



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
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MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
February 20, 2024

10:00 a.m. or upon adjournment of the February 20, 2024, Workshop meeting.

Public Comments:

Approval of Minutes:

January 16, 2024

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

1. Action on FY24-29 Six-Year Improvement Program Transfers for December 9, 2023, through January 19, 2024.
2. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2024-2029.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Deanna Oware
Chief Financial Officer

3. Action on FY2024-FY2029 SYIP Project Addition for I-66 Inside the Beltway.

VIRGINIA DEPARTMENT OF TRANSPORTATION:

Presenting: Laura Farmer
Chief Financial Officer

4. Action on Revision to Fiscal Year 2024 Annual Budget Appendix for the Virginia Department of Transportation related to Interstate 66 Inside the Beltway Toll Facility.

OFFICE INTERMODAL PLANNING AND INVESTMENT:

Presenting: John Lawson
Deputy Secretary of Transportation

5. Action on Adoption of the VTrans Vision, Guiding Principles, Goals, Objectives, and Measures.

SCHEDULING AND CONTRACT:

Presenting: Ben Coaker
Assistant State Construction Engineer

6. Bids.

Presenting: Kevin Gregg
Chief of Maintenance and Operations

7. Action on Benjamin Harrison Lift Bridge Bid.

NEW BUSINESS:

ADJOURNMENT:

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 20, 2024

MOTION

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

Action: _____

Title: FY24-29 Six-Year Improvement Program Transfers For December 9, 2023 through January 19, 2024

WHEREAS, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. After due consideration, the Board adopted a Fiscal Years 2024-2029 Program on June 21, 2023; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the Six-Year Improvement Program of projects and programs for Fiscal Years 2024 through 2029 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the Six-Year Improvement Program of projects and programs for Fiscal Years 2024 through 2029 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

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

Resolution of the Board
FY2024-2029 Six-Year Improvement Program Transfers
December 9, 2023 through January 19, 2024
February 20, 2024
Page 2 of 2

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

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

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

###

CTB Decision Brief

FY2024-2029 Six-Year Improvement Program Transfers

December 9, 2023 through January 19, 2024

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

Facts: On June 21, 2023, 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 2024 through 2029 (the Program) to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the Program consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

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

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from December 9, 2023 through January 19, 2024 is attached.

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

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

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

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

| Row | Donor District | Donor Description | Donor UPC | Recipient District | Recipient Description | Recipient UPC | Fund Source | Transfer Amount | Total Allocation | Total Estimate | Transfer Percent | Comments |
|-----|---------------------|------------------------------------------------------------------------------------|--------------|--------------------|--------------------------------------------------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|------------------|----------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Culpeper, Statewide | STATEWIDE SYIP UPDATE BALANCE ENTRY, RTE 6 - BRIDGE REPLACEMENT OVER RIVANNA RIVER | T1179, 77321 | Culpeper | #BF - I-66 EB & WB SUPERSTRUCTURE REPLACEMENT OVER BROAD RUN | 120814 | Accounts Receivable - Interstate (CNL222), CTB Formula - Bridge State (CS0110) | \$16,909,134 | \$47,689,000 | \$47,689,000 | 54.9% | Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance entry line item and a completed project to a scheduled project. |
| 2 | Statewide | STATEWIDE HIGHWAY SAFETY BALANCE ENTRY | 70700 | Fredericksburg | INTERSECTION IMPROVEMENTS - ROUTE 17B/1018 | 113412 | VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1) | \$423,702 | \$1,843,784 | \$1,843,784 | 29.8% | Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project. |
| 3 | Statewide | Revenue Sharing Balance Entry-LAD | T24702 | Hampton Roads | Nansemond Pkwy/Bennetts Pasture Rd Intersection Improvements | 107265 | Revenue Sharing Deallocation Local Match (NPL201), Revenue Sharing Deallocation State Match (CNS202), Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202) | \$3,719,123 | \$15,349,123 | \$15,349,123 | 32.0% | Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Revenue Sharing Balance Entry line item to a scheduled project. |
| 4 | Statewide | STATEWIDE HIGHWAY SAFETY BALANCE ENTRY | 70700 | Hampton Roads | Jefferson Avenue@ Pavilion Place New Traffic Signal | 111035 | Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101), VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1) | \$639,152 | \$1,395,000 | \$1,395,000 | 84.6% | Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project. |
| 5 | Hampton Roads | #SGR Hampton Roads-VDOT SGR Paving-Balance Entry | T13509 | Hampton Roads | #SGR24VP- PM-5E-24 ASPHALT RESURFACING PRIMARY SYSTEM | 123993 | SGR Paving State (SSP700) | \$1,142,696 | \$1,518,473 | \$1,404,457 | >100% | Transfer of surplus funds recommended by District from the District VDOT SGR Balance Entry line item to fund an underway project. |
| 6 | Hampton Roads | #SGR Hampton Roads-VDOT SGR Paving-Balance Entry | T13509 | Hampton Roads | #SGR24VP- PM-5D-24 ASPHALT RESURFACING PRIMARY SYSTEM | 123996 | SGR Paving State (SSP700) | \$888,056 | \$2,067,041 | \$2,348,560 | 75.3% | Transfer of surplus funds recommended by District from the District VDOT SGR Balance Entry line item to fund an underway project. |
| 7 | Statewide | STATEWIDE SYIP UPDATE BALANCE ENTRY | T1179 | Hampton Roads | I-664 NB RAMP OVR NEWMARKET CRK SWMP-ID 20399 REHAB | 124647 | CTB Formula - Bridge State (BE - CS0110) | \$6,000,000 | \$6,000,000 | \$6,000,000 | 100.0% | Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to a scheduled project. |
| 8 | Northern Virginia | I-66 OUTSIDE THE BELTWAY - CONCESSION FUND | 113539 | Northern Virginia | EAST FALLS CHURCH METRORAIL STATION BUS BAY EXPANSION | 113527 | Concession Funds (CSC210) | \$2,200,000 | \$14,867,168 | \$12,667,000 | 17.4% | Transfer of surplus funds recommended by District and NVTA from the I-66 Concession Fund Balance Entry line item to a scheduled project. |
| 9 | Statewide | STATEWIDE SYIP UPDATE BALANCE ENTRY | T1179 | Northern Virginia | #BF - NOVA YEAR 3 STRUCT. RECOAT 2 STRUCTURES | 124667 | Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701) | \$2,000,000 | \$3,000,000 | \$3,000,000 | >100% | Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to scheduled project. |

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

| Row | Donor District | Donor Description | Donor UPC | Recipient District | Recipient Description | Recipient UPC | Fund Source | Transfer Amount | Total Allocation | Total Estimate | Transfer Percent | Comments |
|-----|----------------|-------------------------------------------------|-----------|--------------------|------------------------------------------------------------|---------------|----------------------------------------------------------------------------------------------------------|-----------------|------------------|----------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 10 | Statewide | STATEWIDE SYIP UPDATE BALANCE ENTRY | T1179 | Northern Virginia | #BF - NOVA YEAR 3 IJJA 3 - RECOAT 4 STRUCTURES | 124681 | Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701) | \$3,750,000 | \$7,250,000 | \$7,250,000 | >100% | Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to a scheduled project. |
| 11 | Statewide | STATEWIDE SYIP UPDATE BALANCE ENTRY | T1179 | Richmond | REPLACE SUPERSTRUCTURE RTE 60 | 113371 | CTB Formula - Bridge State (CS0110) | \$2,862,966 | \$5,712,966 | \$5,712,966 | >100% | Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a scheduled project. |
| 12 | Richmond | DIRECTIONAL MEDIANS - AMELIA COUNTY | 122816 | Richmond | INSTALL ROUNDABOUTS - CHESTERFIELD COUNTY | 122809 | VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1), VA Safety State - State (CS3SS0) | \$3,411,900 | \$5,341,900 | \$5,341,900 | >100% | Transfer of surplus funds recommended by District and Traffic Operations Division from a canceled project to a scheduled project. |
| 13 | Statewide | STATEWIDE HIGHWAY SAFETY BALANCE ENTRY | 70700 | Richmond | TWO-LANE RURAL ROAD IMPROVEMENTS - ASHLAND RESIDENCY | 124670 | VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1), VA Safety State - State (CS3SS0) | \$3,163,388 | \$3,163,388 | \$3,163,388 | 100.0% | Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project. |
| 14 | Statewide | STATEWIDE HIGHWAY SAFETY BALANCE ENTRY | 70700 | Richmond | TWO-LANE RURAL ROAD IMPROVEMENTS - CHESTERFIELD RESIDENCY | 124671 | VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1), VA Safety State - State (CS3SS0) | \$3,907,716 | \$3,907,716 | \$3,907,716 | 100.0% | Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project. |
| 15 | Statewide | STATEWIDE HIGHWAY SAFETY BALANCE ENTRY | 70700 | Richmond | TWO-LANE RURAL ROAD IMPROVEMENTS - PETERSBURG RESIDENCY | 124672 | VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1), VA Safety State - State (CS3SS0) | \$4,838,123 | \$4,838,123 | \$4,838,123 | 100.0% | Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project. |
| 16 | Statewide | STATEWIDE HIGHWAY SAFETY BALANCE ENTRY | 70700 | Richmond | TWO-LANE RURAL ROAD IMPROVEMENTS - SOUTH HILL RESIDENCY | 124673 | VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1), VA Safety State - State (CS3SS0) | \$6,698,940 | \$6,698,940 | \$6,698,940 | 100.0% | Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project. |
| 17 | Staunton | #SGR Staunton - VDOT SGR Paving - Balance Entry | T13514 | Staunton | #SGR24VP Lexington Residency Plant Mix Schedule (PM-8B-24) | 123158 | SGR Paving State (SSP700) | \$240,508 | \$1,190,508 | \$1,026,117 | 25.3% | Transfer of surplus funds recommended by District from the District VDOT SGR Balance Entry line item to fund an underway project. |
| 18 | Staunton | #BF - Staunton YR3 I-64 BRIDGE REHABILITATION | 122173 | Staunton | #BF - Staunton Year 2 Bridge Painting - Augusta Co | 124208 | Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701) | \$4,571,218 | \$4,571,218 | \$4,571,218 | 100.0% | Transfer of surplus funds recommended by District and Structure and Bridge Division from a cancelled project to a scheduled project. |

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

| Row | Donor District | Donor Description | Donor UPC | Recipient District | Recipient Description | Recipient UPC | Fund Source | Transfer Amount | Total Allocation | Total Estimate | Transfer Percent | Comments |
|-----|----------------|---------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------|-------------------------------------------------------------|---------------|---------------------------------------------------------------------------------------------------------------------|-----------------|------------------|----------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 19 | Staunton | #BF - Staunton Adjacent Concrete Slab Repairs, #BF - Staunton YR3 I-64 BRIDGE REHABILITATION, #BF - STAUNTON YR4 I-64 BRIDGE REHABILITATION | 120721, 122173, 122174 | Staunton | #BF - Staunton Year 2 Bridge Painting - Clark, Warren Co. | 124209 | Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701) | \$4,994,131 | \$4,994,131 | \$4,994,131 | 100.0% | Transfer of surplus funds recommended by District and Structure and Bridge Division from a scheduled project and cancelled projects to fund a scheduled project. |
| 20 | Staunton | #BF - Staunton YR5 SUPERSTRUCTURE PRESERVATION ON-CALL | T26775 | Staunton | #BF - Staunton Year 3 Bridge Painting - Rockingham, Page Co | 124210 | Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701) | \$5,184,117 | \$5,184,117 | \$5,184,117 | 100.0% | Transfer of surplus funds recommended by District and Structure and Bridge Division from a cancelled project to a scheduled project. |
| 21 | Staunton | #BF - Staunton YR3 Adjacent Slab Preservation, #BF Staunton Districtwide Locality Off-system Culvert Rehab | T26771, T27055 | Staunton | #BF - Staunton Year 3 Off System Bridge Painting | 124211 | Bridge Formula - Off System Allocation-Federal (CFB750), Bridge Formula - Off System Allocation-Soft Match (CFB751) | \$4,759,562 | \$4,759,562 | \$4,759,562 | 100.0% | Transfer of surplus funds recommended by District and Structure and Bridge Division from cancelled projects to a scheduled project. |
| 22 | Statewide | STATEWIDE SYIP UPDATE BALANCE ENTRY | T1179 | Statewide | Electric Vehicle Infrastructure Plan and Implementation | 122024 | Electric Vehicles Program Allocation-Federal (CFE100), Electric Vehicles Program Allocation-Soft Match (CFE101) | \$750,000 | \$1,250,000 | \$500,000 | >100% | Transfer of surplus funds recommended by District and Environmental Division from the Statewide SYIP Balance Entry line item BE to fund an underway project. |

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

| Row | Donor District | Donor Description | Donor UPC | Recipient District | Recipient Description | Recipient UPC | Fund Source | Transfer Amount | Total Allocation | Total Estimate | Transfer Percent | Comments |
|-----|----------------|----------------------------------------------------------------------------------|-----------------|--------------------|-------------------------------------------------------------|---------------|------------------------------------------------------------------------------------------------------------------------|-----------------|------------------|----------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A | Statewide | STATEWIDE HPP DEALLOCATION BALANCE ENTRY, STATEWIDE HIGHWAY SAFETY BALANCE ENTRY | T21770 70777 | Bristol | #SMART20-US Rte 52 Int Safety Enhancements (APP ID#3617) | 115470 | HPP-STP STWD (HF2100), HPP-STP STWD Soft Match (HF2101), VA Safety HSIP Federal (CF3HS0), VA Safety Softmatch (CF3HS1) | \$992,504 | \$7,678,180 | \$7,678,180 | 14.8% | Transfer of surplus funds recommended by District from the Statewide HPP Deallocation Balance Entry line item to a scheduled project. |
| B | Statewide | STATEWIDE HIGHWAY SAFETY BALANCE ENTRY | 70700 | Bristol | UNSIGNALIZED INTERSECTIONS - BRISTOL DISTRICTWIDE | 118122 | VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1) | \$142,433 | \$1,894,013 | \$1,831,621 | 8.1% | Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to an underway project. |
| C | Culpeper | #SGR Culpeper - VDOT SGR Bridge - Balance Entry | T13916 | Culpeper | #SGR18VB - RT 641 FRAYS MILL RD STR 709 OVER MARSH RUN | 110000 | SGR Bridge State (SSB700) | \$150,797 | \$2,066,200 | \$1,915,403 | 7.9% | Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Balance Entry line item BE to fund an underway project. |
| D | Statewide | STATEWIDE HIGHWAY SAFETY BALANCE ENTRY | 70700 | Fredericksburg | INTERSECTION IMPROVEMENTS AT RT 17/216 | 113413 | High Risk Rural - Federal (CNF263), High Risk Rural - State Match (CNS251), VA Safety State - State (CS3SS0) | \$141,606 | \$1,409,837 | \$1,409,836 | 11.2% | Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to an underway project. |
| E | Hampton Roads | HAMPTON ROADS MPO CMAQ BALANCE ENTRY | 70714 | Hampton Roads | #ITTF - Citywide Signal System Upgrade | 107058 | CMAQ Match - Urban : Hampton Roads MPO (CNS214) | \$158,453 | \$1,835,038 | \$1,676,585 | 9.5% | Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to a scheduled project. |
| F | Statewide | STATEWIDE HIGHWAY SAFETY BALANCE ENTRY | 70700 | Hampton Roads | Rock Landing Drive at Omni Boulevard New Traffic Signal | 111065 | Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101) | \$197,881 | \$1,345,000 | \$1,345,000 | 17.3% | Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project. |
| G | Statewide | STATEWIDE HIGHWAY SAFETY BALANCE ENTRY | 70700 | Hampton Roads | Lake Taylor Sidewalk Improvements | 113751 | HSIP - Highways (CNF052), HSIP - State Match (CNS251) | \$3,356 | \$969,464 | \$969,464 | 0.3% | Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project. |
| H | Hampton Roads | #SGR Hampton Roads-VDOT SGR Paving-Balance Entry | T13509 | Hampton Roads | #SGR24VP- PM-5B-24 ASPHALT RESURFACING PRIMARY SYSTEM | 123994 | SGR Paving State (SSP700) | \$294,191 | \$2,340,592 | \$2,563,806 | 14.4% | Transfer of surplus funds recommended by District from the District VDOT SGR Balance Entry line item to fund an underway project. |
| I | Lynchburg | LYNCHBURG DGP DEALLOCATION BALANCE ENTRY | T21764 | Lynchburg | #SMART20 RTE 29 - CONSTRUCT RCUT AT INTERSECTION OF RTE 151 | 115492 | DGP Supplemental (HB1414) - State (GS0000) | \$30,338 | \$3,330,365 | \$3,000,000 | 0.9% | Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to an underway project. |

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

| Row | Donor District | Donor Description | Donor UPC | Recipient District | Recipient Description | Recipient UPC | Fund Source | Transfer Amount | Total Allocation | Total Estimate | Transfer Percent | Comments |
|-----|------------------|------------------------------------------------------------------------------------------|----------------|--------------------|------------------------------------------------------------|---------------|---------------------------------------------------------------------------------------------------------------|-----------------|------------------|----------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| J | Statewide | STATEWIDE TAP BALANCE ENTRY- UNALLOCATED | 70466 | Northern Virginia | WASHINGTON & OLD DOMINION TRAIL CROSSING IMPROVEMENTS | 111402 | Local Funds for Enhancement Projects (NPL206), TAP >200K : Northern Virginia (CF6M10), TAP Statewide (CF6100) | \$333,535 | \$2,516,440 | \$2,516,440 | 15.3% | Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to an underway project. |
| K | Richmond | #SGR Richmond - VDOT SGR Bridge - Balance Entry | T13914 | Richmond | #SGR18VB - RTE 641 - REPLACE SD BRIDGE FED ID 5280 | 107085 | SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111), SGR Bridge State (SSB700) | \$480,165 | \$20,133,188 | \$19,653,023 | 2.4% | Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Balance Entry line item to an underway project. |
| L | Statewide | STATEWIDE HIGHWAY SAFETY BALANCE ENTRY | 70700 | Richmond | WRONG WAY MITIGATION AT RAMPS - DISTRICTWIDE | 113867 | Open Container Funds - Statewide (CNF221) | \$6,250 | \$1,295,406 | \$1,295,406 | 0.5% | Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to an underway project. |
| M | Salem | SALEM DGP DEALLOCATION BALANCE ENTRY | T21767 | Salem | #SMART20 - Williamson Road Sidewalk Improvements | 111317 | DGP Supplemental (HB1414) - State (GS0000) | \$15,725 | \$1,652,927 | \$1,652,927 | 1.0% | Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to an underway project. |
| N | Salem, Statewide | #HB2.FY17 Statewide HPP Deallocation Balance Entry, SALEM DGP DEALLOCATION BALANCE ENTRY | T15993, T21767 | Salem | #SMART20 - Rte 419 & Rte 220 Diverging Diamond Interchange | 115460 | GARVEE - District Grant (CNB296), GARVEE - High Priority (CNB296) | \$1,038,222 | \$19,389,458 | \$19,389,458 | 5.7% | Transfer of surplus funds recommended by District from the Statewide HPP Deallocation and District DGP Deallocation Balance Entry line items to fund a scheduled project. |
| O | Statewide | STATEWIDE HIGHWAY SAFETY BALANCE ENTRY | 70700 | Staunton | HIGH FRICTION SURFACE TREATMENT ON TWO INTERSTATE RAMPS | 122782 | VA Safety State - State (CS35S0) | \$89,841 | \$955,841 | \$959,094 | 10.4% | Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to an underway project. |



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 20, 2024

MOTION

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

Action: _____

Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2024-2029

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 2024-2029 Program on June 21, 2023; and

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

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

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

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

WHEREAS, the 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 the Appendix are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2024 through 2029 and are approved.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Commissioner of Highways and the Director of the Department of Rail and Public Transportation are authorized to enter into agreements for respective programmed projects for Fiscal Year 2024 and prior within the Six-Year Improvement Program satisfactory to the Commissioner and the Director, to the extent otherwise consistent with authorities set forth in the Code of Virginia.

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CTB Decision Brief

Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2024 – 2029

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

Facts: The CTB must adopt a Program of anticipated projects and programs by July 1st of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On June 21, 2023, after due consideration, the CTB adopted FY 2024-2029 Program.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2024–2029.

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 2024–2029 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 2024-2029. In addition, the resolution will authorize the Commissioner of Highways and the Director of the Department of Rail and Public Transportation to enter into agreements for respective programmed projects for Fiscal Year 2024 and prior within the Six-Year Improvement Program satisfactory to the Commissioner and the Director, to the extent otherwise consistent with authorities set forth in the Code of Virginia.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Appendix A
Amendments to the FY2024-2029 SYIP

| Row | UPC | District | Jurisdiction | Route | Project Description | Total Cost | Total Allocation | Balance | Major Fund Source | Fully Funded |
|--------------|--------|----------|--------------|-------|-------------------------------------------------------------|---------------------|---------------------|------------|---------------------------|--------------|
| 14 | 124670 | Richmond | Districtwide | 9999 | Two-Lane Rural Road Improvements - Ashland Residency | \$3,163,388 | \$3,163,388 | \$0 | VA Highway Safety Program | Yes |
| 15 | 124671 | Richmond | Districtwide | 9999 | Two-Lane Rural Road Improvements - Chesterfield Residency | \$3,907,716 | \$3,907,716 | \$0 | VA Highway Safety Program | Yes |
| 16 | 124672 | Richmond | Districtwide | 9999 | Two-Lane Rural Road Improvements - Petersburg Residency | \$4,838,123 | \$4,838,123 | \$0 | VA Highway Safety Program | Yes |
| 17 | 124673 | Richmond | Districtwide | 9999 | Two-Lane Rural Road Improvements - South Hill Residency | \$6,698,940 | \$6,698,940 | \$0 | VA Highway Safety Program | Yes |
| 19 | 124208 | Staunton | Districtwide | 9999 | #BF - Staunton Year 2 Bridge Painting - Augusta Co | \$4,571,218 | \$ 4,571,218 | \$0 | Bridge Program | Yes |
| 20 | 124209 | Staunton | Districtwide | 9999 | #BF - Staunton Year 2 Bridge Painting - Clark, Warren Co | \$4,994,131 | \$ 4,994,131 | \$0 | Bridge Program | Yes |
| 21 | 124210 | Staunton | Districtwide | 9999 | #BF - Staunton Year 3 Bridge Painting - Rockingham, Page Co | \$5,184,117 | \$ 5,184,117 | \$0 | Bridge Program | No |
| 22 | 124211 | Staunton | Districtwide | 9999 | #BF - Staunton Year 3 Off System Bridge Painting | \$4,759,562 | \$ 4,759,562 | \$0 | Bridge Program | Yes |
| | | | | | | | | | | |
| Total | | | | | | \$38,117,195 | \$38,117,195 | \$0 | | |



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 20, 2024

MOTION

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

Action: _____

Title: FY2024-FY2029 SYIP Project Addition for I-66 Inside the Beltway (ITB)

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, the Board adopted the Six-Year Improvement Program of projects for Fiscal Years 2024-2029 on June 21, 2023; and

WHEREAS, in 2015 a Memorandum of Agreement (MOA) was created between VDOT, DRPT, the CTB and Northern Virginia Transportation Commission (NVTC) relating to Transform I-66: Inside the Beltway (I-66 ITB). The MOA was amended in 2016, 2020 and again in 2021, and established a payment schedule for how toll revenue should be allocated, including setting up a payment schedule for NVTC.

WHEREAS, COVID had a negative impact on toll revenue in 2020 - 2022, which resulted in no or reduced revenue for NVTC in FY2021 and FY2022; and

WHEREAS, DRPT has identified \$16,598,252 in I-66 Outside the Beltway (OTB) funds to contribute to NVTC for the I-66 Inside the Beltway project to make NVTC whole for the period of time in which no or reduced revenue was received; and

Resolution of the Board
FY2024-FY2029 SYIP Project Updates for Federal Discretionary Match
February 20, 2024
Page 2 of 2

WHEREAS, the Board recognizes that the addition of this project to the FY2024-FY2029 SYIP is 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 Board, that the I-66 ITB project is added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2024 through 2029 and are approved.

####

####

CTB Decision Brief

FY2024-FY2029 SYIP Project Addition for I-66 Inside the Beltway (ITB)

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

Facts: The CTB must adopt a Six-Year Improvement Program of anticipated projects by July 1st of each year in accordance with Section 33.2-214 (B). The CTB adopted the FY 2024-2029 SYIP on June 21, 2023. The I-66 Inside the Beltway (ITB) project was not in the final FY 2024-2029 SYIP adopted by the CTB. The Department of Rail and Public Transportation (DRPT) has identified \$16,598,252 in I-66 Outside the Beltway funds to make up for the funding shortfall NVTC received in FY21 and FY22.

Recommendations: DRPT recommends the inclusion of I-66 ITB project in the amount of \$16,598,252 to the Program for Fiscal Years 2024-2029.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to add the I-66 ITB project the SYIP for FY 2024-2029.

Results, if Approved: If the resolution is approved, the I-66 ITB project will be added to DRPT's SYIP for FY 2024-2029.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 20, 2024

MOTION

Made By: _____ Seconded By:

Action:

Title: Revision to Fiscal Year 2024 Annual Budget Appendix for the Virginia Department of Transportation related to Interstate 66 Inside the Beltway Toll Facility

WHEREAS, the Commonwealth Transportation Board approved the *Third Amended and Restated Memorandum of Agreement, Transform66: Inside the Beltway Project* (“MOA”) on May 19, 2021; and

WHEREAS, the MOA requires the Virginia Department of Transportation (“VDOT”) to include in the annual budget presented to the CTB for approval in June of each year, an estimate of the toll revenues anticipated to be collected in the upcoming year and the proposed allocation of such toll revenues, including allocations to pay the Northern Virginia Transportation Commission (“NVTC”) Payment and any NVTC or Rail Component Debt Service in the upcoming year; and

WHEREAS, allocation of these toll revenues shall be provided in the prescribed order (“waterfall commitments”) outlined in the MOA and the Annual Budget for the Virginia Department of Transportation, approved on June 21, 2023, did not include this prescribed order.;

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board that the allocations and expenditures required by the anticipated waterfall commitments of expected revenue for the Interstate 66 Inside the Beltway Toll Facility, recommended for inclusion in the budget for the Department of Transportation for Fiscal Year 2024 (as outlined in the attachment hereto), are approved.

#####

CTB Decision Brief

Revision to Fiscal Year 2024 Annual Budget Appendix for the Virginia Department of Transportation related to Interstate 66 Inside the Beltway Toll Facility

Issue: The budget adopted by the Commonwealth Transportation Board (CTB) for VDOT is to include details of the waterfall commitments of the Interstate 66 Inside the Beltway Toll Facility in accordance with the *Third Amended and Restated Memorandum of Agreement, Transform66: Inside the Beltway Project* (MOA) among the CTB, Commissioner of Highways, Department of Rail and Public Transportation and the Northern Virginia Transportation Commissioner (the Parties). CTB approval is sought for a recommendation to add the waterfall commitments to the budget details of the VDOT Annual Budget for FY 2024.

Facts: Amendments have been made to the MOA three times since being put in place in 2015 (2016, 2020 and 2021). The MOA includes the following key provisions:

- Outlines responsibilities of the parties
- Permits the Commonwealth to use toll revenues for debt service and pay-go expenses for Rail Components including Long Bridge and Rosslyn Metro
- Provides NVTC a minimum payment of \$10 million/year (with a 2.5% annual escalation) for the I-66 Commuter Choice Program
- Provides an additional \$5 million/year (with 2.5% annual escalation) to NVTC for the Commuter Choice Program from annual transit funding payments made by I-66 Express Mobility Partners (beginning in FY 2022).
- Establishes a distribution waterfall for toll revenues of the I-66 ITB facility.

The CTB must adopt a budget that distributes the expected toll revenues in accord with the waterfall outlined in the MOA. The waterfall requires application of toll revenues in the following order:

1. Reasonable costs and expenses of tolling operation and maintenance.
2. Debt service on Rail Component Debt.
3. An NVTC Payment, which is the Annual Transit Investment Payment that started (in FY2021) as a \$10M payment and increases 2.5% per annum thereafter.
4. Pay go for Rail Components between the estimated start of the Long Bridge construction in 2022 and 2034.
5. Repayments of certain amounts advanced or allocated from the Toll Facilities Revolving Account, which is subject to certain limitations based on shortfalls in collected toll revenues.
6. Debt service on NVTC debt, subject to certain limitations.
7. Additional repayments to the Toll Facilities Revolving Account.
8. Remaining revenues applied to Components selected by NVTC and approved by CTB.

VDOT is requesting a revision to the FY 2024 Budget Details to account for the anticipated waterfall commitments as outlined in the attachment hereto. This detail would also be included in subsequent budgets.

CTB Decision Brief

Revision to Fiscal Year 2024 Annual Budget Appendix for the Virginia Department of Transportation related to Interstate 66 Inside the Beltway Toll Facility

February 20, 2024

Page Two

Recommendations: VDOT recommends the approval of the recommended allocation and expenditures required by the anticipated waterfall commitments of expected revenue for the Interstate 66 Inside the Beltway Toll Facility.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the recommended allocation and expenditures required by the anticipated waterfall commitments of expected revenue for the Interstate 66 Inside the Beltway Toll Facility in the budget for VDOT for FY 2024.

Options: Approve, Deny or Defer. If the CTB chooses not to approve a budget resolution, the waterfall is not recognized, and further distributions of toll facility revenue cannot be performed.

Public Comments/Reactions: The public expects the CTB to utilize the funds dedicated to transportation to address transportation needs. The Memorandum of Agreement in place prescribes this detail for the toll facility budget.

Appendix I - I-66 Inside the Beltway (0446) FY 2024

FY 2024 ESTIMATED REVENUE

| | |
|---------------------------------|----------------------|
| Toll Revenues | 32,544,993 |
| TOTAL ESTIMATED REVENUES | \$ 32,544,993 |

FY 2024 EXPENDITURE BUDGET

| | |
|-------------------------------------|----------------------|
| Revenue Fund | |
| Operations | 29,544,993 |
| Maintenance Replacement Fund | 1,500,000 |
| TOTAL ESTIMATED EXPENDITURES | \$ 31,044,993 |

| | ALLOCATION FY 2023 | RECOMMENDED FY 2024 | INCREASE (DECREASE) |
|------------------------------------------|-----------------------|------------------------|------------------------|
| Details of Operating Expenditures | | | |
| Personal Services | \$521,491 | \$545,587 | \$24,096 |
| Contractual Services | 9,606,900 | 7,438,400 | (2,168,500) |
| Supplies and Materials | 7,800 | 1,800 | (6,000) |
| Transfer Payments | 6,363,509 | 21,548,906 | 15,185,397 |
| Continuous Charges | 300 | 300 | - |
| Property and Improvements | - | - | - |
| Equipment | - | 10,000 | 10,000 |
| Obligations | - | - | - |
| TOTAL - Operating Expenditures | \$16,500,000 | \$29,544,993 | \$13,044,993 |

Memorandum of Agreement Waterfall Budget

| | |
|----------------------------------------------------------|---------------------|
| Tolling Operation and Maintenance | \$9,496,087 |
| Debt Service on Rail Component Debt | - |
| NVTC Payment | 10,765,906 |
| Pay go for Rail Components | 10,783,000 |
| Toll Facilities Revolving Account (TFRA) Repayment | 1,500,000 |
| Debt Service on NVTC Debt | - |
| Additional Repayments to TFRA | - |
| Remaining to Components selected by NVTC/Approved by CTB | - |
| | \$32,544,993 |



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 20, 2024

MOTION

Made By: _____ Seconded By:

Action:

Title: Action on the VTrans Vision, Guiding Principles, Goals, and Objectives and Performance Measures

WHEREAS, Section 33.2-353 of the *Code of Virginia* requires that the Statewide Transportation Plan shall establish goals, objectives, and priorities that cover at least a 20-year planning horizon in accordance with federal transportation planning requirements shall be updated as needed but no less than once every four years; and

WHEREAS, it is the responsibility of the Office of Intermodal Planning and Investment (OIP) to develop the Statewide Transportation Plan, referred to as VTrans, for the Commonwealth Transportation Board's (CTB) approval, pursuant to § 2.2-229 of the *Code of Virginia*; and

WHEREAS, pursuant to § 2.2-229, it is also the responsibility of OIP to develop measures and targets related to the performance of the Commonwealth's surface transportation network for the CTB's approval, including any performance measurement required by Title 23 or 49 of the United States Code and any measures adopted by the Board pursuant to § 33.2-353; and

WHEREAS, VTrans was last updated in December 2021 and is due to be updated no later than December 2025 and development of VTrans Vision, Guiding Principles, Goals, and Objectives is necessary for the next update of VTrans; and

WHEREAS, the CTB last adopted the VTrans Vision, Guiding Principles, Goals, and

Resolution of the Board

Title: Action on the VTrans Vision, Guiding Principles, Goals, and Objectives and Performance Measures

Date: February 20, 2024

Page 2 of 2

Objectives on January 15, 2020, as part of the action titled, *Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs*; and

WHEREAS, the VTrans Steering Committee consisting of the Department of Rail and Public Transportation, Virginia Department of Transportation, Port of Virginia and OIPI developed recommendations for modifications to the VTrans Vision, Guiding Principles, Goals, and Objectives for the CTB's consideration, and said recommendations were presented to the CTB throughout the past year with final recommendations as well as recommendations for VTrans performance measures being presented to the CTB on January 16, 2024; and

WHEREAS, during the development of VTrans Vision, Guiding Principles, Goals, and Objectives Virginia's Metropolitan Planning Organizations and Planning District Commissions were provided updates for feedback.

NOW THEREFORE, BE IT RESOLVED, that pursuant to § 2.2-229, the CTB hereby adopts (i) the VTrans Vision, Guiding Principles, Goals, and Objectives set forth in Appendix A: VTrans Policy Guide, Chapter 2.1 (attached hereto), and (ii) the performance measures set forth in Appendix B: Performance Measures (attached hereto).

BE IT FURTHER RESOLVED, that the CTB hereby rescinds the 2019 Vision, Guiding Principles, Goals, and Objectives adopted by the CTB on January 15, 2020 pursuant to Section 2.2-229.

####

Commonwealth Transportation Board (CTB) Decision Brief

Action on the VTrans Vision, Guiding Principles, Goals, and Objectives and Performance Measures

Issue: Pursuant to § 2.2-229, approval by the Commonwealth Transportation Board (CTB) is sought for (i) updated VTrans Vision, Guiding Principles, Goals, and Objectives and (ii) VTrans performance measures.

Facts: The CTB must update VTrans at least once every four years in accordance with § 33.2-353 of the *Code of Virginia*. VTrans was last updated in December 2021 and thus is due to be updated no later than December of 2025.

Section 33.2-353 of the *Code of Virginia* requires that the Statewide Transportation Plan shall establish goals, objectives, and priorities that cover at least a 20-year planning horizon in accordance with federal transportation planning requirements and shall be updated as needed but no less than once every four years.

It is the responsibility of the Office of Intermodal Planning and Investment (OIPI) to develop, for the Commonwealth Transportation Board's (CTB) approval, the Statewide Transportation Plan, referred, pursuant to § 2.2-229 of the *Code of Virginia*. Pursuant to § 2.2-229, it is also the responsibility of OIPI to develop measures and targets related to the performance of the Commonwealth's surface transportation network for the CTB's approval, including any performance measurement required by Title 23 or 49 of the United States Code and any measures adopted by the Board pursuant to § 33.2-353.

The CTB last adopted the VTrans Vision, Guiding Principles, Goals, and Objectives on January 15, 2020, as part of the action titled, *Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs*.

In order to facilitate the 2025 update of VTrans, it is necessary for the CTB to approve/adopt updated VTrans Vision, Guiding Principles, Goals, and Objectives as well as updated performance measures.

Recommendations for VTrans Vision, Guiding Principles, Goals, and Objectives and modifications were incrementally presented to the CTB on April 18, May 23, June 20, and September 20, of 2023 and January 16, 2024. Progress towards the development of VTrans Vision, Guiding Principles, Goals, and Objectives was shared with Virginia's Metropolitan Planning Organizations and Planning District Commissions for feedback on June 22, September 21, and December 12 of 2023.

Recommendations for VTrans performance measures were presented to the CTB on January 16, 2024.

Recommendations: The Office of Intermodal Planning and Investment (OIP) recommends the CTB adopt revised VTrans Vision, Guiding Principles, Goals, and Objectives (set forth in Appendix A, Chapter 2.1) and performance measures (set forth in Appendix B) and rescind the Vision, Guiding Principles, Goals, and Objectives adopted on January 15, 2020.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to adopt the VTrans Vision, Guiding Principles, Goals, and Objectives as set forth in Appendix A: VTrans Policy Guide, Chapter 2.1 and performance measures as set forth in Appendix B: Performance Measures.

Result, if Approved: VTrans Vision, Guiding Principles, Goals, and Objectives will be included in the report submitted to the Office of the Governor and the General Assembly. Performance measures will be included in the OIP's Biennial Report on Surface Transportation Performance in Virginia pursuant to §33.2-232.

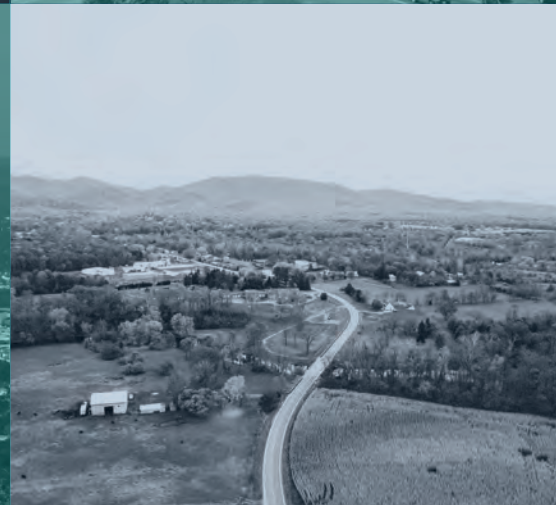
Options: Approve, Deny, or Defer

Public Comments/ Reaction: None

Appendix A: VTrans Policy Guide

VTRANS POLICY GUIDE

- Vision, Goals, Objectives and Guiding Principles
- VTrans Travel Markets
- Identification and Prioritization of the Mid-term Transportation Needs
- Development and Monitoring of the Long-term Risk & Opportunity Register



FOR MORE INFORMATION

Visit vtrans.org for additional details, updates, and documentation about the VTrans development process. Please contact the Statewide Transportation Planning (STP) Team at the Office of Intermodal Planning and Investment to request an alternative format.

VTrans, Office of Intermodal Planning and Investment
1221 E. Broad Street, 2nd Floor, East Wing
Richmond, VA 23219
comment@vtrans.org

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PREPARED BY THE OFFICE OF INTERMODAL
PLANNING AND INVESTMENT FOR THE
COMMONWEALTH TRANSPORTATION BOARD



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CHAPTER 1: PURPOSE OF THE POLICY GUIDE

This Policy Guide outlines the Commonwealth Transportation Board's (CTB) policies related to VTrans, Virginia's transportation plan. As such, the Policy Guide is a resource for policymakers at all levels of government as well as for Virginians interested in policies that directly or indirectly influence allocation of limited transportation dollars and impact their day-to-day lives.

Identification and Prioritization of the VTrans Mid-term Needs

In light of limited transportation funding, the purpose of the policy for the identification and prioritization of VTrans Mid-term Needs is to provide a transparent, data-driven, systematic, and replicable process that is informed by public feedback to:

1. Identify pressing transportation needs that may require policies or investments, and
2. Prioritize the needs to determine a subset that are more critical and where solutions may make the biggest contribution to making progress towards the achievement of the CTB's transportation goals.

Details on the process and implementation of this policy can be found in the Technical Guide for the Identification and Prioritization of VTrans Mid-term Needs.

Development of the VTrans Long-term Risk & Opportunity Register

The purpose of a risk and opportunity register is to provide a better understanding of the potential changes that will affect Virginia's transportation system into the future and to allow for monitoring over time. While it is impossible to predict the future, we can be better prepared to handle changes in a way that can benefit the Commonwealth.

Details on the process and implementation of this policy can be found in the Technical Guide for the VTrans Long-term Risk & Opportunity Register.

Public Involvement

Public and agency involvement is an integral part of the CTB's policy development process. This Policy Guide synthesizes existing relevant VTrans policies. Any comments and feedback on VTrans-related CTB Policies will be considered for future modifications of the policy.



CHAPTER 2: INTRODUCTION TO VTRANS – VIRGINIA’S TRANSPORTATION PLAN

VTrans is the plan to advance the Commonwealth Transportation Board’s (CTB) vision for multimodal transportation in the Commonwealth. The CTB, with assistance from the Office of Intermodal Planning and Investment (OIPI),¹ develops VTrans to identify transportation needs which may be addressed by multimodal infrastructure improvement projects, transportation strategies, creation of new policies, or modifications of existing policies. This Policy Guide addresses the components of VTrans as depicted in Figure 1.

Figure 1: Major Components of VTrans - Virginia’s Transportation Plan



¹ Office of Intermodal Planning and Investment of the Secretary of Transportation established pursuant to [§ 2.2-229](#)

2.1 VTrans Vision, Guiding Principles, Goals, and Objectives

The first major component of VTrans, development of the Vision, Guiding Principles, Goals, and Objectives, forms the basis upon which the remaining three major components are developed. The CTB updated and adopted the VTrans Guiding Principles, Goals, and Objectives in 2024.¹



Vision

Virginia's best-in-class multimodal transportation system provides safe and reliable mobility, connects people and commerce, fosters economic growth and investment, embraces environmental stewardship, and enhances quality of life.

Guiding Principles (GP)

GP1: Ensure Safety, Security, and Resiliency

Provide a safe transportation system for all users that responds immediately to short-term events such as weather or security emergencies and adapts effectively to long-term issues (e.g., resiliency).

GP2: Optimize Return on Investments

Implement the right solution at the right price to meet identified needs while advancing long-term prosperity and livability.

GP3: Deliver Programs Efficiently

Deliver high-quality projects and programs in a cost-effective and timely manner.

GP4: Implement Operational Improvements and Demand Management First

Maximize the capacity of the transportation network by managing the demand through increased use of technology and operational improvements before investing in major capacity expansions.

GP5: Ensure Transparency, Accountability, And Promote Performance Management

Work with stakeholders in developing transportation plans and programs. Establish performance targets, measure progress, and adjust programs and policies as necessary.

GP6: Enhance Coordination Between Transportation and Land Use

Inform and advise local governments in planning and managing transportation-efficient land use.

GP7: Ensure Efficient Intermodal Connections

Provide seamless connections between modes of transportation.

¹ Commonwealth Transportation Board, Action on the VTrans Vision, Guiding Principles, Goals, and Objectives and Performance Measures, February 20, 2024.

Goals

Objectives



Goal A: Transportation System Safety

Reduce fatalities and serious injuries to make the transportation network safer for the traveling public.

Objectives:

- A.1.** Reduce the number and rate of motorized fatalities and serious injuries through the implementation of the Strategic Highway Safety Plan.
- A.2.** Reduce the number of non-motorized fatalities and serious injuries through the implementation of the Strategic Highway Safety Plan.
- A.3.** Reduce fatalities and serious injuries by implementing annual Safety Performance Targets in Public Transportation Agency Safety Plans.



Goal B: System Preservation

Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.

Objectives:

- B.1.** Obtain the following outcomes through the implementation of the recommendations from VDOT's Maintenance and Operations Comprehensive Review.
 - Meet long-term sustainable pavement and bridge performance targets adopted by the Board.
 - Maintain VDOT's special structures in accordance with the annually updated 50-year special structures plan.
 - Meet routine maintenance best practices performance metrics.
- B.2.** Ensure transit state of good repair through the prioritization of investments and implementation of performance targets in Transit Asset Management Plans.
- B.3.** Increase the number of railroad track miles maintained at Class 2 (Shortline/Freight) and Class 3 (Passenger Rail) through the effective allocation of resources from the Rail Preservation Fund.



Goal C: Congestion and Travel Time Reliability

Improve travel time reliability by minimizing congestion and providing multiple modes and routes.

Objectives:

- C.1.** Reduce the amount of travel that takes place in congested conditions through the prioritization of investments in alternative modes of travel and operational improvements.
- C.2.** Improve reliability and person throughput on key corridors at critical time/locations for all modes through the prioritization of investments in alternative modes of travel and operational improvements.
- C.3.** Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan.
- C.4.** Improve transit efficiency and effectiveness by implementing system-wide and route level performance standards established in Transit Strategic Plans and Transit Development Plans.



Goal D: Inter-Connected Systems and Services

Provide an integrated multimodal transportation system for better accessibility and travel options.

Objectives:

- D.1.** Create multimodal redundancy within key corridors to support network resiliency by providing alternative modes of travel.
- D.2.** Enhance cyber security efforts to provide a safe and secure transportation system for all modes by investing in projects to secure critical infrastructure and information.
- D.3.** Improve bus stop condition and accessibility by implementing the HJ542 Transit Modernization Study.
- D.4.** Enhance freight rail movements to support economic development and freight fluidity for the Port of Virginia by implementing the 2022 Statewide Rail Plan.
- D.5.** Support regionally significant economic development initiatives through investments in site accessibility.



Goal E: Environmental Stewardship

Provide context-sensitive transportation solutions that enhance quality of life while preserving agricultural, natural, historical, and cultural resources.

Objectives:

- E.1.** Deliver context-sensitive transportation solutions that consider watershed impacts, habitat preservation, and required environmental regulatory review.
- E.2.** Implement solutions to support the attainment of National Ambient Air Quality Standards.



2.1.1 Use of the VTrans Vision, Goals, Objectives, and Guiding Principles

Outputs of VTrans policies, including, but not limited to, VTrans Vision, Goals, Objectives, and Guiding Principles, VTrans Mid-term Needs, and VTrans Risks and Opportunities as well as VTrans concepts including, but not limited to, Equity Emphasis Areas, Activity Centers, market adoption curves for electric and automated vehicles, and impacts of VTrans Macrotrends shall be utilized by OIPI, VDOT and DRPT for statewide planning activities, and developing or modifying practices and Board policies.

2.2 VTrans Planning Horizons

The CTB identifies needs for the following two planning horizons:

- Mid-term Planning Horizon: VTrans’ analysis for the mid-term planning horizon identifies some of the most pressing transportation issues that need to be addressed over the next 10 years. These needs are referred to as VTrans Mid-term Needs. The needs are identified so that they can inform or guide transportation policies, strategies, and infrastructure improvements developed and implemented by the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT), as well as local and regional entities.
- Long-term Planning Horizon: VTrans’ analysis for long-term planning identifies risks and opportunities for a zero- to 20-plus-year planning horizon that may require gradual and systematic shifts in policy.

2.3 Key Federal and State Requirements for VTrans

There are several statutory and regulatory requirements that guide and inform VTrans. Select key requirements are included below.

Key Federal Requirements

- [23 CFR § 450.216](#): Development of statewide transportation plan
- [49 U.S.C. § 70202](#): Development of state freight plan

Key Code of Virginia Requirements

There are several direct or indirect transportation planning requirements or related items in the Code of Virginia that are addressed by VTrans. Some of the key requirements are:

- Develop and Update Statewide Transportation Plan ([§ 33.2-353](#)): OIPI to assist the CTB in the development and update of a statewide transportation plan.
- Role of OIPI ([§ 2.2-229](#)): OIPI to assist the CTB in the development of a comprehensive, multimodal transportation policy, which may be developed as part of the Statewide Transportation Plan pursuant to [§ 33.2-353](#).
- Statewide Prioritization Process for Project Selection ([§ 33.2-214.1](#)): Projects and strategies shall be screened by the CTB to determine whether they are consistent with the assessment of capacity needs in VTrans.
- Eligibility for Revenue-sharing Funds ([§ 33.2-357](#)): Board assigns second priority to transportation needs identified in VTrans.

CHAPTER 3: VTRANS TRAVEL MARKETS FOR MID-TERM NEEDS

VTrans Mid-term Needs are established for the following VTrans Travel Markets per Virginia State Code [§ 33.2-353](#) as well as by CTB Policy.



3.1 Corridors of Statewide Significance (CoSS)

- **Number:** 12
- **Definition:** An integrated set of multimodal transportation facilities to support interregional travel of people and goods within and outside the state
- **Purpose:**
 - Support inter-regional and interstate travel
 - Connect major centers of activity within and through the Commonwealth
 - Promote the movement of people and goods essential to the economic prosperity of the state
- **Established:**
 - Eleven (11) corridors were established¹ as part of VTrans2035 in December 2009, and one was established² in May 2011. A modification was made in January 2020.³
- **Characteristics:**
 - Multimodal – must involve multiple modes of travel or must be an extended freight corridor
 - Connectivity – must connect regions, states, and/or major activity centers
 - High volume – must involve a high volume of travel
 - Function – must provide a unique statewide function and/or address statewide goals



¹ Commonwealth Transportation Board, [VTrans2035 – Virginia’s Statewide Multimodal Long-Range Transportation Plan](#), December 17, 2009.

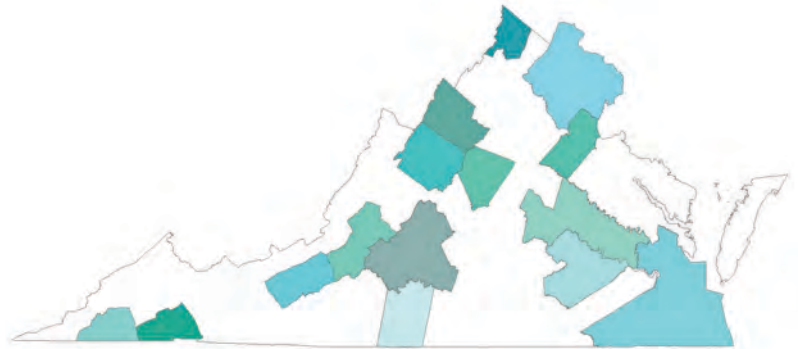
² Commonwealth Transportation Board, Northern Virginia North-South Corridor of Statewide Significance, May 28, 2011.

³ Commonwealth Transportation Board, Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs, January 15, 2020.



3.2 Regional Networks (RN)

- **Number:** 15
- **Definition:** Based on designated Metropolitan Planning Organizations (MPO) within the Commonwealth. If an MPO boundary includes only a portion of a county, the entire county will be included in the needs analysis area.
- **Purpose:**
 - Support intra-regional travel
 - Bridge the gap between existing conditions and the desired future for the state's economy
- **Established:**
 - Fifteen Regional Networks were established in December 19, 2015¹
 - Fauquier County added to Northern Virginia RN as of March 16, 2021,² as per MWCOG MPO Study Area boundary change in 2014³
- **Characteristics:**
 - At least 50,000 people in an urbanized area per US Census estimates
 - Regional Networks include VTrans Activity Centers, which are “areas of regional importance that have a high density of economic and social activity” and are associated with the Regional Networks (RNs)



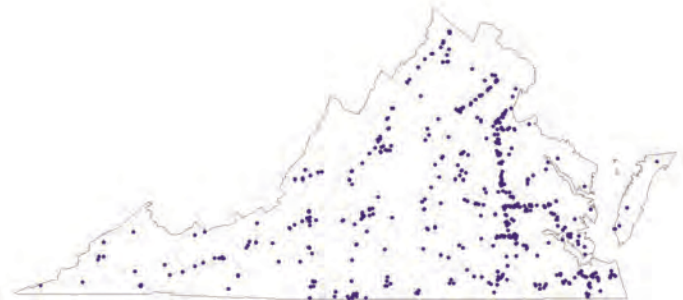
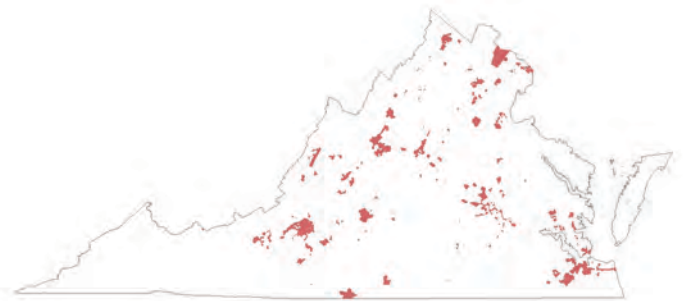
¹ Commonwealth Transportation Board, [VTrans2040 Virginia's Statewide Multimodal Long-Range Transportation Plan Vision Plan and Needs Assessments](#), December 9, 2015

² Commonwealth Transportation Board, [Actions to Approve the Policy for the Prioritization of the VTrans Mid-term Transportation Needs and Accept the Prioritized 2019 VTrans Mid term Needs](#), March 17, 2021.

³ Metro Washington Council of Governments, <https://www.mwcog.org/uploads/committee-documents/aV1YXFhd20140710114716.pdf>, July 16, 2014

3.3 Urban Development Areas (UDA)

- **Number of UDAs:** 230 UDAs;¹ 535 Industrial and Economic Development Areas (IEDA)²
- **Definition:** Urban Development Areas are locally-designated growth areas based on local initiatives pursuant to VA Code [§ 15.2-2223](#). Industrial and Economic Development Areas (IEDAs) are locally-identified industrial and economic development sites submitted to Virginia Economic Development Partnership (VEDP)'s Business-Ready Site Program pursuant to [§ 2.2-2238](#).
- **Purpose:**
 - The purpose of UDAs is to: (1) support local, walkable places; and, (2) to the extent possible, to direct federal, state and local transportation, housing, water and sewer facility, economic development, and other public infrastructure funding to designated UDAs. The purpose of IEDAs is to support economic development.
- **Established:**
 - UDAs are established on an ongoing basis, per local government designation in a locality's Comprehensive Plan pursuant to [§15.2-2223](#). IEDA's are also established or removed on an ongoing basis.
- **Characteristics of UDAs:**
 - Pedestrian-friendly road design
 - Interconnection of new local streets with existing local streets and roads
 - Connectivity of road and pedestrian networks
 - Preservation of natural areas
 - Mixed-use neighborhoods, including mixed housing types, with affordable housing to meet the projected family income distributions of future residential growth
 - Reduction of front and side yard building setbacks
 - Reduction of subdivision street widths and turning radii at subdivision street intersections
- **Characteristics of IEDAs:**
 - Pursuant to [§ 2.2-2238](#) and consistent with Virginia Economic Development Partnership's (VEDP) [Business Ready Sites Program \(VBRSP\)](#)
 - Minimum of 100 contiguous acres (statutory); VEDP accepts sites of 25+ acres
 - Allows for industrial and research parks
 - Applicants to program must be political subdivisions of the Commonwealth of Virginia, including counties, cities, towns, industrial/economic development authorities, and redevelopment and housing authorities or regional industrial facility authority



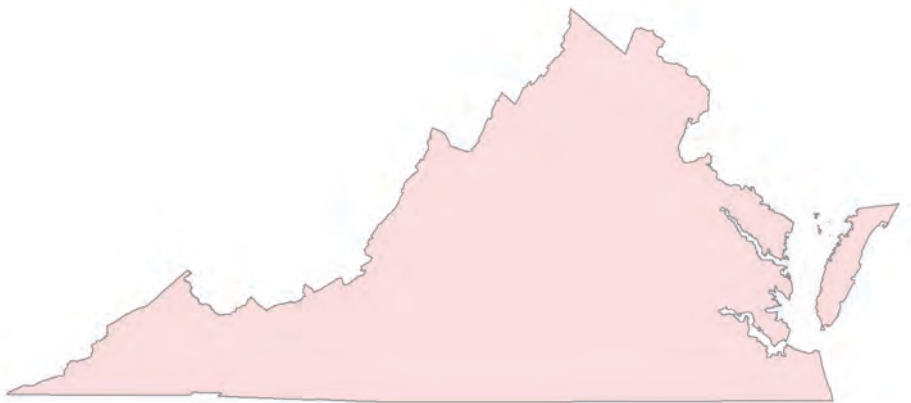
¹ As of November 30, 2019

² As of November 30, 2019



3.4 Safety

- **Definition:** A Safety analysis is conducted for all public roadways in the Commonwealth
- **Established:** The Safety Travel Market was established as part of VTrans2040¹



¹ Commonwealth Transportation Board, [VTrans2040 Virginia's Statewide Multimodal Long-Range Transportation Plan Vision Plan and Needs Assessments](#), December 9, 2015

CHAPTER 4: POLICY FOR THE IDENTIFICATION OF THE VTRANS MID-TERM NEEDS

The Policy for the Identification of VTrans Mid-term Needs establishes multimodal need categories that correspond to the Board-adopted VTrans Vision, Goals, and Objectives.¹ Each need category has one or more performance measures and thresholds to identify one or more needs. The Policy for the Identification of the VTrans Mid-term Needs was approved by the Commonwealth Transportation Board in January 2020.

Table 1 below outlines need categories and corresponding measures and thresholds established per the CTB policy for the identification of VTrans Mid-term Needs. Locations where the performance measure exceeds the threshold are designated as VTrans Mid-term Needs.

Table 1: VTrans Goals and Associated VTrans Mid-term Needs Categories

| Need Category | VTrans Travel Market(s) | Measure and Threshold for Establishing VTrans Mid-term Needs |
|-------------------------------------------------------------|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Goal A: Economic Competitiveness and Prosperity | | |
| Congestion Mitigation | CoSS, RN | At least two percent of the average travel takes place in the excessively congested condition, defined as travel speed below 75 percent of posted speed limit |
| | CoSS, RN | Travel Time Index (TTI) 1.3 or higher for at least three hours OR 1.5 or higher for at least one hour |
| Improved Reliability (Highway) | CoSS, RN | Level of Travel Time Reliability (LOTTR) 1.5 or higher for at least one hour |
| Improved Reliability (Intercity and Commuter Rail) | COSS | Intercity or commuter rail on-time performance less than 80% at applicable rail stations OR on-time performance less than 90% for applicable rail lines |
| Goal B: Accessible and Connected Places | | |
| Transit Access to Equity Emphasis Areas | RN | An area with no fixed-route transit service, that has population density to support fixed-route transit service, and that has significantly higher-than-average concentrations of people who are low-income, people with disabilities, minority populations, populations with Limited English Proficiency (LEP), or populations age 75 or higher. |
| Transit Access to Activity Centers | RN | A VTrans Activity Center where the Deficit of workers who can access the Activity Center by bus or rail transit within 45 minutes compared to those who can access the Activity Center by automobile within 45 minutes is greater than 0 |
| Pedestrian Access to Activity Centers | RN | 1-mile distance from local-serving and knowledge-based Activity Centers, fixed-guideway transit stations, and bus rapid transit (BRT) lines |
| Bicycle Access to Activity Centers | RN | 7-mile distance from around local-serving and knowledge-based Activity Centers, fixed-guideway transit stations, and bus rapid transit (BRT) lines |
| Access to Industrial and Economic Development Areas (IEDAs) | Statewide | Virginia Business Ready Sites Program site with readiness status of Tier 3 or above |
| Urban Development Areas (UDAs) | UDA ^{2,3} | Locality-identified transportation needs for bicycle and pedestrian infrastructure, circulation and access, safety, transit enhancements and access to locally designated UDAs |

¹ Commonwealth Transportation Board, [Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs](#), January 15, 2020

² Per Code of Virginia [§ 33.2-353](#) and [§ 15.2-2223.1](#)

³ For the purposes of screening for the statewide prioritization process for project selection pursuant to § 33.2-214.1 of the Code of Virginia, identified UDA Needs shall also be considered RN Needs if RN congestion Needs are 20 miles or fewer.

POLICY FOR THE IDENTIFICATION OF THE VTRANS MID-TERM NEEDS (CONTINUED)

| Need Category | VTrans Travel Market(s) | Measure and Threshold for Establishing VTrans Mid-term Needs |
|-------------------------------------------------------------------------------|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Goal C: Safety for All Users | | |
| Roadway Safety | Statewide ¹ | For each Construction District, includes VDOT Top 100 Potential for Safety Improvement (PSI) Intersections and Segments, and PSI locations with 3+ Fatal or Injury crashes at the intersection or segment over the last five years |
| Pedestrian Safety | Statewide | Priority corridors identified in VDOT Pedestrian Safety Action Plan ² |
| Goal D: Proactive System Management | | |
| Capacity Preservation | CoSS, RN | Inclusion in the VDOT Arterial Preservation Network ³ (the state-maintained portion of the National Highway System, as well as additional highways that facilitate connectivity) |
| Goal E: Healthy Communities and Sustainable Transportation Communities | | |
| Transportation Demand Management | CoSS, RN | Transportation Demand Management (TDM) needs based on roadway facility type and VTrans Travel Market |

4.1 Interpretation and Usage of the Identified VTrans Mid-term Needs

Identified Needs or underlying issues are assigned to roadway segments for geographical precision. They should be interpreted and used in the following manner:

- A solution does not have to be co-located with a need as long as the purpose and effectiveness of a solution addresses the underlying VTrans Mid-term Need.
- A VTrans Need Category does not specify a type or mode of response. For example, a solution to a Need for Improved Reliability may not be roadway-centric and can instead be addressed by multimodal infrastructure improvements such as transit or rail services or park-and-ride infrastructure. Similarly, a Need for Improved Reliability may also be addressed by policies (e.g. variable pricing, occupancy or vehicle restrictions, etc.) or programs such as commuter assistance programs.
- The methodology outlined in the Technical Guide for the Identification and Prioritization of VTrans Mid-term Needs, shall direct identification and prioritization of VTrans Mid-term Needs 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 in the VTrans Policy Guide, they shall be brought to the Commonwealth Transportation Board for review and approval.
- Outputs of VTrans policies, including, but not limited to, VTrans Vision, Goals, Objectives, and Guiding Principles, VTrans Mid-term Needs, and VTrans Risks and Opportunities as well as VTrans concepts including, but not limited to, Equity Emphasis Areas, Activity Centers, market adoption curves for electric and automated vehicles, and impacts of VTrans Macrotrends shall be utilized by OIPI, VDOT and DRPT for statewide planning activities, and developing or modifying practices and Board policies.⁴

¹ For the purposes of screening for statewide prioritization process for project selection pursuant to § 33.2-214.1 of the Code of Virginia, the identified safety Needs on CoSS roadways shall also be considered CoSS Needs.

² http://www.virginiadot.org/business/resources/VDOT_PSAP_Report_052118_with_Appendix_A_B_C.pdf

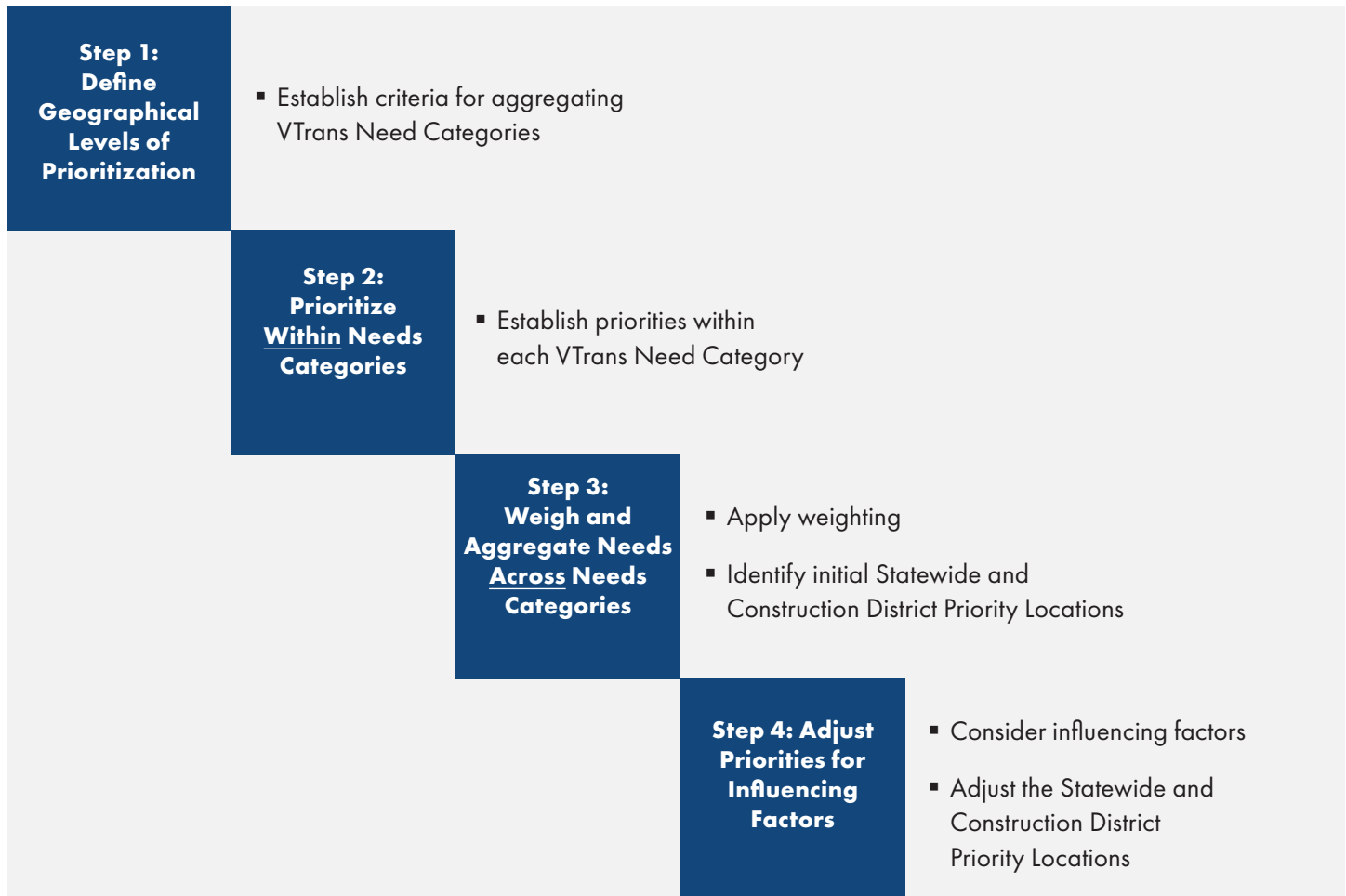
³ [VDOT Arterial Preservation Program Network](#)

⁴ Commonwealth Transportation Board, [Actions to adopt the Policy for Development and Monitoring of VTrans Long-term Risk and Opportunity Register, VTrans Strategic Actions, and direct submittal of a summary of the VTrans planning process to the Governor and the General Assembly](#), December 8, 2021.

CHAPTER 5: POLICY FOR THE PRIORITIZATION OF THE VTRANS MID-TERM NEEDS

The Policy for the Prioritization of the VTrans Mid-term Needs¹ is conducted in four steps shown in Figure 2 and described in greater detail below.

Figure 2: Steps for Prioritization of the VTrans Mid-term Needs





- Step 1: Two sets of priorities are established – Statewide Priority Locations and VDOT Construction District Priority Locations for each of the nine Districts. Each relies on different Need Categories and Travel Markets per Table 2.
- Step 2: This step utilizes the severity of a need and the magnitude of the impact of the need to categorize the Board-adopted VTrans Mid-term Needs as *Very High, High, Medium, and Low*.
- Step 3: This step takes the needs as categorized above and weights them to form a location- or roadway segment-specific weighted score.
- Step 4: The final step makes adjustments to the step three results in light of factors affecting the transportation network that may be important to take into account, and then categorizes the locations as *Statewide Priority 1, Priority 2, Priority 3, or Priority 4, and District Priority 1, Priority 2, Priority 3, or Priority 4*.

¹ Commonwealth Transportation Board, [Actions to Approve the Policy for the Prioritization of the VTrans Mid-term Transportation Needs and Accept the Prioritized 2019 VTrans Mid-term Needs](#), March 17, 2021.

5.1 Step 1: Define Geographical Levels of Prioritization

Two sets of Priority Locations are established – Statewide Priority Locations and Construction District Priority Locations. Each relies on different Need Categories and Travel Markets per Table 2.

Table 2: Geographic Levels of Prioritization and Applicable Travel Markets

| Levels of Prioritization | Statewide Priority Locations | Construction District Priority Locations |
|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Aggregation Level | Statewide: Corridors of Statewide Significance  | VDOT Construction District  |
| Applicable Need Categories | <ul style="list-style-type: none"> ▪ Congestion Mitigation (CoSS) ▪ Improved Reliability (Highway) (CoSS) ▪ Improved Reliability (Intercity and Commuter Rail) (CoSS) ▪ Roadway Safety (along CoSS) ▪ Capacity Preservation (CoSS) ▪ Transportation Demand Management (CoSS) | <ul style="list-style-type: none"> ▪ Congestion Mitigation (RN) ▪ Improved Reliability (Highway) (RN) ▪ Transit Access to Equity Emphasis Areas (RN) ▪ Transit Access to Activity Centers (RN) ▪ Pedestrian Access to Activity Centers (RN) ▪ Bicycle Access to Activity Centers (RN) ▪ Access to Industrial and Economic Development Areas (IEDA) ▪ Safety (Segments and Intersections) ▪ Safety (Pedestrian Safety) ▪ Capacity Preservation (CoSS, RN) ▪ Transportation Demand Management (RN) |



5.2 Step 2: Prioritize Within VTrans Mid-term Needs Categories

The second step establishes priorities *Very High*, *High*, *Medium*, and *Low* within each VTrans Mid-term Need Category per the following:¹

- *Very High* Priority: Top 5% of the total mileage of the applicable needs
- *High* Priority: Top 5.001%–15% of the total mileage
- *Medium* Priority: Top 15.001%–25% of the total mileage
- *Low* Priority: Bottom 25.001%–100% of the total mileage

The above-referenced priorities within each VTrans Mid-term Need Category are categorized based on the following two criteria:

- *Severity of the Need*: This criteria takes into account the intensity or extremity of the Need.
- *Magnitude of the Need*: This criteria takes into account the number of residents, vehicles, or persons impacted by the Need.

¹ Limitations of the existing datasets as well as the need to avoid small fractional distributions of the needs have required utilization of non-percentile based distribution or prioritization within VTrans Mid-term Needs. These are outlined in more detail in the Technical Guide for the Identification and Prioritization of the VTrans Mid-term Needs.

5.3 Step 3: Weigh and Aggregate VTrans Mid-term Needs Across Needs Categories

The third step takes the VTrans Mid-term Needs as categorized above, weighs and aggregates them to form a location- or roadway segment-specific score. Weighting for Construction District Priority Locations are based on SMART SCALE Area Types.¹

Table 3: Weighting to Establish Statewide and Construction District Priority Locations

| Travel Market | Board-adopted VTrans Need Category | Weighting- Statewide Priority | Weighting - Construction District Priority ¹ | | | |
|---------------|-----------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------|----------------|----------------|
| | | | Area Type A | Area Type B | Area Type C | Area Type D |
| CoSS | Congestion Mitigation | 25.00% | These Need Categories are not utilized for establishing Construction District Priority Locations. | | | |
| CoSS | Improved Reliability (Highway) | 15.00% | | | | |
| CoSS | Improved Reliability (Intercity and Commuter Rail) | 10.00% | | | | |
| Safety | Roadway Safety (along CoSS) | 25.00% | | | | |
| CoSS | Capacity Preservation | 10.00% | | | | |
| CoSS | Transportation Demand Management | 15.00% | | | | |
| RN | Congestion Mitigation | These Need Categories are not utilized for establishing Statewide Priority Locations. | 25.00% | 15.00% | 10.00% | 5.00% |
| RN | Improved Reliability (Highway) | | 20.00% | 10.00% | 5.00% | 5.00% |
| RN | Transit Access to Equity Emphasis Areas | | 5.00% | 6.25% | 6.25% | 3.75% |
| RN | Transit Access to Activity Centers | | 5.00% | 6.25% | 6.25% | 3.75% |
| RN | Pedestrian Access to Activity Centers | | 5.00% | 6.25% | 6.25% | 3.75% |
| RN | Bicycle Access to Activity Centers | | 5.00% | 6.25% | 6.25% | 3.75% |
| UDA | Access to Industrial and Economic Development Areas | | 2.50% | 10.00% | 10.00% | 15.00% |
| Safety | Roadway Safety | | 15.00% | 15.00% | 20.00% | 25.00% |
| Safety | Pedestrian Safety | | 5.00% | 5.00% | 5.00% | 5.00% |
| CoSS, RN | Capacity Preservation | | 2.50% | 10.00% | 15.00% | 20.00% |
| RN | Transportation Demand Management | | 10.00% | 10.00% | 10.00% | 10.00% |
| | Total | | 100.00% | 100.00% | 100.00% | 100.00% |

¹ Commonwealth Transportation Board. [Adoption of Updated Policy for Implementation of the SMART SCALE Project Prioritization Process](#). February 19, 2020.



5.4 Step 4: Adjust Priorities for Influencing Factors

The final step is to adjust the scores determined in Step 3 in light of factors affecting the transportation network that may be important to take into account. Presence or absence of these factors will not cause a location to be assigned a lower Priority level than assigned in Step 3; they can only increase a location's Priority level.

- Co-located bridge repair, rehabilitation, or replacement needs
- Co-located pavement repair, rehabilitation, or replacement needs
- Exposure to projected sea level rise, storm surge, or historical inland/riverine flooding
- Co-located Economically Distressed Communities¹

Adjustments are made for each location from Step 3 based on the level of the applicable influencing factor criteria.

5.5 Establishment of Statewide and Construction District Priority Locations

The final adjusted Statewide Priority Locations and Construction District Priority Locations are then established as follows:

Statewide Priority Locations are assigned levels 1–4 based on their relative statewide rank by roadway segment mileage in the following manner:

- Priority 1 Locations: Top 0%–1% of the total mileage
- Priority 2 Locations: 1.001%–5% of the total mileage
- Priority 3 Locations: 5.001%–15% of the total mileage
- Priority 4 Locations: Bottom 15.001%–100% of the total mileage

Construction District Priority Locations are assigned levels 1–4 based on their relative rank for each VDOT Construction District by roadway segment mileage in the following manner:

- Priority 1 Locations: Top 0%–1% of the total mileage
- Priority 2 Locations: 1.001%–5% of the total mileage
- Priority 3 Locations: 5.001%–15% of the total mileage
- Priority 4 Locations: Bottom 15.001%–100% of the total mileage

¹ Source: Economic Innovation Group's Distressed Communities Index, <https://eig.org/dci>. See map at www.vtrans.org/interactvtrans.

5.5.1 Interpretation and Usage of the Prioritized VTrans Mid-term Needs

Prioritized Needs are location-specific for geographical precision. They should be interpreted and used in the following manner:

- A solution does not have to be co-located with a prioritized need as long as the purpose and effectiveness of a solution addresses the underlying issue(s).
- A VTrans Need Category does not specify a mode-specific response. For example, a solution to a Need for Improved Reliability may not be roadway-centric and can instead be addressed by multimodal infrastructure improvements such as transit or rail services or park-and-ride infrastructure. Similarly, a Need for Improved Reliability may also be addressed by policies (e.g. variable pricing, occupancy or vehicle restrictions, etc.) or programs such as commuter assistance programs.
- The methodology outlined in the Technical Guide for the Identification and Prioritization of VTrans Mid-term Needs, shall direct prioritization of VTrans Mid-term Needs 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 in the VTrans Policy Guide, they shall be brought to the Commonwealth Transportation Board for review and approval.
- VDOT and DRPT funds for corridor or facility planning and advance activities relating to concepts addressing a capacity need of the surface transportation network shall be limited to the Statewide and Construction District Priority 1 and 2 Locations.¹
- The Commonwealth Transportation Board may also select one VTrans Mid-term Need per state fiscal year for each VDOT Construction District for the purpose of corridor or facility planning and advance activities relating to concepts addressing a capacity need.²
- Outputs of VTrans policies, including, but not limited to, VTrans Vision, Goals, Objectives, and Guiding Principles, VTrans Mid-term Needs, and VTrans Risks and Opportunities as well as VTrans concepts including, but not limited to, Equity Emphasis Areas, Activity Centers, market adoption curves for electric and automated vehicles, and impacts of VTrans Macrotrends shall be utilized by OIPI, VDOT and DRPT for statewide planning activities, and developing or modifying practices and Board policies.¹

¹ Commonwealth Transportation Board, [Actions to adopt the Policy for Development and Monitoring of VTrans Long-term Risk and Opportunity Register, VTrans Strategic Actions, and direct submittal of a summary of the VTrans planning process to the Governor and the General Assembly](#), December 8, 2021.

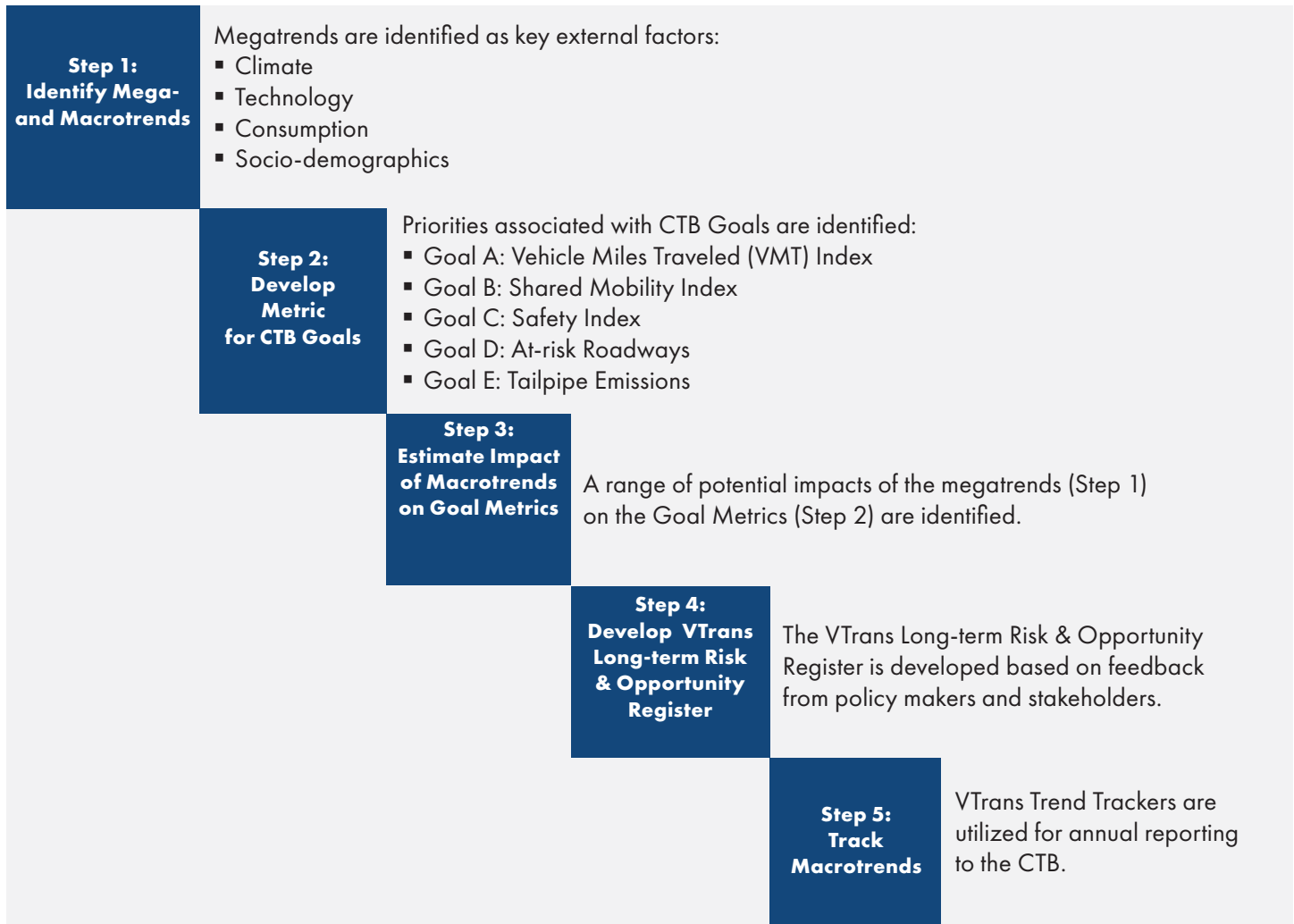
² Commonwealth Transportation Board, [Actions to Approve the Policy for the Prioritization of the VTrans Mid-term Transportation Needs and Accept the Prioritized 2019 VTrans Mid term Needs](#), March 17, 2021.

CHAPTER 6: POLICY FOR THE DEVELOPMENT AND MONITORING OF THE VTRANS LONG-TERM RISK & OPPORTUNITY REGISTER¹

The VTrans Long-term Risk & Opportunity Register is developed based on the following steps:

- Step 1: Megatrends² and associated Macrotrends³ are identified.
- Step 2: CTB's priorities are identified based on the CTB's Vision, Goals, and Objectives.⁴
- Step 3: Impact of mega and macrotrends on the CTB's priorities is estimated.
- Step 4: VTrans Long-term Risk & Opportunity Register is developed based on the projected impacts on established priorities.
- Step 5: OIPI reviews and provides annual updates to the CTB for the identified risks and opportunities.

Figure 3: Steps for Development and Monitoring of VTrans Long-term Risk & Opportunity Register



¹ Commonwealth Transportation Board, [Actions to adopt the Policy for Development and Monitoring of VTrans Long-term Risk and Opportunity Register, VTrans Strategic Actions, and direct submittal of a summary of the VTrans planning process to the Governor and the General Assembly](#), December 8, 2021.

² Megatrend: Megatrends are defined as “the great forces in societal development that will very likely affect the future in all areas over the next 10-15 years. A megatrend is also defined as “a large, social, economic, political, environmental or technological change that is slow to form. Once in place, megatrends influence a wide range of activities, processes and perceptions, both in government and in society, possibly for decades. They are the underlying forces that drive trends”. Source: [European Foresight Platform](#).

³ Macrotrend: A macrotrend is defined as “An emerging pattern of change likely to impact state government and require a response. Multiple macrotrends can be associated with a megatrend.” Source: [Transportation Policy Task Force Suggested State Legislation Docket](#). 2009. California

⁴ Commonwealth Transportation Board, [Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs](#), January 15, 2020

6.1 Step 1: Identify Mega- and Macrotrends

OIPI has identified and shall periodically update Mega- and Macrotrends identified in Table 4 to account for factors significant from a transportation planning and investment perspective.

Table 4: VTrans Mega- and Macrotrends

| MEGATREND 1: CLIMATE | |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------|
|  | Macrotrend 1: Increase in Flooding Risk ^{1,2} |
| MEGATREND 2: TECHNOLOGY | |
|  | Macrotrend 2: Adoption of Highly Autonomous Vehicles |
|  | Macrotrend 3: Adoption of Electric Vehicles |
|  | Macrotrend 4: Growth in Shared Mobility |
| MEGATREND 3: CONSUMPTION | |
|  | Macrotrend 5: Growth in E-commerce |
|  | Macrotrend 6: Greater Automation of Production and Services |
| MEGATREND 4: SOCIO-DEMOGRAPHICS | |
|  | Macrotrend 7: Growth of Professional Services Industry |
|  | Macrotrend 8: Increase in Workplace Flexibility |
|  | Macrotrend 9: Growth of the 65+ Cohort |
|  | Macrotrend 10: Population and Employment Shift |

¹ Definition of Vulnerability: Vulnerability is a function of exposure to a hazard(s), the sensitivity to the given hazard, and adaptive capacity or the system's ability to cope.

² Definition of Resiliency: The capability to anticipate, prepare for, respond to and recover from extreme weather event(s) with minimum damage to social well-being, infrastructure, the economy, and the environment.



6.2 Step 2: Develop Metrics for CTB Goals

OPI shall develop metric(s) for each CTB Goal.

Table 5: Develop Metric(s) for CTB Goals

| | |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| | <p>Goal A: Vehicle Miles Traveled (VMT) Index (Estimated Change Due to VTrans Macrotrends)</p> |
| | <p>Goal B: Shared Mobility Index (Switchable Urban Auto SOV VMT to Micromobility and TNC/Ridesourcing)</p> |
| | <p>Goal C: Safety Index (Safety Index - Estimated Change in Number of Crashes with Fatalities + Serious Injuries Due to VTrans Macrotrends)</p> |
| | <p>Goal D: Roadways at Risk of Flooding</p> |
| | <p>Goal E: Tailpipe Emissions Index (Estimated Change Due to VTrans Macrotrends)</p> |

6.3 Step 3: Estimate Impact of Macrotrends on CTB Goal Metrics

OIPI shall establish an order of influence and estimate cumulative impacts of macrotrends, as shown in Table 6, on Goal Metrics identified in Step 2.

Table 6: Order of Influence of Macrotrends and Influence of Macrotrends on Goal Metrics

| Order of Influence | Macrotrend (listed in order of influence) | VMT Index | Shared Mobility Index | Safety Index | Number of Directional Miles of Roadways at Risk from Flooding | Tailpipe Emissions Index |
|--------------------|----------------------------------------------------------|-------------------------------------------------|-----------------------|--------------|---------------------------------------------------------------|--------------------------|
| 1 | Macrotrend # 1: Increase in Flooding Risk | | | | • | |
| | Macrotrend # 9: Growth of the 65+ Cohort | Included in the 2045 Business-as-usual Scenario | | | | |
| 2 | Macrotrend # 8: Increase in Workplace Flexibility | • | • | | | • |
| | Macrotrend # 2: Adoption of Highly Autonomous Vehicles | • | • | • | | • |
| | Macrotrend # 3: Adoption of Electric Vehicles | • | • | | | • |
| 3 | Macrotrend # 4: Growth in Shared Mobility | • | • | | | • |
| 4 | Macrotrend # 5: Growth in E-commerce | • | | | | • |
| | Macrotrend # 6: Greater Automation of Goods and Services | • | | | | • |
| 5 | Macrotrend # 7: Growth of Professional Services Industry | Included in the 2045 Business-as-usual Scenario | | | | |
| | Macrotrend # 10: Population and Employment Shift | Included in the 2045 Business-as-usual Scenario | | | | |
| | Cumulative Impacts | • | • | • | • | • |

- Quantified in Step 3






6.4 Step 4: Develop VTrans Long-term Risk & Opportunity Register


OIPI shall develop and update the VTrans Long-term Risk & Opportunity Register (the Risk Register) based on feedback and direction from the CTB and other stakeholders. At minimum, the Risk Register shall be based on reliable sources reflecting the state of the practice to allow for quantification of impacts of VTrans Macrotrends listed in Step 1 of the process.


The VTrans Long-term Risk & Opportunity shall allow for systematic and methodical identification of risks¹ and opportunities.² It shall also take into account the work completed in Steps 1 through 3, including the order of influence established for the ten macrotrends and the magnitude of impact established in Step 3.

Table 7 lists risks and opportunities identified based on the 2021 Update.

Table 7: VTrans 2021 Long-term Risk & Opportunity Register























| Macrotrend | Characterization | Description |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  |  | <ol style="list-style-type: none"> 1. A large number of the state’s roadways are at risk of flooding 2. Several unknown and unquantified flooding risks are present 3. Impacts of increased flooding risk are disproportionately higher for certain geographic areas and populations |
| |  | <ol style="list-style-type: none"> 4. Proactively eliminate or mitigate identified flooding risks 5. Increase the state’s preparedness to address other macrotrends associated with climate change megatrend |


 Uncertainty with negative impacts on CTB Goals in Step 3


 Uncertainty with a positive impact on CTB Goals in Step 3

¹ The term risk is defined as a situation or scenario wherein there is some uncertainty and at least some probability of a negative outcome or result.

² The term opportunity is defined as a situation or scenario wherein there is some uncertainty and at least some probability of a positive outcome or result.

| Macrotrend | Characterization | Description |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  |  | 6. Greater wear-and-tear on the transportation system due to increased vehicle miles traveled (VMT) and increase in average vehicle weight |
|  |  | 7. Improve the state's ability to manage a transportation system with a high number of highly autonomous vehicles |
| |  | 8. Maximize safety benefits offered by highly autonomous vehicles, especially those with Automated Driving System |
|  |  | 10. Minimize environmental impacts of the transportation system development |
|  |  | 11. Increased curb access conflicts in urbanized areas |
| |  |  |
|  | | 13. Benefits of growth in shared mobility are not equally accessible by all areas and population segments |
|  |  | 14. Utilize shared mobility services to improve accessibility |
| |  | 15. Improve the state's ability to manage a transportation system with a high number of shared mobility vehicles |
|  |  | 16. Proactively eliminate or mitigate transportation impacts associated with e-commerce including those related to large warehouse and distribution centers |
| |  | 17. Improve state's ability to proactively manage transportation impacts associated with greater automation of production and services |
|  |  | 18. Maximize utilization of workplace flexibility for telework capable jobs |
|  |  | 19. Transportation system and services are unable to meet mobility needs of Virginians age 65 and older |

 Uncertainty with negative impacts on CTB Goals in Step 3

 Uncertainty with a positive impact on CTB Goals in Step 3

6.4.1 Interpretation and Usage of the VTrans Long-term Risk & Opportunity Register

- The methodology outlined in the Technical Guide: Development and Monitoring of VTrans Long-term Risk & Opportunity Register, shall direct the development and monitoring of VTrans Long-term Risks and Opportunities 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 in the VTrans Policy Guide, they shall be brought to the Board for review and approval.
- OIPI, VDOT, an DRPT shall undertake coordinated actions to minimize long-term risks and maximize benefits of long-term opportunities identified in the 2021 VTrans Long-term Risk & Opportunity Register.
- Outputs of VTrans policies, including, but not limited to, VTrans Vision, Goals, Objectives, and Guiding Principles, VTrans Mid-term Needs, and VTrans Risks and Opportunities as well as VTrans concepts including, but not limited to, Equity Emphasis Areas, Activity Centers, market adoption curves for electric and automated vehicles, and impacts of VTrans Macrotrends shall be utilized by OIPI, VDOT and DRPT for statewide planning activities, and developing or modifying practices and Board policies.

6.5 Step 5: Track Macrotrends

OIPI shall provide updates to the CTB on the VTrans Mega- and Macrotrends and any changes to items in the 2021 Long-term Risk & Opportunity Register once per calendar year based on a monitoring of the macrotrends and the Trend Trackers identified in Table 8.

Table 8: VTrans Trend Trackers

| VTrans Macrotrend | VTrans Trend Trackers |
|---------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <p>1. Increase in Flooding Risk</p> | <ul style="list-style-type: none"> Number of directional miles at risk from sea level rise Number of directional miles at risk from storm surge Number of directional miles at risk from inland/riverine flooding Annual cost of transportation repair due to flooding events |
|  <p>2. Adoption of Highly Autonomous Vehicles</p> | <ul style="list-style-type: none"> Market Penetration of Semi-Autonomous (Levels 1 and 2) Vehicles Attitude and Preferences for Adoption of Semi-Autonomous (Levels 1 and 2) Vehicles¹ Market Penetration of Highly Autonomous (Levels 3 and 4) Vehicles¹ Attitude and Preferences for Adoption of Highly Autonomous (Levels 3 and 4)¹ Vehicles |
|  <p>3. Adoption of Electric Vehicles</p> | <ul style="list-style-type: none"> Number of Electric Vehicles Market Penetration of Electric Vehicles Attitude and Preferences for Adoption of Electric Vehicles¹ Transportation Revenue by Revenue Source |
|  <p>4. Growth in Shared Mobility</p> | <ul style="list-style-type: none"> Access to Shared Mobility Services¹ Utilization of Shared Mobility Services by Type¹ |
|  <p>5. Growth in E-Commerce</p> | <ul style="list-style-type: none"> Number of Warehouse and Distribution Centers Square Footage of Warehouse and Distribution Centers Share of E-commerce Sales (Business-to-business, business-to-customers) Number of Jobs in Goods Movement Dependent Industries |
|  <p>6. Greater Automation of Production and Services</p> | <ul style="list-style-type: none"> Number of short-range drone deliveries Number of long-range drone deliveries |
|  <p>7. Growth of Professional Services Industry</p> | <ul style="list-style-type: none"> Share of Professional Services Industry Jobs Number of STEM Jobs |
|  <p>8. Increase in Workplace Flexibility</p> | <ul style="list-style-type: none"> Number of Workers with Workplace Flexibility¹ Utilization of Workplace Flexibility¹ |
|  <p>9. Growth of the Age 65+ Cohort</p> | <ul style="list-style-type: none"> Number of Virginians with Age 65 or higher Share of Age 65+ Cohort |
|  <p>10. Population and Employment Shift</p> | <ul style="list-style-type: none"> VTrans Land Use Vitality (LUV) Index Population Employment Income |

¹ OIPI shall conduct a biennial statistically valid survey to measure these trend trackers.

APPENDIX A: UPDATES TO THE VTRANS POLICY GUIDE

The list below reflects version updates to this document. For questions, please reach out to OIPI.

| Document Effective Date | Version | Description |
|-------------------------|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| October 29, 2020 | v1 | This version, titled "Policy Guide for the Identification and Prioritization of the VTrans Mid-term Needs", was made available for public review and comment prior to Action by the Commonwealth Transportation Board on the Draft Policy for the Prioritization of the VTrans Mid-term Needs. |
| March 16, 2021 | v2 | This version reflected modifications to the Draft Policy for the Prioritization of VTrans Mid-term Needs based on public comment prior to Action by the Commonwealth Transportation Board. |
| March 24, 2021 | v3 | This version reflected the action by the Commonwealth Transportation Board to approve the Policy for the Prioritization of the VTrans Mid-term Needs. |
| September, 2021 | v4 | This version reflected a simplified document name, "VTrans Policy Guide", and an addition of the draft policy for the development and monitoring of the VTrans Long-term Risk & Opportunity Register. |
| November, 2021 | v5 | Updated Draft for CTB review, edited for errors. |
| December, 2021 | v6 | Additional edits for clarification and consistency. |
| January, 2024 | v7 | Update of Section 2.1 |

PREPARED BY THE OFFICE OF INTERMODAL
PLANNING AND INVESTMENT FOR THE
COMMONWEALTH TRANSPORTATION BOARD



Appendix B: Performance Measures

Goal A: Reduce fatalities and serious injuries to make the transportation network safer for the traveling public.

| Objective | Measure(s) |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Objective A.1: Reduce the number and rate of motorized fatalities and serious injuries through the implementation of the Strategic Highway Safety Plan. | Measure A.1.i: Change in total fatalities and fatality rate per 100 million vehicle miles traveled ¹ Measure A.1.ii: Change in total serious injuries and serious injury rate per 100 million vehicle miles traveled ¹ |
| Objective A.2: Reduce the number of non-motorized fatalities and serious injuries through the implementation of the Strategic Highway Safety Plan. | Measure A.2.i: Change in total non-motorized fatalities and serious injuries ¹ |
| Objective A.3: Reduce fatalities and serious injuries by implementing annual Safety Performance Targets in Public Transportation Agency Safety Plans. | Measure A.3.i: Change in total transit fatalities and fatality rate per 100k vehicle revenue miles by mode ¹ Measure A.3.ii: Change in total transit injuries and injury rate per 100k vehicle revenue miles by mode ¹ Measure A.3.iii: Change in total safety events and event rate per 100k vehicle revenue miles by mode ¹ |

¹ Federally required measure. Transit agencies adopt targets and report performance.

Goal B: Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.

| Objective | Measure(s) |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Objective B.1: Obtain the following outcomes through the implementation of the recommendations from VDOT’s Maintenance and Operations Comprehensive Review.</p> <ul style="list-style-type: none"> • Meet long-term sustainable pavement and bridge performance targets adopted by the Board. • Maintain VDOT’s special structures in accordance with the annually updated 50-year special structures plan. • Meet routine maintenance best practices performance metrics. | <p>Measure B.1.i: Percentage of sufficient lane miles ¹</p> <p>Measure B.1.ii: Average weighted general condition rating ¹</p> <p>Measure B.1.iii: Percentage of non-poor (sufficient) condition structures¹</p> <p>Measure B.1.iv: Bridge and pavement condition for the National Highway Freight System</p> <p>Measure B.1.v: 50-year Special Structures plan updated annually and reported to CTB bi-annually</p> <p>Measure B.1.vi: Accomplishment data for Routine Maintenance Best Practices is reported annually to the CTB</p> |
| <p>Objective B.2: Ensure transit state of good repair through the prioritization of investments and implementation of performance targets in Transit Asset Management Plans.</p> | <p>Measure B.2.i: Percentage of vehicles and equipment that have met or exceeded the Useful Life Benchmark (ULB) established in the Virginia Group Tier II TAM Plan¹</p> <p>Measure B.2.ii: Percentage of transit facilities with a condition rating below 3.0 on the FTA TERM Scale as identified in the Virginia Group Tier II TAM Plan</p> <p>Measure B.2.iii: Percentage of MERIT capital allocations programmed to State of Good Repair projects</p> |
| <p>Objective B.3: Increase the number of railroad track miles maintained at Class 2 (Shortline/Freight) and Class 3 (Passenger Rail) through the effective allocation of resources from the Rail Preservation Fund.</p> | <p>Measure B.3.i: Change in number of miles that the Rail Preservation Program has invested in to maintain a state of good repair</p> |

¹Federally required measure. Transit agencies adopt targets and report performance.

Goal C: Improve travel time reliability by minimizing congestion and providing multiple modes and routes.

| Objective | Measure(s) |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Objective C.1: Reduce the amount of travel that takes place in congested conditions through the prioritization of investments in alternative modes of travel and operational improvements. | Measure C.1.i: Change in percent of person miles traveled in excessively congested conditions (limited access highways) Measure C.1.ii: Change in travel time index (arterial roadways) Measure C.1.iii: Change in statewide ridership |
| Objective C.2: Improve reliability and person throughput on key corridors at critical time/locations for all modes through the prioritization of investments in alternative modes of travel and operational improvements. | Measure C.2.i: Change in passenger rail on-time performance (Amtrak and VRE) Measure C.2.ii: Change in mean distance between major failures for both fixed-route and demand-responsive modes as reported in agency (PTASP) ¹ |
| Objective C.3: Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan. | Measure C.3.i: Change in interstate truck travel time reliability index ¹ Measure C.3.ii: Change in the number and severity of freight bottlenecks Measure C.3.iii: Change in the number of at-grade railroad crossings |
| Objective C.4: Improve transit efficiency and effectiveness by implementing system-wide and route level performance standards established in Transit Strategic Plans and Transit Development Plans. | Measure C.4.i: Change in total passenger miles and passengers per revenue hour/mile Measure C.4.ii: Change in cost per revenue hour/mile/trip Measure C.4.iii: Change in number of people with access to the system/number of jobs accessible |

¹ Federally required measure. Transit agencies adopt targets and report performance.

Goal D: Provide an integrated multimodal transportation system for better accessibility and travel options.

| Objective | Measure(s) |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Objective D.1: Create multimodal redundancy within key corridors to support network resiliency by providing alternative modes of travel. | <p>Measure D.1.i: Percent of alternate routes operating at no more than x times the travel time on the parallel Interstate</p> <p>Measure D.1.ii: Number of available passenger travel modes in a corridor</p> <p>Measure D.1.iii: Miles of trails, sidewalks, and on-street bike facilities</p> <p>Measure D.1.iv: Statewide Commodity Movement Totals in Tonnage and Value by Four Modes (Truck, Port, Rail, Air)</p> |
| Objective D.2: Enhance cyber security efforts to provide a safe and secure transportation system for all modes by investing in projects to secure critical infrastructure and information. | |
| Objective D.3: Improve bus stop condition and accessibility by implementing the HJ542 Transit Modernization Study. | <p>Measure D.3.i: Change in percentage of stops in the Commonwealth with a shelter</p> <p>Measure D.3.ii: Change in number of state dollars invested in bus stops/shelter project</p> |
| Objective D.4: Enhance freight rail movements to support economic development and freight fluidity for the Port of Virginia by implementing the 2022 Statewide Rail Plan. | <p>Measure D.4.i: Change in the number of at-grade railroad crossings</p> <p>Measure D.4.ii: Change in the number and severity of freight bottlenecks</p> <p>Measure D.4.iii: Change in the number of new carloads generated by FREIGHT Program projects benefiting the Port of Virginia</p> |
| Objective D.5: Support regionally significant economic development initiatives through investments in site accessibility. | <p>Measure D.5.i: Number of projects that reduce the distance or travel time to major corridors from business-ready sites</p> <p>Measure D.5.ii: Number of new industrial rail spurs added</p> <p>Measure D.5.iii: Number of new jobs added as a result of Rail Industrial Access projects</p> |

¹ Federally required measure. Transit agencies adopt targets and report performance.

Goal E: Provide context-sensitive transportation solutions that enhance quality of life while preserving agricultural, natural, historical, and cultural resources.

| Draft Objective | Draft Measure(s) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Objective E.1: Deliver context-sensitive transportation solutions that consider watershed impacts, habitat preservation, and required environmental regulatory review. | Measure E.1.i: Number of scoped projects that provide flexibility, innovative design and Context Sensitive Solutions (CSS) to transportation challenges Measure E.1.ii: Report on level of environmental review applied |



BIDS FOR FEBRUARY CTB ACTION MEETING

| Ben Coaker, P.E.

February 20, 2024

Order No. B34 – Hampton Roads – UPC 97715 & 13427

| | |
|--------------------|-----------------------------------------------|
| SCOPE: | ROAD WIDENING AND BRIDGE MODIFICATION |
| LOCATION: | CITIES OF HAMPTON AND POQUOSON (ROUTE 172) |
| BIDS: | 1 |
| LOW BID: | \$53,830,458 (within range) |
| CONTRACTOR: | BRYANT STRUCTURES, INC. (TOANO, VA) |

Order No. 132 – Bristol – UPC 123896

| | |
|--------------------|----------------------------------------------------|
| SCOPE: | SGR – 2024 PLANT MIX - INTERSTATE |
| LOCATION: | BLAND, WYTHE, & SMYTH COUNTIES |
| BIDS: | 1 |
| LOW BID: | \$5,662,029 (within range) |
| CONTRACTOR: | W-L CONSTRUCTION & PAVING, INC. (CHILHOWIE, VA) |

Order No. 241 – Salem – UPC 123438

| | |
|--------------------|---------------------------------------------|
| SCOPE: | 2024 PLANT MIX - INTERSTATE |
| LOCATION: | PULASKI & MONTGOMERY COUNTIES |
| BIDS: | 1 |
| LOW BID: | \$10,121,727 (within range) |
| CONTRACTOR: | ADAMS CONSTRUCTION COMPANY (ROANOKE, VA) |

Order No. 432 – Richmond – UPC 124141

| | |
|--------------------|---------------------------------------|
| SCOPE: | 2024 PLANT MIX - INTERSTATE |
| LOCATION: | GOOCHLAND & HENRICO COUNTIES |
| BIDS: | 2 |
| LOW BID: | \$8,599,777 (exceeds range) |
| CONTRACTOR: | ALLAN MYERS VA, INC. (GLEN ALLEN, VA) |

Order No. 433 – Richmond – UPC 124142

| | |
|--------------------|---------------------------------------|
| SCOPE: | 2024 PLANT MIX - INTERSTATE |
| LOCATION: | HANOVER & HENRICO COUNTIES |
| BIDS: | 2 |
| LOW BID: | \$9,464,777 (within range) |
| CONTRACTOR: | ALLAN MYERS VA, INC. (GLEN ALLEN, VA) |

Order No. 532 – Hampton Roads – UPC 123777, 123988, 123995

| | |
|--------------------|------------------------------------------------------------------------|
| SCOPE: | SGR*2024 PLANT MIX – PRIMARY/INTERSTATE |
| LOCATION: | NORTHAMPTON COUNTY & VIRGINIA BEACH CITY |
| BIDS: | 3 |
| LOW BID: | \$6,564,040 (exceeds range) |
| CONTRACTOR: | EUROVIA ATLANTIC COAST LLC dba VIRGINIA PAVING COMPANY (CHANTILLY, VA) |

Order No. 244 – Salem – UPC 123867

| | |
|--------------------|-------------------------------------------|
| SCOPE: | SGR - 2024 PLANT MIX - PRIMARY |
| LOCATION: | BEDFORD & MONTGOMERY COUNTIES |
| BIDS: | 2 |
| LOW BID: | \$7,302,602 (within range) |
| CONTRACTOR: | BOXLEY MATERIALS COMPANY (ROANOKE, VA) |

Order No. 434 – Richmond – UPC 123940 & 124097

| | |
|--------------------|-------------------------------------------|
| SCOPE: | 2024 PLANT MIX - PRIMARY |
| LOCATION: | VARIOUS |
| BIDS: | 1 |
| LOW BID: | \$7,633,770 (within range) |
| CONTRACTOR: | LEE HY CONSTRUCTION, LLC (GLEN ALLEN, VA) |

Order No. 435 – Richmond – UPC 124098 & 124109

| | |
|--------------------|-------------------------------------------|
| SCOPE: | 2024 PLANT MIX - SECONDARY |
| LOCATION: | VARIOUS |
| BIDS: | 1 |
| LOW BID: | \$6,613,278 (within range) |
| CONTRACTOR: | LEE HY CONSTRUCTION, LLC (GLEN ALLEN, VA) |

Order No. 945 – Northern Virginia – UPC 123722

| | |
|--------------------|---------------------------------------|
| SCOPE: | 2024 PLANT MIX - SECONDARY |
| LOCATION: | FAIRFAX COUNTY |
| BIDS: | 5 |
| LOW BID: | \$5,446,777 (within range) |
| CONTRACTOR: | ALLAN MYERS VA, INC. (GLEN ALLEN, VA) |

Order No. 319 – Lynchburg – UPC 123092, 123209, & 123210

| | |
|--------------------|------------------------------------------------|
| SCOPE: | 2024 PLANT MIX – PRIMARY/SECONDARY |
| LOCATION: | FARMVILLE, PRINCE EDWARD, & CHARLOTTE COUNTIES |
| BIDS: | 2 |
| LOW BID: | \$6,065,778 (within range) |
| CONTRACTOR: | COLONY CONSTRUCTION, INC. (POWHATAN, VA) |

Order No. 322 – Lynchburg – UPC 123205

| | |
|--------------------|---------------------------------------------|
| SCOPE: | SGR*-2024 PLANT MIX – PRIMARY |
| LOCATION: | HALIFAX COUNTY |
| BIDS: | 2 |
| LOW BID: | \$5,037,500 (exceeds range) |
| CONTRACTOR: | ADAMS CONSTRUCTION COMPANY (ROANOKE, VA) |

Order No. 133 – Bristol – UPC 123897

| | |
|--------------------|----------------------------------------------------|
| SCOPE: | SGR – 2024 PLANT MIX - INTERSTATE |
| LOCATION: | WYTHE COUNTY |
| BIDS: | 1 |
| LOW BID: | \$5,415,857 (within range) |
| CONTRACTOR: | W-L CONSTRUCTION & PAVING, INC. (CHILHOWIE, VA) |

Order No. 535 – Hampton Roads – UPC 123779

| | |
|--------------------|------------------------------------------------------------------------------|
| SCOPE: | 2024 PLANT MIX – INTERSTATE |
| LOCATION: | CITY OF NORFOLK |
| BIDS: | 3 |
| LOW BID: | \$5,930,314 (exceeds range) |
| CONTRACTOR: | EUROVIA ATLANTIC COAST LLC dba VIRGINIA PAVING COMPANY (CHANTILLY, VA) |

Order No. 950 – Northern Virginia – UPC 124071

| | |
|--------------------|------------------------------------------------------------------------------|
| SCOPE: | 2024 PLANT MIX - INTERSTATE |
| LOCATION: | PRINCE WILLIAM COUNTY |
| BIDS: | 2 |
| LOW BID: | \$7,841,000 (exceeds range) |
| CONTRACTOR: | EUROVIA ATLANTIC COAST LLC dba VIRGINIA PAVING COMPANY (CHANTILLY, VA) |

Order No. K46 – Hampton Roads – UPC 119824, 120324, & 121054

| | |
|--------------------|--------------------------------------------------|
| SCOPE: | EXPRESS LANES SEGMENT 4A/4B |
| LOCATION: | CITIES OF HAMPTON & NEWPORT NEWS |
| BIDS: | 2 |
| LOW BID: | \$109,925,501 (exceeds range) |
| CONTRACTOR: | THE LANE CONSTRUCTION CORPORATION (CHESHIRE, CT) |

Order No. 248 – Salem – UPC 123442

| | |
|--------------------|---------------------------------------------|
| SCOPE: | SGR - 2024 PLANT MIX - PRIMARY |
| LOCATION: | CARROLL & GILES COUNTIES |
| BIDS: | 1 |
| LOW BID: | \$5,098,524 (within range) |
| CONTRACTOR: | ADAMS CONSTRUCTION COMPANY (ROANOKE, VA) |

Order No. 445 – Richmond – UPC 123942

| | |
|--------------------|-------------------------------------------|
| SCOPE: | SGR* - 2024 PLANT MIX - PRIMARY |
| LOCATION: | GOOCHLAND, HENRICO, & HANOVER COUNTIES |
| BIDS: | 1 |
| LOW BID: | \$6,353,511 (exceeds range) |
| CONTRACTOR: | LEE HY CONSTRUCTION, LLC (GLEN ALLEN, VA) |

Order No. 948 – Northern Virginia – UPC 124000

| | |
|--------------------|------------------------------------------------------------------------------|
| SCOPE: | 2024 PLANT MIX - PRIMARY |
| LOCATION: | FAIRFAX & ARLINGTON COUNTIES |
| BIDS: | 3 |
| LOW BID: | \$5,424,336 (within range) |
| CONTRACTOR: | EUROVIA ATLANTIC COAST LLC dba VIRGINIA PAVING COMPANY (CHANTILLY, VA) |

Order No. 318 – Lynchburg – UPC 123207, 123208, 123359, & 123929

| | |
|--------------------|------------------------------------------|
| SCOPE: | SGR*-2024 PLANT MIX – PRIMARY |
| LOCATION: | CITY OF DANVILLE & PITTSYLVANIA COUNTY |
| BIDS: | 1 |
| LOW BID: | \$9,940,900 (exceeds range) |
| CONTRACTOR: | ADAMS CONSTRUCTION COMPANY (ROANOKE, VA) |

Order No. 951 – Northern Virginia – UPC 124072

| | |
|--------------------|-----------------------------------------------|
| SCOPE: | 2024 PLANT MIX – SECONDARY/INTERSTATE |
| LOCATION: | ARLINGTON, FAIRFAX, & PRINCE WILLIAM COUNTIES |
| BIDS: | 2 |
| LOW BID: | \$5,260,694 (within range) |
| CONTRACTOR: | FRANCIS O. DAY CO, INC. (ROCKVILLE, MD) |



Virginia Department of Transportation

February 20, 2024 CTB Meeting

Order # B34

0172-114-220, C501, B619

0172-147-V05, C501, B603

Cities of Hampton and Poquoson

The primary purpose of this project is to raise the existing causeway elevation for emergency egress and to widen the roadway to accommodate future traffic volumes. In Hampton, the typical section will consist of a three-lane reversible lane roadway with curb and gutter and an 8-foot sidewalk on the east side through the causeway. In Poquoson, an 8-foot sidewalk will be constructed on the east side of the road and a 5-foot sidewalk will be constructed on the west side of the road from the Cary's Chapel intersection to the northern limit of the project, approximately 2000 feet south of Victory Boulevard. The existing two lanes will be retained north of the Cary's Chapel intersection in Poquoson.

This project is eligible for federal funding. This project has been reviewed by the Environmental Division to determine applicable permits required.

Fixed Completion Date: November 5, 2027

Order # 132

PM1P-961-F24, N501

Smyth, Wythe, and Bland Counties

The purpose of this project is to Mill and Overlay various sections of I-77 and I-81 in Smyth, Wythe, and Bland Counties with Plant Mix in the Bristol District. The project will include milling of the mainline, shoulders, and ramps, paving, line markings, and installation of pavement markers.

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

Fixed Completion Date: November 15, 2024

Order # 241

PM2C-962-F24, P401

Montgomery & Pulaski Counties

The purpose of this project is to resurface various locations on the Interstate system in Montgomery and Pulaski Counties with Plant Mix in the Salem District. The project will include asphalt patching, mainline resurfacing, placement of edge rumble strips and pavement line markings.

This project is eligible for federal funding and being on the Interstate system, the inclusion of dedicated pedestrian or bicycle facilities is not applicable. This project has been reviewed by the

Letting Date: 1/10/2024

AWARD

ARTERIAL

| Order No. | UPC No. Project No. | Location and Work Type | Vendor Name | No Of Bidders | Bid Amount | Estimated Construction Cost. | EE Range |
|-----------|--------------------------|-------------------------------------------------|----------------------------|---------------|-----------------|------------------------------|----------|
| B34 | 13427, 97715 | FROM: 0.927 MI. S. OF HAMPTON/ POQUOSON LINE | BRYANT STRUCTURES, INC. | 1 | \$53,830,457.85 | \$49,076,726.68 | Within |
| | 0172-114-220, C501, B619 | TO: 0.927 MI. N. OF HAMPTON/ POQUOSON LINE | TOANO | | | | |
| | RSTP-5B03(361) | HAMPTON, POQUOSON | VA | | | | |
| | Construction Funds | HAMPTON ROADS DISTRICT | | | | | |
| | | ROAD WIDENING AND BRIDGE MODIFICATION | | | | | |

1 Recommended for AWARD \$53,830,457.85

Letting Date: 1/10/2024

AWARD

INTERSTATE

| Order No. | UPC No. Project No. | Location and Work Type | Vendor Name | No Of Bidders | Bid Amount | Estimated Construction Cost. | EE Range |
|-----------|---------------------|-----------------------------------|---------------------------------|---------------|-----------------|------------------------------|----------|
| 132 | 123896 | LOCATION: VARIOUS | W-L CONSTRUCTION & PAVING, INC. | 1 | \$5,662,029.00 | \$5,486,658.90 | Within |
| | PM1P-961-F24,N501 | BLAND, WYTHE, | CHILHOWIE | | | | |
| | PM01(352) | SMYTH | VA | | | | |
| | Maintenance Funds | BRISTOL DISTRICT | | | | | |
| | | SGR - 2024 PLANT MIX - INTERSTATE | | | | | |
| 241 | 123438 | LOCATION: VARIOUS | ADAMS CONSTRUCTION COMPANY | 1 | \$10,121,727.41 | \$10,968,540.53 | Within |
| | PM2S-962-F24, P401 | PULASKI, | ROANOKE | | | | |
| | PM02(492) | MONTGOMERY | VA | | | | |
| | Maintenance Funds | SALEM DISTRICT | | | | | |
| | | 2024 PLANT MIX - INTERSTATE | | | | | |
| 432 | 124141 | LOCATION: VARIOUS | ALLAN MYERS VA, INC. | 2 | \$8,599,777.00 | \$8,009,339.48 | Exceeds |
| | PM42-M13-F24, P401 | GOOCHLAND, | GLEN ALLEN | | | | |
| | PM04(531) | HENRICO | VA | | | | |
| | Maintenance Funds | RICHMOND DISTRICT | | | | | |
| | | 2024 PLANT MIX - INTERSTATE | | | | | |

Letting Date: 1/10/2024

AWARD

INTERSTATE

| Order No. | UPC No. Project No. | Location and Work Type | Vendor Name | No Of Bidders | Bid Amount | Estimated Construction Cost. | EE Range |
|-----------|------------------------|-------------------------------------------|--------------------------------------------------------|---------------|----------------|------------------------------|----------|
| 433 | 124142 | LOCATION: VARIOUS | ALLAN MYERS VA, INC. | 2 | \$9,464,777.00 | \$9,062,581.90 | Within |
| | PM44-M13-F24, P401 | HANOVER, | GLEN ALLEN | | | | |
| | PM04(531) | HENRICO | VA | | | | |
| | Maintenance Funds | RICHMOND DISTRICT | | | | | |
| | | 2024 PLANT MIX - INTERSTATE | | | | | |
| 532 | 123777, 123988, 123995 | LOCATION: VARIOUS | EUROVIA ATLANTIC COAST LLC dba VIRGINIA PAVING COMPANY | 3 | \$6,564,039.67 | \$5,408,531.38 | Exceeds |
| | PM5N-134-F24, P401 | NORTHAMPTON, | CHANTILLY | | | | |
| | PM05(537) | VIRGINIA BEACH CITY | VA | | | | |
| | Maintenance Funds | HAMPTON ROADS DISTRICT | | | | | |
| | | SGR* 2024 PLANT MIX - PRIMARY/ INTERSTATE | | | | | |

5 Recommended for AWARD \$40,412,350.08

Letting Date: 1/10/2024

AWARD

PRIMARY

| Order No. | UPC No. Project No. | Location and Work Type | Vendor Name | No Of Bidders | Bid Amount | Estimated Construction Cost. | EE Range |
|-----------|---------------------|--------------------------------|--------------------------|---------------|----------------|------------------------------|----------|
| 244 | 123867 | LOCATION: VARIOUS | BOXLEY MATERIALS COMPANY | 2 | \$7,302,601.69 | \$8,244,932.85 | Within |
| | PM2C-962-F24, P401 | MONTGOMERY, | ROANOKE | | | | |
| | PM02(492) | BEDFORD | VA | | | | |
| | Maintenance Funds | SALEM DISTRICT | | | | | |
| | | SGR - 2024 PLANT MIX - PRIMARY | | | | | |
| 434 | 123940, 124097 | LOCATION: VARIOUS | LEE HY CONSTRUCTION, LLC | 1 | \$7,633,769.95 | \$6,716,072.12 | Within |
| | PM4I-964-F24, P401 | | GLEN ALLEN | | | | |
| | PM04(531) | VARIOUS | VA | | | | |
| | Maintenance Funds | RICHMOND DISTRICT | | | | | |
| | | 2024 PLANT MIX - PRIMARY | | | | | |

2 Recommended for AWARD \$14,936,371.64

Letting Date: 1/10/2024

AWARD

SECONDARY

| Order No. | UPC No. Project No. | Location and Work Type | Vendor Name | No Of Bidders | Bid Amount | Estimated Construction Cost. | EE Range |
|-----------|---------------------|----------------------------|--------------------------|---------------|----------------|------------------------------|----------|
| 435 | 124098, 124109 | LOCATION: VARIOUS | LEE HY CONSTRUCTION, LLC | 1 | \$6,613,278.01 | \$5,631,916.31 | Within |
| | PM4A-964-F24, P401 | | GLEN ALLEN | | | | |
| | PM04(531) | VARIOUS | VA | | | | |
| | Maintenance Funds | RICHMOND DISTRICT | | | | | |
| | | 2024 PLANT MIX - SECONDARY | | | | | |
| 945 | 123722 | LOCATION: VARIOUS | ALLAN MYERS VA, INC. | 5 | \$5,446,777.00 | \$5,584,339.73 | Within |
| | PM9X-029-F24, N501 | | GLEN ALLEN | | | | |
| | PM09(375) | FAIRFAX | VA | | | | |
| | Maintenance Funds | NORTHERN VIRGINIA DISTRICT | | | | | |
| | | 2024 PLANT MIX - SECONDARY | | | | | |

2 Recommended for AWARD \$12,060,055.01

Letting Date: 1/10/2024

AWARD

VARIOUS(SCHEDULES)

| Order No. | UPC No. Project No. | Location and Work Type | Vendor Name | No Of Bidders | Bid Amount | Estimated Construction Cost. | EE Range |
|-----------|------------------------|--------------------------------------|----------------------------|---------------|----------------|------------------------------|----------|
| 319 | 123092, 123209, 123210 | LOCATION: VARIOUS | COLONY CONSTRUCTION, INC. | 2 | \$6,065,777.77 | \$6,691,456.10 | Within |
| | PM3D-963-F24, N501 | FARMVILLE, PRINCE EDWARD, | POWHATAN | | | | |
| | PM03(384) | CHARLOTTE | VA | | | | |
| | Maintenance Funds | LYNCHBURG DISTRICT | | | | | |
| | | 2024 PLANT MIX - PRIMARY / SECONDARY | | | | | |
| 322 | 123205 | LOCATION: VARIOUS | ADAMS CONSTRUCTION COMPANY | 2 | \$5,037,500.00 | \$4,307,827.20 | Exceeds |
| | PM3E-041-F24, N501 | | ROANOKE | | | | |
| | PM03(384) | HALIFAX | VA | | | | |
| | Maintenance Funds | LYNCHBURG DISTRICT | | | | | |
| | | SGR* - 2024 PLANT MIX - PRIMARY | | | | | |

2 Recommended for AWARD \$11,103,277.77

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 1/26/24

Letting Date: 1/17/2024

AWARD

INTERSTATE

| Order No. | UPC No. Project No. | Location and Work Type | Vendor Name | No Of Bidders | Bid Amount | Estimated Construction Cost. | EE Range |
|-----------|---------------------|-----------------------------------|--------------------------------------------------------|---------------|----------------|------------------------------|----------|
| 133 | 123897 | LOCATION: VARIOUS | W-L CONSTRUCTION & PAVING, INC. | 1 | \$5,415,857.34 | \$5,322,304.75 | Within |
| | PM1Q-961-F24,N501 | | CHILHOWIE | | | | |
| | PM01(352) | WYTHE | VA | | | | |
| | Maintenance Funds | BRISTOL DISTRICT | | | | | |
| | | SGR - 2024 PLANT MIX - INTERSTATE | | | | | |
| 535 | 123779 | LOCATION: VARIOUS | EUROVIA ATLANTIC COAST LLC dba VIRGINIA PAVING COMPANY | 3 | \$5,930,314.38 | \$4,247,340.54 | Exceeds |
| | PM5V-122-F24, P401 | | CHANTILLY | | | | |
| | PM05(537) | CITY OF NORFOLK | VA | | | | |
| | Maintenance Funds | HAMPTON ROADS DISTRICT | | | | | |
| | | 2024 PLANT MIX - INTERSTATE | | | | | |
| 950 | 124071 | LOCATION: VARIOUS | EUROVIA ATLANTIC COAST LLC dba VIRGINIA PAVING COMPANY | 2 | \$7,841,000.00 | \$6,843,335.65 | Exceeds |
| | PM9I-96A-F24, N501 | | CHANTILLY | | | | |
| | PM09(374) | PRINCE WILLIAM | VA | | | | |
| | Maintenance Funds | NORTHERN VIRGINIA DISTRICT | | | | | |
| | | 2024 PLANT MIX - INTERSTATE | | | | | |

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 1/26/24

Letting Date: 1/17/2024

AWARD

INTERSTATE

| Order No. | UPC No. Project No. | Location and Work Type | Vendor Name | No Of Bidders | Bid Amount | Estimated Construction Cost. | EE Range |
|-----------|--------------------------------|--------------------------------|-----------------------------------|---------------|------------------|------------------------------|----------|
| K46 | 119824, 120324, 121054 | FROM: 1.2 MI. W. DENBIGH BLVD. | THE LANE CONSTRUCTION CORPORATION | 2 | \$109,925,501.24 | \$92,330,182.56 | Exceeds |
| | 0064-121-418, B643, B644, B646 | TO: 0.139 MI. E. LASALLE AVE. | CHESHIRE | | | | |
| | STP-064-3(541) | HAMPTON, NEWPORT NEWS | CT | | | | |
| | Construction Funds | HAMPTON ROADS DISTRICT | | | | | |
| | | EXPRESS LANES SEGMENT 4A/4B | | | | | |

4 Recommended for AWARD \$129,112,672.96

Letting Date: 1/17/2024

AWARD

PRIMARY

| Order No. | UPC No. Project No. | Location and Work Type | Vendor Name | No Of Bidders | Bid Amount | Estimated Construction Cost. | EE Range |
|-----------|---------------------|---------------------------------|--------------------------------------------------------|---------------|----------------|------------------------------|----------|
| 248 | 123442 | LOCATION: VARIOUS | ADAMS CONSTRUCTION COMPANY | 1 | \$5,098,524.42 | \$5,112,802.31 | Within |
| | PM2I-962-F24, P401 | CARROLL, | ROANOKE | | | | |
| | PM02(492) | GILES | VA | | | | |
| | Maintenance Funds | SALEM DISTRICT | | | | | |
| | | SGR - 2024 PLANT MIX - PRIMARY | | | | | |
| 445 | 123942 | LOCATION: VARIOUS | LEE HY CONSTRUCTION, LLC | 1 | \$6,353,510.85 | \$5,383,840.07 | Exceeds |
| | PM4S-964-F24, P401 | GOOCHLAND, HENFICO, | GLEN ALLEN | | | | |
| | PM04(531) | HANOVER | VA | | | | |
| | Maintenance Funds | RICHMOND DISTRICT | | | | | |
| | | SGR* - 2024 PLANT MIX - PRIMARY | | | | | |
| 948 | 124000 | LOCATION: VARIOUS | EUROVIA ATLANTIC COAST LLC dba VIRGINIA PAVING COMPANY | 3 | \$5,424,336.02 | \$4,935,828.13 | Within |
| | PM9G-96A-F24, N501 | FAIRFAX | CHANTILLY | | | | |
| | PM09(374) | ARLINGTON | VA | | | | |
| | Maintenance Funds | NORTHERN VIRGINIA DISTRICT | | | | | |
| | | 2024 PLANT MIX - PRIMARY | | | | | |

3 Recommended for AWARD \$16,876,371.29

Letting Date: 1/17/2024

AWARD

VARIOUS(SCHEDULES)

| Order No. | UPC No. Project No. | Location and Work Type | Vendor Name | No Of Bidders | Bid Amount | Estimated Construction Cost. | EE Range |
|-----------|--------------------------------|----------------------------------------|----------------------------|---------------|----------------|------------------------------|----------|
| 318 | 123207, 123208, 123359, 123929 | LOCATION: VARIOUS | ADAMS CONSTRUCTION COMPANY | 1 | \$9,940,900.00 | \$8,565,065.17 | Exceeds |
| | PM3P-071-F24, N501, N502 | DANVILLE, | ROANOKE | | | | |
| | PM03(384) | PITTSYLVANIA | VA | | | | |
| | Maintenance Funds | LYNCHBURG DISTRICT | | | | | |
| | | SGR* - 2024 PLANT MIX - PRIMARY | | | | | |
| 951 | 124072 | LOCATION: VARIOUS | FRANCIS O. DAY CO., INC. | 2 | \$5,260,694.07 | \$5,024,694.59 | Within |
| | PM9A-96A-F24, N501 | FAIRFAX, PRINCE WILLIAM, NNN7 | ROCKVILLE | | | | |
| | PM09(374) | ARLINGTON | MD | | | | |
| | Maintenance Funds | NORTHERN VIRGINIA DISTRICT | | | | | |
| | | 2024 PLANT MIX - SECONDARY/ INTERSTATE | | | | | |

2 Recommended for AWARD \$15,201,594.07

Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 15, 2024

Order # 432

PM42-M13-F24, P401

Goochland and Henrico Counties

The purpose of this project is to Mill and Overlay various locations on the Interstate system in Goochland and Henrico Counties with Plant Mix in the Richmond District. The project includes milling and placement of asphalt concrete, removal and installation of pavement markers, and reinstallation of pavement markings.

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

Fixed Completion Date: November 15, 2024

Order # 433

PM44-M13-F24, P401

Hanover and Henrico Counties

The purpose of this project is to Mill and Overlay various locations on Interstate system in Hanover and Henrico Counties with Plant Mix in the Richmond District. The project includes milling and placement of asphalt concrete, concrete patching, removal and installation of pavement markers, and reinstallation of pavement markings.

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

Fixed Completion Date: November 15, 2024

Order # 532

PM5N-134-F24, P401

City of Virginia Beach & Northampton County

The purpose of this project is to resurface various locations on I-264 Eastbound and Westbound in the City of Virginia Beach as well as Route 13 in Northampton County with Plant Mix in the Hampton Roads District. This project will include asphalt mainline and shoulder resurfacing, removal and installation of pavement markers, and pavement markings.

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

Fixed Completion Date: November 15, 2024

Order # 244

PM2C-962-F24, P401

Bedford & Montgomery Counties

The purpose of this project is to resurface various primary routes in Bedford and Montgomery Counties with Plant Mix in the Salem District. The project will include asphalt patching, mainline resurfacing, placement of edge rumble strips, and pavement line markings.

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

Fixed Completion Date: November 15, 2024

Order # 434

PM4I-964-F24, P401

Goochland, Hanover, Henrico, and New Kent Counties

The purpose of this project is to Mill and Overlay various locations in Goochland, Hanover, Henrico, and New Kent Counties with Plant Mix in the Richmond District. The project includes milling and placement of asphalt concrete, removal and installation of pavement markers, and reinstallation of pavement markings.

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

Fixed Completion Date: November 15, 2024

Order # 435

PM4A-964-F24, P401

Charles City, Goochland, Hanover, and New Kent Counties

The purpose of this project is to Mill and Overlay various locations in Charles City, Goochland, Hanover, and New Kent Counties with Plant Mix in the Richmond District. The project includes milling and placement of asphalt concrete, removal and installation of pavement markers, and reinstallation of pavement markings.

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

Fixed Completion Date: November 15, 2024

Order # 945
PM9X-029-F24, N501

Fairfax County

The purpose of this project is to resurface a network of secondary roads to restore smoothness to the travel surface and extend the service life of the pavement in Fairfax County with Plant Mix in the Northern Virginia District. The project includes milling and asphalt overlay work from edge of gutter to edge of gutter, removal and reinstallation pavement markings, and removal and reinstallation of traffic signal loop detectors.

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

Fixed Completion Date: November 15, 2024

Order # 319
PM3D-963-F24, N501
7015-144-146, N501; 7015-144-849, N501

Charlotte and Prince Edward Counties
Town of Farmville

The purpose of this project is to Mill and Overlay on various primary and secondary routes within Charlotte and Prince Edward Counties and primary extensions in the Town of Farmville with Plant Mix in the Lynchburg District. The project includes mainline resurfacing, pavement line markings, installation of pavement markers, and rumble strips.

Federally participating maintenance funds will be utilized for this project. This project has been reviewed by the Environmental Division to determine the applicable permits required. All work will be performed within existing right of way and no utilities will be impacted. One-way traffic will be maintained at all times during construction using applicable traffic control and two-way traffic will be maintained during non-working hours causing minimal impact on local residents.

Consideration was given to include pedestrian and bicycle facilities in the improvement, but given the location, scope of work, limited width of roadway, and limited width of right of way, inclusion of dedicated pedestrian or bicycle facilities is not applicable.

Fixed Completion Date: November 15, 2024

Order # 322
PM3E-041-F24, N501

Halifax County

The purpose of this project is to Mill and Overlay various primary routes within Halifax County with Plant Mix in the Lynchburg District. The project includes mainline resurfacing, pavement line markings, installation of pavement markers, and rumble strips, where applicable.

Federally participating maintenance funds will be utilized for this project. This project has been reviewed by the Environmental Division to determine the applicable permits required. All work will be performed within existing right of way and no utilities will be impacted. One-way traffic will be maintained at all times during construction using applicable traffic control and two-way traffic will be maintained during non-working hours causing minimal impact on local residents.

Consideration was given to include pedestrian and bicycle facilities in the improvement, but given the location, scope of work, limited width of roadway, and limited width of right of way, inclusion of dedicated pedestrian or bicycle facilities is not applicable.

Fixed Completion Date: November 15, 2024

Order # 133
PM1Q-961-F24, N501

Wythe County

The purpose of this project is to Mill and Overlay various sections of I-81 in Wythe County with Plant Mix in the Bristol District. The project includes milling of the mainline, shoulders, and ramps, paving, line markings, and installation of pavement markers.

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

Fixed Completion Date: November 15, 2024

Order # 535
PM5V-122-F24, P401

City of Norfolk

The purpose of this project is to Mill and Overlay I-264 Eastbound and Westbound in the City of Norfolk with Plant Mix in the Hampton Roads District. This project includes asphalt mainline resurfacing, removal and installation of pavement markings, and installation of pavement markers.

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

Fixed Completion Date: November 15, 2024

Order # 950
PM9I-96A-F24, N501

Prince William County

The purpose of this project is to Mill and Overlay various locations on the Interstate systems in Prince William County with Plant Mix in the Northern Virginia District. The project includes milling of existing asphalt roadway areas, resurfacing from edge of gutter to edge of gutter, reinstalling pavement markings, and traffic signal loop detectors.

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

Fixed Completion Date: November 15, 2024

Order # K46
0064-121-418, B643, B644, B646

Cities of Newport News and Hampton

The purpose of this project is to provide a safe and more reliable travel option for motorists across the region and relieve congestion at key locations along the region's interstate network. This portion of the Hampton Roads Express Lane network will convert the existing high occupancy vehicle (HOV) lane into an Express Lane for the portion of the segment where these lanes are located. For the portion of the segment where there is not an existing HOV lane, a general purpose (GP) lane will be converted to an Express Lane and the WB & EB lanes will be widened to add a buffer between the proposed Express Lane and GP lane. The proposed improvements include the replacement of I-64 WB & EB bridges over LaSalle Avenue. Interstate ramps will be realigned as needed.

In addition to the above scope of work, the I-64 EB acceleration lane at Victory Boulevard will be extended by 400LF. Bridge maintenance is also included in the project, which consists of in-kind joint replacements, deck extensions, and mill and overlay for four bridge locations. Hydro-demolition will be used on the bridge deck prior to placing the overlay. No work on the underside of the bridges will be done.

This project has been reviewed by the Environmental Division to determine applicable permits required.

Fixed Completion Date: May 3, 2027

Order # 248
PM2I-962-F24, P401

Carroll & Giles Counties

The purpose of this project is to resurface various primary routes in Carroll and Giles Counties with Plant Mix in the Salem District. The project includes asphalt patching, mainline resurfacing, placement of edge rumble strips, and pavement line markings.

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

Fixed Completion Date: November 15, 2024

Order # 445
PM4S-964-F24, P401

Goochland, Hanover, and Henrico Counties

The purpose of this project is to Mill and Overlay various locations in Goochland, Hanover, and Henrico Counties with Plant Mix in the Richmond District. The project includes milling and placement of asphalt concrete, removal and installation of pavement markers, and reinstallation of pavement markings.

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

Fixed Completion Date: November 15, 2024

Order # 948
PM9G-029-F24, N501

Fairfax and Arlington Counties

The purpose of this project is to resurface a network of secondary roads to restore smoothness to the travel surface and extend the service life of the pavement in Arlington and Fairfax Counties with Plant Mix in the Northern Virginia District. The project includes milling and asphalt overlay work from edge of gutter to edge of gutter, removal and reinstallation pavement markings, and removal and reinstallation of traffic signal loop detectors.

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

Fixed Completion Date: November 15, 2024

Order # 318
PM3P-071-F24, N501, N502
7029-108-507, N501
7029-108-508, N501

Pittsylvania County and City of Danville

The purpose of this project is to Mill and Overlay various primary routes within Pittsylvania County and US 29 Business in the City of Danville with Plant Mix in the Lynchburg District. The project includes mainline resurfacing, pavement line markings, and the installation of pavement markers and rumble strips.

Federally participating maintenance funds will be utilized for this project. This project has been reviewed by the Environmental Division to determine the applicable permits required. All work will be performed within existing right of way and no utilities will be impacted. One-way traffic will be maintained at all times during construction using applicable traffic control and two-way traffic will be maintained during non-working hours causing minimal impact on local residents.

Consideration was given to include pedestrian and bicycle facilities in the improvement, but given the location, scope of work, limited width of roadway and limited width of right of way, inclusion of dedicated pedestrian or bicycle facilities is not applicable.

Fixed Completion Date: November 15, 2024

Order # 951
PM9A-96A-F24, N501

Arlington, Fairfax, and Prince William Counties

The purpose of this project is to Mill and Overlay various locations on the Interstate and Secondary systems in Arlington, Fairfax, and Prince William Counties with Plant Mix in the Northern Virginia District. The project includes milling of existing asphalt roadway areas, resurfacing from edge of gutter to edge of gutter, reinstalling pavement markings, and traffic signal loop detectors.

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

Fixed Completion Date: November 15, 2024

Richmond – UPC 120451

| | |
|--------------------|-------------------------------------------------------|
| SCOPE: | BRIDGE MAINTENANCE & REPAIRS |
| LOCATION: | PRINCE GEORGE COUNTY (Rt-156) |
| BIDS: | 4 |
| LOW BID: | \$7,616,000 (within range) |
| CONTRACTOR: | KOKOSING CONSTRUCTION COMPANY INC. (BALTIMORE, MD) |

February 2024 CTB Meeting

0156-074-808, B624, P101

Prince George County

The purpose of this project is to replace the original (56 year old) timber fender system that protect the lifting tower piers at the Benjamin Harrison Lift Bridge. This structure is located in Prince George County over the James River. The project includes the removal of about 50% of the existing timber piles and the installation of new navigational lighting.

This project is funded with Special Structures funding which utilizes state funds. This project has been reviewed by the Environmental Division to determine the applicable permits and the required Time of Year Restrictions. This effort included the US Army Corp of Engineers, US Coast Guard and the stakeholders of the James River. All work will be performed within VDOT Right-of-Way and no utilities will be impacted. All lane closures will occur during off-peak hours. Full detours will be required to drive piles under the lift span which will also require closure of the Federal shipping channel. These detours will be scheduled in partnership with the maritime community and be completed on non-consecutive weekends.

Fixed Completion Date: From date of award through 24 months.

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 01/25/2024

Letting Date: 11/22/2023

AWARD

PRIMARY

| UPC No. Project No. | Location and Work Type | Vendor Name | No Of Bidders | Bid Amount | Estimated Construction Cost. | EE Range |
|--------------------------------|------------------------------|------------------------------------|---------------|----------------|------------------------------|----------|
| 120451 | FROM: 1.83 MI. RTE 10 | KOKOSING CONSTRUCTION COMPANY INC. | 4 | \$7,616,000.00 | \$9,182,856.00 | Within |
| 0156-074-808,B624, P101 | TO: 1.32 MI. RTE 5 | BALTIMORE | | | | |
| | PRINCE GEORGE | MD | | | | |
| Construction/Maintenance Funds | RICHMOND DISTRICT | | | | | |
| | BRIDGE MAINTENANCE & REPAIRS | | | | | |

1 Recommended for AWARD \$7,616,000.00