolution is presented for CTB approval to establish the Figsboro Road – UPC 109414 project as a revenue sharing project and document CTB approval of the reallocation.

Result, if Approved: Revenue Sharing Program funding will be reallocated in accordance with the Board of Supervisors' request to the CTB. VDOT and the County of Henry will be able to advertise the Figsboro Road project on time.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: N/A



RESOLUTION of the HENRY COUNTY BOARD OF SUPERVISORS

Designating Figsboro Road as a Revenue Sharing Project

WHEREAS, the Henry County Board of Supervisors, as part of the construction of the new Meadow View Elementary School, desires to make improvements to Route 108, Figsboro Road; and

WHEREAS, Route 108, Figsboro Road is priority two in the Henry County's Secondary Six Year Plan (VDOT UPC T18286)

WHEREAS, the County desires to designate the above project as a Revenue Sharing Project and requests that revenue sharing funds in the total amount of \$700,000 (state and local match) be transferred from UPC 106056, Barrows Mill Road to UPC T18286, Route 108, Figsboro Road.

NOW, THEREFORE, IT IS RESOLVED by the Henry County Board of Supervisors that the Virginia Department of Transportation consider and designate Figsboro Road, Route 108 Road Improvements (VDOT UPC T18286) as a Revenue Sharing Project.

BE IT FURTHER RESOLVED, that the Henry County Board of Supervisors hereby commits to fund its local share of preliminary engineering, right of way and construction (as applicable) of the project(s) under agreement with the Virginia Department of Transportation in accordance with the project financial document(s) and the County Administrator is authorized to execute all agreements and/or addendums for any approved projects with the Virginia Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED, on this 24th day of May 2016 that the Board of Supervisors designates Figsboro Road as a Revenue Sharing Project.

Jim Adams, Chairman
Henry County Board of Supervisors



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 28, 2016

MOTION

Made By: Seconded By:

Action:

Title: Virginia Byway Designation – Route 601 – Fauquier County

WHEREAS, under the authority of §33.2-405 of the *Code of Virginia* (1950), as amended, the Commonwealth Transportation Board (CTB) is authorized to designate Virginia Byways in cooperation with the Virginia Department of Conservation and Recreation (DCR) after providing notice and the opportunity for a hearing; and

WHEREAS, at the request of the Fauquier County Board of Supervisors, the staffs of DCR and the Virginia Department of Transportation (VDOT) have reviewed and determined that the following route substantially meets the criteria as a Virginia Byway; and

- Route 601, Hopewell Road – from Route 626 in the Town of The Plains to the Prince William County line.

WHEREAS, the DCR Director, on December 8, 2015, recommended to VDOT that the route herein described be designated as a Virginia Byway; and

WHEREAS, the procedures required by §33.2-405 have been followed and given that no request for a hearing on the matter was received, the views of the citizens and local governing body have been considered; and

WHEREAS, once designated as a Virginia Byway, it is the sense of the CTB that such designation should not limit roadway improvements or maintenance by VDOT, or prevent the

Resolution of the Board
Route 601 Virginia Byway Designation
May 18, 2016
Page Two

CTB from exercising its general power and duties to locate, construct, improve and maintain all highways in the Commonwealth.

NOW, THEREFORE BE IT RESOLVED, that Route 601 in Fauquier County as herein described be designated as a Virginia Byway.

BE IT FURTHER RESOLVED, that VDOT is directed to make every effort to ensure that the scenic integrity of Virginia's Byways is maintained in order to preserve and protect the unique natural resources, and promote and protect Virginia's vital tourism industry and the thousands of jobs associated therewith.

####

CTB DECISION BRIEF

Virginia Byway Designation – Route 601 – Fauquier County

Issue: §33.2-405 of the *Code of Virginia* (1950), as amended, authorizes the Commonwealth Transportation Board (CTB), in cooperation with the Department of Conservation and Recreation (DCR), to designate Virginia Byways. Although the two agencies may take the initiative with respect to the designation of a highway as a Virginia Byway, typically, the governing body of a locality, by resolution, requests or indicates support of the designation of a road as a Virginia Byway and the agencies then review the request. Two localities, Fauquier County and the Town of The Plains Town Council, have indicated their support for designation of Route 601 as a Virginia Byway. CTB approval of this designation is sought.

Facts: The Town of The Plains Town Council, at its August 19, 2013 meeting, adopted a resolution supporting the designation of Route 601 within the Town as a Virginia Byway. Fauquier County Board of Supervisors, at its October 10, 2013 meeting, adopted a resolution supporting the designation of Route 601, Hopewell Road, as a Virginia Byway.

A review team comprised of staff from DCR and VDOT evaluated Route 601 from Route 626 in the Town of The Plains to the Prince William County line, and determined the route, as depicted on the attached Location Map, Proposed Virginia Byway Route 601, meets the adopted criteria for designation as a Virginia Byway. The road's scenic qualities and proximity to historical and recreational sites (The Plains Historic District and Bull Run Mountains State Natural Area Preserve) provide justification for consideration of this designation. If approved, this designation will add 4.20 miles to the Virginia Byway system. Approximately 3,500 miles of roads are currently designated as Virginia Byways.

The Director of DCR, in December 8, 2015 correspondence to the Commissioner of Highways recommends designation of Route 601, from Route 626 in the Town of The Plains to the Prince William County line, as a Virginia Byway.

Notice and an opportunity for a hearing were provided by VDOT in accordance with §33.2-405 and neither a request for a hearing, nor any comments from the public regarding the proposed designation were received.

Recommendations: VDOT recommends that the CTB approve the designation of Route 601, from Route 626 in the Town of The Plains to the Prince William County line, as a Virginia Byway.

Action Required by the CTB: The *Code of Virginia* requires a majority vote of the CTB before the byway designation can be implemented. A resolution is provided for a formal vote.

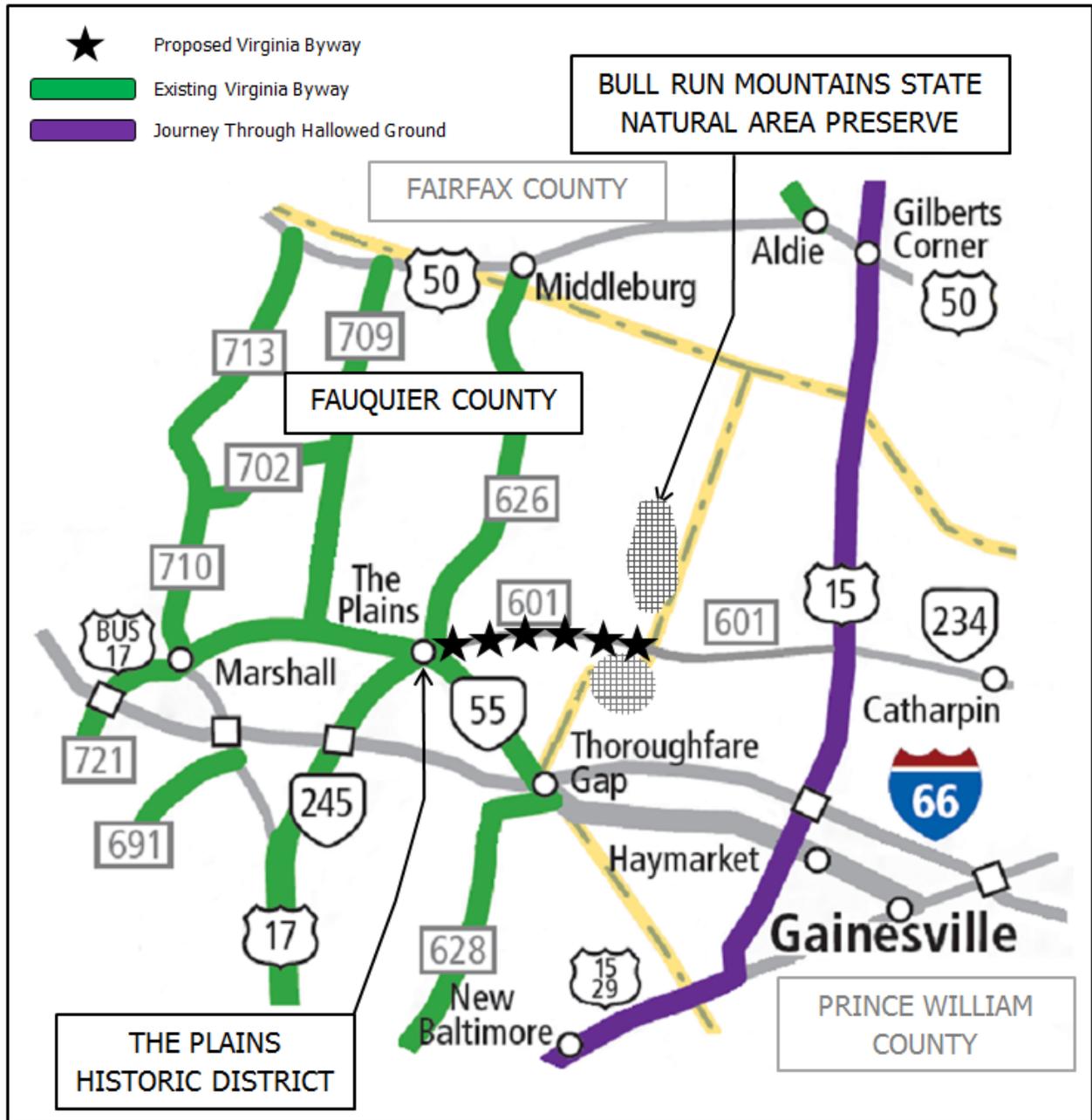
Result, if Approved: Route 601, from its intersection with Route 626 in the Town of The Plains eastward to the Prince William County line will be designated as a Virginia Byway. Virginia Byway signs will be installed by VDOT, at each terminus of Route 601 in Fauquier County.

CTB Decision Brief
Virginia Byway Designation - Route 601
May 18, 2016
Page Two

Options: Approve, deny, or defer.

Public Comments/Reactions: No comments from the public were received.

LOCATION MAP
 PROPOSED VIRGINIA BYWAY
 ROUTE 601
 FAUQUIER COUNTY
 FROM: ROUTE 626 AT THE PLAINS
 TO: PRINCE WILLIAM COUNTY LINE





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda Item #13

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 28, 2016

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Extension of HOV-2 lanes from Gainesville to Haymarket on Interstate 66,
Conversion of HOV-2 Lanes to HOV-3 and Tolling on Interstate-66 Inside the Beltway and
Consolidation of Record Regarding HOV/HOT Designations on Interstate 66**

WHEREAS, pursuant to the provisions of § 33.2-501 of the Code of Virginia, the Commonwealth Transportation Board (“CTB”) may designate one or more lanes of any highway in the Interstate System, primary state highway system, or secondary state highway system as High Occupancy Vehicle (“HOV”) lanes and if so designated such lanes shall be reserved for high-occupancy vehicles of a specified number of occupants and at such times as determined by the Board; and

WHEREAS, the Department contracted with Shirley Contracting Company, LLC to construct two additional lanes along Interstate-66 (“I-66”) under State Project No. 0066-076-003, C501, B674, B675 (UPC 93577), thereby adding one general purpose lane and one HOV Lane in each direction from Gainesville in the vicinity of Route 29 to Haymarket in the vicinity of Route 15; and

WHEREAS, the construction to complete the HOV lane extension from Gainesville to Haymarket will be complete in August 2016 and CTB designation of the HOV lanes on this segment of I-66 is necessary; and

Resolution of the Board

Extension of HOV-2 lanes from Gainesville to Haymarket on Interstate 66, Conversion of HOV-2 Lanes to HOV-3 and Tolling on Interstate-66 Inside the Beltway and Consolidation of Record Regarding HOV/HOT Designations on Interstate 66

July 28, 2016

Page Two

WHEREAS, various phases of projects relating to the location, design and construction of segments and lanes, including HOV lanes, on I-66 both inside and outside Interstate - 495 (Beltway) have been considered and approved by the CTB throughout the years; and

WHEREAS, on June 14, 2016, the CTB designated two lanes in each direction on I-66 from University Boulevard (Gainesville) in Prince William County to I-495 in Fairfax County as HOT lanes with such designation to be implemented upon issuance of a “Service Commencement Notice to Proceed” pursuant to a fully executed Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 HOV/HOT Lanes Project, but not earlier than January 2, 2020 (*see* Board Resolution adopted June 14, 2016 entitled “Designation of HOT Lanes and Conversion of HOV-2 Designation on Interstate-66 Outside the Capital Beltway to HOV-3”) (“I-66 OTCB HOT Lanes Resolution”); and

WHEREAS, on June 14, 2016, in the I-66 OTCB HOT Lanes Resolution, the CTB also issued a finding that changing the HOV-2 designation of I-66 outside the Capital Beltway to HOV-3, to be implemented upon issuance of a “Service Commencement Notice to Proceed” pursuant to a fully executed Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 HOV/HOT Lanes Project, but no earlier than January 2, 2020, (a) is in the public interest, (b) is supported by quantitative and qualitative evidence that the HOV-3 designation will facilitate the flow of traffic on Interstate Route 66, and (c) is beneficial to comply with the federal Clean Air Act Amendments of 1990 and in turn, then designated the high-occupancy requirement for the HOT Lanes on I-66 outside the Capital Beltway as HOV-3, with such designation to be implemented upon issuance of a “Service Commencement Notice to Proceed” pursuant to a fully executed Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 HOV/HOT Lanes Project, but not earlier than January 2, 2020; and.

WHEREAS, by resolution dated December 9, 2015, the CTB (i) authorized dynamic tolling of the I-66 corridor beginning at the intersection of I-66 and the Beltway and ending at U.S. Route 29 in the Rosslyn area of Arlington County (“I-66 Inside the Beltway”) at such rates as are necessary to comply with federal law; and (ii) approved the Memorandum of Agreement between the CTB, VDOT and the Northern Virginia Transportation Commission relating to implementation of Transform 66: Inside the Beltway (“NVTC MOA”), authorizing the Secretary and Commissioner to execute the NVTC MOA on behalf of the Board and VDOT, respectively; and

WHEREAS, the NVTC MOA, now executed, requires, among other things, that “VDOT and the CTB shall take the required actions necessary to change the [Transform 66: Inside the Beltway] Project HOV-2 designation to HOV-3 the later of 2020 or upon any increase to HOV-3 occupancy requirements for HOV lanes of I-66 outside the Beltway”; and

Resolution of the Board

Extension of HOV-2 lanes from Gainesville to Haymarket on Interstate 66, Conversion of HOV-2 Lanes to HOV-3 and Tolling on Interstate-66 Inside the Beltway and Consolidation of Record Regarding HOV/HOT Designations on Interstate 66

July 28, 2016

Page Three

WHEREAS, the CTB seeks to ensure the necessary Board designations have been made and actions taken pursuant to §§ 33.2-309, 33.2-501 and 33.2-502 of the *Code of Virginia* (i) to provide authorization for dynamic tolling on I-66 Inside the Beltway during Eastbound AM and Westbound PM peak periods for vehicles not meeting HOV-2 occupancy requirements by the time the infrastructure and improvements necessary to commence tolling on I-66 Inside the Beltway are completed and ready for operation; and (ii) to conform to the National Capital Region Transportation Planning Board's policy and Constrained Long Range Plan relating to HOV requirements on I-66 and to comply with the NVTC MOA by establishing an HOV-3 requirement and authorizing dynamic tolling on I-66 Inside the Beltway during Eastbound AM and Westbound PM peak periods for vehicles not meeting the HOV-3 requirements, to be implemented at the time that the HOV-3 and HOT Lanes designations for I-66 outside the Beltway are implemented; and

WHEREAS, the CTB further desires to reiterate and establish a single consolidated record relating to the designation status of the HOV and HOT lanes, and tolling, on I-66 inside and outside the Beltway.

NOW, THEREFORE, BE IT RESOLVED, that in accordance with the authority granted under the provisions of § 33.2-501 of the Code of Virginia, the inside lane of I-66 Eastbound between Gainesville in the vicinity of Route 29 and Haymarket in the vicinity of Route 15 is designated HOV-2 in the Eastbound AM peak period (between 5:30 a.m. and 9:30 a.m.) and the inside lane of I-66 Westbound between Gainesville in the vicinity of Route 29 and Haymarket in the vicinity of Route 15 is designated HOV-2 in the Westbound PM peak period (between 3:00 p.m. and 7:00 p.m.) on weekdays, with implementation of the designation to occur upon completion of construction and opening of said lanes to traffic.

BE IT FURTHER RESOLVED that the CTB hereby clarifies that its written finding, issued on June 14, 2016, relating to changing the "HOV-2 designation of I-66 outside the Capital Beltway to HOV-3", applies to only that portion of I-66 outside the Beltway that will be encompassed by the I-66 HOV/HOT Lanes Project, namely two lanes in each direction on the Eastbound and Westbound lanes of I-66 outside the Beltway, from I-495 in Fairfax County to University Boulevard in Gainesville/Prince William County. Accordingly, the Board hereby clarifies and restates its finding in the June 14, 2016, I-66 OTCB HOT Lanes Resolution as follows:

"that pursuant to § 33.2-501(F) of the *Code of Virginia*, the CTB hereby approves the VDOT 501(F) Finding and hereby makes its written finding that changing the HOV-2 designation of I-66 outside the Capital Beltway to HOV-3 *on two lanes in each direction on the Eastbound and Westbound lanes of I-66 outside the Beltway, from I-495 in Fairfax County to University Boulevard in Gainesville/Prince William County*, to be implemented upon issuance of a "Service Commencement Notice to Proceed" pursuant to a fully executed Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 HOV/HOT Lanes Project, but no earlier

Resolution of the Board

Extension of HOV-2 lanes from Gainesville to Haymarket on Interstate 66, Conversion of HOV-2 Lanes to HOV-3 and Tolling on Interstate-66 Inside the Beltway and Consolidation of Record Regarding HOV/HOT Designations on Interstate 66

July 28, 2016

Page Four

than January 2, 2020, (a) is in the public interest, (b) is supported by quantitative and qualitative evidence that the HOV-3 designation will facilitate the flow of traffic on Interstate Route 66, and (c) is beneficial to comply with the federal Clean Air Act Amendments of 1990.”

BE IT FURTHER RESOLVED, that the CTB hereby clarifies that its designation of and the high-occupancy requirement for the HOT Lanes on I-66 outside the Capital Beltway as HOV-3, with such designation to be implemented upon issuance of a “Service Commencement Notice to Proceed” pursuant to a fully executed Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 HOV/HOT Lanes Project, but not earlier than January 2, 2020 in the June 14, 2016 I-66 OTCB HOT Lanes Resolution, made pursuant to and in compliance with §§ 33.2-501(F) and 33.2-502, also applies to that portion of I-66 from I-495 in Fairfax County to University Boulevard in Gainesville/Prince William County.

BE IT FURTHER RESOLVED, that in accord with §33.2-502 (i) the Board authorizes dynamic tolling of vehicles utilizing the lanes on Eastbound I-66 Inside the Beltway during the Eastbound AM peak period of 5:30 a.m. to 9:30 a.m. and on Westbound I-66 Inside the Beltway during the Westbound PM peak period of 3:00 p.m. to 7:00 p.m. on weekdays for vehicles carrying less than two occupants (collectively, HOT Lanes-2 designation) to be implemented at such time that the infrastructure and improvements necessary to commence tolling on I-66 Inside the Beltway are determined by the Commissioner of Highways to be completed and ready for operation; and (ii) the Board approves conversion of the HOV-2 designation to HOV-3 and authorizes dynamic tolling of vehicles carrying less than three occupants utilizing the lanes, on Eastbound I-66 Inside the Beltway during the Eastbound AM peak period of 5:30 a.m. to 9:30 a.m. and on Westbound I-66 Inside the Beltway during the Westbound PM peak period of 3:00 p.m. to 7:00 p.m. on weekdays (collectively HOT Lanes-3 designation), to be implemented at such time that the designation of HOT Lanes with a high occupancy requirement of HOV-3 on the Eastbound and Westbound lanes of I-66 outside the Beltway, on two lanes in each direction, from I-495 in Fairfax County to University Boulevard in Gainesville/Prince William County, adopted by the Board on June 14, 2016, is implemented.

BE IT FURTHER RESOLVED, that in order to document and summarize in a consolidated record the existing status of the HOV/ HOT lanes/tolling designations for I-66, the Board reiterates their approval of the following designations:

- (i) the HOV-2 designation of the lanes on Eastbound I-66 Inside the Beltway during the Eastbound AM peak period (between 6:30 a.m. and 9:00 a.m.) and on Westbound I-66 Inside the Beltway during the Westbound PM peak period (between 4:00 p.m. and 6:30 p.m.) on weekdays, with (1) a change in the Eastbound AM peak period to 5:30 a.m. to 9:30 a.m. and in the Westbound PM peak period to 3:00 p.m. to 7:00 p.m., to be implemented at such time that

Resolution of the Board

Extension of HOV-2 lanes from Gainesville to Haymarket on Interstate 66, Conversion of HOV-2 Lanes to HOV-3 and Tolling on Interstate-66 Inside the Beltway and Consolidation of Record Regarding HOV/HOT Designations on Interstate 66

July 28, 2016

Page Five

- dynamic tolling on I-66 Inside the Beltway commences; and (2) the conversion of such designation to HOV-3 with the revised peak periods, to be implemented at the time the change on I-66 outside the Beltway from HOV-2 to HOV-3 set forth in (iv) is implemented; and
- (ii) the HOT Lanes designations and dynamic tolling during peak periods, on I-66 Inside the Beltway of vehicles not meeting the HOV requirements in effect at the time, to first be implemented at the time the Commissioner of Highways determines that the infrastructure and improvements necessary for tolling on said portion of I-66 are completed and operational; and
 - (iii) subject to implementation of the HOT Lanes designation with the change from HOV-2 to HOV-3 upon the date specified in (iv), the HOV-2 designation of the HOV lanes on Eastbound I-66 outside the Beltway, from I-495 in Fairfax County to Haymarket in the vicinity of Route 15, during the Eastbound AM peak period (between 5:30 a.m. and 9:30 a.m.) and on Westbound I-66 outside the Beltway, from I-495 in Fairfax County to Haymarket in the vicinity of Route 15, during the Westbound PM peak period (between 3:00 p.m. and 7:00 p.m.) on weekdays; and
 - (iv) the designation of two HOT Lanes with the high occupancy requirement of HOV-3, in each direction on the Eastbound and Westbound lanes of I-66 outside the Beltway, from I-495 in Fairfax County to University Boulevard in Gainesville/Prince William County, in accordance with the I-66 OTCB HOT Lanes Resolution adopted by the Board on June 14, 2016, and as clarified herein, to be implemented upon issuance of a “Service Commencement Notice to Proceed” pursuant to a fully executed Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 HOV/HOT Lanes Project, but not earlier than January 2, 2020.

####

CTB Decision Brief

Extension of HOV-2 Lanes from Gainesville to Haymarket on Interstate 66, Conversion of HOV-2 Lanes to HOV-3 and Tolling on Interstate-66 Inside the Beltway, and Consolidation of Record Regarding HOV/HOT Designations on Interstate 66.

Issue: As stipulated by § 33.2-501 of the Code of Virginia, the Commonwealth Transportation Board (CTB or Board) has the authority to designate High Occupancy Vehicle Lanes (“HOV lanes”) on the Interstate System. The Interstate 66 Widening (“I-66”) Project, under State Project No. 0066-076-003, C501, B674, B675 (UPC 93577), involves the addition of new lanes along I-66, thereby adding one general purpose lane and one HOV Lane in each direction from Gainesville in the vicinity of Route 29 to Haymarket in the vicinity of Route 15. The current Project will be complete and opened to traffic on or about August 21, 2016 and the Virginia Department of Transportation (“VDOT”) is seeking the designation of the inside lane in each direction as an extension of the existing HOV-2 lanes.

In addition, various phases of projects relating to the location, design and construction of segments and lanes, including HOV lanes, on I-66 both inside and outside Interstate - 495 (Beltway) have been considered and approved by the CTB throughout the years and more recently, projects requiring new designations of HOV lanes, HOT Lanes and/or tolling on I-66 are being planned. Accordingly, VDOT is requesting various actions on the part of the Board that will facilitate implementation of the upcoming projects. VDOT is also requesting the Board’s approval of language in the accompanying resolution that reiterates and establishes a single consolidated record relating to the designation status of the HOV and HOT lanes, and tolling, on I-66 inside and outside the Beltway.

Facts:

(1) Per the CTB Resolution dated July 17, 2013 for the *Delegation of Authority to the Commissioner of Highways for Approval of Award and Execution of Contract for the Interstate 66 Widening, Prince William County*, VDOT contracted with Shirley Contracting Company, LLC to construct the I-66 Widening Project between Gainesville and Haymarket. Construction began on the I-66 Widening in April 2014 and will be complete in August 2016. The project involves the addition of two lanes in each direction for an ultimate eight lane divided highway between Gainesville in the vicinity of Route 29 and Haymarket in the vicinity of Route 15 (in Prince William County). The project is last in a series of projects originally designed under the parent UPC 16000 and approved by the CTB on March 16, 2000. The project includes extension of one HOV lane in each direction, Eastbound and Westbound, that are intended to operate as HOV-2 during peak hours of 5:30 a.m. to 9:30 am (Eastbound) and 3:00 p.m. to 7:00 p.m. (Westbound).

(2) On June 14, 2016, by resolution entitled *Designation of HOT Lanes and Conversion of HOV-2 Designation on Interstate-66 Outside the Capital Beltway to HOV-3* (“I-66 OTCB HOT Lanes Resolution”), in compliance with and pursuant to §§ 33.2-501(F) and 33.2-502 of the *Code of Virginia* the CTB approved, for I-66 outside the Beltway, designation of HOT lanes and conversion of the HOV-2 designation to HOV-3, with such designation/change to be implemented upon issuance of a “Service Commencement Notice to Proceed” pursuant to a fully executed Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 HOV/HOT Lanes Project, but not earlier than January 2, 2020. The designation and associated findings set forth in the I-66 OTCB HOT Lanes Resolution apply to two lanes in each direction on the Eastbound and Westbound lanes

of I-66 outside the Beltway, from I-495 in Fairfax County to University Boulevard in Gainesville/Prince William County.

(3) By resolution dated December 9, 2015, the CTB (i) authorized dynamic tolling of the I-66 corridor beginning at the intersection of I-66 and the Beltway and ending at U.S. Route 29 in the Rosslyn area of Arlington County (I-66 Inside the Beltway) at such rates as are necessary to comply with federal law; and (ii) approved the Memorandum of Agreement between the CTB, VDOT and the Northern Virginia Transportation Commission (NVTC) relating to implementation of Transform66: Inside the Beltway (NVTC MOA), authorizing the Secretary and Commissioner to execute the NVTC MOA on behalf of the Board and VDOT, respectively. The NVTC MOA, now executed, requires, among other things, that “VDOT and the CTB shall take the required actions necessary to change the [Transform 66: Inside the Beltway] Project HOV-2 designation to HOV-3 the later of 2020 or upon any increase to HOV-3 occupancy requirements for HOV lanes of I-66 outside the Beltway”.

- VDOT is requesting Board action that will ensure the necessary Board designations have been made and actions taken pursuant to §§ 33.2-309, 33.2-501 and 33.2-502 of the *Code of Virginia* (i) to provide authorization for dynamic tolling on I-66 Inside the Beltway during Eastbound AM and Westbound PM peak periods for vehicles not meeting HOV-2 occupancy requirements by the time the infrastructure and improvements necessary to commence tolling on I-66 Inside the Beltway are completed and ready for operation; and (ii) to conform to the National Capital Region Transportation Planning Board’s policy and Constrained Long Range Plan relating to HOV requirements on I-66 and to comply with the NVTC MOA by establishing an HOV-3 requirement and authorizing dynamic tolling on I-66 Inside the Beltway during Eastbound AM and Westbound PM peak periods for vehicles not meeting the HOV-3 requirements, to be implemented at the time that the HOV-3 and HOT Lanes designations for I-66 outside the Beltway are implemented.

Recommendation:

(1) Designation of HOV Requirement for the New Segment of I-66 Outside the Beltway:

VDOT recommends the designation of the HOV-2 lanes (the left most lane in each direction) on the eastbound and westbound sides of I-66 between Gainesville in the vicinity of Route 29 and Haymarket in the vicinity of Route 15, effective upon their completion, when all pavement markings and signage are fully implemented. The hours of operation of the HOV-2 lanes will be (consistent with the existing HOV-2 lanes) from 5:30 a.m. to 9:30 a.m. eastbound and 3:00 p.m. to 7:00 p.m. westbound.

(2) Provide Clarifications Regarding June 14, 2016 CTB Action Entitled *Designation of HOT Lanes and Conversion of HOV-2 Designation on Interstate-66 Outside the Capital Beltway to HOV-3.*

(a) VDOT recommends that the CTB clarify that its written finding, issued on June 14, 2016, relating to changing the “HOV-2 designation of I-66 outside the Capital Beltway to HOV-3”, applies to only that portion of I-66 outside the Beltway that will be encompassed by the I-66 HOV/HOT

Lanes Project, namely two lanes in each direction on the Eastbound and Westbound lanes of I-66 outside the Beltway, from I-495 in Fairfax County to University Boulevard in Gainesville/Prince William County.

(b) VDOT also recommends that the CTB note and clarify that its designation of and the high-occupancy requirement for the HOT Lanes on I-66 outside the Capital Beltway as HOV-3, (to be implemented upon issuance of a “Service Commencement Notice to Proceed” pursuant to a fully executed Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 HOV/HOT Lanes Project, but not earlier than January 2, 2020), made pursuant to and in compliance with §§ 33.2-501(F) and 33.2-502, also applies to that portion of I-66 from I-495 in Fairfax County to University Boulevard in Gainesville/Prince William County.

(3) I-66 Inside the Beltway: Authorization of Dynamic Tolling for Single Occupancy Vehicles During New Peak Periods to be implemented when Necessary Infrastructure is Operational

VDOT recommends that the Board authorize dynamic tolling of vehicles utilizing the lanes on Eastbound I-66 Inside the Beltway during the Eastbound AM peak period of 5:30 a.m. to 9:30 a.m. and on Westbound I-66 Inside the Beltway during the Westbound PM peak period of 3:00 p.m. to 7:00 p.m. on weekdays for vehicles not meeting HOV-2 requirements, to be implemented at such time that the infrastructure and improvements necessary to commence tolling on I-66 inside the Beltway are determined by the Commissioner of Highways to be completed and ready for operation.

(4) I-66 Inside the Beltway: Conversion of HOV-2 Designation to HOV-3 and Authorization of Dynamic Tolling for Vehicles not Meeting HOV-3 Requirement (to be implemented upon implementation of HOV-2 to HOV-3 Conversion and HOT Lanes on I-66 outside the Beltway).

VDOT recommends that the Board approve conversion of the HOV-2 designation to HOV-3, and authorize dynamic tolling of vehicles not meeting the HOV-3 requirement utilizing the lanes, on Eastbound I-66 Inside the Beltway during the Eastbound AM peak period of 5:30 a.m. to 9:30 a.m. and on Westbound I-66 Inside the Beltway during the Westbound PM peak period of 3:00 p.m. to 7:00 p.m. on weekdays, to be implemented at such time that the change from HOV-2 to HOV-3 and designation of HOT Lanes on the Eastbound and Westbound lanes of I-66 outside the Beltway, on two lanes in each direction, from I-495 in Fairfax County to University Boulevard in Prince William County, adopted by the Board on June 14, 2016, are implemented.

(5) Establish Consolidated Record of Status of HOV/HOT Lanes/Tolling Designations for I-66.

VDOT recommends, in order to document and summarize in a consolidated record the existing status of the HOV/ HOT lanes/tolling designations for I-66, that the Board reiterate their approval of the following designations:

- (i) the HOV-2 designation of the lanes on Eastbound I-66 Inside the Beltway during the Eastbound AM peak period (between 6:30 a.m. and 9:00 a.m.) and on Westbound I-66 Inside the Beltway during the Westbound PM peak period (between 4:00 p.m. and 6:30 p.m.) on weekdays, with (1) a change in the Eastbound AM peak period to 5:30 a.m. to 9:30 a.m. and in the Westbound PM peak period to

3:00 p.m. to 7:00 p.m., to be implemented at such time that dynamic tolling on I-66 Inside the Beltway commences; and (2) the conversion of such designation to HOV-3 with the revised peak periods, to be implemented at the time the change on I-66 outside the Beltway from HOV-2 to HOV-3 set forth in (iv) is implemented; and

- (ii) the HOT Lanes designations and dynamic tolling during peak periods, on I-66 Inside the Beltway of vehicles not meeting the HOV requirements in effect at the time, to first be implemented at the time the Commissioner of Highways determines that the infrastructure and improvements necessary for tolling on said portion of I-66 are completed and operational; and
- (iii) subject to implementation of the HOT Lanes designation with the change from HOV-2 to HOV-3 upon the date specified in (iv), the HOV-2 designation of the HOV lanes on Eastbound I-66 outside the Beltway, from I-495 in Fairfax County to Haymarket in the vicinity of Route 15, during the Eastbound AM peak period (between 5:30 a.m. and 9:30 a.m.) and on Westbound I-66 outside the Beltway, from I-495 in Fairfax County to Haymarket in the vicinity of Route 15, during the Westbound PM peak period (between 3:00 p.m. and 7:00 p.m.) on weekdays; and
- (iv) the designation of two HOT Lanes with the high occupancy requirement of HOV-3, in each direction on the Eastbound and Westbound lanes of I-66 outside the Beltway, from I-495 in Fairfax County to University Boulevard in Gainesville/Prince William County, in accordance with the I-66 OTCB HOT Lanes Resolution adopted by the Board on June 14, 2016, and as clarified herein, to be implemented upon issuance of a “Service Commencement Notice to Proceed” pursuant to a fully executed Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 HOV/HOT Lanes Project, but not earlier than January 2, 2020.

Action Required by CTB: Approve the resolution, bearing the actions noted herein, that will be presented for a formal vote.

Result, if Approved: If approved, the resolution will result in: the extension of the HOV-2 lanes on I-66 from Gainesville to Haymarket; the above-referenced clarifications relating to the June 14, 2016, I-66 OTCB HOT Lanes Resolution; approval of dynamic tolling on I-66 Inside the Beltway under the conditions and at the times specified; conversion of HOV-2 to HOV-3 on I-66 Inside the Beltway, under the conditions and at the time specified; and establishment of a consolidated record that documents and summarizes the status of the HOV/ HOT lanes/tolling designations for I-66.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: On July 27, 2011, a Public Hearing was held at the Four Points by Sheraton, 10800 Vandor Lane, Manassas, VA 20109, for the I-66 Widening Project between Gainesville and Haymarket. Twenty-one citizens signed the attendance sheet, and 21 written or emailed comments were received. The majority of those who commented (15) supported the project, while one did not support and five did not specify. One commenter recommended only adding one lane westbound, while two others recommended extending the HOV lanes past Route 15.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 14

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 28, 2016

MOTION

Made By:

Seconded By:

Action:

Title: Authorization for the Commissioner of Highways to Enter into a Project Agreement Between VDOT and the Hampton Roads Transportation Accountability Commission Regarding Preliminary Engineering Relating to the Route 460/58/13 Connector Project (UPC 106694)

WHEREAS, the Virginia General Assembly, pursuant to Chapter 26 of Title 33.2 of the *Code of Virginia*, established the Hampton Roads Transportation Accountability Commission (HRTAC), a political subdivision of the Commonwealth; and

WHEREAS, the Virginia General Assembly, pursuant to §33.2-2600 of the *Code of Virginia* also established the Hampton Roads Transportation Fund (HRTF) to fund new construction projects on new or existing highways, bridges, and tunnels in the localities comprising Planning District 23; and

WHEREAS, pursuant to §33.2-2608 the HRTAC may enter into contracts or agreements necessary or convenient for the performance of its duties and the exercise of its powers under Chapter 26; and

WHEREAS, §33.2-214 (C) of the *Code of Virginia* empowers the Commonwealth Transportation Board (Board) to enter into contracts with local districts, commissions, agencies, or other entities created for transportation purposes; and

WHEREAS, HRTAC approved use of funds from the HRTF and execution of an agreement between VDOT and HRTAC, for preliminary engineering relating to the Route 460/58/13 Connector Project (UPC 106694) (Project) at its June 16, 2016 meeting; and

Resolution of the Board

Authorization for the Commissioner of Highways to Enter into a Project Agreement Between VDOT and the Hampton Roads Transportation Accountability Commission Regarding Preliminary Engineering Relating to the Route 460/58/13 Connector Project (UPC 106694)

July 28, 2016

Page Two

WHEREAS, VDOT has requested that the Board authorize the Commissioner to enter into an agreement with HRTAC, attached hereto as Exhibit A, regarding preliminary engineering relating to the Route 460/58/13 Connector Project, using funds from the HRTF provided by HRTAC for said purpose.

NOW, THEREFORE, BE IT RESOLVED, the Commonwealth Transportation Board hereby authorizes the Commissioner of Highways to enter into the agreement with HRTAC relating to the use of HRTF funds for preliminary engineering relating to the Route 460/58/13 Connector Project, in substantially the same form as Exhibit A (the Agreement), with such changes and additions as the Commissioner deems necessary.

####

Exhibit A

**Standard Project Agreement for Funding and Administration
between
Hampton Roads Transportation Accountability Commission
and
Virginia Department of Transportation**

HRTAC Project Title: Route 460/58/13 Connector

HRTAC Project Number: UPC 106694

This Standard Project Agreement for Funding and Administration (the "Agreement") is made and executed in duplicate on this ____ day of _____, 2016, as between the Hampton Roads Transportation Accountability Commission ("HRTAC") and the Virginia Department of Transportation ("VDOT").

WITNESSETH

WHEREAS, Chapter 766 of the 2013 Acts of Assembly established the Hampton Roads Transportation Fund (the "HRTF"), and provides that moneys deposited in the HRTF are to be used solely for new construction projects on new or existing highways, bridges, and tunnels in the localities comprising Planning District 23;

WHEREAS, Chapter 678 of the 2014 Acts of Assembly (now codified in Section 33.2-2600 *et seq.* of the Code of Virginia, as amended) (the "HRTAC Act") created HRTAC as a political subdivision of the Commonwealth of Virginia, and moved the responsibility to determine the projects that will be funded by the HRTF from the Hampton Roads Transportation Planning Organization to HRTAC;

WHEREAS, under Sections 33.2-2606 and 33.2-2607 of the Code of Virginia, HRTAC is also authorized to issue bonds and other evidences of debt, and to impose and collect certain tolls;

WHEREAS, Section 33.2-2611 of the Code of Virginia requires HRTAC to use all moneys it receives (the "HRTAC-Controlled Moneys"), which include, without limitation, moneys from the HRTF as well as any bond proceeds and collections from any tolls imposed by HRTAC, solely for the benefit of those counties and cities that are embraced by HRTAC, and in a manner that is consistent with the purposes of the HRTAC Act;

WHEREAS, VDOT is the Virginia state agency responsible for building, maintaining and operating the interstate, primary, and secondary state highway systems ("VDOT Highways");

WHEREAS, in light of VDOT's responsibilities with respect to VDOT Highways, and HRTAC's responsibilities with respect to the application of the HRTAC-Controlled

Moneys, VDOT and HRTAC entered into a Memorandum of Agreement dated March 30, 2015 (the "MOA");

WHEREAS, the MOA contemplates that HRTAC may from time to time enter into Project Agreements for Funding and Administration of projects that HRTAC selects and HRTAC requests VDOT to administer and/or develop with HRTAC Controlled Moneys;

WHEREAS, HRTAC has determined that it desires to proceed with the services described on Appendix A in respect of the project set forth and described on Appendix A to this Agreement (the "Project"), and that the Project would benefit the cities and counties that are embraced by HRTAC and it otherwise satisfies the requirements of the HRTAC Act;

WHEREAS, VDOT agrees to administer and/or develop the Project in accordance with the budget and baseline schedule set forth and described on Appendix B to this Agreement (the "Project Budget, Baseline Schedule and Cash Flow") (this Agreement and its appendices may be amended from time to time by mutual agreement of the parties to address mutually agreed changes relating to, among other things, Project scope, design, funding and regulatory approvals);

WHEREAS, HRTAC desires to provide funding for the administration and/or development of the Project out of HRTAC-Controlled Moneys, subject to the terms, conditions and limitations set forth herein;

WHEREAS, the Commonwealth Transportation Board ("CTB") has the authority, pursuant to Section 33.2-214 of the Code of Virginia, to cause VDOT to enter into this Agreement and has authorized the Commissioner of Highways to enter into agreements with HRTAC for project administration and development purposes, and Section 33.2-2608 of the Code of Virginia authorizes HRTAC to enter into this Agreement; and

WHEREAS, the CTB, by resolution passed on January 14, 2015, resolved that any agreement between VDOT and HRTAC for project services shall provide that overruns or other additional project costs shall be prorated between HRTAC and VDOT so that each party bears a proportionate share of the additional costs based on each party's percentage responsibility of the project budget; and

WHEREAS, HRTAC's governing body and the CTB have each authorized that their respective designee(s) execute this Agreement on their respective behalf(s) as evidenced by copies of each such entity's clerk's minutes or such other official authorizing documents which are appended hereto as Appendix E.

NOW THEREFORE, in consideration of the foregoing premises and the mutual promises, covenants, and agreements contained herein, the parties hereto agree as follows:

A. VDOT's Obligations

VDOT shall:

1. Complete or perform or cause to be completed or performed all work relating to the Project, as described in Appendix A, advancing such work diligently and ensuring that all work is completed in accordance with (i) any and all applicable federal, state, and local laws and regulations, and (ii) all terms and conditions of this Agreement, including, without limitation, the budget reflected in Appendix B, which budget (A) VDOT represents has been prepared in good faith, in accordance with the practices and procedures that VDOT uses for projects where the state or VDOT bears the cost of the project (including, without limitation, the practices used to price and budget services that may be internally sourced, such as Construction Engineering Inspection/CEI), and (B) the parties acknowledge may be amended pursuant to Section A.8 below or as follows:

(a) In the event that VDOT determines, after receipt of proposals or bids for any work related to the Project, that the cost of the contract for said work will result in a significant reduction in costs associated with a portion of the budget reflected in Appendix B that is allocated to work covered by the contract, then VDOT shall notify HRTAC's Executive Director of the significant reduction in costs. For purposes of this Section A.1(a), HRTAC and VDOT agree that a "significant reduction in costs" shall mean a reduction in costs that has the effect of reducing, in Appendix B, (x) the costs for the particular portion of the budget allocated to work covered by the contract by more than 20 percent or (y) the entire budget by more than 10 percent or \$10,000,000, whichever applies. In the event there is a significant reduction in costs, VDOT and HRTAC will work reasonably and in good faith to amend Appendix B to fairly reflect the effect of the reduction (by way of example, if the Appendix B costs are to be paid initially from both HRTAC-Controlled Moneys and state or federal contributions, then the commitment of each funding source would be reduced by its proportionate share of the reduction in costs, which proportionate share will be based on the funding source's proportionate responsibility for the total budgeted costs before the reduction was realized).

(b) In the event that any federal or state funding not previously available for the Project becomes available for a portion of the budget reflected in Appendix B, then VDOT and HRTAC will work reasonably and in good faith to amend Appendix B to fairly reflect the benefit of the additional funding (by way of example, if the Appendix B costs are to be paid initially from both HRTAC-Controlled Moneys and state contributions, but federal funding

subsequently becomes available, then the respective commitments of HRTAC and the state would be reduced by each party's proportionate share of the additional funds, which proportionate share will be based on the party's proportionate responsibility for the total budgeted cost before the additional funding became available).

2. Without limiting the foregoing,
 - (a) VDOT shall select contractors, contract with contractors, and administer and enforce contracts all in a manner that is consistent in all material respects with the policies, procedures and practices that VDOT uses where the state or VDOT bears the cost of a project; for example, VDOT shall use its customary policies, procedures and practices relating to requesting bids/proposals, negotiating/finalizing terms and conditions of contracts (using, where applicable, standard terms/forms), and monitoring and enforcing performance of contracts;
 - (b) VDOT shall not enter into any contract to perform the work related to the Project if (i) the cost of that contract would exceed the portion of the budget reflected in Appendix B that is allocated to the work covered by that contract or (ii) the cost of that contract, when aggregated with the cost of all other contracts relating to the Project that have been, or are expected to be, entered into would exceed the budget reflected in Appendix B; in addition, if the bids or proposals received for any portion of the Project are not qualitatively consistent with VDOT's standards for that work or quantitatively within VDOT's projections for that work, each as determined by VDOT in its good faith judgment, VDOT shall (i) undertake a new procurement, or (ii) recommend alternative measures to HRTAC, and seek HRTAC's advice and consent regarding pursuit of those alternative measures.
3. Perform or have performed all design and engineering, all environmental work, and all right-of-way acquisition, construction, contract administration, testing services, inspection services, or capital asset acquisitions, as is required by this Agreement or that may be necessary for completion of the Project pursuant to the terms of this Agreement.
4. Not use any funds provided by HRTAC, including the funds specified on Appendix B, to pay any Project cost if the HRTAC Act does not permit such Project cost to be paid with HRTAC funds.
5. Recognize that, if the Project contains "multiple funding phases" (as such "multiple funding phases" are set out for the Project on Appendix A), for which HRTAC will provide funding for such multiple funding phases (as

scheduled on Appendix B), HRTAC may not have sufficient cash flows to permit accelerated funding to VDOT and to advance the funding schedule for the Project. In any circumstance where VDOT seeks to advance the funding schedule for the Project, VDOT shall submit a written request to HRTAC's Executive Director explaining VDOT's reasons why HRTAC should authorize acceleration to the next funding phase. (As used in this Agreement, "Executive Director" shall mean HRTAC's Chairman if at any applicable time, HRTAC has not engaged a dedicated, full-time Executive Director.) HRTAC's Executive Director will thereafter review the circumstances underlying the request in conjunction with Appendix B and HRTAC's current and projected cash flow position and make a recommendation to HRTAC whether to authorize VDOT's requested accelerated funding. The foregoing shall not prohibit VDOT from providing its own funds to advance a future funding phase of the Project and from requesting reimbursement from HRTAC for having advance funded a future phase of the Project; however, VDOT further recognizes that HRTAC's reimbursement to VDOT for having advance funded a phase of the Project will be dependent upon HRTAC's cash flow position at the time such a request for reimbursement is submitted and may be dependent upon the extent to which the reimbursement of any such advanced funding is otherwise consistent with the terms of this Agreement, including Appendix B.

6. (a) Permit HRTAC's Executive Director to periodically update HRTAC's cash flow estimates for the Project with the objective toward keeping those estimates accurate throughout the performance of the Project. VDOT shall provide all available information reasonably required by HRTAC so as to ensure and facilitate accurate cash flow estimates and accurate updates to those cash flow estimates throughout the performance of the Project as described in Appendix B.
- (b) Provide HRTAC's Executive Director with the monthly reports described on Appendix D.
7. Provide to HRTAC's Executive Director requests for payment consistent with Appendix C (and the most recently approved HRTAC cash flow estimates) that include (a) HRTAC's standard payment requisition(s), containing detailed summaries of actual project costs incurred with supporting documentation as determined by HRTAC, and (b) certifications that all such costs were incurred in the performance of work for the Project as authorized by this Agreement. Each payment requisition shall be in substantially the same form as set forth in Appendix C of this Agreement. If approved by HRTAC, VDOT can expect to receive payment within twenty (20) days upon receipt by HRTAC. Approved payments may be made by means of electronic transfer of funds from HRTAC to or for the account of VDOT.

8. (a) Promptly notify HRTAC's Executive Director if VDOT determines that any additional, unbudgeted costs may be incurred to perform and complete the Project ("Additional Costs"), which notice shall include a description of the Additional Costs, an explanation of how they arose and the assumptions in the initial budget regarding those costs, and a detailed estimate of the Additional Costs. VDOT shall make recommendations regarding any curative actions that may be available relating to such Additional Costs, including any potential modification or reduction that may be made to the Project scope or design, or any other action, in order to stay within the initial budget for the Project. If the Additional Costs can be absorbed in the Project budget by modifying or reducing the scope or design of the Project (or avoided by cancelling the Project or any portion thereof), HRTAC may, in its sole discretion, elect to (i) authorize VDOT to proceed with such modifications or reductions, (ii) authorize the Additional Costs (or if a combination of (i) and (ii) is feasible, HRTAC may elect such combination), or (iii) elect to cancel the Project or a portion thereof; provided, however, in any case, the respective obligations of VDOT and HRTAC, as modified by the elected alternative, shall be set forth in an amendment to this Agreement (VDOT and HRTAC shall work in good faith to finalize and execute such amendment). If the Additional Costs cannot be absorbed in the initial budget by modifying or reducing the scope or design of the Project (and HRTAC elects option (ii) above), then, subject to Section F below, such Additional Costs shall be paid from HRTAC-Controlled Moneys and state and federal funds prorated based on the respective proportionate share of HRTAC-Controlled Moneys and state and federal funds in the Project budget. In the event that HRTAC elects to cancel the Project (or any portion thereof) pursuant to this Section A.8(a)(iii), (A) all compensation due and owing to any and all contractors for work on the Project that has been completed at the time of cancellation, shall be paid in accord with Appendix B, and (B) subject to Section F, all reasonable costs associated with the cancellation due and owing to said contractors pursuant to the terms of the contracts with the contractors, which terms shall be consistent with VDOT's standard contract terms relating to contract cancellation and termination, (the "Breakage Compensation"), shall be paid with HRTAC-Controlled Moneys, unless VDOT and HRTAC mutually determine that cancellation of the Project is necessary or warranted, in which case, the Breakage Compensation shall be paid from HRTAC-Controlled Moneys and state and federal funds prorated based on the respective proportionate share of HRTAC-Controlled Moneys and state and federal funds in the Project budget.
- (b) VDOT shall not include in any contract with a contractor working on the Project any remedy in respect of Additional Costs that is more

favorable to the contractor than the remedies VDOT includes in standard contracts where the state or VDOT bears the cost of the project.

- (c) The Additional Costs may include costs incurred by VDOT as a result of contractor claims relating to the Project made pursuant to the VDOT Roads and Bridge Specifications and §§ 33.2-1101 through 33.2-1105 of the Code, as amended. VDOT shall promptly notify HRTAC if any such claims are made or VDOT receives a notice of intent to file a claim or other written communication from a contractor relating to a claim or contractual dispute that could result in increased contract costs, and whether in each such case the claimed amount is expected to become, or result in, Additional Costs (and the estimate thereof) or is expected to have a material adverse effect on the contingency reserves established as part of the budget (and the estimated effect thereon). VDOT shall be responsible to handle all such claims and notices of intent, but VDOT may not settle any claim or notice of intent to file a claim and thereafter submit it as an Additional Cost pursuant to Section A.8(a) unless the settlement has been approved by HRTAC. Funding for the settlement will be prorated based on the respective proportionate share of the HRTAC-Controlled Moneys and state and federal funds in the Project budget. Should the claim not be settled, any final judgment from a court of competent jurisdiction shall be paid in accordance with the proration rule set forth in the preceding sentence.
- (d) Notwithstanding anything to the contrary set forth herein, if any additional cost (including, without limitation, any additional cost relating to a contractor claim described in Section A.8(c) above) arises out of or results from VDOT's negligence or breach of contract, HRTAC shall not be responsible for such additional costs.

- 9. Release or return any unexpended funds to HRTAC no later than 90 days after final payment has been made in respect of the Project.
- 10. Maintain complete and accurate financial records relative to the Project for all time periods as may be required by the Virginia Public Records Act and by all other applicable state or federal records retention laws or regulations.
- 11. Maintain all original conceptual drawings and renderings, architectural and engineering plans, site plans, inspection records, testing records, and as built drawings for the Project for the time periods required by the Virginia Public Records Act and any other applicable records retention laws or regulations.

12. Reimburse HRTAC (or such other entity as may have provided funds) for all funds provided by HRTAC (or on behalf of HRTAC) and, to the extent applicable and permitted by law, with interest earned at the rate earned by HRTAC, that VDOT misapplied, used or requisitioned in contravention of the HRTAC Act or any other applicable law, or any term or condition of this Agreement.
13. Acknowledge that VDOT is solely responsible for the administration and/or development of the Project and all engagements, commitments and agreements with contractors. VDOT shall ensure that VDOT's contractors maintain surety bonds and insurance in amounts that VDOT requires under its Road and Bridge Specifications for all work to be performed for the Project, and name HRTAC (and, if applicable, any HRTAC bond trustee) as an additional insured on any such insurance policy, and present HRTAC with satisfactory evidence thereof before any work on the Project commences.
14. If in connection with the work VDOT engages outside legal counsel approved by the Attorney General (as opposed to utilizing the services of the Office of the Attorney General), VDOT will give HRTAC notice of the engagement so as to ensure that no conflict of interest may arise from any such representation.
15. Subject to and consistent with the requirements of Section F of this Agreement, upon final payment to all contractors for the Project, if the Project is or is part of a VDOT Highway, VDOT will use the Project for its intended purposes for the duration of the Project's useful life. If the Project is or is part of a VDOT Highway, VDOT shall be responsible to operate and/or maintain the Project after its completion (including responsibility to correct any defects or to cause any defects to be corrected), and under no circumstances will HRTAC have any responsibility or obligation to operate and/or maintain the Project (or correct defects with respect to the Project). The provisions in this Section A.15 will survive the completion of the Project under this Agreement and/or the termination of this Agreement.
16. Comply with all applicable federal, state and local laws and regulations, including without limitation requirements of the Virginia Public Procurement Act.
17. Recognize that VDOT or its contractors are solely responsible for obtaining, and shall obtain, all permits, permissions and approvals necessary to construct and/or operate the Project, including, but not limited to, obtaining all required VDOT and local land use permits, zoning approvals, environmental permits, and regulatory approvals.

18. Recognize that if the Project is being funded, in whole or in part, with federal and/or state funds (in addition to HRTAC Controlled-Moneys), that VDOT shall (a) take any and all necessary actions to satisfy any conditions to such additional federal and/or state funding (provided that such actions are within the control of VDOT) and to enforce any commitments made in connection therewith, (b) comply with all applicable federal and Commonwealth funding requirements within the control or purview of VDOT, and (c) include in its contracts with contractors provisions that permit such contracts to be terminated, without penalty, if the funding is rescinded or otherwise becomes unavailable (for clarification, a provision shall not be deemed to include a penalty solely as a result of terms that require payment of compensation due and owing at the time of cancellation and reasonable costs associated with cancellation provided that such costs are consistent with costs paid pursuant to VDOT's standard contract terms relating to contract cancellation and termination). VDOT acknowledges and agrees that if funding from such an additional federal or state source is rescinded or otherwise becomes unavailable HRTAC (i) shall not be responsible for any amount in excess of its commitment set forth on Appendix B, and (ii) may (A) replace said reduced funding with HRTAC Controlled-Moneys or (B) may request VDOT to immediately suspend or discontinue all work relating to the Project, provided if HRTAC requests suspension HRTAC shall be responsible for the costs reasonably incurred in connection with such suspension. Should HRTAC not replace the reduced funding or request VDOT to suspend or discontinue work, VDOT may reduce the Project scope or take any other actions needed to reduce the Project costs to the Project budget.
19. Provide a certification to HRTAC no later than 90 days after final payment for the Project that VDOT adhered to all applicable laws and regulations and all requirements of this Agreement.

B. HRTAC's Obligations

HRTAC shall:

1. Subject to the limitations as to amounts set forth in Appendix B (and subject to Section F of this Agreement), provide to VDOT the funding authorized by HRTAC for the Project, on a reimbursement basis as set forth in this Agreement and as specified in Appendix B to this Agreement or the most updated amendment thereto, as approved by HRTAC.
2. Assign a person to serve as a Program Coordinator for the Project, who will be responsible for review of the Project on behalf of HRTAC for purposes of ensuring it is being completed in compliance with this Agreement and all HRTAC requirements. (In the absence of an assigned person, HRTAC's Executive Director shall serve as the Program

Coordinator.) HRTAC's Program Coordinator will be responsible for overseeing, managing, reviewing, and processing, in consultation with HRTAC's Executive Director and its Chief Financial Officer ("CFO"), all payment requisitions submitted by VDOT for the Project. HRTAC's Program Coordinator will have no independent authority to direct changes or make additions, modifications, or revisions to the scope of the Project as set forth on Appendix A or to the Project Budget and Cash Flow as set forth on Appendix B.

3. Route to HRTAC's assigned Program Coordinator all VDOT payment requisitions and the summaries of actual costs submitted to HRTAC for the Project. After submission to HRTAC, HRTAC's Program Coordinator will conduct an initial review of all payment requisitions and supporting documentation for the Project in order to determine the submission's legal and documentary sufficiency. HRTAC's Program Coordinator will then make a recommendation to the HRTAC's CFO and Executive Director whether to authorize payment, refuse payment, or seek additional information from VDOT. If the payment requisition is sufficient as submitted, payment will be made within twenty (20) days from receipt. If the payment requisition is, in HRTAC's reasonable judgment, deemed insufficient, within twenty (20) days from receipt, HRTAC's Program Coordinator will notify VDOT in writing and set forth the reasons why the payment requisition was declined or why and what specific additional information is needed in order to authorize the payment request. Payment will be withheld until all deficiencies identified by HRTAC have been corrected to HRTAC's reasonable satisfaction. Under no circumstances will HRTAC authorize payment for any work performed by or on behalf of VDOT that is not in conformity with the requirements of the HRTAC Act or this Agreement.
4. Route all of VDOT's accelerated or supplemental requests for funding from HRTAC under Sections A.5 and A.8, respectively, of this Agreement to HRTAC's Executive Director. HRTAC's Executive Director will initially review those requests and all supporting documentation with HRTAC's CFO. After such initial review, HRTAC's Executive Director will make a recommendation to HRTAC's Finance Committee for its independent consideration and review. HRTAC's Finance Committee will thereafter make a recommendation on any such request to HRTAC for final determination by HRTAC.
5. Conduct periodic compliance reviews scheduled in advance for the Project so as to determine whether the work being performed remains within the scope of this Agreement, the HRTAC Act and other applicable law. Such compliance reviews may entail review of VDOT's financial records for the Project and on-Project site inspections.

6. Acknowledge that if, as a result of HRTAC's review of any payment requisition or of any HRTAC compliance review, HRTAC staff determines that VDOT is required under Section A.12 of this Agreement to reimburse funds to HRTAC, HRTAC staff will promptly advise HRTAC's Executive Director and will advise VDOT's designated representative in writing. VDOT will thereafter have thirty (30) days to respond in writing to HRTAC's initial findings. HRTAC's staff will review VDOT's response and make a recommendation to HRTAC's Finance Committee. HRTAC's Finance Committee will thereafter conduct its own review of all submissions and make a recommendation to HRTAC. If HRTAC makes a final determination that VDOT is required under Section A.12 of this Agreement to reimburse funds to HRTAC, the parties should engage in dispute resolution as provided in Section D of this Agreement. Pending final resolution of the matter, HRTAC will withhold further funding on the Project. Nothing herein shall, however, be construed as denying, restricting or limiting the pursuit of either party's legal rights or available legal remedies.
7. Upon making final payment to VDOT for the Project, retain copies of all contracts, financial records, design, construction, and as-built project drawings and plans, if any, developed pursuant to or in association with the Project for the time periods required by the Virginia Public Records Act and as may be required by other applicable records retention laws and regulations.
8. Be the sole determinant of the amount and source of HRTAC funds to be provided and allocated to the Project and the amounts of any HRTAC funds to be provided in excess of the amounts specified in Appendix B.

C. Term

1. This Agreement shall be effective upon adoption and execution by both parties.
2. VDOT may terminate this Agreement, for cause, in the event of a material breach by HRTAC of this Agreement. If so terminated, HRTAC shall pay for all Project costs incurred in accordance with the terms of this Agreement through the date of termination and all reasonable costs incurred by VDOT to terminate all Project-related contracts. The Virginia General Assembly's failure to appropriate funds to HRTAC as described in Section F of this Agreement and/or repeal or amendment of the legislation establishing the HRTF or HRTAC's powers shall not be considered material breaches of this Agreement by HRTAC if such failure to appropriate or such repeal or amendment eliminates funds in the HRTF to be used for the Project or renders HRTAC without legal authority to provide funding for the Project. Before initiating any proceedings to terminate under this Section, VDOT shall give HRTAC sixty (60) days

written notice of any claimed material breach of this Agreement and the reasons for termination; thereby allowing HRTAC an opportunity to investigate and cure any such alleged breach.

3. HRTAC may terminate this Agreement, for cause, resulting from VDOT's material breach of this Agreement. If so terminated, VDOT shall refund to HRTAC all funds HRTAC provided to VDOT for the Project and, to the extent permitted by law, with interest earned at the rate earned by HRTAC. HRTAC will provide VDOT with sixty (60) days written notice that HRTAC is exercising its rights to terminate this Agreement and the reasons for termination. Prior to termination, if VDOT has substantially completed the Project or a portion that is severable (meaning it is subject to independent use), VDOT may request that HRTAC excuse VDOT from refunding funds paid in respect of the substantially completed Project or portion, and HRTAC may, in its sole discretion, excuse VDOT from refunding all or a portion of the funds HRTAC provided to VDOT for the substantially completed Project or portion thereof. No such request to be excused from refunding will be allowed where VDOT has either misused or misapplied HRTAC funds in contravention of this Agreement or applicable law.
4. Upon termination and payment of all eligible expenses as set forth in Section C.3 above, VDOT will release or return to HRTAC all unexpended HRTAC funds and, to the extent permitted by law, with interest earned at the rate earned by HRTAC, no later than sixty (60) days after the date of termination.

D. Dispute

In the event of a dispute under this Agreement, the parties agree to meet and confer promptly in order to ascertain if the dispute can be resolved informally without the need of a third party or judicial intervention. HRTAC's Executive Director and the Commissioner shall be authorized to conduct negotiations on behalf of their respective entities. If a resolution of the dispute is reached via a meet and confer dispute resolution method, it shall be presented to HRTAC and to the Commissioner for formal confirmation and approval. If no satisfactory resolution can be reached via the meet and confer method, either party is free to pursue whatever remedies it may have at law or in equity, including all judicial remedies. The foregoing dispute resolution method shall not bar either party's right to seek equitable relief on an emergency basis.

E. HRTAC's Interest in Project Assets

VDOT agrees to use the real property and appurtenances and fixtures thereto, capital assets, equipment and all other transportation facilities that are part of the Project and funded by HRTAC under this Agreement ("Assets") for the designated transportation purposes of the Project and in accordance with applicable law throughout the useful life of each such Asset. If VDOT intends to

sell, convey, or dispose any Asset funded with HRTAC funds or intends to use any Asset for a purpose inconsistent with this Agreement, VDOT shall notify HRTAC's Executive Director in writing of any such intent before further action is taken by VDOT in furtherance thereof. Upon receiving notification from VDOT, HRTAC's Executive Director shall notify HRTAC of VDOT's intended action(s). The parties shall, thereafter, meet and confer to discuss what measures need to be taken regarding VDOT's proposed sale, conveyance, disposition, or use of any such Asset(s) so as to ensure compliance with all applicable requirements of the HRTAC Act (without limiting the foregoing, VDOT acknowledges that under the HRTAC Act and applicable law, HRTAC is vested with the right to impose and collect tolls on facilities constructed by the Commission). All recommendations and/or proposed remedial actions developed by the parties' designated representatives during the meet and confer process shall be formally presented to HRTAC and the Commissioner for their respective approval.

F. Appropriations Requirements

1. Nothing herein shall require or obligate HRTAC to commit or obligate funds to the Project beyond those funds that have been duly authorized and appropriated by its governing body for the Project.
2. The parties acknowledge that all funding provided by HRTAC pursuant to the HRTAC Act is subject to appropriation by the Virginia General Assembly. The parties further acknowledge that: (i) the moneys allocated to the HRTF pursuant to applicable provisions of the Code of Virginia and any other moneys that the General Assembly appropriates for deposit into the HRTF are subject to appropriation by the General Assembly and (ii) HRTAC's obligations under this Agreement are subject to such moneys being appropriated to the HRTF by the General Assembly.
3. The parties agree that VDOT's obligations under this Agreement are subject to funds being appropriated by the General Assembly and allocated by the Commonwealth Transportation Board and otherwise legally available to VDOT for HRTAC projects.
4. Should VDOT be required to provide additional funds in order to proceed or complete the funding necessary for the Project, VDOT shall certify to HRTAC that such additional funds have been allocated and authorized by the CTB and/or appropriated by the Virginia General Assembly as may be applicable or have been obtained through another independent, lawful source.

G. Notices

All notices under this Agreement to either party shall be in writing and forwarded to the other party by U.S. mail, care of the following authorized representatives:

1) to: HRTAC, to the attention of its Executive Director and Chairman;
723 Woodlake Drive
Chesapeake, VA 23320

2) to: VDOT, to the attention of:
Commissioner, Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

H. Assignment

This Agreement shall not be assigned by either party unless express written consent is given by the other party.

I. Modification or Amendment

(a) This Agreement may not be modified or amended, except pursuant a written agreement that is duly authorized, executed and delivered by both parties.

(b) If HRTAC is able to obtain a source of funding for the Project that would reduce or replace the amount of HRTAC-Controlled Moneys expended on the Project, VDOT and HRTAC will work in good faith to amend this Agreement so it takes into account that other funding.

(c) If HRTAC proposes to issue bonds, VDOT and HRTAC will work in good faith to adopt such amendments to this Agreement as VDOT and HRTAC may mutually agree are necessary and desirable in connection with the bond offering, including, without limitation, tax covenants of the type made by VDOT under its Project Agreements with the Northern Virginia Transportation Authority.

J. No Personal Liability or Creation of Third Party Rights

This Agreement shall not be construed as creating any personal liability on the part of any officer, member, employee, or agent of the parties; nor shall it be construed as giving any rights or benefits to anyone other than the parties hereto.

K. No Agency

VDOT represents that it is not acting as a partner or agent of HRTAC; and nothing in this Agreement shall be construed as making any party a partner or agent with any other party.

L. Sovereign Immunity

This Agreement shall not be construed as a waiver of either party's sovereign immunity rights.

M. Incorporation of Recitals and Appendices

The recitals and Appendices to this Agreement are hereby incorporated into this Agreement and are expressly made a part hereof. The parties to this Agreement acknowledge and agree that the recitals are true and correct.

N. Mutual Preparation and Fair Meaning

The parties acknowledge that this Agreement has been prepared on behalf of all parties thereto and shall be construed in accordance with its fair meaning and not strictly construed for or against either party.

O. Governing Law

This Agreement is governed by the laws of the Commonwealth of Virginia.

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written by their duly authorized representatives.

Hampton Roads Transportation Accountability Commission

By: _____

Name: _____

Title: _____

Date: _____

Virginia Department of Transportation

By: _____

Name: _____

Title: _____

Date: _____

Appendix A –Narrative Description of Standard Project Services

HRTAC Project Title: Route 460/58/13 Connector (UPC 106694)

Recipient Entity: Virginia Department of Transportation

VDOT Program Manager Contact Information: Tony Gibson (757) 925-2274

HRTAC Executive Director: Kevin Page (757) 420-8300

Project Scope

The Standard Project Services are intended to provide preliminary work for the overall project and are set forth in more detail below in the Detailed Scope of Services. The project entails improving the section of roadway from I-664/US 58 Interchange to the US 58/Route 460 Interchange. This section of roadway will be improved and will also improve accessibility to/from the SPSA Regional Landfill and also the Hampton Roads Executive Airport.

Detailed Scope of Services

The detailed scope of the Standard Project Services addressed by this Agreement (and to which the funding provided thereunder relates) consists of the Preliminary Engineering (PE) for the Project with the purpose of initiating the NEPA process.

The cost estimate provided in Appendix B was developed using VDOT’s Project Cost Estimating System and was current as of the date the Appendix B was executed. Any additional costs for the PE Phase will be subject to and addressed in accord with the terms of this Standard Project Agreement.

APPENDIX B-PROJECT BUDGET & CASH FLOW

PROJECT IDENTIFICATION AND PROPOSED FUNDING

HRTAC Project Title: Route 460/58/13 Connector (UPC 106694)
 Scope of Project Services: Standard Project Services to Support PE Phase for Route 460/58/13 Connector (UPC 106694)
 Recipient Entity: Virginia Department of Transportation
 VDOT Project Contact: Tony Gibson (757) 556-7885

Baseline Schedule: PE (RW/CN will be added at a later date)	PE: Start July 2016
---	---------------------

PROJECT COSTS & FUNDING SOURCE

Project Cost Category	Total Project Costs	HRTAC PayGo Funds	HRTAC Financed Funds	Description Other Sources of Funds	Amount Other Sources of Funds	Recipient Entity Funds
Design Work			\$ -		\$ -	\$ -
Engineering						
Environmental Work	\$ 5,000,000.00	\$ 5,000,000.00				
Right-of-Way Acquisition						
Construction						
Contract Administration						
Testing Services						
Inspection Services						
Capital Asset Acquisitions						
Other						
Total Estimated Cost	\$ 5,000,000.00	\$ 5,000,000.00	\$ -	\$ -	\$ -	\$ -

FISCAL YEAR ANNUAL PROJECT CASH FLOW

Project Phase	Total Fiscal Year 2017		Total Fiscal Year 2018		Total Fiscal Year 2019		Total Fiscal Year 2020	
	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed
Design Work								
Engineering								
Environmental Work	1,527,768.00		1,666,656.00		1,666,656.00		138,920.00	
Right-of-Way Acquisition								
Construction								
Contract Administration								
Testing Services								
Inspection Services								
Capital Asset Acquisitions								
Other								
Total Estimated Cost	\$ 1,527,768.00	\$ -	\$ 1,666,656.00	\$ -	\$ 1,666,656.00	\$ -	\$ 138,920.00	\$ -

Please Note: If additional years are needed, please submit a separate form with additional columns

FISCAL YEAR ESTIMATED PROJECT CASH FLOW

	FY 17 Mthly Cash Flow		FY 18 Mthly Cash Flow		FY 19 Qtrly Cash Flow		FY 20 Qtrly Cash Flow	
	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed
July			\$ 138,888.00		\$ 138,888.00		\$ 138,920.00	
August	\$ 138,888.00		\$ 138,888.00		\$ 138,888.00			
September	\$ 138,888.00		\$ 138,888.00		\$ 138,888.00			
October	\$ 138,888.00		\$ 138,888.00		\$ 138,888.00			
November	\$ 138,888.00		\$ 138,888.00		\$ 138,888.00			
December	\$ 138,888.00		\$ 138,888.00		\$ 138,888.00			
January	\$ 138,888.00		\$ 138,888.00		\$ 138,888.00			
February	\$ 138,888.00		\$ 138,888.00		\$ 138,888.00			
March	\$ 138,888.00		\$ 138,888.00		\$ 138,888.00			
April	\$ 138,888.00		\$ 138,888.00		\$ 138,888.00			
May	\$ 138,888.00		\$ 138,888.00		\$ 138,888.00			
June	\$ 138,888.00		\$ 138,888.00		\$ 138,888.00			
Total per Fiscal Year	\$ 1,527,768.00	\$ -	\$ 1,666,656.00	\$ -	\$ 1,666,656.00	\$ -	\$ 138,920.00	\$ -

Please Note: If additional years are needed, please submit a separate form with additional columns

This attachment is certified and made an official attachment to the Standard Project Agreement document by the parties of this agreement.

Virginia Department of Transportation

Hampton Roads Transportation Accountability Commission

 Signature
 Commissioner
 Title

 Signature
 HRTAC Chairman
 Title

 Date
 Charles A. Kilpatrick, P.E.
 Print name of person signing

 Date
 William D. Sessoms, Jr
 Print name of person signing

APPENDIX C

FORM OF PAYMENT REQUISITION

HRTAC Project Title and Number: _____
Project Scope/Services Description: [From Appendix B] _____
Draw Request Number: _____

Date: _____, 20__

Hampton Roads Transportation Accountability Commission
723 Woodlake Drive
Chesapeake, VA 23320

Attention _____, Program Coordinator:

This requisition is submitted in connection with the Standard Project Agreement for Funding and Administration for the project services noted above and dated _____, 20__ (the "Agreement") between the Hampton Roads Transportation Accountability Commission ("HRTAC") and the Virginia Department of Transportation ("VDOT"). VDOT hereby requests \$_____ of HRTAC funds, to pay the costs of the project services described and set forth in Appendices A and B of the Agreement ("Project Services") and in accordance with the Agreement. Also included are copies of each invoice relating to the items for which this requisition is requested.

The undersigned certifies (i) the amounts included within this requisition will be applied solely and exclusively for the payment or the reimbursement of VDOT's costs of the Project Services, (ii) VDOT is responsible for payment to vendors/contractors, (iii) VDOT is not in breach or default with respect to any of its obligations under the Agreement, including without limitation (but only if applicable) the tax covenants set forth in another Appendix to the Agreement, (iv) the representations and warranties made by VDOT in the Agreement are true and correct as of the date of this Requisition and (v) to the knowledge of VDOT, no condition exists under the Agreement that would allow HRTAC to withhold the requested advance.

VIRGINIA DEPARTMENT OF TRANSPORTATION

By: _____
Name: _____
Title: _____

Recommended For Payment

By: _____
Name: _____
Title: HRTAC Program Coordinator

DETAILED PAYGO REQUEST

Draw Request Number: _____ Request Date: _____
 HRTAC Project Number: _____ Project Title: _____

Cost Category	HRTAC Approved Project Costs	Total PayGo Requests Previously Received	PayGo Requisition Amount this Period	Remaining PAYGO Project Budget (Calculation)
Project Starting Balance	\$ -			\$ -
Design Work	\$ -	\$ -	\$ -	\$ -
Engineering	-	-	-	\$ -
Environmental Work	-	-	-	\$ -
Right-of-Way Acquisition	-	-	-	\$ -
Construction	-	-	-	\$ -
Contract Administration	-	-	-	\$ -
Testing Services	-	-	-	\$ -
Inspection Services	-	-	-	\$ -
Capital Asset Acquisitions	-	-	-	\$ -
Other (please explain)	-	-	-	\$ -
TOTALS	\$ -	\$ -	\$ -	\$ -

LISTING OF ATTACHED INVOICES

Vendor/Contractor Name	Item Number	Invoice Number	Cost Category	Amount
	1			\$ -
	2			-
	3			-
	4			-
	5			-
	6			-
	7			-
	8			-
	9			-
	10			-
	11			-
	12			-
Requisition Amount				\$ -

Instructions

1. Column B-Please list approved PayGo Project Cost per category.
2. Column C-Please list Total PayGo Amounts per Category Previously Reimbursed by HRTAC
3. Column D- Please list invoice amounts summarized by Category from the Listing of Attached Invoices
4. Column E - Is a calculation of the Remaining PAYGO Budget per Category

Instructions-Listing of Attached Invoices: (please list each invoice separately)

1. Column A- Please list the name as it appears on the Invoice
2. Column B- Please manually number the invoices attached with the corresponding Item number in this schedule.
3. Column C- Please list the invoice number as it appears on the Invoice
4. Column D- Please list the appropriate Cost Category based on the Project Category breakout above
5. Column E- Please enter the dollar amount listed on the invoice.
6. The calculated Requisition Amount should equal the total in Column D in the Schedule above.

APPENDIX D

REPORTS TO BE PROVIDED BY VDOT

1) Monthly Project Expenditure Report which lists, by category of expense (e.g. engineering, ROW, utility relocations, construction), (a) information regarding expenditures to date against the budget, both monthly and for the life of the project, and a statement of the percent completed; and (b) such other information as VDOT customarily provides with monthly expenditure reports.

2) Monthly Project Report which provides (a) an overview of progress on major project tasks; (b) information regarding the budget (such as, the baseline planned forecast, any approved changes thereto, the monthly expenditures, the cumulative expenditures, and the cumulative forecasted expenditures); (c) future key tasks; and (d) significant issues.

APPENDIX E

OFFICIAL AUTHORIZING DOCUMENTS



HRTAC RESOLUTION 2016-10

RESOLUTION AMENDMENT TO THE HRTAC APPROVED FY2016-FY2022 FUNDING PLAN, ROUTE 460/58/13 CONNECTOR IMPROVEMENTS, STANDARD PROJECT SERVICES TO SUPPORT PRELIMINARY ENGINEERING PHASE (UPC 106694)

WHEREAS, the Route 460/58/13 Connector Project (UPC 106694) (the "Route 460/58/13 Connector" or "Project"), which this project component involves the Preliminary Engineering of two highway overpass connector roads, SPSA and the Hampton Roads Executive Airport, and road improvements in this highway section between the Suffolk Bypass and I-664, is one of the projects included in the Commission's funding plan adopted by the Commission on March 17, 2016 (the "Funding Plan");

WHEREAS, The Route 460/58/13 Connector project is identified in the HRTAC-adopted Funding Plan with incremental funding to be allocated as determined;

WHEREAS, the Virginia Department of Transportation ("VDOT") has recommended that the Commission engage VDOT to commence the initial preliminary engineering phase for the Project at an estimated cost of \$5,000,000 (the "PE Work"), which engagement would be made pursuant to a Standard Project Agreement in substantially the form used for the I-64 Peninsula Widening Segments II and III Projects, with Appendices A and B conformed to reflect the preliminary engineering work and \$5,000,000 cost allocation (the "Applicable Project Agreement");

WHEREAS, the Commission is prepared to enter into the Applicable Project Agreement, which includes a provision stating that if any federal and/or state (e.g., HB2) funds are awarded to the Project, the benefit of the additional funding will be reflected in an amendment (to re-size or float down the funds allocated by HRTAC) (the "Float Down Provision"); and

NOW, THEREFORE, BE IT RESOLVED, that the Commission reaffirms its interest in advancing project readiness of the Route 460/58/13 Connector Project, amends its Approved HRTAC FY2016-FY2022 Funding Plan approving the allocation of \$5,000,000 of Hampton Roads Transportation Fund revenues for the PE Work, which will be allocated among Fiscal Years 2017, 2018, 2019 and 2020 as set forth below, and reaffirms its interest in obtaining HB2 funds and its desire for the HB2 funding to match the HRTAC funding:

- a. FY2017, \$1,527,768
- b. FY2018, \$1,666,656
- c. FY2019, \$1,666,656
- d. FY2020, \$138,920; and

BE IT FURTHER RESOLVED, that the Commission (i) approves the Commission entering into the Applicable Project Agreement with VDOT (which will include the Float Down Provision), subject



to such clarifications, if any, as the Chair and Executive Director, upon advice of counsel, may deem reasonably necessary and appropriate to carry out the intent of the Commission's resolutions set forth herein, and (ii) authorizes the Chair to finalize, execute and deliver on behalf of the Commission such Applicable Project Agreement.

APPROVED and ADOPTED by the Hampton Roads Transportation Accountability Commission at its meeting on the 16th day of June, 2016.

William D. Sessoms, Jr.
Chair
Hampton Roads Transportation
Accountability Commission

Clyde A. Haulman
Vice-Chair
Hampton Roads Transportation
Accountability Commission

CTB Decision Brief

Delegation of Authority for the Commissioner of Highways to Enter into a Project Agreement Between VDOT and the Hampton Roads Transportation Accountability Commission Regarding Preliminary Engineering Relating to Route 460/58/13 Connector Project (UPC 106694).

Issue: The Route 460/58/13 Connector Project (“Project”) will entail improving the section of roadway from I-664/US 58 Interchange to the US 58/Route 460 Interchange. Improving this section of roadway will also improve accessibility to/from the SPSA Regional Landfill and also the Hampton Roads Executive Airport.

The Hampton Roads Transportation Accountability Commission (HRTAC), at its June 16, 2016 meeting, approved use of funds from the Hampton Roads Transportation Fund (HRTAC Funds) and execution of an agreement between VDOT and HRTAC relating to the use of said funds to pay the costs for certain preliminary engineering relating to the Project. The Virginia Department of Transportation (VDOT) seeks from the Commonwealth Transportation Board (Board) approval of and authority for the Commissioner to enter into said Agreement between VDOT and HRTAC.

Facts: The General Assembly established the Hampton Roads Transportation Fund, set forth in § 33.2-2600 of the *Code of Virginia*, which is to be funded by revenues from the new taxes imposed in Planning District 23 pursuant to Chapter 766 of the 2013 Acts of Assembly. In 2014, the Virginia General Assembly established HRTAC (see § 33.2-2601 of the *Code of Virginia*), a political subdivision of the Commonwealth, which among its various responsibilities, is to approve use of HRTAC funds for new construction projects on new or existing highways, bridges, and tunnels in the localities comprising Planning District 23.

Section 33.2-214(C) of the *Code of Virginia* empowers the CTB to enter into contracts (agreements) with local districts, commissions, agencies or other entities created for transportation purposes.

HRTAC, in its June meeting, provided approval of funding and execution of an agreement between VDOT and HRTAC so that HRTAC Funds may be used to pay the costs of preliminary engineering relating to the Project which is intended to facilitate the initiation of the NEPA process.

Recommendation: VDOT recommends that the Board delegate to the Commissioner the authority to enter into an agreement with HRTAC relating to the use of HRTAC funds for preliminary engineering relating to the Route 460/58/13 Connector Project.

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

Result, if Approved: The Commissioner will be authorized to enter into an agreement between VDOT and HRTAC, for use of HRTAC Funds to pay the costs of preliminary engineering relating to the Route 460/58/13 Connector Project thereby allowing HRTAC funds to be used for purpose in order to facilitate the NEPA process for the Project.

Options: Approve, Deny or Defer

Public Comments/Reactions: N/A

Letting Date: 6/22/2016

AWARD/EXECUTED

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.
J40	108085	LOCATION: RTE. 3 OVER RAPPAHANNOCK RIVER	M. & J. PAINTING COMPANY OF OHIO (IN VA: M.&J. PAINTING CO.)	13	\$8,872,000.00	\$10,586,877.96
	(NFO)0003-059-608,B607		CAMPBELL			
	BR-BR06(269)	MIDDLESEX	OH			
	Maintenance Funds	FREDERICKSBURG DISTRICT				
		BRIDGE PAINTING				
J48	103210	0.239 MI. NORTH OF ROUTE 43	ALLEGHENY CONSTRUCTION COMPANY, INC.	5	\$5,574,365.09	\$5,931,648.25
	(NFO)0220-011-743, C501,D623-4	0.630 MI. SOUTH OF ROUTE 694	ROANOKE			
	HSIP-5128(345)	BOTETOURT	VA			
	Construction Funds	SALEM DISTRICT				
		REPLACE BRIDGE STRUCTURES W/ BOX CULVERTS ON RTE. 220				

2 Recommended for AWARD \$14,446,365.09

July 2016 CTB Meeting

J40

0003-059-608, B607

Middlesex County

This project is located on Route 3 in Middlesex County and consists cleaning and painting of 3 bridge spans which is approximately 1700 feet in length. The entire bridge is approximately 10,000 LF long and 23 feet wide, with single lanes in both directions. The cleaning process involves Method 1 (solvent, emulsion or steam clean), Method 7 (low pressure wash) and Method 5 (abrasive blast cleaning) and applying primer, intermediate, and final coat of paint.

Fixed Completion June 22, 2018

J48

0220-011-743, C501, D623-4

Botetourt County

Route 220 between Eagle Rock and Gala is a two-lane Rural Principal Arterial. The existing typical section consists of two 11' lanes with 4' to 6' paved shoulders. Two bridges narrow this typical to two 11' lanes with no shoulders. This project replaces the two identified narrow bridge structures with box culverts and upgrades the roadway between. Two lanes of traffic will be maintained with the exception of periodic short-term lane closures with flagging operations. Two parcels were purchases for right-of-way and permanent easements.

Fixed Completion June 11, 2018

BALLOT THRESHOLD REPORT

Letting Date: 6/22/2016

AWARD/EXECUTED

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.
J90	101376	FROM: 0.090 MI. N. OF RTE. 808	PATRICK CONSTRUCTION, INC.	8	\$3,154,944.05	\$2,823,066.60
	(NFO) 0058-038-729,C501,B618	TO: 0.017 MI. N. OF RTE. 678	ST. PAUL			
	BR-038-1(157)	GRAYSON	VA			
	Construction Funds	BRISTOL DISTRICT				
		RTE. 58 OVER PEGGY BRANCH AND APPROACHES				

1 Recommended for AWARD \$3,154,944.05