



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
February 15, 2022

3:00 p.m.

Public Comments:

Approval of Minutes:

OFFICE OF LAND USE:

Presenting: Robert Hofrichter
Division Director

1. Action on the Discontinuance – Secondary System of State Highways
Route 743 in Russell County, Located in the Bristol District.

MAINTENANCE DIVISION:

Presenting: Robbie Prezioso
Division Administrator

2. Action on Renaming Portion of U.S. Route 7 (Harry Byrd Highway) to “Leesburg Pike” in Loudoun County Located in the Northern Virginia District.
3. Action on Renaming Portion of U.S. Route 50 (John Mosby Highway) to “Little River Turnpike” in Loudoun County Located in the Northern Virginia District.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

4. Action on FY22-27 Six-Year Improvement Program Transfers for November 11, 2021 through January 21, 2022.
5. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2022-2027.

LOCATION AND DESIGN:

Presenting: Emmett Heltzel
State Location & Design Engineer

6. Action on Limited Access Control Changes (LACCs) for Interstate 81 Widening (Northbound and Southbound) from Mile Marker 136.6 to Mile Marker 141.8 Roanoke County and the City of Salem.

LOCAL ASSISTANCE DIVISION:

Presenting: Russ Dudley
Division Administrator

7. Action on Economic Development Access Fund Policy (2022 Revision).

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Jennifer DeBruhl
Chief of Public Transportation

8. Action on Transfers in the Six-Year Improvement Program for Fiscal Years 2022-2027.
9. Action on Updated FREIGHT Program Guidelines.

Presenting: Mike Todd
Manager, Rail Programs

SCHEDULING AND CONTRACT:

Presenting: Harold Caples
Assistant State Construction Engineer

10. Bids.

NEW BUSINESS:

ADJOURNMENT:

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 15, 2022

MOTION

Made By: _____ Seconded By: _____

Action:

**Title: Discontinuance – Secondary System of State Highways
Route 743 in Russell County**

WHEREAS, a portion of Route 743, located in Russell County, measuring approximately 0.20 of a mile, is no longer necessary for the uses of the Secondary state highway system, and therefore no longer provides a public convenience that warrants maintenance at public expense, rendering it eligible for discontinuance; and

WHEREAS, the Russell County Board of Supervisors has approved a resolution, attached hereto as Exhibit A, supporting the discontinuance described as the 0.20 mile length of Route 743, as seen in the map attached hereto as Exhibit B; and

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

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

Secondary System of State Highways

Discontinuance

Bristol District

Russell County

- Route 743 0.20 Mi.

Total Mileage Discontinued from the Secondary System: 0.20 Mi.

####

CTB Decision Brief

Discontinuance - Secondary System of State Highways: Route 743 in Russell County

Issue: The Russell County Board of Supervisors approved a resolution which supports the discontinuance of a portion Route 743 in Russell County that is 0.20 of a mile in length. Pursuant to §33.2-908 of the *Code of Virginia*, said discontinuance must be approved by the Commonwealth Transportation Board (Board).

Facts: Upon review of the area, VDOT staff determined that the 0.20 mile portion of Route 743 should be discontinued as a part of the Secondary System of State Highways, pursuant to § 33.2-908 of the *Code of Virginia*, as it no longer provides a public convenience that warrants maintenance at public expense.

The Russell County Board of Supervisors supported, by resolution on January 3, 2022 (Exhibit A, attached), the discontinuance of the 0.20 mile portion of Route 743 (road noted in “Yellow” on Exhibit B, attached).

In accordance with §33.2-908, notice of the discontinuance was published in the *Lebanon News* newspaper on November 24, 2021 (Exhibit C, attached). The Russell County Board of Supervisors and property owners with land abutting the section of roadway considered for discontinuance received notice via certified mail.

Recommendation: VDOT recommends the Board approve the discontinuance of the 0.20 mile portion of Route 743 referenced above.

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

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

Options: Approve, Deny or Defer

Public Comments/Reaction: There were no public comments made at the Russell County Board of Supervisors meeting regarding this proposed discontinuance and there were no requests for a public hearing.

Exhibit A
Russell County Resolution

Russell County Virginia
"The Heart of Southwest Virginia"

Tim Lovelace
District 1

Carl Rhea
District 3

David Eaton
District 4

Lou Ann Wallace, Chairperson
District 2

Oris Christian, Vice-Chairman
At-Large

Steve Breeding
District 5

Rebecca Dye
District 6

Lonzo Lester
County Administrator

The Board of Supervisors of Russell County, in regular meeting on the 3rd day of January 2022, adopted the following:

RESOLUTION OF SUPPORT FOR DISCONTINUANCE OF ROUTE 743

WHEREAS, the Virginia Department of Transportation has notified the Russell County Board of Supervisors of its intent to discontinue a section of Route 743 from 2.35 miles west of Route 650 to 2.15 miles west of Route 650, a distance of 0.20 miles, and;

WHEREAS, the sketch, attached and incorporated herein as a part of this resolution, defines the adjustments required in the secondary system of state highways as a result of the discontinuance of Route 743, and;

NOW, THEREFORE, BE IT RESOLVED, this Board hereby concurs with and supports the Commonwealth Transportation Board's discontinuance of Segment A-B from the secondary system of state highways, as identified on the attached sketch, pursuant to §33.2-908.B of the Code of Virginia, and;

BE IT FINALLY RESOLVED, this Board orders that a certified copy of this resolution be forwarded to the Resident Engineer for the Virginia Department of Transportation.

Recorded Vote

Moved By: Steve

Seconded By: Carl

Yeas: 7

Nays: 0

Copy Teste:

Lou Ann Wallace

Lou Ann Wallace, Chairperson

Exhibit B

Sketch of Proposed Road Segment to be Discontinued

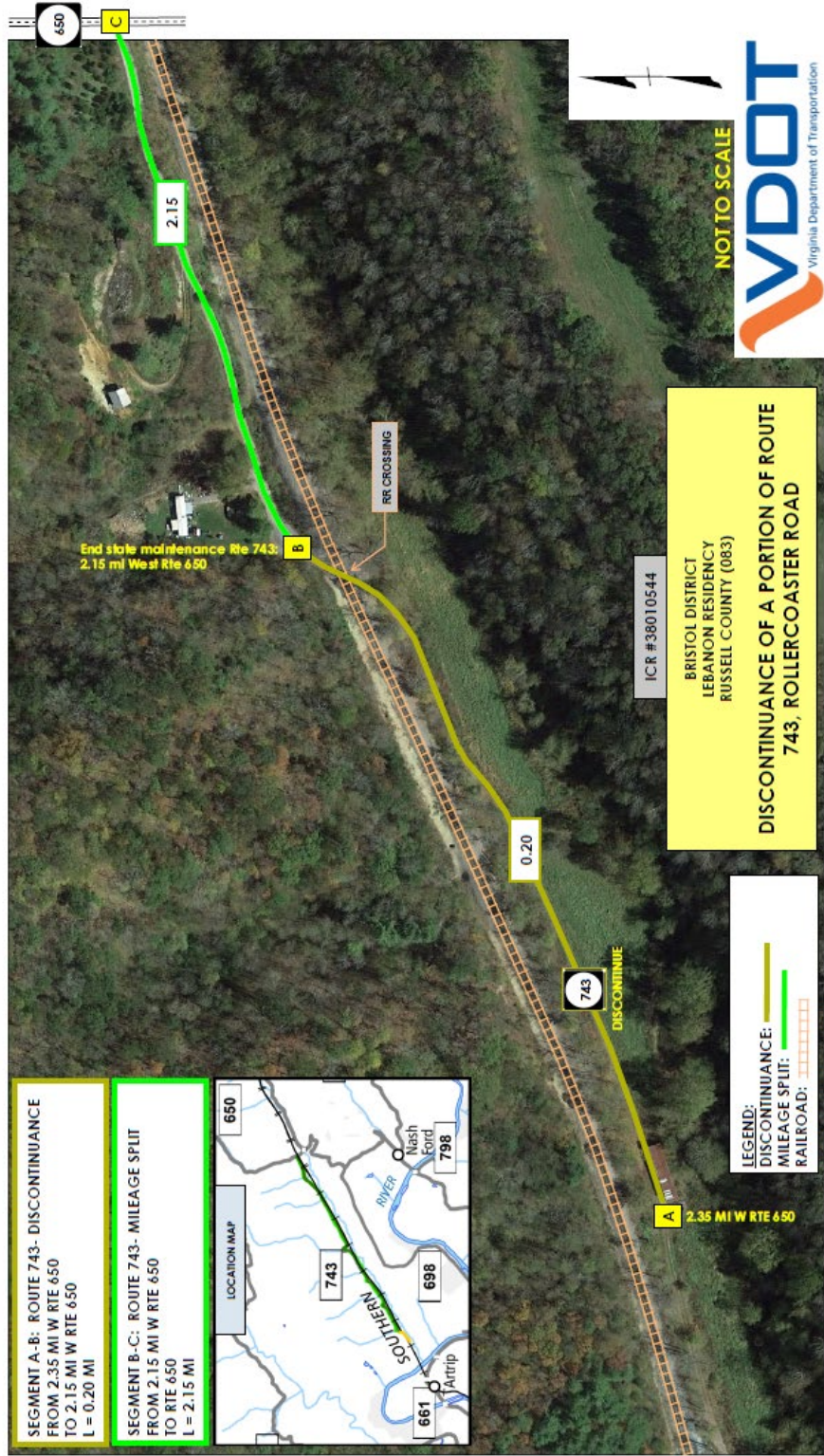



Exhibit C

Public Notice of Discontinuance Published in the *Lebanon News* on November 24, 2021



**NOTICE OF PROPOSED ROAD
DISCONTINUANCE
ROUTE 743, ROLLER COASTER RD**

Pursuant to §33.2-908 Code of Virginia, the Virginia Department of Transportation (VDOT) will consider discontinuance of Route 743 (Roller Coaster Rd) from 2.35 miles west of Route 650 (Breezers Branch Rd) to 2.15 miles west of Route 650, a distance of 0.20 mile. This matter is being considered by VDOT because the road does not provide sufficient public service to warrant continued maintenance at public expense. Discontinuance is an act of the Commonwealth Transportation Board that relieves VDOT of the maintenance and regulatory authority for a roadway due to insufficient public service. Additional materials related to the proposed discontinuance can be obtained by contacting the VDOT Lebanon Residency at:

Virginia Department of Transportation
P.O. Box 127 (1067 Fincastle Rd)
Lebanon, VA 24266



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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 15, 2022

MOTION

Made By: _____ Seconded By:

Action:

**Title: Highway Naming: Renaming Portion of U.S. Route 7 (Harry Byrd Highway) to
“Leesburg Pike” in Loudoun County**

WHEREAS, Loudoun County seeks to and has requested that the Commonwealth Transportation Board (CTB) rename the portion of U.S. Route 7, Harry Byrd Highway, located within Loudoun County from “Harry Byrd Highway” to “Leesburg Pike”; and

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, by resolution dated December 7, 2021, Loudoun County, through its Board of Supervisors, has expressed its intent and requested that the CTB rename the portion of U.S. Route 7, Harry Byrd Highway, located within the boundaries of Loudoun County, to “Leesburg Pike”; and

WHEREAS, § 33.2-213 provides that the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the transportation facility so named; and

WHEREAS, Loudoun County, in their resolution of December 7, 2021, has agreed, pursuant to § 33.2-213, to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Resolution of the Board

Highway Naming: Renaming Portion of U.S. Route 7 to “Leesburg Pike” in Loudoun County

February 15, 2022

Page 2 of 2

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby renames the portion of U.S. Route 7, that is within the boundaries of Loudoun County, from “Harry Byrd Highway” to “Leesburg Pike”.

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming as funding is made available by the locality, and to secure payment from Loudoun County for these costs as required by law.

####

CTB Decision Brief

Highway Naming: Renaming Portion of U.S. Route 7, Harry Byrd Highway, to “Leesburg Pike” in Loudoun County

Issue: Approval of the Commonwealth Transportation Board (CTB) is sought for the renaming of a portion of U.S. Route 7, located within the boundaries of Loudoun County, from “Harry Byrd Highway” to “Leesburg Pike”, as requested by Loudoun County, pursuant to § 33.2-213 of the *Code of Virginia*.

Facts: The Loudoun County Board of Supervisors enacted a resolution on December 7, 2021 requesting that the CTB rename the portion of U.S. Route 7 located within Loudoun County to “Leesburg Pike”.

Pursuant to § 33.2-213, the CTB has the power and duty to give suitable names to state highways, bridges, interchanges, and other transportation facilities and change the names of any highways, bridges, interchanges, or other transportation facilities forming a part of the systems of state highways, provided that, in a case such as this, the governing body within which the portion of the facility is located has passed a resolution requesting such naming. Pursuant to the statute, the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB, while the costs of producing, placing, and maintaining these signs shall be paid by the localities in which they are located.

Recommendations: VDOT recommends this request be approved.

Action Required by CTB: The *Code of Virginia*, § 33.2-213, requires a majority of the CTB members to approve a resolution naming a highway or bridge, as appropriate. A resolution will be provided for the CTB’s consideration.

Result if Approved: The portion of U.S. Route 7, Harry Byrd Highway, within the boundaries of Loudoun County, will be renamed to “Leesburg Pike”, as requested by Loudoun County. Loudoun County, in their December 7, 2021 resolution, has agreed to bear the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

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

COMMONWEALTH OF VIRGINIA
COUNTY OF LOUDOUN
BOARD OF SUPERVISORS



**RESOLUTION TO RENAME HARRY BYRD HIGHWAY (ROUTE 7)
WITHIN LOUDOUN COUNTY TO LEESBURG PIKE**

WHEREAS, Loudoun County requests that the Commonwealth Transportation Board (CTB) rename the portion of U.S. Route 7 located within Loudoun County from Harry Byrd Highway to Leesburg Pike; and

WHEREAS, U.S. Route 7 is currently named Harry Byrd Highway in Virginia from the Clarke County boundary to the western boundary of Fairfax County, as it runs through Loudoun County; and

WHEREAS, the Loudoun Board of Supervisors seeks to rename the portion of U.S. Route 7 located within Loudoun County to Leesburg Pike and

WHEREAS, the Loudoun Board of Supervisors expressed its intent to rename U.S. Route 7 within Loudoun County with the issuance of directives in December 2020 and May of 2021; and

WHEREAS, in response to the directives, County staff have identified the necessary policies and procedures to successfully implement the renaming of Route 7 within Loudoun County; and

WHEREAS, the Loudoun County Board conducted two public outreach campaigns, held two public information meetings, and offered the opportunity for public input at two Board of Supervisors Business Meetings.

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, Loudoun County has requested, by resolution dated December 7, 2021, that the CTB rename the portion of U.S. Route 7, Harry Byrd Highway, located within the boundaries of Loudoun County, to "Leesburg Pike"; and

WHEREAS, § 33.2-213 of the Code of Virginia provides that the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the transportation facility so named; and

WHEREAS, the Loudoun County Board of Supervisors, in its resolution dated December 7, 2021, confirmed that Loudoun County agrees to pay VDOT for the costs of producing, placing, and maintaining the signs calling attention to this naming and that the change be implemented on a schedule and in a manner agreed upon by VDOT and Loudoun County.

NOW THEREFORE BE IT RESOLVED, that pursuant to § 33.2-213 of the *Code of Virginia*, Loudoun County does hereby request that the CTB rename U.S. Route 7, Harry Byrd Highway, that is within the boundaries of Loudoun County from the Clarke County boundary to the western boundary of Fairfax County, to "Leesburg Pike".

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming as funding is made available by the locality, and secure payment from Loudoun County for these costs as required by law.

BE IT FURTHER RESOLVED, that VDOT is directed to implement the naming in coordination with Loudoun County on a schedule and in a manner agreed upon by VDOT and Loudoun County.

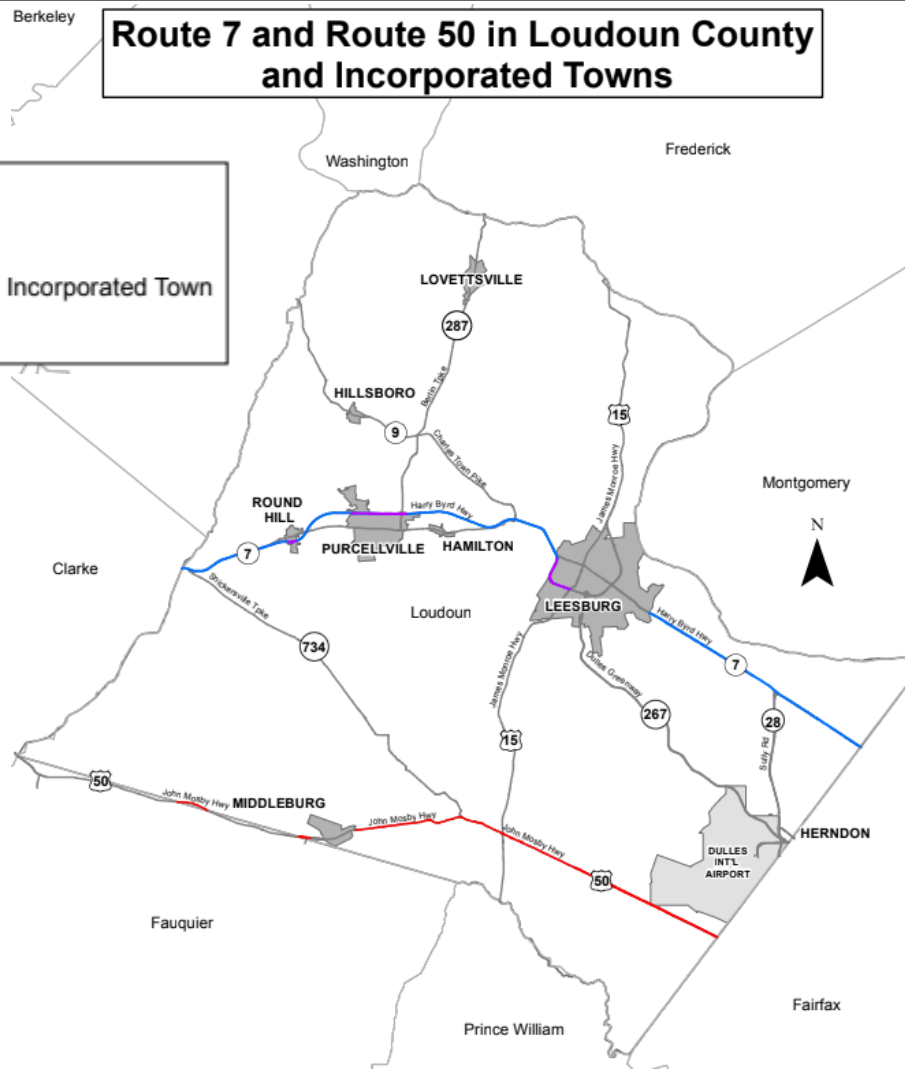
APPROVED this 7 day of December, 2021.

By: Phyllis J. Randall
Phyllis J. Randall, Chair, At-Large

By: Tim Hemstreet Tim Hemstreet, County Administrator

Route 7 and Route 50 in Loudoun County and Incorporated Towns

- John Mosby Highway
- Harry Byrd Highway
- Harry Byrd Highway within an Incorporated Town
- Major Roads



Maintenance Division

CTB Meeting: February 15, 2022

Loudoun County
Proposed Highway Segment Naming:
U.S. Route 7
Leesburg Pike



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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 15, 2022

MOTION

Made By: _____ Seconded By:

Action:

**Title: Highway Naming: Renaming Portion of U.S. Route 50 (John Mosby Highway) to
“Little River Turnpike” in Loudoun County**

WHEREAS, Loudoun County seeks to and has requested that the Commonwealth Transportation Board (CTB) rename the portion of U.S. Route 50, John Mosby Highway, located within Loudoun County from the Fauquier County boundary to the western boundary of Fairfax County, from “John Mosby Highway” to “Little River Turnpike”; and

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, by resolution dated December 7, 2021, Loudoun County, through its Board of Supervisors, has expressed its intent and requested that the CTB rename the portion of U.S. Route 50, John Mosby Highway, located within the boundaries of Loudoun County, to “Little River Turnpike”; and

WHEREAS, § 33.2-213 provides that the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the transportation facility so named; and

WHEREAS, Loudoun County, in their resolution of December 7, 2021, has agreed, pursuant to § 33.2-213, to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Resolution of the Board

Highway Naming: Renaming Portion of U.S. Route 50 to “Little River Turnpike” in Loudoun County

February 15, 2022

Page 2 of 2

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby renames the portion of U.S. Route 50, that is within the boundaries of Loudoun County from the Fauquier County boundary to the western boundary of Fairfax County, from “John Mosby Highway” to “Little River Turnpike”.

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming as funding is made available by the locality, and to secure payment from Loudoun County for these costs as required by law.

#####

CTB Decision Brief

Highway Naming: Renaming Portion of U.S. Route 50, John Mosby Highway, to “Little River Turnpike” in Loudoun County

Issue: Approval of the Commonwealth Transportation Board (CTB) is sought for the renaming of a portion of U.S. Route 50, located within the boundaries of Loudoun County from the Fauquier County boundary to the western boundary of Fairfax County, from “John Mosby Highway” to “Little River Turnpike”, as requested by Loudoun County, pursuant to § 33.2-213 of the *Code of Virginia*.

Facts: The Loudoun County Board of Supervisors enacted a resolution on December 7, 2021 requesting that the CTB rename the portion of U.S. Route 50 located within Loudoun County to “Little River Turnpike”.

Pursuant to § 33.2-213, the CTB has the power and duty to give suitable names to state highways, bridges, interchanges, and other transportation facilities and change the names of any highways, bridges, interchanges, or other transportation facilities forming a part of the systems of state highways, provided that, in a case such as this, the governing body within which the portion of the facility is located has passed a resolution requesting such naming. Pursuant to the statute, the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB, while the costs of producing, placing, and maintaining these signs shall be paid by the localities in which they are located.

Recommendations: VDOT recommends this request be approved.

Action Required by CTB: The *Code of Virginia*, § 33.2-213, requires a majority of the CTB members to approve a resolution naming a highway or bridge, as appropriate. A resolution will be provided for the CTB’s consideration.

Result if Approved: The portion of U.S. Route 50, John Mosby Highway, within the boundaries of Loudoun County from the Fauquier County boundary to the western boundary of Fairfax County, will be renamed to “Little River Turnpike”, as requested by Loudoun County. Loudoun County, in their December 7, 2021 resolution, has agreed to bear the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

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

COMMONWEALTH OF VIRGINIA
COUNTY OF LOUDOUN
BOARD OF SUPERVISORS



**RESOLUTION TO RENAME JOHN MOSBY HIGHWAY (ROUTE 50)
WITHIN LOUDOUN COUNTY TO LITTLE RIVER TURNPIKE**

WHEREAS, Loudoun County requests that the Commonwealth Transportation Board (CTB) rename the portion of U.S. Route 50 located within Loudoun County from John Mosby Highway to Little River Turnpike; and

WHEREAS, U.S. Route 50 is currently named John Mosby Highway in Virginia from the Fauquier County boundary to the western boundary of Fairfax County, as it runs through Loudoun County; and

WHEREAS, the Loudoun Board of Supervisors seeks to rename the portion of U.S. Route 50 located within Loudoun County to Little River Turnpike and

WHEREAS, the Loudoun Board of Supervisors expressed its intent to rename U.S. Route 50 within Loudoun County with the issuance of directives in December 2020 and May of 2021; and

WHEREAS, in response to the directives, County staff have identified the necessary policies and procedures to successfully implement the renaming of Route 50 within Loudoun County; and

WHEREAS, the Loudoun County Board conducted two public outreach campaigns, held two public information meetings, and offered the opportunity for public input at two Board of Supervisors Business Meetings.

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, Loudoun County has requested, by resolution dated December 7, 2021, that the CTB rename the portion of U.S. Route 50, John Mosby Highway, located within the boundaries of Loudoun County, to “Little River Turnpike”; and

WHEREAS, § 33.2-213 of the Code of Virginia provides that the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the transportation facility so named; and

WHEREAS, the Loudoun County Board of Supervisors, in its resolution dated December 7, 2021, confirmed that Loudoun County agrees to pay VDOT for the costs of producing, placing, and maintaining the signs calling attention to this naming and that the change be implemented on a schedule and in a manner agreed upon by VDOT and Loudoun County.

NOW THEREFORE BE IT RESOLVED, that pursuant to § 33.2-213 of the *Code of Virginia*, Loudoun County does hereby request that the CTB rename U.S. Route 50, John Mosby Highway, that is within the boundaries of Loudoun County from the Fauquier County boundary to the western boundary of Fairfax County, to "Little River Turnpike".

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming as funding is made available by the locality, and secure payment from Loudoun County for these costs as required by law.

BE IT FURTHER RESOLVED, that VDOT is directed to implement the naming in coordination with Loudoun County on a schedule and in a manner agreed upon by VDOT and Loudoun County.

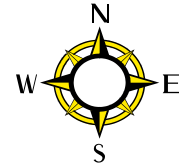
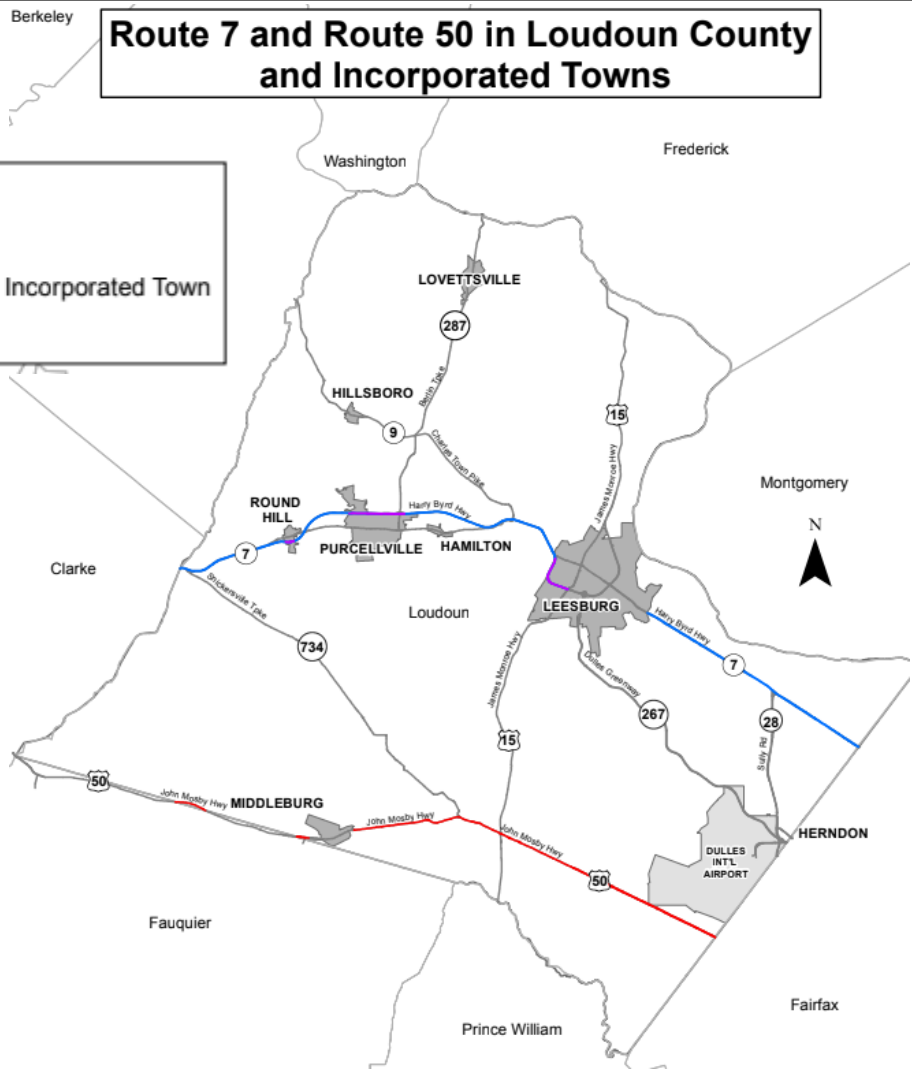
APPROVED this 7 day of December, 2021.

By: Phyllis J. Randall
Phyllis J. Randall, Chair, At-Large

By: Tim Hemstreet Tim Hemstreet, County Administrator

Route 7 and Route 50 in Loudoun County and Incorporated Towns

- John Mosby Highway
- Harry Byrd Highway
- Harry Byrd Highway within an Incorporated Town
- Major Roads



Maintenance Division

CTB Meeting: February 15, 2022

Loudoun County
 Proposed Highway Segment Naming:
 U.S. Route 50
 Little River Turnpike



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Chairperson

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Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 15, 2022

MOTION

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

Action: _____

Title: Revised FY22-27 Six-Year Improvement Program Transfers For November 11, 2021 through January 21, 2022

WHEREAS, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. After due consideration, the Board adopted a Final Fiscal Years 2022-2027 Program on June 23, 2021; and

WHEREAS, the Board adopted a Revised Fiscal Years 2022-2027 Program on January 12, 2022; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

Resolution of the Board

Revised FY22-27 Six-Year Improvement Program Transfers for November 11, 2021 through January 22, 2022

February 15, 2022

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

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

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

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

####

CTB Decision Brief

Revised FY2022-2027 Six-Year Improvement Program Transfers For November 11, 2021 through January 21, 2022

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 January 12, 2022, the CTB adopted a Revised FY22-27 Six-Year Improvement Program and 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 2022 through 2027 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 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 November 11, 2021 through January 21, 2022 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 Revised Program for Fiscal Years 2022– 2027 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.

Decision Brief

Revised FY22-27 Six-Year Improvement Program Transfers for November 11, 2021 through
January 21, 2022

February 15, 2022

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Public Comments/Reactions: None

Six-Year Improvement Program Allocation Threshold Transfer Report

New	Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
	A	Bristol	BRISTOL DGP DEALLOCATION BALANCE ENTRY	T21760	Bristol	#SMART18 - Rte. 58 Truck Climbing Lane Phase 2	111272	DGP - State (GS0100)	493,520	2,929,937	2,929,937	20.3%	Transfer of surplus funds recommended by District from the District DGP De-allocation Balance Entry line item to fund a scheduled project.
	B	Culpeper	#SGR Culpeper - Local SGR Bridge - Balance Entry	T9558	Culpeper	#SGR18LB - BRIDGE REPAIR RT 250 BYPASS OVER NS RAILROAD	110893	SGR - State (SS0100)	1,927,752	3,158,945	3,158,945	>100%	Transfer of surplus funds recommended by District and Structure and Bridge Division from a completed project to fund a completed project.
	C	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Fredericksburg	RTE 3 LICK RUN, BRIDGE REPLACE, NON-NBI, ID 17921	113806	CTB Formula - Bridge State (CS0110)	3,749,587	4,799,587	4,799,587	>100%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a scheduled project.
	D	Northern Virginia	I-66 OUTSIDE THE BELTWAY - CONCESSION FUND	113539	Northern Virginia	NUTLEY STREET SW SHARED USE PATH	112818	Concession Funds (CSC210)	200,000	495,000	488,290	67.8%	Transfer of surplus funds recommended by District and MPO from the Concession Fund Balance Entry line item to fund a scheduled project.
	E	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Northern Virginia	ROUTE 1 MULTIMODAL CORRIDOR IMPROVEMENTS	115882	Access PTF (CNS246), Bond Proceeds - Capital Projects Revenue (CNB267)	69,079,081	138,400,000	180,000,000	99.7%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a scheduled project.
	F	Richmond	ASHLAND ST EXTENSION, RTE 746 (N. Enon Ch Rd, Rt 10-Meadowville Tech Pk) WIDENING, RICHMOND TRI-CITIES REGIONAL STP (RSTP) BALANCE ENTRY	109265, 112660, 70725	Richmond	LAKEVIEW AVE - MINOR WIDENING	101288	Local Project Contributions - Urban (NOP723), RSTP : Tri-Cities (CF2MB0), RSTP Match : Tri-Cities (CS2MB1)	1,863,759	8,162,999	8,162,999	29.6%	Transfer of surplus funds recommended by District and MPO from scheduled and underway projects and the Statewide SYIP Balance Entry line item to fund a scheduled project.
	G	Salem	RTE 58 - CORRIDOR DEVELOPMENT PROG - 4 LANES (Vesta)	17537	Salem	RTE 58 - CORRIDOR DEVELOPMENT PROG - 4 LANES (Crooked Oak)	17534	RT58 Corridor Funds (CNS581)	1,000,000	8,708,908	293,000,000	13.0%	Transfer of surplus funds recommended by District from a scheduled project to fund a scheduled project.
	H	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Statewide	Highway-Rail Section 130 Pre Scoping PE Only	112213	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	100,000	400,000	300,000	33.3%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Rail Safety Balance Entry line item to fund a completed project.

Six-Year Improvement Program Allocation Transfer Threshold Report

New	Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
	1	Bristol, Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY, Widening on Rte. 11 from 2 to 4 Lanes - PE Only	T1179, 103394	Bristol	WIDEN BUSINESS ROUTE 23 TO FOUR LANES	17817	CTB Formula - High Priority State (CS0120), STP 5-200K (CF2600), STP 5-200K Soft Match (CF2601)	1,046,044	11,490,044	10,444,000	10.0%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item and a completed project to fund a scheduled project.
	2	Bristol	BRISTOL DGP DEALLOCATION BALANCE ENTRY	T21760	Bristol	#HB2.FY17 Add climbing lane to Rte. 58 Lee Co.	109439	DGP - State (GS0100)	170,000	1,695,799	1,695,799	11.1%	Transfer of surplus funds recommended by District from the District DGP De-allocation Balance Entry line item to fund a scheduled project.
	3	Bristol	#SGR19LB - Pisgah Rd / Fairground Ck Taz VA 8001 Fed 22539	113877	Bristol	#SGR19LB - Fincastle Farm Rd Bluest Rv Taz VA 5001 Fed 29679	113875	SGR - State (SS0100)	484	620,484	620,484	0.1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from a completed project to fund a completed project.
	4	Statewide	STATEWIDE HPP DEALLOCATION BALANCE ENTRY	T21770	Culpeper	#SMART18 - BROADVIEW AVENUE ACCESS MANAGEMENT IMPROVEMENTS	111647	HPP-STP STWD (HF2100), HPP-STP STWD Soft Match (HF2101)	373,103	5,222,893	5,222,893	7.7%	Transfer of surplus funds recommended by District from the Statewide HPP De-allocation Balance Entry line item to fund a scheduled project.
	5	Statewide	STATEWIDE HPP DEALLOCATION BALANCE ENTRY	T21770	Culpeper	#SMART18 - INT. IMPROVEMENTS AT FROST AVE. & BROADVIEW AVE.	111648	Accounts Receivable - Urban (NOP722), HPP-STP STWD (HF2100), HPP-STP STWD Soft Match (HF2101)	307,711	5,039,287	5,039,287	6.5%	Transfer of surplus funds recommended by District from the Statewide HPP De-allocation Balance Entry line item to fund a scheduled project.
	6	Fredericksburg	#SMART20 - ROUTE 1/ENON ROAD INTERSECTION AND ROADWAY IMP	105722	Fredericksburg	#HB2.FY17 RTE 1/630 AREA CORRIDOR ROAD IMPROVEMENTS	103085	Revenue Sharing - Local Match (NPL201), Revenue Sharing - State Match (CNS202)	1,267,174	21,207,174	20,385,000	6.4%	Transfer of surplus funds recommended by District and Local Assistance Division from a scheduled project to fund a scheduled project.
	7	Hampton Roads	Western Branch Blvd Flashing Yellow Arrows (FYA)	111005	Hampton Roads	Cedar Road Flashing Yellow Arrows (FYA)	111006	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	3,977	130,247	130,246	3.1%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to fund a scheduled project.
	8	Northern Virginia	NORTHERN VIRGINIA (NOVA) REGIONAL STP (RSTP) BALANCE ENTRY	70717	Northern Virginia	CITY OF FAIRFAX PEDESTRIAN IMPROVEMENTS	105573	RSTP - Urban : Northern Virginia MPO (CNF273), RSTP : Northern Virginia (CF2M10), RSTP Match - Urban : Northern Virginia MPO (CNS273), RSTP Match : Northern Virginia (CS2M11)	39,754	613,732	613,732	6.9%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to fund a scheduled project.
	9	District-wide	FOREST HIGHWAY BALANCE ENTRY	73245	Northern Virginia	ARMY NAVY DR: COMPLETE STREET BIKE/PED IMPROVEMENTS	106496	Federal Lands Access Program (CF7110), Local Project Contributions - Access (NOP023)	1,500,000	18,715,000	16,104,290	8.7%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Forest Highway Balance Entry line item to fund a scheduled project.
	10	Northern Virginia	NORTHERN VIRGINIA (NOVA) CMAQ BALANCE ENTRY	70716	Northern Virginia	RTE 7 - INTERSECTION IMPROVEMENTS AT BEAUREGARD, PHASE II	107962	CMAQ State Match - Northern Virginia (CNS214), Northern Virginia (CNF214)	111,264	6,838,776	9,058,343	1.7%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to fund a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report

New	Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
	11	Northern Virginia	SIDEWALKS TO METRORAIL - KINSLEY RD BTW FREDERICK & DESALE, TRAFFIC SIGNAL RECONSTRUCTION - TOWN OF VIENNA	100489, 112482	Northern Virginia	#SMART18 - ROUTE 123 AND ROUTE 243 SIGNAL UPGRADES	111471	CMAQ : Northern Virginia (CF5M10), CMAQ Match : Northern Virginia (CS5M11)	351,800	2,493,224	2,493,224	16.4%	Transfer of surplus funds recommended by District and MPO from cancelled projects to fund a scheduled project.
	12	Northern Virginia	RTE 1036 - PACIFIC BOULEVARD (MPO PROJECT)	70760	Northern Virginia	#SMART18 - WAXPOOL RD/LOUDOUN CTY PKWY INTERSECTION IMPROV	111674	CMAQ - Northern Virginia (CNF214), CMAQ State Match - Northern Virginia (CNS214)	55,441	10,662,118	10,662,118	0.5%	Transfer of surplus funds recommended by District and MPO from a completed project to fund a scheduled project.
	13	Richmond	#SGR Richmond - VDOT SGR Bridge - Balance Entry	T13914	Richmond	#SGR19VB - BRIDGE MAJOR REHAB RT 1 OVER CSX RW	113389	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111)	6,089	3,635,836	3,527,855	0.2%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item to fund an underway project.
	14	Richmond	RICHMOND TRI-CITIES REGIONAL STP (RSTP) BALANCE ENTRY	70725	Richmond	Harrowgate Road Sidewalk, Dogwood Ave to South St	115208	RSTP - Primary : Tri-Cities MPO (CNF273), RSTP : Tri-Cities (CF2MB0), RSTP Match - Primary : Tri-Cities MPO (CNS273), RSTP Match : Tri-Cities (CS2MB1)	60,766	1,068,788	1,068,787	6.0%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to fund a scheduled project.
	15	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Salem	HRRR - Safety Improvements	106701	High Risk Rural - Federal (CNF263), High Risk Rural - State Match (CNS251)	125,464	2,570,931	2,040,050	5.1%	Transfer of surplus funds recommended by District from the Statewide Safety Balance Entry line item to fund a scheduled project.
	16	Staunton	GARBERS CHURCH ROAD BIKE-BUGGY LANE	116856	Staunton	MAPLE AVE. IMPROVEMENTS - PHASE 3	113688	Local Funds for Enhancement Projects (NPL206), TAP 5-200K (CF6600), TAP Statewide (CF6100)	333,750	879,834	879,834	61.1%	Transfer of surplus funds recommended by District and Local Assistance Division from a cancelled project to fund a scheduled project.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 15, 2022

MOTION

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

Action: _____

Title: Addition of Projects to the Revised Six-Year Improvement Program for Fiscal Years 2022-2027

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

WHEREAS, after due consideration the Board adopted a Final Fiscal Years 2022-2027 Program on June 23, 2021; and

WHEREAS, the Board adopted a Revised Fiscal Years 2022-2027 Program on January 12, 2022; and

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

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

WHEREAS, §§ 33.2-1526 and 33.2-1526.1 authorize allocations to local governing bodies, transportation district commissions, or public service corporations for, among other things, capital project costs for public transportation and ridesharing equipment, facilities, and associated costs; and

WHEREAS, the projects shown in Appendix A were not included in the Revised FY 2022-2027 Program adopted by the Board on January 12, 2022; and

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

NOW THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the projects shown in Appendix A are added to the Revised Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 and are approved.

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CTB Decision Brief

Addition of Projects to the Revised Six-Year Improvement Program for Fiscal Years 2022 – 2027

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 23, 2021, after due consideration, the CTB adopted a Final FY 2022-2027 Program. On January 12, 2022, the CTB adopted a Revised FY 2022-2027 Program.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Revised Program for FY 2022–2027.

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 Revised Program for FY 2022–2027 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 Revised Program for FY 2022-2027.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Appendix A
Amendments to the Revised FY2022-2027 SYIP

UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
120616	Fredericksburg	Stafford County	1	Signage Replacement-Rte. 1- Stafford Co.	\$39,270	\$39,270	\$0	Accounts Receivable	Yes
120617	Fredericksburg	Caroline County	1	Signage Replacement-Rte. 1- Caroline Co.	\$3,968	\$3,968	\$0	Accounts Receivable	Yes
120594	Fredericksburg	Spottsylvania County	1	Signage Replacement-Rte. 1- Spottsylvania Co.	\$43,008	\$43,008	\$0	Accounts Receivable	Yes
					\$86,246	\$ 86,246	\$0		



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairperson

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Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 15, 2022

MOTION

Made By: Seconded By: Action:

**Title: Limited Access Control Changes (LACCs) for Interstate 81 Widening
(Northbound and Southbound) from Mile Marker 136.6 to Mile Marker 141.8
Roanoke County and the City of Salem**

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-81, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

WHEREAS, on January 14, 2015, the CTB approved LACCs for the expansion of a Park and Ride Facility at I-81 and Route 311 (Thompson Memorial Drive) Exit 140 Interchange for State Highway Project 0081-080-S04, P101, M501; and

WHEREAS, on September 21, 2016, the CTB further approved LACCs at I-81 and Route 311 (Thompson Memorial Drive) Exit 140 Interchange to add a break for pedestrian access in conjunction with State Highway Project 0081-080-S04, P101, M501; and

WHEREAS, State Highway Project 0081-080-946, P101, R201, C501, B677, B678, B681, B682, B683, B684, B685, B686, B687, B688 provides for the widening of I-81 in both directions (northbound and southbound) from four (4) to six (6) lanes from Route 641

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
Interstate 81 Widening from Mile Marker 136.6 to Mile Marker 141.8
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overpass (mile marker 136.6) to 0.3 miles north of Route 419 Overpass (mile marker 141.8) to include replacement of six (6) bridge structures, widening of two (2) bridge structures, shoulder improvements, interchange lighting, concrete barrier in the median, extensions of acceleration and deceleration lanes and sound walls to increase capacity and improve safety (the “Project”); and

WHEREAS, the expansion of I-81 requires multiple shifts of the limited access line, as well as multiple breaks to facilitate access to stormwater management facilities for maintenance purposes as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, the Virginia Department of Transportation (VDOT) held a Virtual Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on February 9, 2021, from 5:00 pm - 7:00 pm via Webex, and allowed public input to be collected concerning the request; and

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

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

WHEREAS, VDOT’s Salem District Office has reviewed and approved the traffic analysis report completed on January 7, 2022, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on August 26, 2020; and

WHEREAS, the Project is located within an attainment area for all the National Ambient Air Quality Standards, and therefore the regional conformity requirements do not apply; and

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
Interstate 81 Widening from Mile Marker 136.6 to Mile Marker 141.8
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WHEREAS, the Project is in Roanoke County and the City of Salem and the proposed design features and LACCs are supported by resolutions from the Roanoke County Board of Supervisors dated December 14, 2021, and the Salem City Council dated January 10, 2022; and

WHEREAS, FHWA provided approval for State Highway Project 0081-080-946, P101, R201, C501, B677, B678, B681, B682, B683, B684, B685, B686, B687, B688 (UPC# 116203) and the proposed LACCs on January 12, 2022; and

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

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

WHEREAS, VDOT recommends approval of the LACCs as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

NOW, THEREFORE, BE IT RESOLVED, in accordance with § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the I-81 corridor continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

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

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CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Interstate 81 Widening from Mile Marker 136.6 to Mile Marker 141.8
Project 0081-080-946, P101, R201, C501, B677, B678, B681, B682, B683, B684, B685,
B686, B687, B688
UPC# 116203
Roanoke County and the City of Salem

Issues: The area designated as limited access previously approved for I-81 from mile marker 136.6 to mile marker 141.8 needs to be modified to accommodate the construction of stormwater management facilities that will be placed within the limited access area and accessed for maintenance. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

Facts:

- Limited access control for I-81 was previously established on October 4, 1956, by the State Highway Commission, predecessor to the CTB, designated the Interstate Highway System, including I-81, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”
- On January 14, 2015, the CTB approved LACCs for the expansion of a Park and Ride Facility at I-81 and Route 311 (Thompson Memorial Drive) Exit 140 Interchange for State Highway Project 0081-080-S04, P101, M501.
- On September 21, 2016, the CTB further approved LACCs at I-81 and Route 311 (Thompson Memorial Drive) Exit 140 Interchange to add a break for pedestrian access in conjunction with State Highway Project 0081-080-S04, P101, M501.
- State Highway Project 0081-080-946, P101, R201, C501, B677, B678, B681, B682, B683, B684, B685, B686, B687, B688 provides for the widening of I-81 from four (4) to six (6) lanes from the Route 641 overpass (mile marker 136.6) to 0.3 miles north of the Route 419 Overpass (mile marker 141.8) to include replacement of six (6) bridge structures, widening of two (2) bridge structures, shoulder improvements, interchange lighting, concrete barrier in the median, extensions of acceleration and deceleration lanes and sound walls to increase capacity and improve safety. These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- The Virginia Department of Transportation (VDOT) held a Virtual Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on February 9, 2021, from 5:00 pm – 7:00 pm via Webex, and allowed public input to be collected concerning the request.

CTB Decision Brief

Proposed Limited Access Control Changes (LACCs)

Interstate 81 Widening from Mile Marker 136.6 to Mile Marker 141.8

Roanoke County and the City of Salem

February 15, 2022

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- Proper notice of the Hearing was given in advance, and posted on the Project website, and all citizens were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.
- VDOT's Salem District Office has reviewed and approved the traffic analysis report on January 7, 2022, and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on August 26, 2020.
- The Project is located within an attainment area for all the National Ambient Air Quality Standards, and therefore the regional conformity requirements do not apply.
- The Project is in Roanoke County and the City of Salem and the proposed design features and LACCs are supported by resolutions from the Roanoke County Board of Supervisors dated December 14, 2021, and the Salem City Council dated January 10, 2022.
- FHWA provided the approval for State Highway Project 0081-080-946, P101, R201, C501, B677, B678, B681, B682, B683, B684, B685, B686, B687, B688 (UPC# 116203), and the proposed LACCs on January 12, 2022.
- VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with § 33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 24 VAC 30-401-20 *et seq.*

Recommendations: It is recommended, pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*, that the I-81 corridor continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access line and right of way previously approved by the CTB on September 21, 2016.

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Interstate 81 Widening from Mile Marker 136.6 to Mile Marker 141.8
Roanoke County and the City of Salem
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Action Required by CTB: The *Code of Virginia* § 33.2-401 and 24 VAC 30-401-10 *et seq.* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the I-81 Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: A Virtual Design Public Hearing was held on February 9, 2021. There were one hundred forty (140) attendees of the virtual design public hearing. There were one (1) written, forty-six (46) emailed, and forty-five (45) online comments received for the record. Sixty-one (61) generally favored the project as proposed with some suggested modifications which are being considered and incorporated if possible, twenty-five (25) had no preference, five (5) opposed the project, and one (1) was directed to the incorrect public hearing.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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Agenda item # 11

RESOLUTION **OF THE** **COMMONWEALTH TRANSPORTATION BOARD**

September 21, 2016

MOTION

Made By: Mr. Fralin, Seconded By: Mr. Rosen
Action: Motion Carried, Unanimously

Title: Limited Access Break and Control Changes
(LACC) Interstate 81 and Route 311 (Exit 140)
Interchange County of Roanoke

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

WHEREAS, the 1983 interchange modification for I-81, State Highway Project 0081-080-105, C-501, PE-101, RW-201, changed the final location of Interstate 81 and its interchange, thus establishing new limited access control and right of way lines in accordance with the resolution of October 4, 1956; and

WHEREAS, the Board approved Limited Access Control Changes (LACC) in conjunction with State Highway Project 0081-080-S04, P101, M501, the expansion of a Park and Ride Facility adjacent to Route 311 (Thompson Memorial Drive) at the Exit 140 interchange along Interstate 81 (I-81) (Park and Ride Extension Project), by resolution dated January 14, 2015 following a Public Hearing on October 16, 2014 and due consideration of the comments received and in accord with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*; and

WHEREAS, following approval of the LACC for the Park and Ride Extension Project, it was realized that a break in the limited access line had not been requested for the pedestrian access shown along south bound Route 311 to provide commuters access to and from the bus stop and bus shelters to be constructed as part of the Park and Ride improvements; and

WHEREAS, construction of the sidewalk connecting the bus shelters to the sidewalk along Route 311 will require a break in Limited Access beginning along the west side at Station 77+45.55 and 68.95' off the baseline for Route 311 and continuing north ending at Station 78+18.19 and 55.64' right of the baseline for Route 311; and

WHEREAS, State Highway Project 0311-080-874, P101, N501 (a Highway Safety Improvement Project) provides for the construction of new sidewalk and curb and gutter, along with the installation of marked crosswalks and additional signing and lighting to enhance pedestrian accommodations (HSIP Sidewalk Project), inside the limited access control area along Route 311 under I-81 from the North Corporate Limits of the City of Salem to the Exit 140 Park and Ride Improvement Project to complete interconnections between the Park and Ride lot and sidewalks in the City of Salem; and

WHEREAS, this expansion of pedestrian access and facilities is inconsistent with the designation of a limited access control area and requires the CTB to authorize the construction and maintenance of the sidewalks, crosswalks and other improvements inside the limited access control area and to authorize pedestrian access through the limited access control area on the sidewalks and other pedestrian improvements; and

WHEREAS, the Salem District posted a Notice of Willingness to Hold a Design Public Hearing regarding the location of the sidewalk as proposed and presented in the plans for 0311-080-874, P101, N501, the HSIP Sidewalk Project, as required and no request for a public hearing was received; and

WHEREAS, the HSIP Sidewalk Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Programmatic Categorical Exclusion (PCE) has been developed in cooperation with the Federal Highway Administration and in accordance with federal guidelines; and

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

WHEREAS, Roanoke County endorsed the HSIP Sidewalk Project in a letter dated August 24, 2016; and

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WHEREAS, by its resolution dated January 14, 2015, the CTB changed the limited access control and right of way lines in accordance with the design plans for State Highway Project 0081-080-S04, P101, M501, the Park and Ride Extension Project, to accommodate changes made to the Park and Ride, but not the construction of the sidewalk needed for pedestrian access to the bus stop and bus shelters nor the sidewalk improvements contemplated by State Highway Project 0311-080-874, P101, N501, the HSIP Sidewalk Project; and

WHEREAS, the proposed LACC is needed to accommodate the sidewalk improvements that will allow pedestrian access between the bus stops and bus shelters and the sidewalk along Route 311 and interconnectedness through the limited access area with other City of Salem sidewalks; and

WHEREAS, the portions of the projects and the proposed LACC contemplated hereunder will have no impact on vehicular traffic, therefore no traffic study was required; and

WHEREAS, the projects and proposed LACC will not adversely affect the safety or operation of the highway and are recommended by the Virginia Department of Transportation (VDOT); and

WHEREAS the proposed LACC is in compliance with Title 24, Section 30, Chapter 401 of the *Virginia Administrative Code*.

NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the I-81 and Route 311 (Exit 140) interchange continue to be designated as a Limited Access Highway, with an amendment to the previously approved line to add a break in the Limited Access Control in conjunction with State Highway Project 0081-080-S04, P101, M501, the Park and Ride Extension Project, as follows:

Beginning along the west side at Station 77+45.55 and 68.95' off the baseline for Route 311 and continuing north ending at Station 78+18.19 and 55.64' right of the baseline for Route 311.

BE IT FURTHER RESOLVED, that the location of the sidewalk within the limited access area be approved as proposed and presented in the plans for State Highway Project 0311-080-874, P101, N501, the HSIP Sidewalk Project.

BE IT FURTHER RESOLVED, that pedestrians are authorized to use the proposed sidewalk from the North Corporate Limits of the City of Salem for a length of 490 feet, more or less, within the limited access area.

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

####

CTB Decision Brief
Proposed Limited Access Control Changes
Interstate 81 and Route 311 (Exit 140) Interchange
Project 0081-080-S04, P101, M501
And
Project 0311-080-874, P101, N501
County of Roanoke

Issue: The limited access control area previously approved for the Interstate 81 and Route 311 (Exit 140) interchange (Interchange) needs to be modified to provide pedestrian access through the area and other accommodations for pedestrians within the area as a result of new sidewalks that will be placed in the limited access area and through the existing limited access control line.

The Board previously approved Limited Access Control Changes (LACC) at this location in conjunction with State Highway Project 0081-080-S04, P101, M501, the expansion of a Park and Ride Facility adjacent to Route 311 (Thompson Memorial Drive) at the Exit 140 interchange along Interstate 81 (I-81) (Park and Ride Extension Project), by resolution dated January 14, 2015. Since approval of the LACC, it has been realized that approval of a break in the limited access line had not been requested for the pedestrian access shown along south bound Route 311 to provide commuters access to and from the bus stop and bus shelters to be constructed as part of the Park and Ride improvements. Construction of the sidewalk connecting the bus shelters to the sidewalk along Route 311 will require a break in Limited Access beginning along the west side at Station 77+45.55 and 68.95' off the baseline for Route 311 and continuing north ending at Station 78+18.19 and 55.64' right of the baseline for Route 311.

State Highway Project 0311-080-874, P101, N501 (a Highway Safety Improvement Project) provides for the construction of new sidewalk and curb and gutter along Route 311 under I-81 from the North Corporate Limits of the City of Salem to the Exit 140 Park and Ride Improvement Project to complete interconnections between the Park and Ride lot and sidewalks in the City of Salem (HSIP Sidewalk Project). The Project will also include the installation of marked crosswalks and additional signing and lighting to enhance pedestrian accommodations. This expansion of pedestrian access and facilities is inconsistent with the designation of a limited access control area and requires the CTB to authorize the construction and maintenance of the sidewalks, crosswalks and other improvements inside the limited access control area and to authorize pedestrian access through the limited access control area on the sidewalks and other pedestrian improvements.

The proposed resolution will authorize the proposed break in the limited access control line to accommodate pedestrian access to the sidewalk along Route 311. It will also authorize building and maintaining new sidewalk within the limited access control area under and adjacent to I-81 from the North Corporate Limit of the City of Salem as proposed and will authorize pedestrian access across the sidewalk in the limited access control area. The Virginia Department of Transportation seeks approval from the Commonwealth Transportation Board for the proposed LACC and location and access of pedestrian facilities within the limited access control area.

Facts:

- Limited Access Control Changes (LACC) at the I-81 (Exit 140) Interchange were

previously approved by the CTB on January 14, 2015 in conjunction with State Highway Project 0081-080-S04, P101, M501 (Park and Ride Extension Project) following a Public Hearing on October 16, 2014, after due consideration of the comments received, and in accord with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

- Construction of sidewalk facilities connecting the bus shelters to the sidewalk along Route 311 as part of the Park and Ride Extension Project (Park and Ride Sidewalks) will require a break in Limited Access beginning along the west side at Station 77+45.55 and 68.95' off the baseline for Route 311 and continuing north ending at Station 78+18.19 and 55.64' right of the baseline for Route 311.
- Since the CTB's approval of the LACC for the Park and Ride Extension Project, it was realized that approval of a break in the limited access line that is needed for the Park and Ride Sidewalks had not been requested.
- A Notice of Willingness to Hold a Design Public Hearing regarding the location of the additional sidewalks, as proposed and presented in the plans for State Highway Project 0311-080-874, the HSIP Sidewalk Project, to be located in and through the limited access control was posted as required by Salem District and no request for a public hearing was received.
- The economic, social, and environmental effects of the HSIP Sidewalk Project have been duly examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed.
- These projects are in compliance with National Environmental Policy Act (NEPA) requirements and a Programmatic Categorical Exclusion (PCE) has been developed in cooperation with the Federal Highway Administration and in accordance with federal guidelines.
- Roanoke County endorsed the New HSIP Sidewalk Project by letter dated August 24, 2016.
- The projects contemplated hereunder will have no impact on vehicular traffic and, therefore, no traffic study was required.
- These projects and the proposed LACC will not adversely affect the safety or operation of the highway.
- The proposed LACC is in compliance with the policies and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Recommendations: It is recommended that, pursuant to §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, the CTB find and concur in the determinations and recommendations of VDOT made herein, and direct that the I-81 and Route 311 (Exit 140) interchange continue to be designated as a Limited Access Highway, with an amendment to the previously approved line to add a break in the Limited Access Control to accommodate the Park and Ride Sidewalks and to permit access to pedestrian facilities in the HSIP Sidewalk Project as proposed herein.

This action will modify the limited access line and right of way previously approved by the State Highway Commission, the CTB's predecessor, on October 4, 1956, as modified by the 1983

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Interstate 81 and Route 311 (Exit 140) Interchange
Proposed Limited Access Control Changes
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interchange modification for I-81, State Highway Project 0081-080-105, C-501, PE-101, RW-201, and by resolution of the CTB on January 14, 2015, which changed the limited access control and right of way lines in accordance with the design plans for State Highway Project 0081-080-S04, P101, M501, the Park and Ride Extension Project, to accommodate changes made to the Park and Ride, but not the construction of the sidewalk needed for bus shelter access nor the sidewalk improvements needed to provide commuter access to and from buses traveling on Route 311 contemplated by State Highway Project 0311-080-874, P101, N501, the HSIP Sidewalk Project.

Action Required by CTB: The *Code of Virginia* requires a majority vote of the CTB to approve the recommended LACC. The CTB will be presented with a resolution for a formal vote to approve the break in the limited access line that is needed for the Park and Ride Sidewalks,, to approve location and access to the New HSIP Sidewalk Project facilities within the limited access control area of the Interchange, and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACC.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the Park and Ride improvements in State Highway Project 0081-080-S04, P101, M501 and the sidewalk improvements in State Highway Project 0311-080-874, P101, N501 will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 14, 2015

MOTION

Made By: Mr. Fralin, Seconded By: Mr. Rosen

Action: Motion Carried, Unanimously

**Title: Limited Access Control Changes (LACC)
Interstate 81 and Route 311 (Exit 140) Interchange
Park and Ride Expansion Project
Roanoke County**

WHEREAS, a Design Public Hearing was held at the Virginia Department of Transportation's Salem District Office located in the City of Salem, Virginia on Thursday, October 16, 2014, between 5:00 p.m. and 7:00 p.m. for the purpose of considering proposed State Highway Project 0081-080-S04, P101, M501; and

WHEREAS, the proposed project involves the expansion of a Park and Ride Facility at the Route 311 (Exit 140) interchange along Interstate 81 (I-81); and

WHEREAS, the said Project improvements consist of adding an additional 124 parking spaces (115 car/truck plus 9 motorcycle spaces), adding sidewalk, lighting, bus shelters, bike racks, informational kiosks, handicap accommodations, and modifying the existing limited access control as part of the design features of the project; and

Resolution of the Board
Limited Access Control Changes
Interstate 81 and Route 311 (Exit 140) Interchange
Park and Ride Project
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WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

WHEREAS, this project is in compliance with National Environmental Policy Act (NEPA) requirements and a Programmatic Categorical Exclusion (PCE) has been developed in cooperation with the Federal Highway Administration (FHWA) and in accordance with federal guidelines; and

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

WHEREAS, the Roanoke County Board of Supervisors endorsed the project as presented at that public hearing by resolution (092314-4.f) adopted September 23, 2014 and in its Regional Surface Transportation Program (RSTP) application dated April 19, 2013; and

WHEREAS, the FHWA has provided the requisite approval for State Highway Project 0081-080-S04, P101, M501 and the proposed LACC; and

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System to be Limited Access Highways and in accordance with §33.2-401 of the *Code of Virginia*, established that the limited access line locations and limits shall be as shown on the final engineering plans for the original highway project construction on the interstates, including I-81; and

WHEREAS, the 1983 interchange modification for I-81, State Highway Project 0081-080-105, C-501, PE-101, RW-201 changed the limited access control and right of way lines in accordance with the design plans for the Route 311 Project.

NOW, BE IT FURTHER RESOLVED, in accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the I-81 and Route 311 (Exit 140) interchange continue to be designated as a Limited Access Highway, with the Limited Access Control being modified from the current locations as described below:

Beginning along the west side of the I-81 Southbound On Ramp, from a point on the existing limited access line, 40.35 feet left of Station 58+90.96 (RTE. 1150 baseline), then continuing northeast to a point 110.91 feet left of Station 76+10.49 (RTE. 311 baseline), then continuing north to a point 48.47 feet opposite station

Resolution of the Board
Limited Access Control Changes
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78+87.49 (RTE. 311 baseline), then continuing north along a curve to the right having a radius of 1008.33 feet, arc length of 305.08 feet, chord length of 303.92 feet and a chord bearing N16°17'49" to a point 44.47 feet left of Station 81+78.65 (RTE 311 baseline).

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

####

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

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

The meeting was called to order by the Chairman.

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

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

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

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

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

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

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

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

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

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

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

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



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

February 1, 2022

The Honorable W. Sheppard Miller, III
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer Mitchell
The Honorable Tom Fowlkes
The Honorable Mary Hughes Hynes
The Honorable Alison DeTuncq
The Honorable Bert Dodson, Jr.
The Honorable Carlos M. Brown
The Honorable Cedric Bernard Rucker
The Honorable Stephen A. Johnsen
The Honorable Mark H. Merrill
The Honorable E. Scott Kasprovicz
The Honorable Raymond D. Smoot, Jr.
The Honorable Marty Williams
The Honorable Frederick T. Stant, III
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for Interstate 81 Widening (Northbound and Southbound) from Mile Marker 136.6 to Mile Marker 141.8 in Roanoke County and the City of Salem.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0081-080-946, P101, R201, C501, B677, B678, B681, B682, B683, B684, B685, B686, B687, B688 have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

Barton A. Thrasher, P.E.
Chief Engineer

AT A REGULAR MEETING OF THE BOARD OF SUPERVISORS OF ROANOKE COUNTY, VIRGINIA, HELD AT THE ROANOKE COUNTY ADMINISTRATION CENTER, ON TUESDAY, DECEMBER 14, 2021

RESOLUTION 121421-2 SUPPORTING THE DESIGN AND LIMITED ACCESS CONTROL CHANGES FOR THE INTERSTATE 81 WIDENING PROJECT FROM EXIT 137 TO EXIT 141, CATAWBA MAGISTERIAL DISTRICT

WHEREAS, the Interstate 81 (I-81) Widening Project, as depicted on the plans for project 0081-080-946, P101, RW201, C501 (UPC 116203) in the City of Salem and Roanoke County, is classified as a “limited access highway” by the Virginia Department of Transportation (VDOT); and

WHEREAS, in accordance with 24 VAC 30-401-20 limited access control change procedures, it is necessary that a request by resolution or letter of support be received from the locality within which the highway is located where the change in limited access is proposed; and

WHEREAS, the limited access control lines along I-81 Northbound and Southbound from Exit 137 to Exit 141 will be modified as depicted in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table entitled “I-81 Widening MM 136.6 to MM 141.8, VDOT Project Number 0081-080-946, UPC 116203, Proposed Limited Access Adjustment Exhibit”; and

WHEREAS, the limited access control changes are necessary for the widening, safety improvements, and maintenance of the interstate, which includes breaks in limited access for entrances to stormwater management facilities (SWM); and

WHEREAS, a Virtual Design Public Hearing was held on February 9, 2021, and the comment period expired on February 19, 2021; and

WHEREAS, the design concept made available for the Virtual Public Hearing represents the major design features along with limited access control changes; and

WHEREAS, VDOT has requested the Roanoke County Board of Supervisors express its support of the major design features and the limited access control changes made available at the Virtual Public Hearing and refined in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of Roanoke County, Virginia, as follows:

1. That the Board of Supervisors hereby supports the widening of Interstate 81 between Exit 137 and Exit 141 to include the major design features and proposed limited access control changes included in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table.
2. That the Clerk to the Board forthwith send a certified copy of this Resolution to Commonwealth Transportation Board member Dr. Ray Smoot.
3. That this resolution is effective immediately.

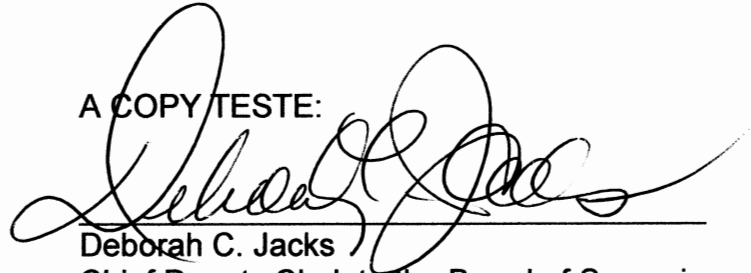
On motion of Supervisor Hooker to adopt the resolution, seconded by Supervisor Mahoney and carried by the following recorded vote:

AYES: Supervisors Mahoney, Hooker, North, Radford

NAYS: None

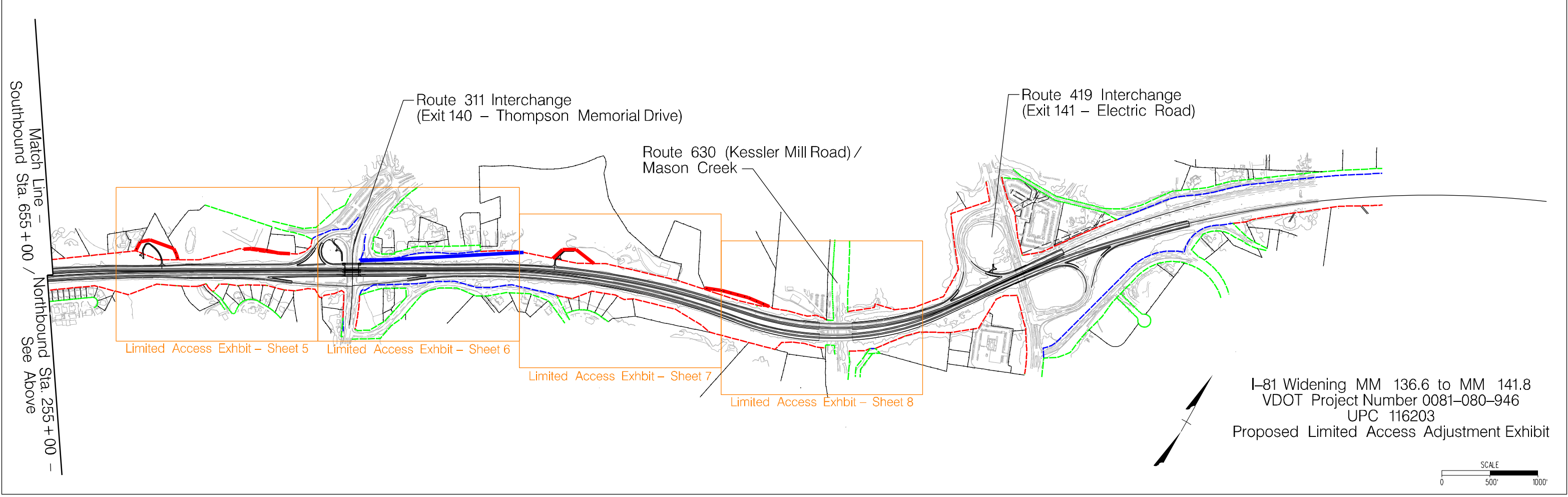
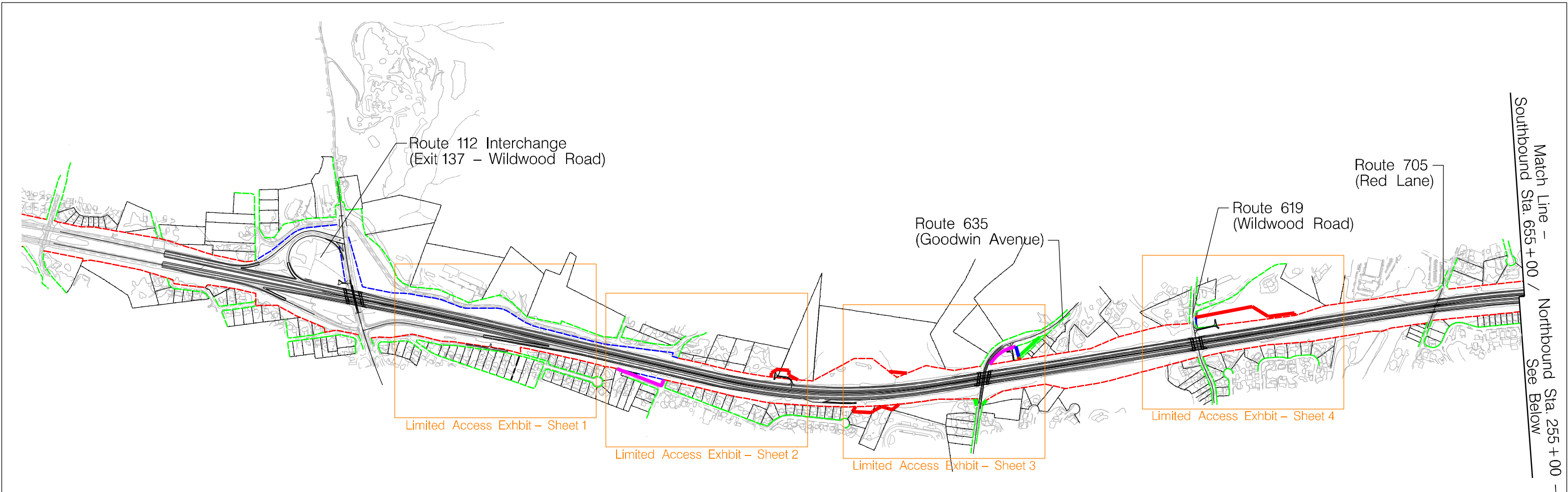
ABSENT: Supervisor Peters

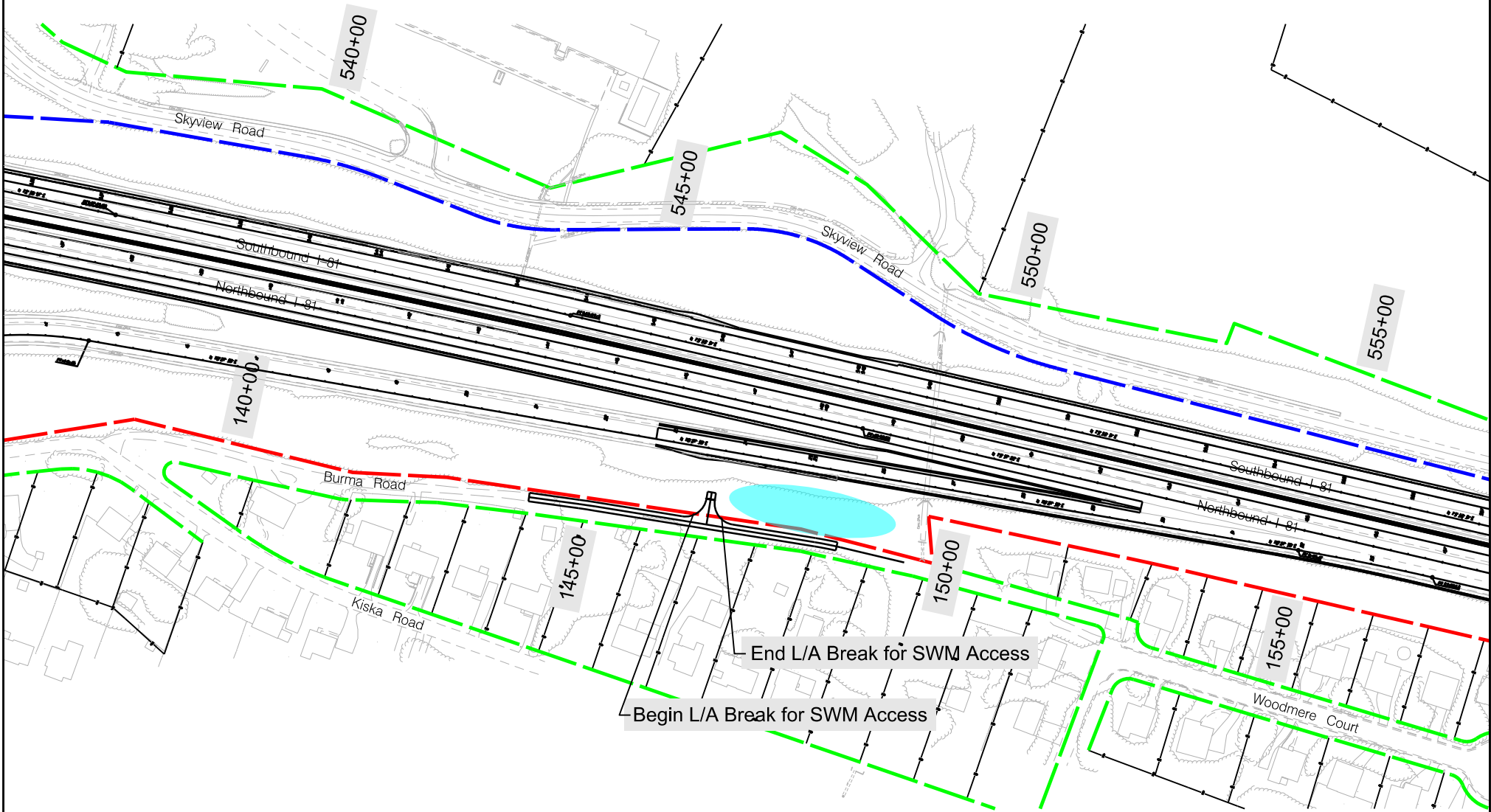
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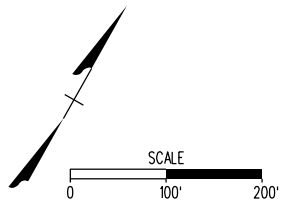
Deborah C. Jacks
Chief Deputy Clerk to the Board of Supervisors

cc: Megan Cronise, Transportation Planning Administrator



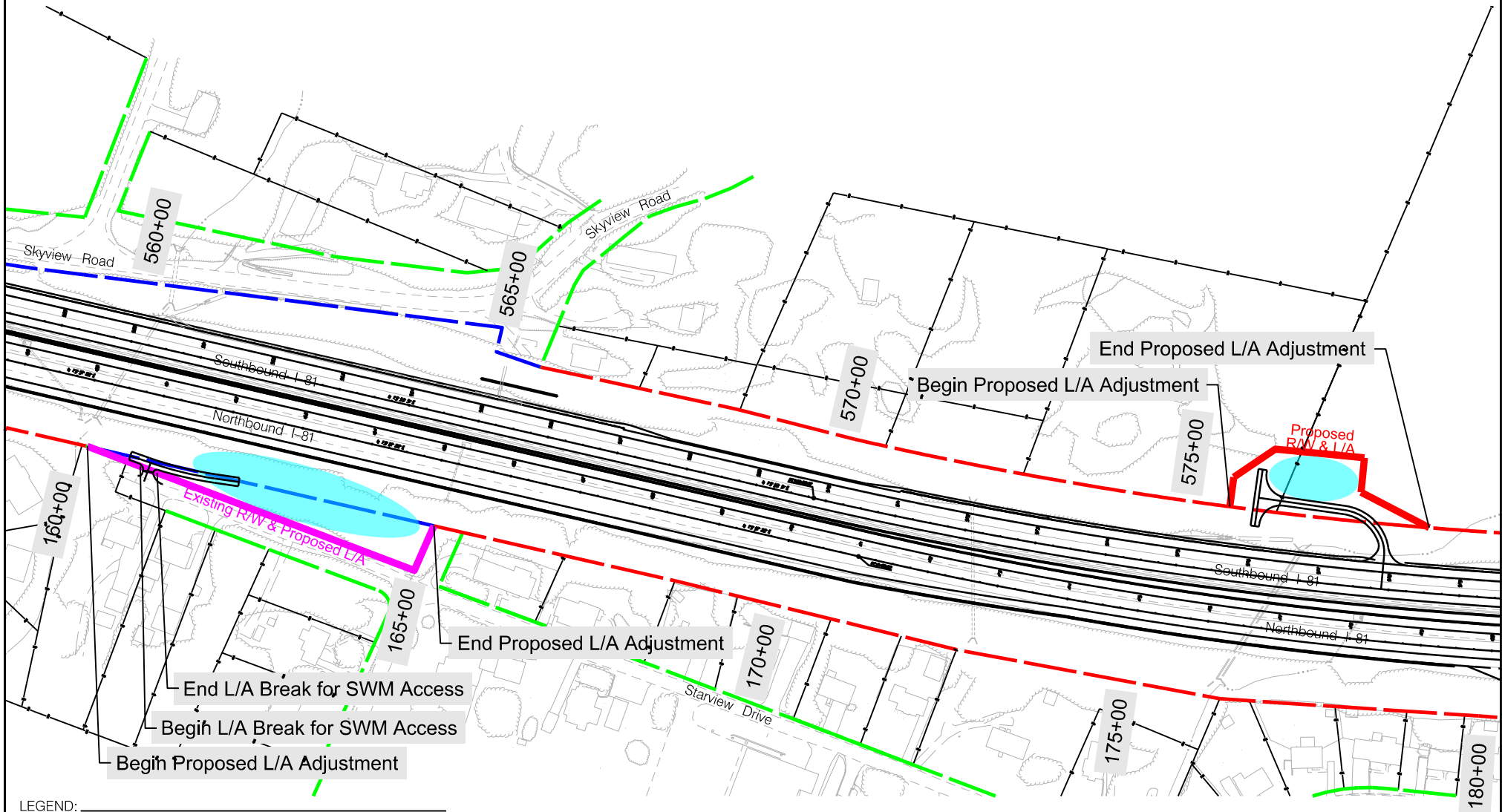


- LEGEND:
- Existing Property Line
 - Existing Right-of-Way
 - Proposed Right-of-Way
 - Existing Limited Access
 - Proposed Limited Access
 - Existing Right-of-Way & Existing Limited Access
 - Existing Right-of-Way & Proposed Limited Access
 - Proposed Right-of-Way & Proposed Limited Access
 - Proposed Stormwater Management (SWM) Facility

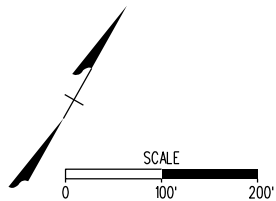


Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Northbound I-81	146+52.96	170.17 (Right)	Begin Limited Access Break for Stormwater Management Facility Access
Northbound I-81	146+93.02	167.09 (Right)	End Limited Access Break for Stormwater Management Facility Access

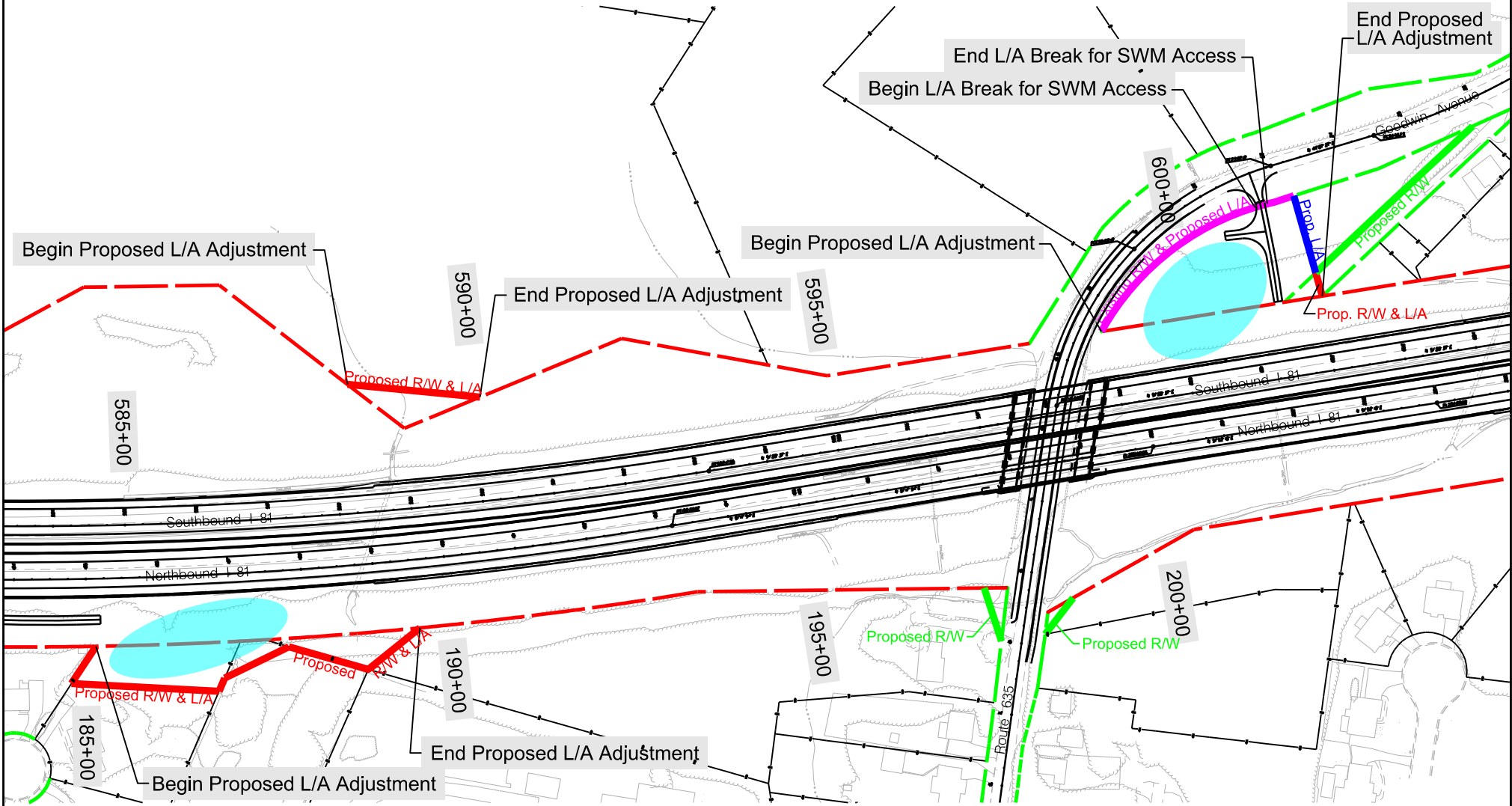


- LEGEND:
- Existing Property Line
 - Existing Right-of-Way
 - Proposed Right-of-Way
 - Existing Limited Access
 - Proposed Limited Access
 - Existing Right-of-Way & Existing Limited Access
 - Existing Right-of-Way & Proposed Limited Access
 - Proposed Right-of-Way & Proposed Limited Access
 - Proposed Stormwater Management (SWM) Facility



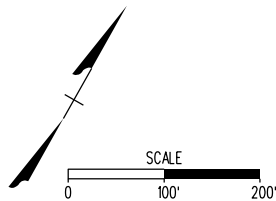
Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Northbound I-81	160+11.32	92.89 (Right)	Tie to Existing Limited Access / Begin Limited Access Adjustment
Northbound I-81	160+90.00	103.63 (Right)	Begin Limited Access Break for Stormwater Management Facility Access
Northbound I-81	161+15.00	107.07 (Right)	End Limited Access Break for Stormwater Management Facility Access
Northbound I-81	165+10.32	92.13 (Right)	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	575+64.17	91.52 (Left)	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	578+50.00	91.73 (Left)	Tie to Existing Limited Access / End Limited Access Adjustment



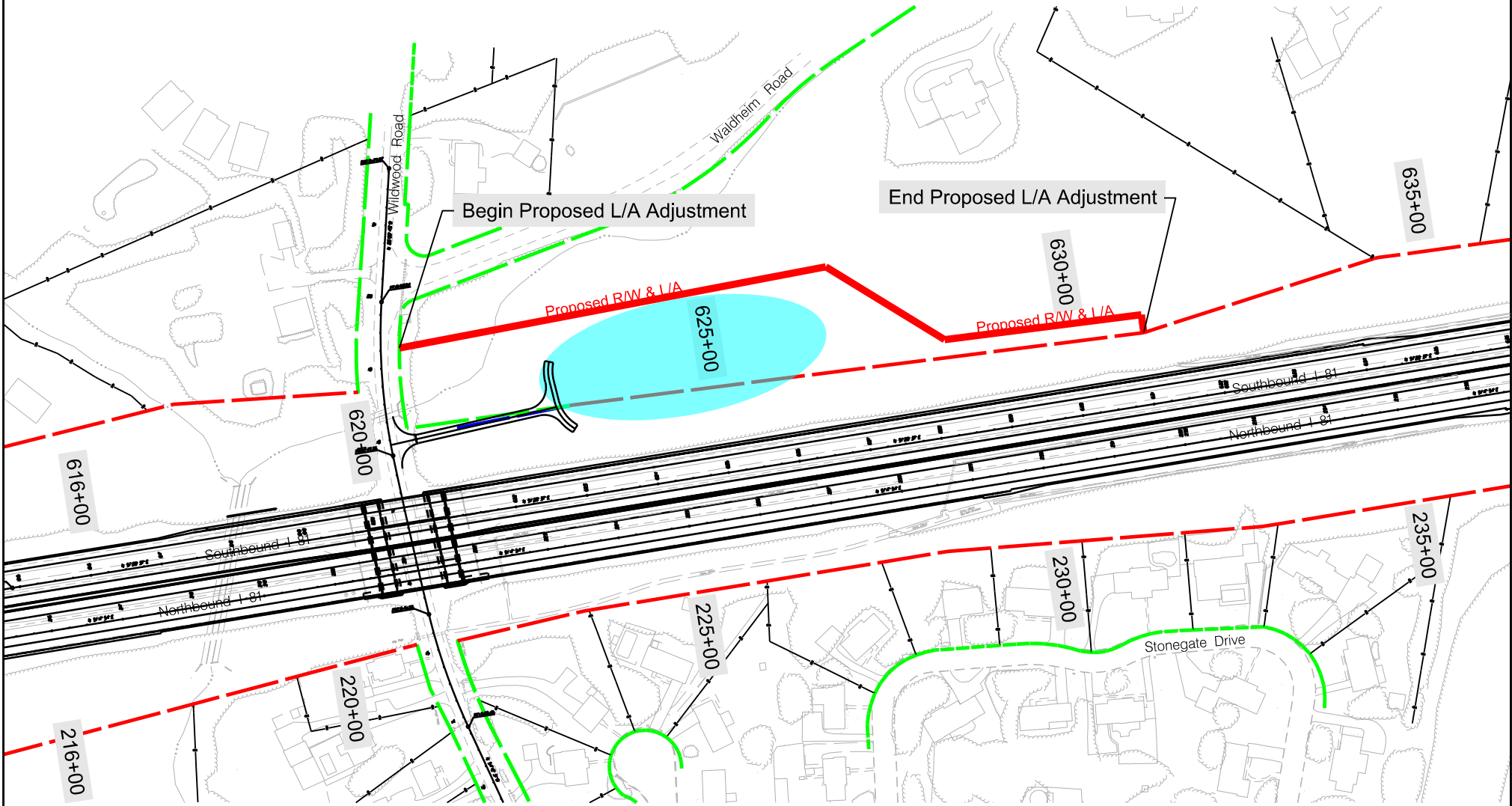
LEGEND:

- Existing Property Line
- Existing Right-of-Way
- Proposed Right-of-Way
- Existing Limited Access
- Proposed Limited Access
- Existing Right-of-Way & Existing Limited Access
- Existing Right-of-Way & Proposed Limited Access
- Proposed Right-of-Way & Proposed Limited Access
- Proposed Stormwater Management (SWM) Facility

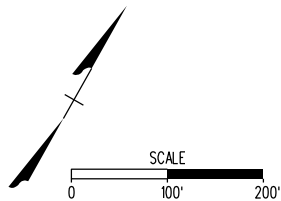


Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Northbound I-81	185+12.31	94.04 (Right)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Northbound I-81	189+57.02	95.43 (Right)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	588+24.56	179.69 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	590+11.57	144.77 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	598+88.35	104.88 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	601+26.89	241.67 (Left)	Begin Limited Access Break for Stormwater Management Facility Access
Southbound I-81	601+44.63	243.72 (Left)	End Limited Access Break for Stormwater Management Facility Access
Southbound I-81	601+99.74	104.60 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment

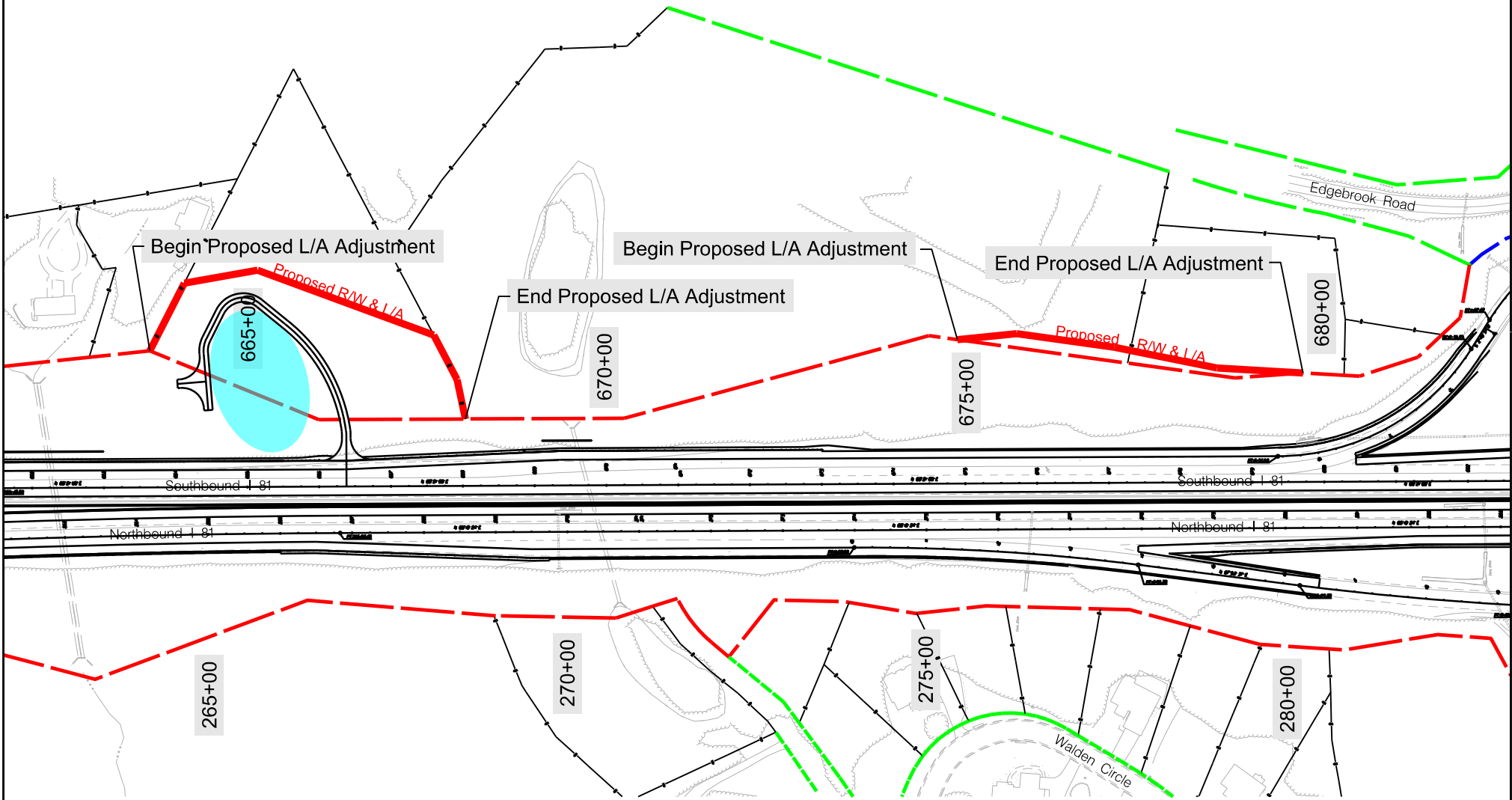


- LEGEND:
- Existing Property Line
 - Existing Right-of-Way
 - Proposed Right-of-Way
 - Existing Limited Access
 - Proposed Limited Access
 - Existing Right-of-Way & Existing Limited Access
 - Existing Right-of-Way & Proposed Limited Access
 - Proposed Right-of-Way & Proposed Limited Access
 - Proposed Stormwater Management (SWM) Facility

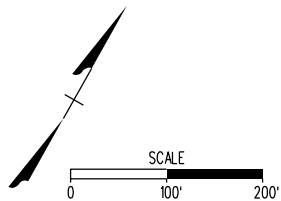


Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Southbound I-81	620+74.49	244.10 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	631+01.56	100.55 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment



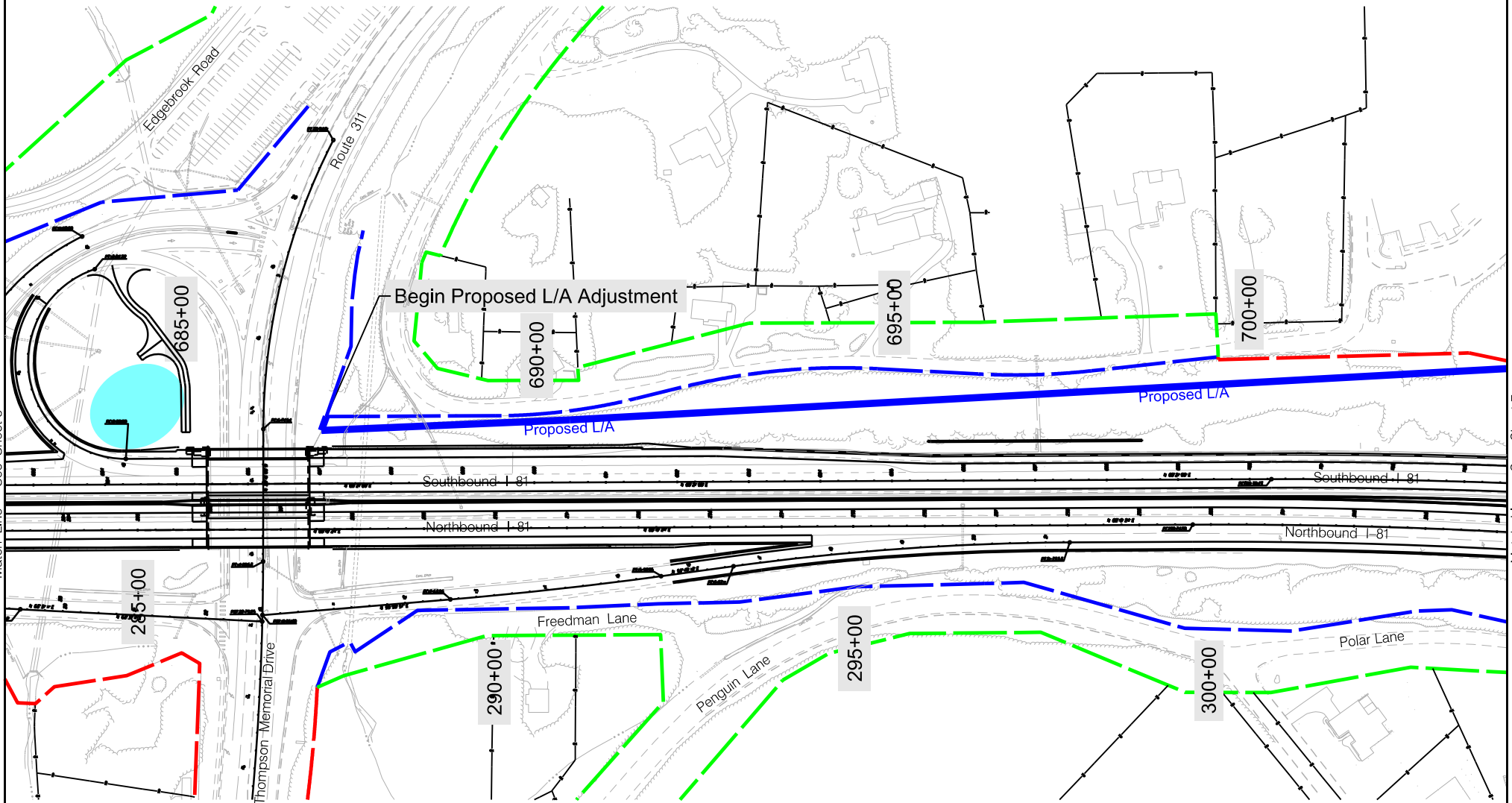
- LEGEND:
- Existing Property Line
 - Existing Right-of-Way
 - Proposed Right-of-Way
 - Existing Limited Access
 - Proposed Limited Access
 - Existing Right-of-Way & Existing Limited Access
 - Existing Right-of-Way & Proposed Limited Access
 - Proposed Right-of-Way & Proposed Limited Access
 - Proposed Stormwater Management (SWM) Facility



Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Southbound I-81	663+64.85	190.30 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	668+03.99	93.30 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	674+89.82	200.47 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	679+70.94	151.83 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment

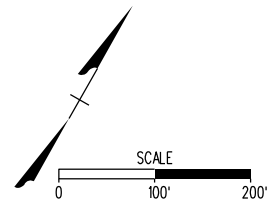
Match Line - See Sheet 6



Match Line - See Sheet 5

Match Line - See Sheet 7

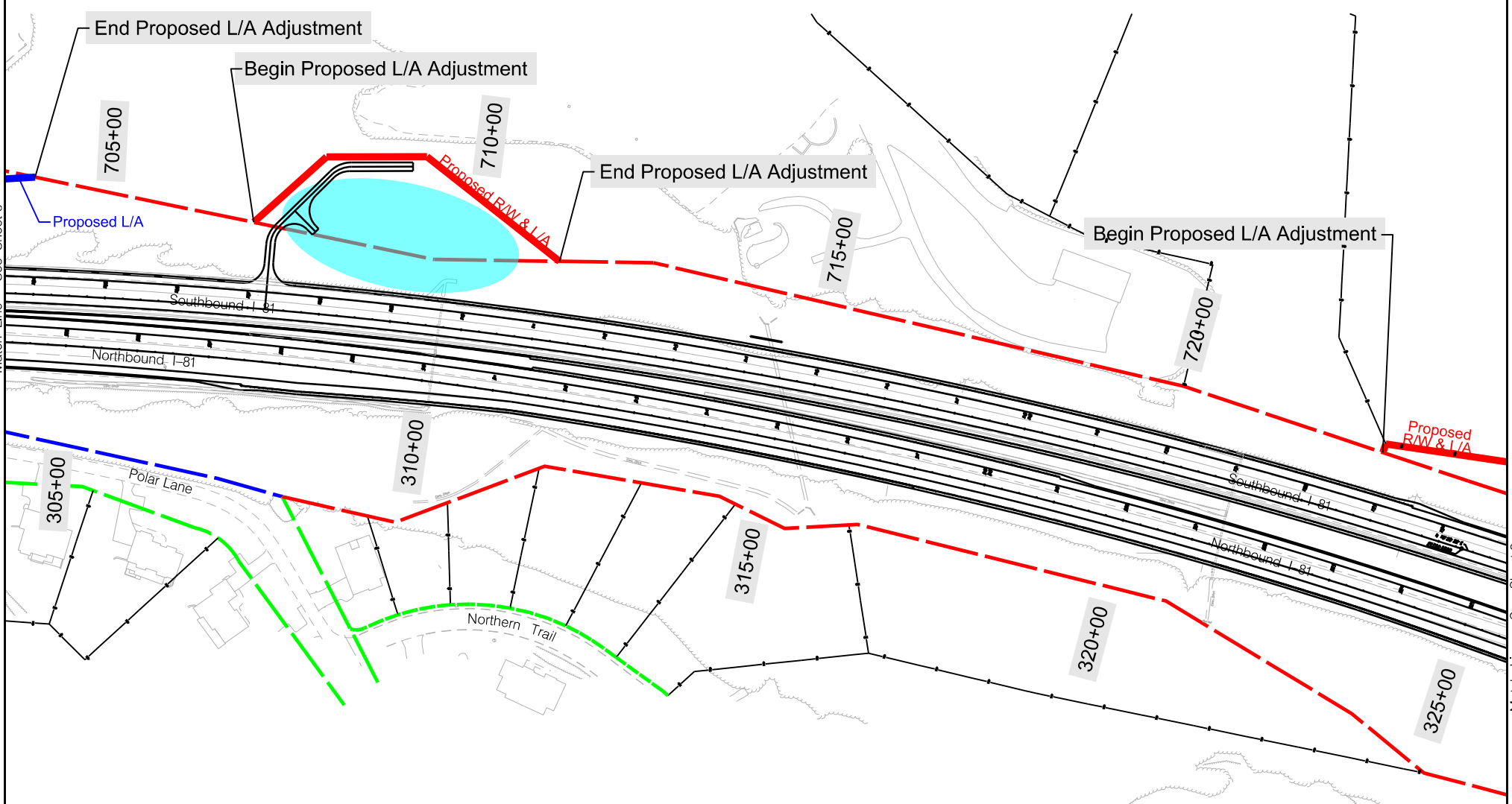
- LEGEND:
- Existing Property Line
 - Existing Right-of-Way
 - Proposed Right-of-Way
 - Existing Limited Access
 - Proposed Limited Access
 - Existing Right-of-Way & Existing Limited Access
 - Existing Right-of-Way & Proposed Limited Access
 - Proposed Right-of-Way & Proposed Limited Access
 - Proposed Stormwater Management (SWM) Facility



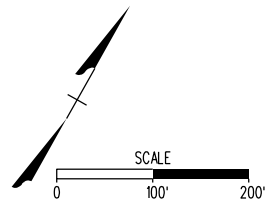
Proposed Limited Access Adjustment Locations			
Alignment	Station	Offset (Feet)	Description
Southbound I-81	687+09.74	93.79 (Left)	Tie to Existing Limited Access / Begin Limited Access Adjustment

Match Line - See Sheet 6

Match Line - See Sheet 8



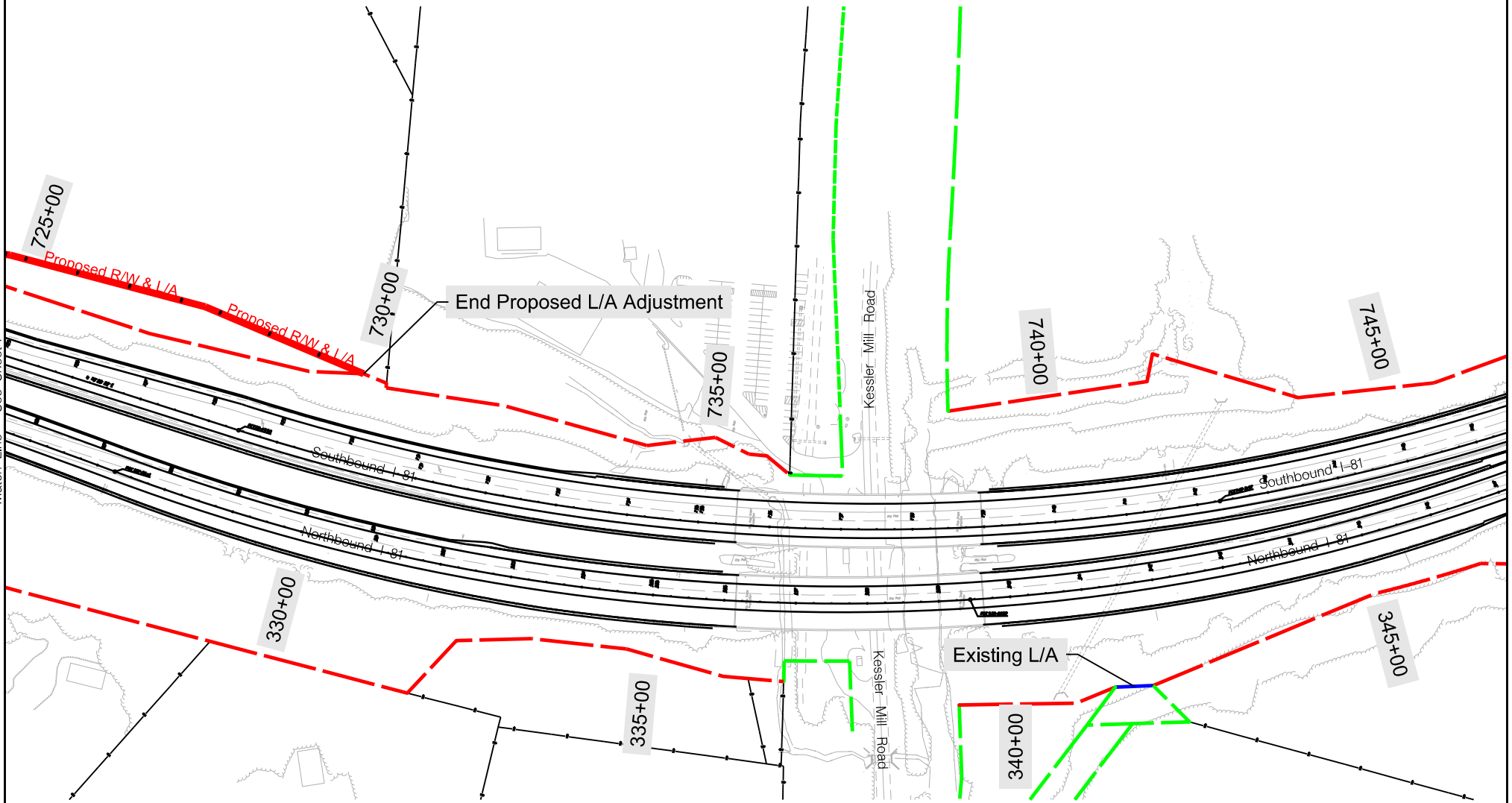
- LEGEND:**
- Existing Property Line
 - Existing Right-of-Way
 - Proposed Right-of-Way
 - Existing Limited Access
 - Proposed Limited Access
 - Existing Right-of-Way & Existing Limited Access
 - Existing Right-of-Way & Proposed Limited Access
 - Proposed Right-of-Way & Proposed Limited Access
 - Proposed Stormwater Management (SWM) Facility



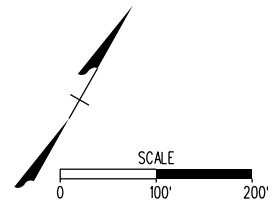
Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Southbound I-81	703+95.31	163.74 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	706+98.73	119.99 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	711+23.25	112.72 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	722+89.82	95.93 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment

Match Line - See Sheet 7



- LEGEND:
- Existing Property Line
 - Existing Right-of-Way
 - Proposed Right-of-Way
 - Existing Limited Access
 - Proposed Limited Access
 - Existing Right-of-Way & Existing Limited Access
 - Existing Right-of-Way & Proposed Limited Access
 - Proposed Right-of-Way & Proposed Limited Access
 - Proposed Stormwater Management (SWM) Facility



Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Southbound I-81	729+92.63	124.73 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment

Proposed Limited Access Adjustment Locations				
Alignment	Station	Offset (feet)	Sheet Displayed	Description
Northbound I-81	146+52.96	170.17 (Right)	1	Begin Limited Access Break for Stormwater Management Facility Access
Northbound I-81	146+93.02	167.09 (Right)	1	End Limited Access Break for Stormwater Management Facility Access
Northbound I-81	160+11.32	92.89 (Right)	2	Tie to Existing Limited Access / Begin Limited Access Adjustment
Northbound I-81	160+90.00	103.63 (Right)	2	Begin Limited Access Break for Stormwater Management Facility Access
Northbound I-81	161+15.00	107.07 (Right)	2	End Limited Access Break for Stormwater Management Facility Access
Northbound I-81	165+10.32	92.13 (Right)	2	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	575+64.17	91.52 (Left)	2	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	578+50.00	91.73 (Left)	2	Tie to Existing Limited Access / End Limited Access Adjustment
Northbound I-81	185+12.31	94.04 (Right)	3	Tie to Existing Limited Access / Begin Limited Access Adjustment
Northbound I-81	189+57.02	95.43 (Right)	3	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	588+24.56	179.69 (Left)	3	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	590+11.57	144.77 (Left)	3	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	598+88.35	104.88 (Left)	3	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	601+26.89	241.67 (Left)	3	Begin Limited Access Break for Stormwater Management Facility Access
Southbound I-81	601+44.63	243.72 (Left)	3	End Limited Access Break for Stormwater Management Facility Access
Southbound I-81	601+99.74	104.60 (Left)	3	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	620+74.49	244.10 (Left)	4	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	631+01.56	100.55 (Left)	4	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	663+64.85	190.30 (Left)	5	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	668+03.99	93.30 (Left)	5	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	674+89.82	200.47 (Left)	5	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	679+70.94	151.83 (Left)	5	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	687+09.74	93.79 (Left)	6	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	703+95.31	163.74 (Left)	7	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	706+98.73	119.99 (Left)	7	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	711+23.25	112.72 (Left)	7	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	722+89.82	95.93 (Left)	7	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	729+92.63	124.73 (Left)	8	Tie to Existing Limited Access / End Limited Access Adjustment

IN THE COUNCIL OF THE CITY OF SALEM, VIRGINIA, JANUARY 10, 2022:
RESOLUTION # 1417

A RESOLUTION FOR THE COUNCIL OF THE CITY OF SALEM, VIRGINIA
AS A RESOLUTION TO SUPPORT DESIGN APPROVAL AND LIMITED ACCESS
CONTROL CHANGES FOR THE INTERSTATE 81 (I-81) WIDENING PROJECT FROM
EXIT 137 TO EXIT 141

WHEREAS, I-81 Widening project, as depicted on the plans for project 0081-080-946, P101, RW201, C501 (UPC 116203) in the City of Salem and Roanoke County is classified as a “limited access highway” by the Virginia Department of Transportation; and

WHEREAS, in accordance with 24 VAC 30-401-20 limited access control change procedures, it is necessary that a request by resolution or letter of support be received from the locality within which the highway is located where the change in limited access is proposed; and

WHEREAS, the limited access control lines along I-81 northbound and southbound from exit 137 to exit 141 will be modified as depicted in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table ([Attached](#)); and

WHEREAS, the limited access control changes are necessary for the widening, safety improvements, and maintenance of the interstate, which includes breaks in limited access for entrances to stormwater management facilities (SWM); and

WHEREAS, the design concept made available for the virtual Public Hearing represents the major design features along with of the limited access control changes; and

WHEREAS, a virtual Design Public Hearing was held on February 9, 2021, and the comment period expired on February 19, 2021; and

WHEREAS, VDOT has requested the CITY OF SALEM express its support of the major design features and the limited access control changes made available at the virtual Public Hearing and refined in the exhibits (attached).

NOW, THEREFORE, BE IT RESOLVED: THE CITY OF SALEM expresses its support for the major design features and the limited access control changes.

Upon a call for an aye and a nay vote, the same stood as follows:

John E. Saunders – Aye
William D. Jones – Aye
Byron Randolph Foley – Aye
James W. Wallace, III – Aye
Renée F. Turk – Aye

Adopted: January 10, 2022



Mayor

ATTEST:



H. Robert Light
Clerk of Council
City of Salem, Virginia

Attest:



Clerk



Mayor

In my capacity as the duly appointed Clerk of the City of Salem, I hereby certify that Resolution #1417 which is hereto attached, was adopted at a duly called and constituted meeting of the City of Salem held at Salem Civic Center on January 10, 2022. Said meeting was called to order by Mayor Renée Ferris Turk at 6:30 p.m. with the following members present who remained in attendance throughout and constituted a quorum:

John E. Saunders

William D. Jones

Byron Randolph Foley

James W. Wallace, III, Vice-Mayor

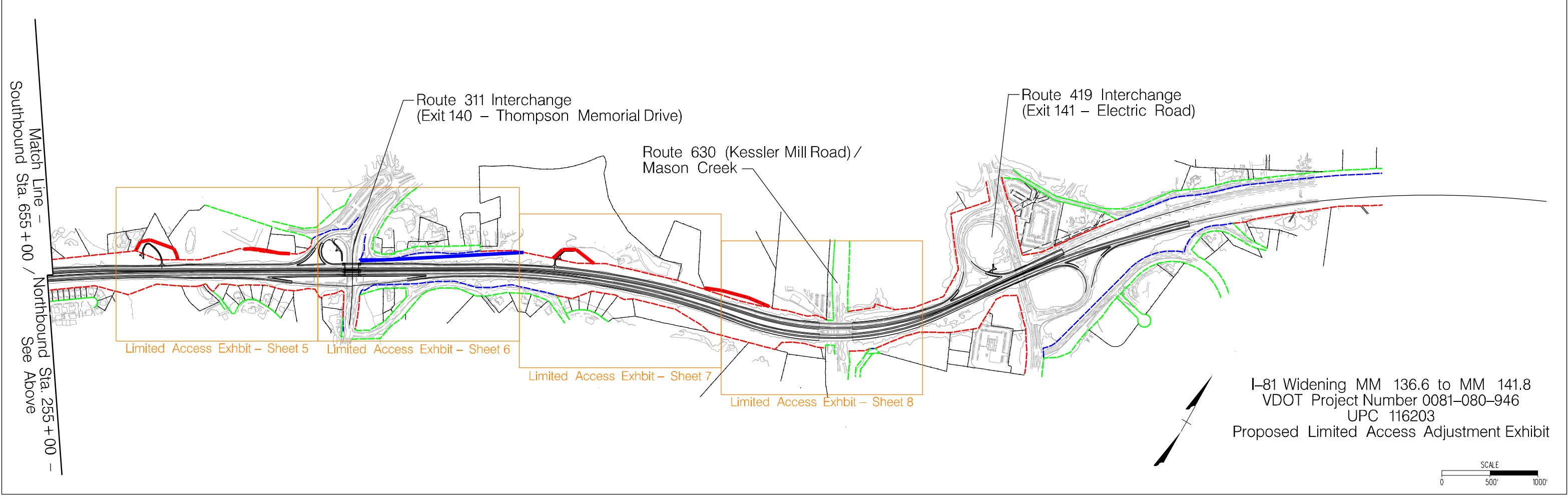
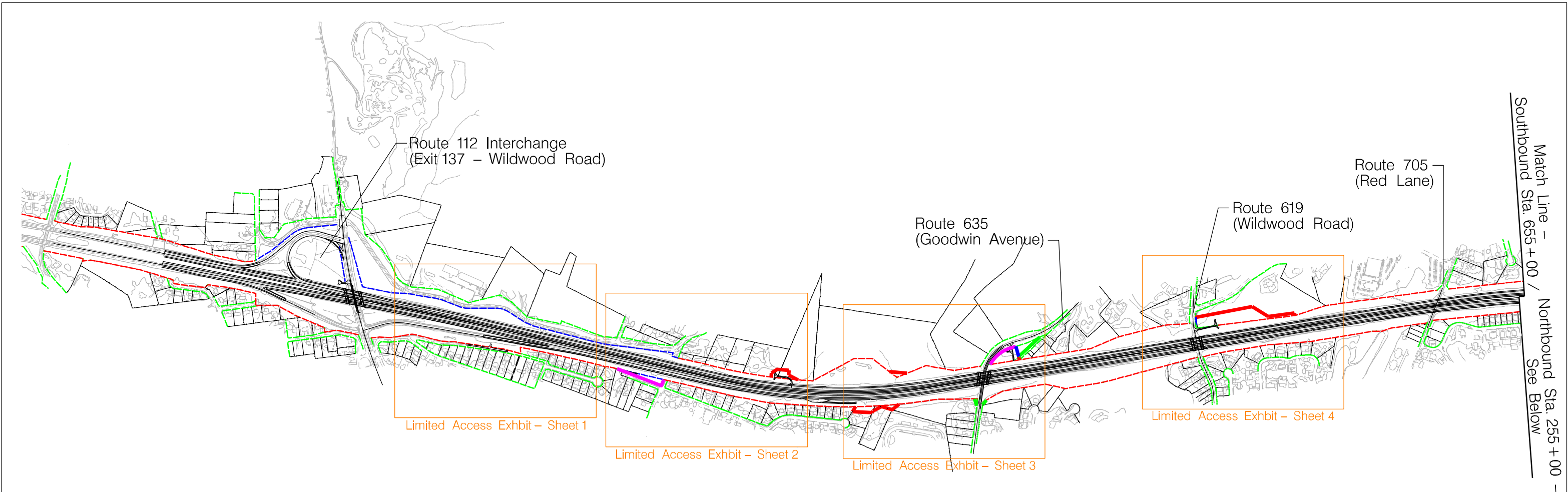
Renée Ferris Turk

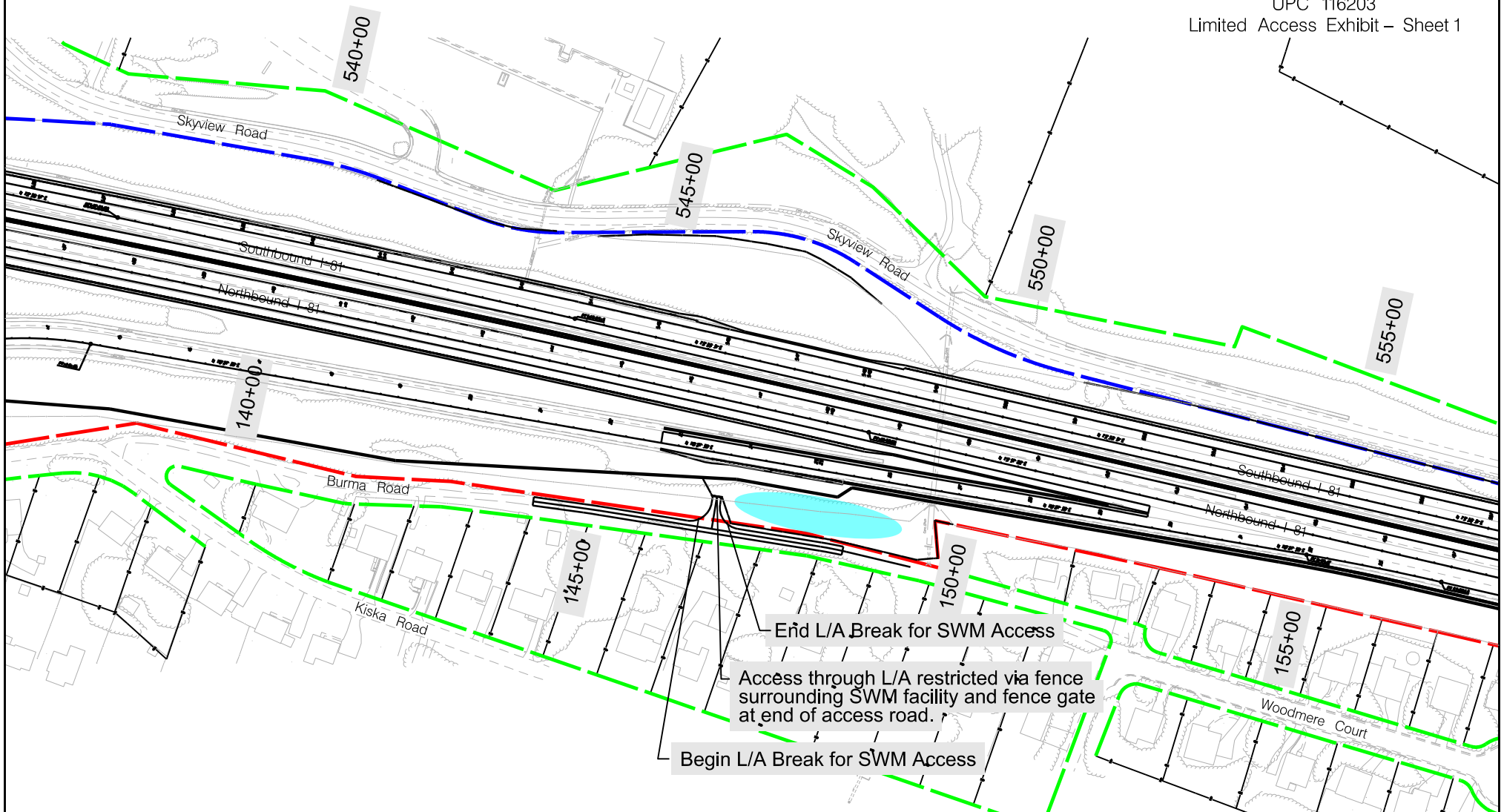
The Council of the City of Salem, voted unanimously to adopt attached Resolution #1417.

Given under my hand this 10th day of January 2022.

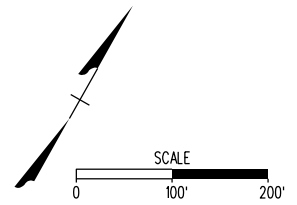


Clerk



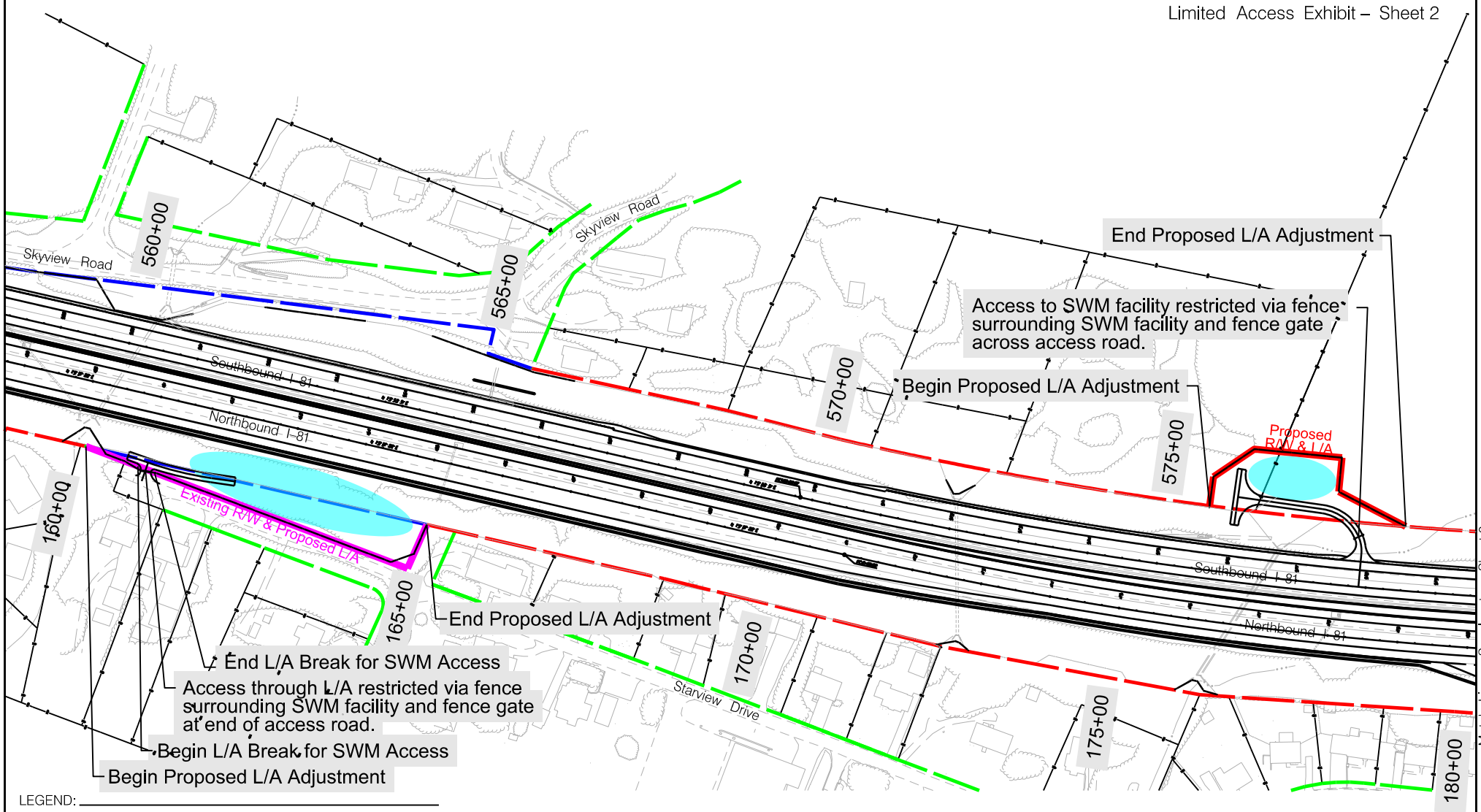


- LEGEND:**
- Existing Property Line
 - Existing Right-of-Way
 - Proposed Right-of-Way
 - Existing Limited Access
 - Proposed Limited Access
 - Existing Right-of-Way & Existing Limited Access
 - Existing Right-of-Way & Proposed Limited Access
 - Proposed Right-of-Way & Proposed Limited Access
 - Proposed Stormwater Management (SWM) Facility

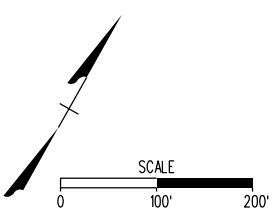


Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Northbound I-81	146+52.96	170.17 (Right)	Begin Limited Access Break for Stormwater Management Facility Access
Northbound I-81	146+93.02	167.09 (Right)	End Limited Access Break for Stormwater Management Facility Access



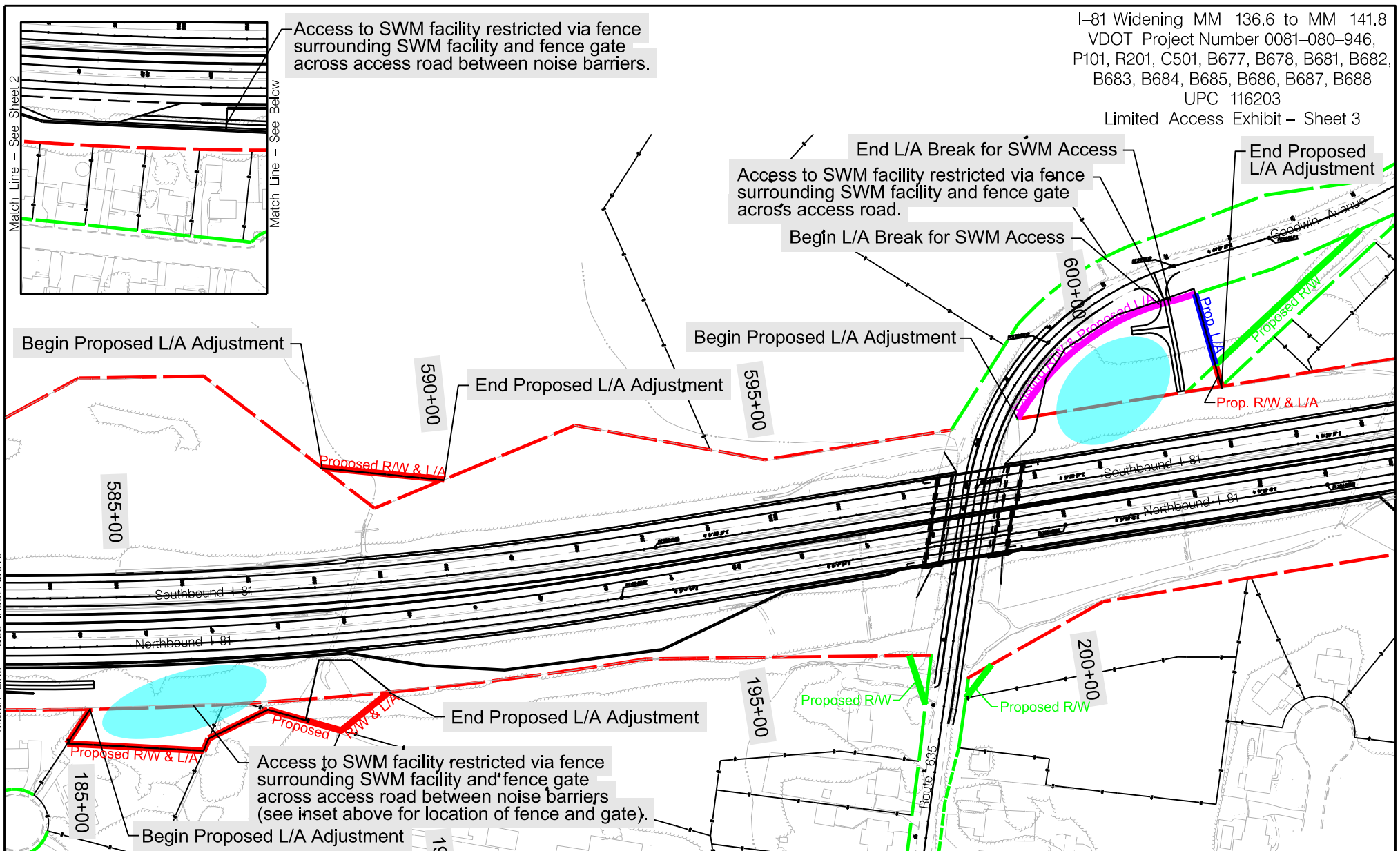
- LEGEND:**
- Existing Property Line
 - Existing Right-of-Way
 - Proposed Right-of-Way
 - Existing Limited Access
 - Proposed Limited Access
 - Existing Right-of-Way & Existing Limited Access
 - Existing Right-of-Way & Proposed Limited Access
 - Proposed Right-of-Way & Proposed Limited Access
 - Proposed Stormwater Management (SWM) Facility



Proposed Limited Access Adjustment Locations

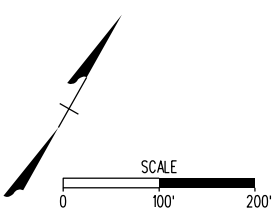
Alignment	Station	Offset (Feet)	Description
Northbound I-81	160+11.32	92.89 (Right)	Tie to Existing Limited Access / Begin Limited Access Adjustment
Northbound I-81	160+90.00	103.63 (Right)	Begin Limited Access Break for Stormwater Management Facility Access
Northbound I-81	161+15.00	107.07 (Right)	End Limited Access Break for Stormwater Management Facility Access
Northbound I-81	165+10.32	92.13 (Right)	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	575+64.17	91.52 (Left)	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	578+50.00	91.73 (Left)	Tie to Existing Limited Access / End Limited Access Adjustment

Match Line - See Inset on Sheet 3



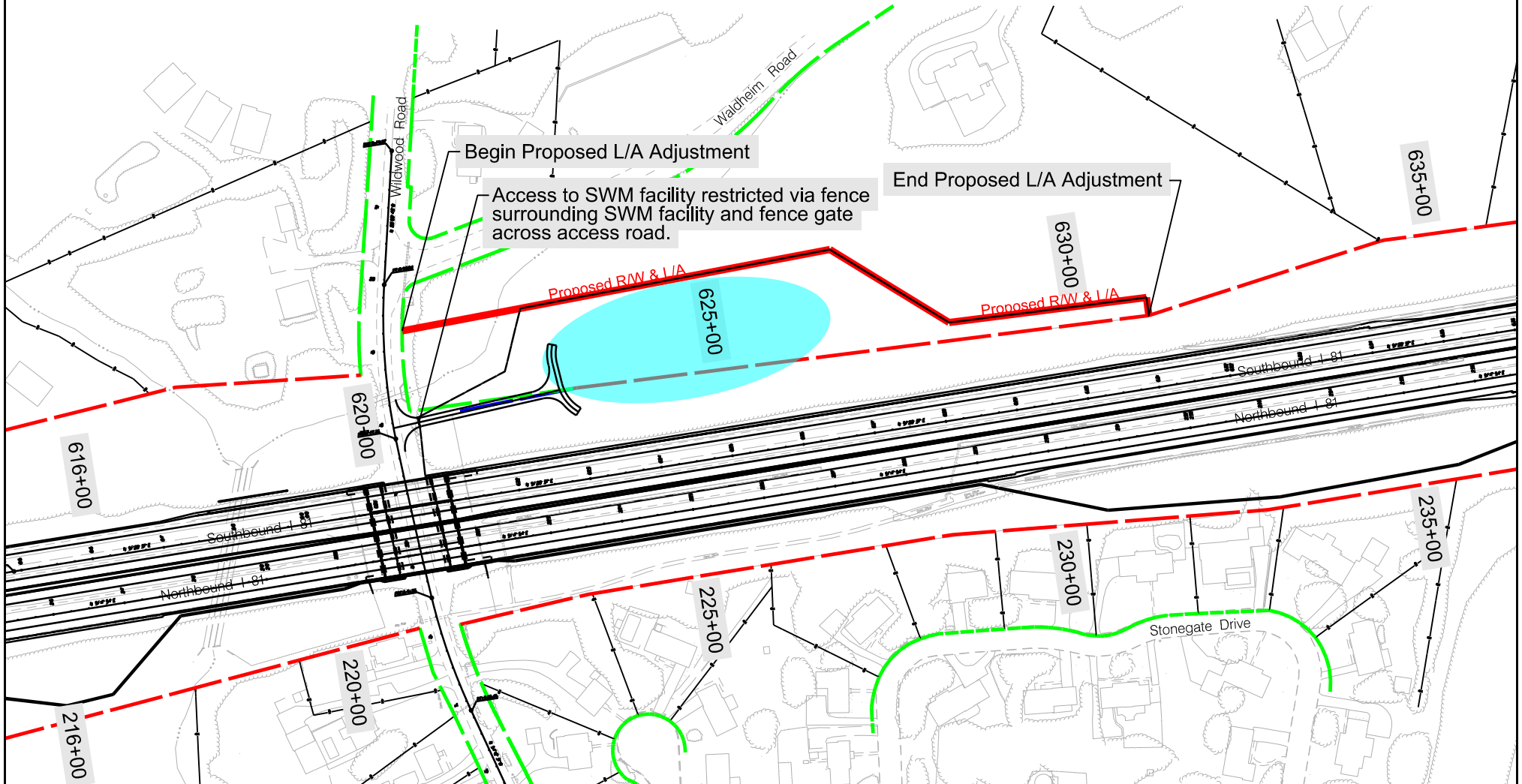
LEGEND:

- Existing Property Line
- Existing Right-of-Way
- Proposed Right-of-Way
- Existing Limited Access
- Proposed Limited Access
- Existing Right-of-Way & Existing Limited Access
- Existing Right-of-Way & Proposed Limited Access
- Proposed Right-of-Way & Proposed Limited Access
- Proposed Stormwater Management (SWM) Facility

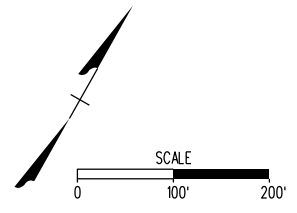


Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Northbound I-81	185+12.31	94.04 (Right)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Northbound I-81	189+57.02	95.43 (Right)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	588+24.56	179.69 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	590+11.57	144.77 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	598+88.35	104.88 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	601+26.89	241.67 (Left)	Begin Limited Access Break for Stormwater Management Facility Access
Southbound I-81	601+44.63	243.72 (Left)	End Limited Access Break for Stormwater Management Facility Access
Southbound I-81	601+99.74	104.60 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment

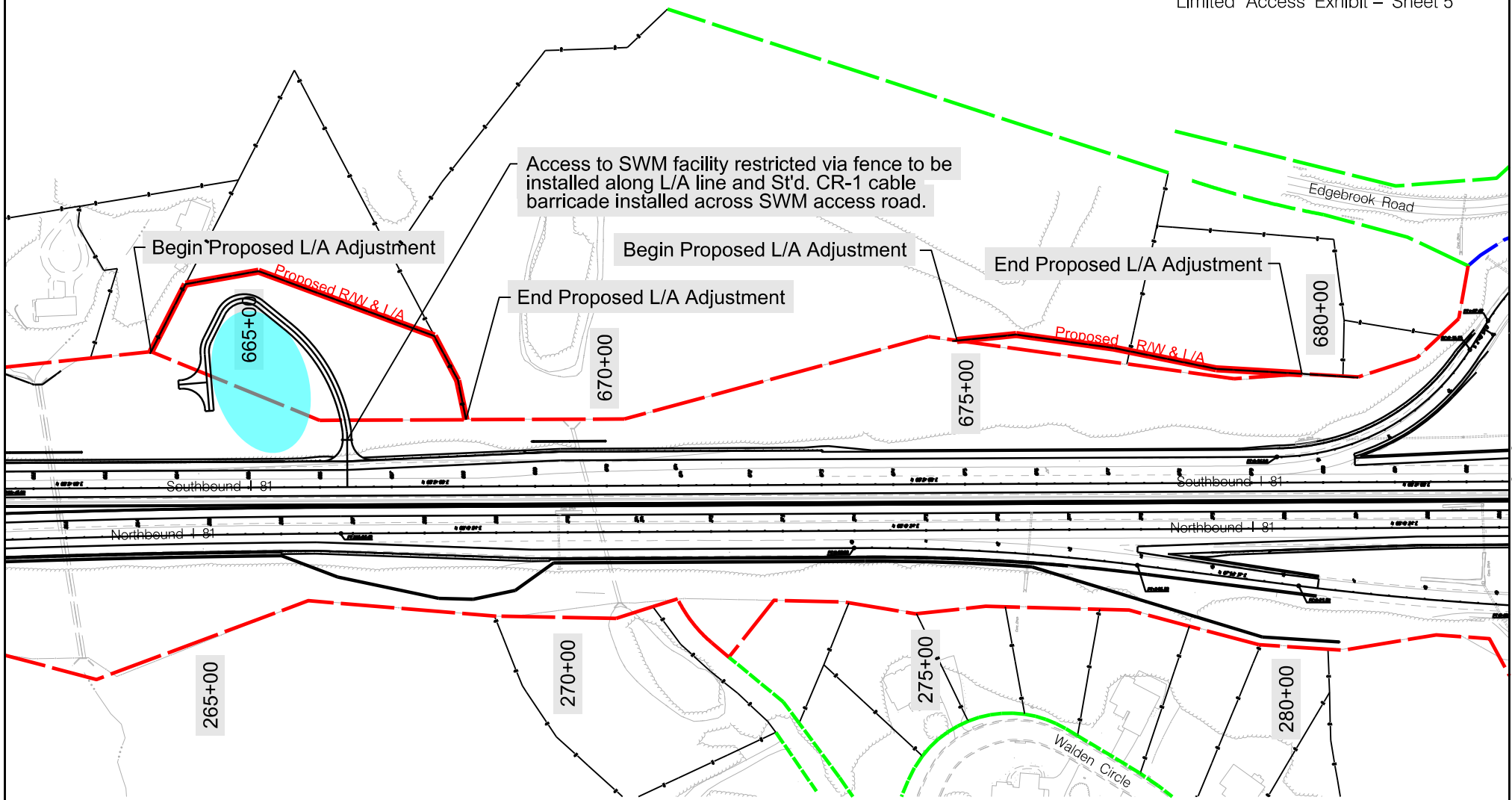


- LEGEND:
- Existing Property Line
 - Existing Right-of-Way
 - Proposed Right-of-Way
 - Existing Limited Access
 - Proposed Limited Access
 - Existing Right-of-Way & Existing Limited Access
 - Existing Right-of-Way & Proposed Limited Access
 - Proposed Right-of-Way & Proposed Limited Access
 - Proposed Stormwater Management (SWM) Facility



Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Southbound I-81	620+74.49	244.10 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	631+01.56	100.55 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment



Access to SWM facility restricted via fence to be installed along L/A line and St'd. CR-1 cable barricade installed across SWM access road.

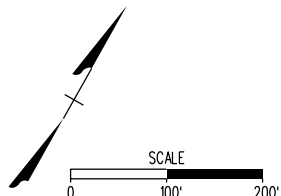
Begin Proposed L/A Adjustment

Begin Proposed L/A Adjustment

End Proposed L/A Adjustment

End Proposed L/A Adjustment

- LEGEND:
- Existing Property Line
 - Existing Right-of-Way
 - Proposed Right-of-Way
 - Existing Limited Access
 - Proposed Limited Access
 - Existing Right-of-Way & Existing Limited Access
 - Existing Right-of-Way & Proposed Limited Access
 - Proposed Right-of-Way & Proposed Limited Access
 - Proposed Stormwater Management (SWM) Facility



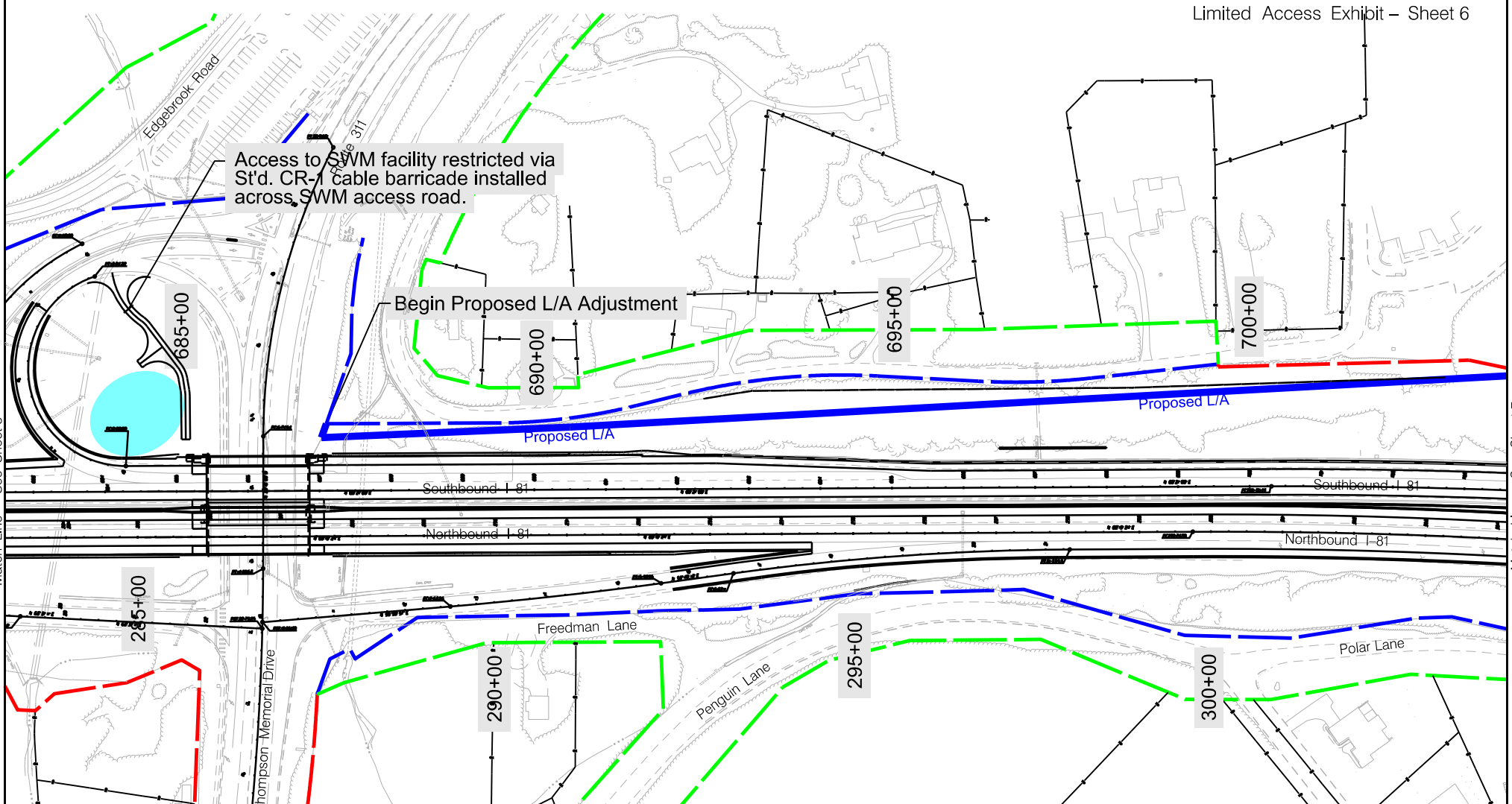
Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Southbound I-81	663+64.85	190.30 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	668+03.99	93.30 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	674+89.82	200.47 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	679+70.94	151.83 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment

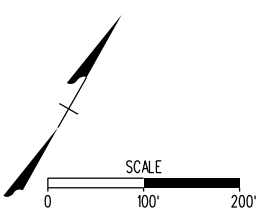
Match Line – See Sheet 6

Match Line - See Sheet 5

Match Line - See Sheet 7



- LEGEND:
- Existing Property Line
 - Existing Right-of-Way
 - Proposed Right-of-Way
 - Existing Limited Access
 - Proposed Limited Access
 - Existing Right-of-Way & Existing Limited Access
 - Existing Right-of-Way & Proposed Limited Access
 - Proposed Right-of-Way & Proposed Limited Access
 - Proposed Stormwater Management (SWM) Facility

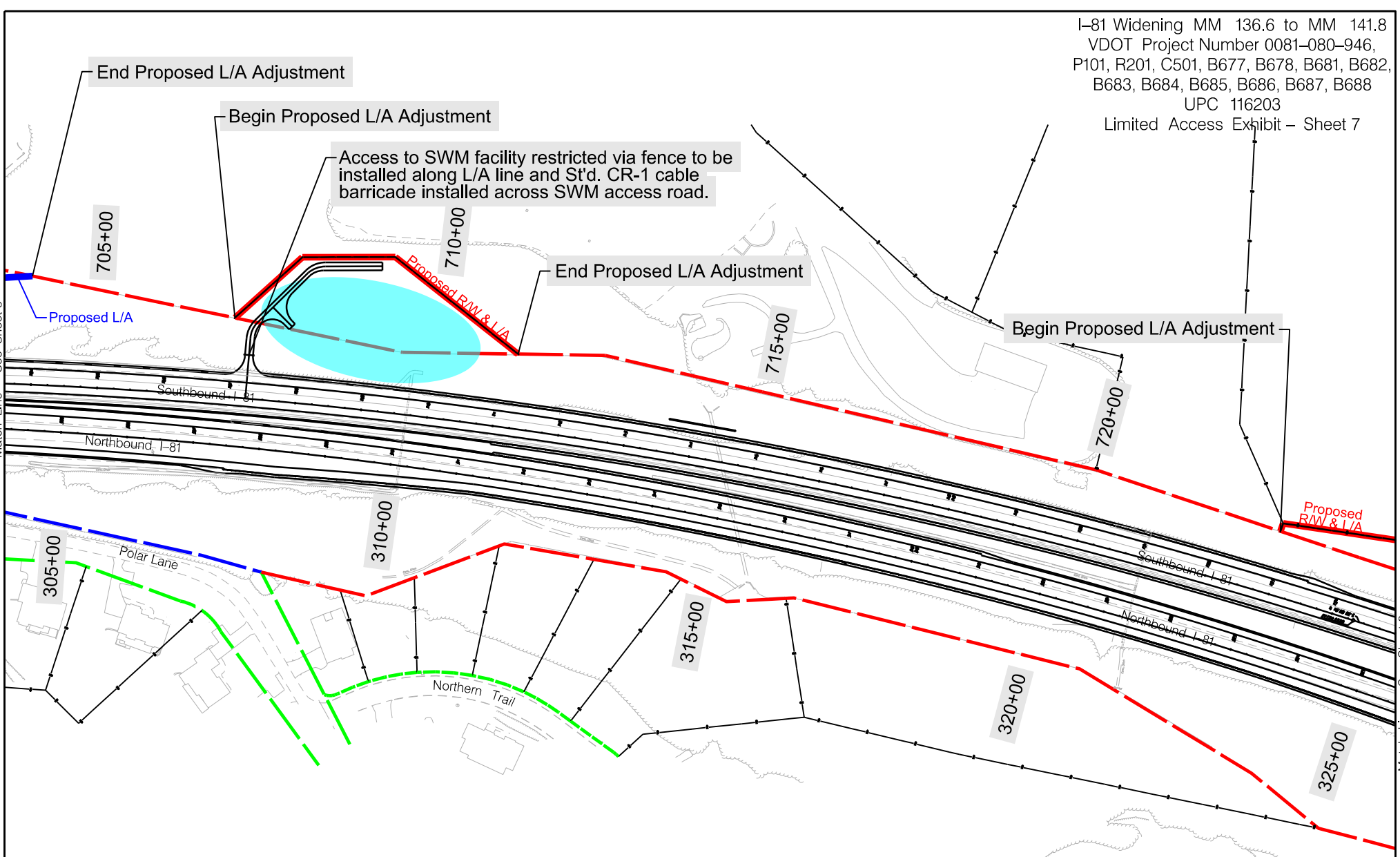


Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Southbound I-81	687+09.74	93.79 (Left)	Tie to Existing Limited Access / Begin Limited Access Adjustment

Match Line - See Sheet 6

Match Line - See Sheet 8



Access to SWM facility restricted via fence to be installed along L/A line and St'd. CR-1 cable barricade installed across SWM access road.

End Proposed L/A Adjustment

Begin Proposed L/A Adjustment

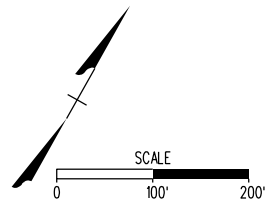
End Proposed L/A Adjustment

Begin Proposed L/A Adjustment

Proposed L/A

Proposed R/W & L/A

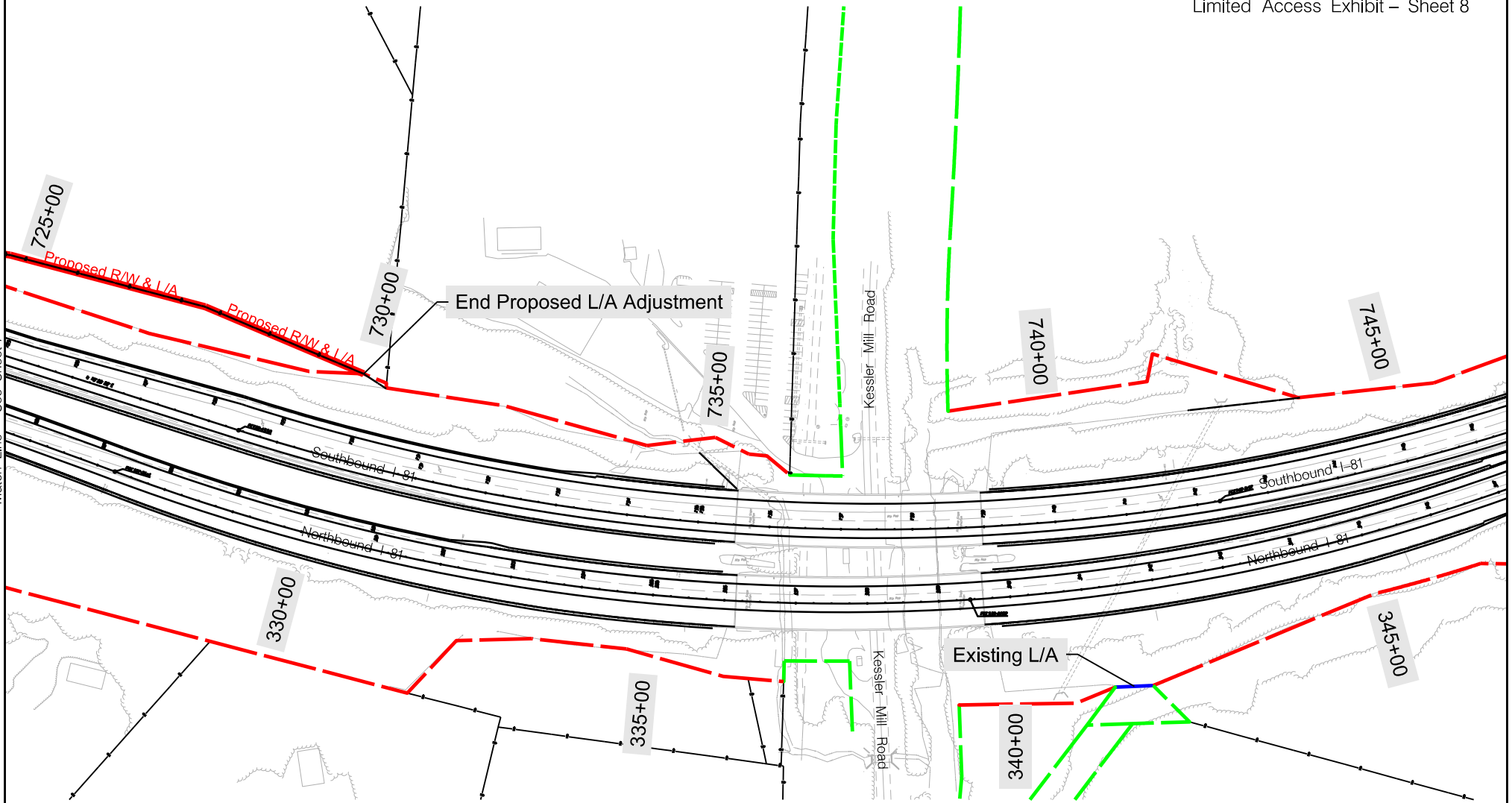
- LEGEND:
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 - Proposed Limited Access
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 - Proposed Stormwater Management (SWM) Facility



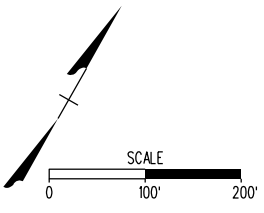
Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Southbound I-81	703+95.31	163.74 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	706+98.73	119.99 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	711+23.25	112.72 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	722+89.82	95.93 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment

Match Line - See Sheet 7



- LEGEND:
- Existing Property Line
 - Existing Right-of-Way
 - Proposed Right-of-Way
 - Existing Limited Access
 - Proposed Limited Access
 - Existing Right-of-Way & Existing Limited Access
 - Existing Right-of-Way & Proposed Limited Access
 - Proposed Right-of-Way & Proposed Limited Access
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Proposed Limited Access Adjustment Locations			
Alignment	Station	Offset (Feet)	Description
Southbound I-81	729+92.63	124.73 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment

I-81 Widening MM 136.6 to MM 141.8
VDOT Project Number 0081-080-946,
P101, R201, C501, B677, B678, B681, B682
B683, B684, B685, B686, B687, B688
UPC 116203

Proposed Limited Access Adjustment Locations				
Alignment	Station	Offset (feet)	Sheet Displayed	Description
Northbound I-81	146+52.96	170.17 (Right)	1	Begin Limited Access Break for Stormwater Management Facility Access
Northbound I-81	146+93.02	167.09 (Right)	1	End Limited Access Break for Stormwater Management Facility Access
Northbound I-81	160+11.32	92.89 (Right)	2	Tie to Existing Limited Access / Begin Limited Access Adjustment
Northbound I-81	160+90.00	103.63 (Right)	2	Begin Limited Access Break for Stormwater Management Facility Access
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Southbound I-81	575+64.17	91.52 (Left)	2	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	578+50.00	91.73 (Left)	2	Tie to Existing Limited Access / End Limited Access Adjustment
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Northbound I-81	189+57.02	95.43 (Right)	3	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	588+24.56	179.69 (Left)	3	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	590+11.57	144.77 (Left)	3	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	598+88.35	104.88 (Left)	3	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	601+26.89	241.67 (Left)	3	Begin Limited Access Break for Stormwater Management Facility Access
Southbound I-81	601+44.63	243.72 (Left)	3	End Limited Access Break for Stormwater Management Facility Access
Southbound I-81	601+99.74	104.60 (Left)	3	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	620+74.49	244.10 (Left)	4	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	631+01.56	100.55 (Left)	4	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	663+64.85	190.30 (Left)	5	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	668+03.99	93.30 (Left)	5	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	674+89.82	200.47 (Left)	5	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	679+70.94	151.83 (Left)	5	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	687+09.74	93.79 (Left)	6	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	703+95.31	163.74 (Left)	7	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	706+98.73	119.99 (Left)	7	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	711+23.25	112.72 (Left)	7	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	722+89.82	95.93 (Left)	7	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	729+92.63	124.73 (Left)	8	Tie to Existing Limited Access / End Limited Access Adjustment



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 15, 2022

MOTION

Made By: Seconded By:

Action:

Title: Economic Development Access Policy (2022 Revision)

WHEREAS, The General Assembly has, from time to time, amended Section 33.2-1509 of the *Code of Virginia* (1950) (the *Code*) relating to the fund for construction of economic development access roads; and

WHEREAS, this Board has also, from time to time, revised its policy for the administration of the Economic Development Access Program (CTB EDA Policy); and

WHEREAS, on September 14, 2020 the Virginia Joint Legislative Audit and Review Commission (JLARC) published a review of certain State infrastructure and Regional Economic Incentive Programs (JLARC Study 546), which included recommendations to improve the viability of the Economic Development Access Road program; and

WHEREAS, Chapter 378 of the 2021 Special Session I Acts of Assembly amended Section 33.2-1509 to direct the Commonwealth Transportation Board, in consultation with the Secretary of Transportation and the Secretary of Commerce and Trade, to develop guidelines for the use of funds for access roads to an economic development site; such guidelines to consider the number of jobs that will be created by the economic development project, the proposed capital investment by the private sector at the economic development site, and any other relevant criteria related to the economic development project; and

WHEREAS, staff from the Virginia Department of Transportation and Virginia Economic Development Partnership have coordinated to develop and propose such guidelines, attached, hereto, as *2022 Commonwealth Transportation Board Economic Development Access Fund Policy*;

NOW, THEREFORE, BE IT RESOLVED that the Commonwealth Transportation Board (CTB) hereby adopts the policy attached hereto and entitled *2022 Commonwealth Transportation Board Economic Development Access Fund Policy*, dated January 12, 2022 to govern the use of economic development access funds pursuant to Section 33.2-1509, as amended, of the *Code*.

BE IT FURTHER RESOLVED that the *2022 Commonwealth Transportation Board Economic Development Access Fund Policy* shall become effective immediately, and shall supersede all policies heretofore adopted by this Board governing the use of economic development access funds and further directs the Department to develop guidelines implementing this revised policy.

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CTB Decision Brief

Commonwealth Transportation Board Economic Development Access Policy

Issue: The Economic Development Access (EDA) Program provides adequate access to development sites for qualifying businesses. A qualifying business will meet the Virginia Economic Development metric of a basic employer. Adequate access, in consideration of the type and volume of traffic anticipated to be generated by the subject site, may require the construction of a new roadway, improvement of an existing roadway, or both, to serve the designated site.

A JLARC report published on September 14, 2020, titled Infrastructure and Regional Incentives, recommended several changes to the EDA program to include developing new guidelines that include provisions for the # of jobs, capital investment, or other relevant criteria and to revise guidelines to align with VEDP's project selection criteria, which are designed to enhance economic benefits. At its 2021 Special Session, the General Assembly amended § 33.2-1509 Amendment providing for changes and requiring guidelines for the use of funds to take into account job creation, capital investment, and other relevant economic development considerations. These provisions are not currently reflected in the Economic Development Access Policy

Facts: Virginia Code 33.2-1509 provides funds to the Commonwealth Transportation Board (the Board) to be expended by the Board for “constructing, reconstructing, maintaining, or improving access roads within localities to economic development sites ...”

Recommendations from the JLARC report and resultant revisions to the Code encouraged VDOT to work with VEDP on potential improvements to the EDA policy. VEDP surveyed stakeholders and researched other similar state programs. Based on feedback and research, VEDP presented recommendations to VDOT. VDOT staff then evaluated the recommendations and developed potential modifications to the policy. VDEP has concurred with proposed modifications. The proposed modifications include updating the application process to increase potential for success and address amendments to the Code of Virginia. Modifications also increase maximum allocation to align with current construction costs and provide design-only grants to address lead time and allow potential businesses to increase their level of readiness. The modifications also establish reduced capital investment requirements for economically distressed localities and provide credit for capital investment for jobs created or jobs retained for expansion of existing businesses.

Recommendations:

VDOT recommends that the CTB adopt the proposed Economic Development Access Policy to ensure compliance with § 33.2-1509 of the *Code of Virginia* to provide for updating the application process, increase maximum allocation, provide design-only grants, reduce capital investment requirements for economically distressed localities and provide credit for capital investment for jobs created.

Action Required by the CTB: Implementation of the recommended changes necessitates revision of the CTB's current policy for administering the funds. A resolution is provided for formal vote.

Result, if Approved: The CTB's policy for administering the funds set aside under section 33.2.1509 of the *Code of Virginia* will be revised to reflect the recommended changes.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

2022 Commonwealth Transportation Board

Economic Development Access Fund Policy

GENERAL

1. The Commonwealth Transportation Board and the Department of Transportation (the Department) will consult and work closely with the Virginia Economic Development Partnership (VEDP) in determining the use of economic development road access funds and will rely on the recommendations of the VEDP in making decisions as to the allocation of these funds. In making its recommendations to this Board, the VEDP and the Department will take into consideration the impact of the proposed facility on the employment and tax base of both the area in which the facility is to be located and the Commonwealth of Virginia. Further, in developing guidelines for the use of the funds, the Board directs the Department to develop to take into consideration, at a minimum, the following criteria: site readiness, transportation need, potential and/or predicted job creation, and economic stress of the community in which the project is proposed.
2. The use of economic development access funds shall be limited to: (a) providing adequate access to economic development sites on which new or substantially expanding manufacturing, processing, research and development facilities, distribution centers, regional service centers, corporate headquarters or other establishments that also meet basic employer criteria as determined by the Virginia Economic Development Partnership in consultation with the Virginia Department of Business Assistance; (b) improving existing roads that may not be adequate to serve the establishments as described in (a); and (c) providing for costs associated directly with program administration and management of project requests prior to CTB approval with such costs not expected to exceed 1% of the allocation annually.
3. Economic development access funds may not be used for the construction of access roads to schools, hospitals, libraries, airports, armories, speculative office buildings, shopping centers, apartment buildings, professional offices, residential developments, churches, hotels, motels, or similar facilities, whether public or private. (Access roads to licensed, public-use airports, while provided for in the *Code of Virginia (COV)* Section 33.2-1509, are funded and administered separately)
4. No cost incurred prior to this Board's approval of an allocation from the economic development access fund may be reimbursed by such funds. Economic development access funds shall be authorized only after certification that the economic development establishment as listed or meeting the criteria as described will be built under firm contract, or is already constructed, or upon presentation of acceptable surety in accordance with paragraph A. of Section 33.2-1509 of *COV*.
5. Funds for economic development access road projects are to be used only for the physical construction and/or engineering of an access road necessary to support the traffic generated by a new or expanding qualified establishment. Access funds may be used to relocate existing utilities only to the extent the location of those utilities conflict with access road

construction. Economic development access funds shall not be used for the acquisition of rights of way. Where an existing economic development access road is part of the road system of the Department or the locality in which it is located, economic development access funds may be used to upgrade the existing road only to the extent required to meet the needs of traffic generated by new or expanding eligible establishments.

6. Economic development access funds shall not be used to construct or improve roads on a privately owned economic development site. Nor shall the construction of a new access road to serve any economic development site on a parcel of land which abuts a road constituting a part of the systems of state highways or the road system of the locality in which it is located be eligible for economic development access funds, unless the existing road is a limited access highway and no other access exists
7. In the event an economic development site has access according to the foregoing provisions of this policy, but it can be determined that such access is not adequate in that it does not provide for safe and efficient movement of the traffic generated by the eligible establishment on the site or that the site's traffic conflicts with the surrounding road network to the extent that it poses a safety hazard to the general public, consideration will be given to funding additional improvements. Such projects shall be evaluated on a case-by-case basis upon request, by resolution, from the local governing body. Localities are encouraged to establish planning policies which will discourage incompatible mixes such as industrial and residential traffic.
8. Prior to this Board's allocation of funds for such construction or road improvements to an eligible economic development establishment proposing to locate or expand in a county, city or town, the governing body shall by resolution request the access funds and shall be responsible for the preliminary negotiations with the eligible establishment and others interested. Engineers of the Department will be available for consultation with the governing bodies and others, and may prepare surveys, plans, engineering studies, and cost estimates, when requested and funded by the locality.

BOARD ALLOCATIONS

9. Allocations made available under this program may be for projects in Counties, Cities, or Towns which receive street maintenance payments under section 33.2-319 of *COV*. A town whose streets are maintained under either Section 33.2-339 or 33.2-340, of *COV*, shall be considered as part of the county in which it is located.
10. A locality may receive an unmatched allocation of economic development access funds up to \$150,000 in any fiscal year and an additional \$50,000 in economic development access funds matched dollar-for-dollar from funds not administered by this Board for a design-only project. The local governing body shall guarantee by bond or other acceptable surety that the plans will be developed to standards acceptable to the Department and will be completed to standards acceptable to the Department within 24 months of the allocation. The Department is authorized to provide design-only unmatched allocations up to \$100,000 without Board approval provided all other provisions of this policy are met and the Department provides the Board with an annual report of those allocations.
11. A locality may receive an unmatched allocation of economic development access funds up to \$700,000 in any fiscal year for the construction of an access road project or for the

combined design and construction of an access road project. The unmatched allocation may be supplemented with up to \$150,000 in economic development access funds, to be matched dollar-for-dollar from funds other than those administered by this Board. Such supplemental funds shall be considered only if the total estimated cost of eligible items for the economic development access improvement exceeds \$700,000.

12. No locality may receive allocations exceeding \$850,000 in a single fiscal year
13. If an eligible site is owned by a regional industrial facility authority, as defined in Section 15.2-6400 et seq., of the *Code*, funds may be allocated for construction of an access road project to that site without penalty to the jurisdiction in which the site is located. This provision may be applied to one regional project per fiscal year in any jurisdiction, with the same funding limitations as prescribed for other individual projects.
14. Notwithstanding the provisions herein, for Major Employment and Investment (MEI) projects as defined in Section 2.2-2260, of the *Code* and administered by the Virginia Economic Development Partnership, the locality may receive up to \$500,000 unmatched allocation and \$150,000 dollar for dollar matched allocation for a design-only project. The local governing body shall guarantee by bond or other acceptable surety that plans for a MEI project will be developed to standards acceptable to VDOT.
15. In addition, for projects utilizing economic development access funds to serve approved MEI projects, the locality may receive up to \$500,000 unmatched allocation and an additional \$500,000 matched allocation for a road construction project. Project allocations for a given MEI project may be cumulative for not more than two years.
16. Eligible items of construction and engineering shall be limited to those which are essential to providing an adequate facility to serve the anticipated traffic while meeting all appropriate CTB and state policies and standards. However, additional pavement width or other features may be eligible where necessary to qualify the road facility in a city or town for maintenance payments under Section 33.2-319, of the *Code*.
17. Except as provided for in paragraph 15 pertaining to MEI projects, it is the intent of the Board that economic development access funds not be anticipated from year to year. Unused eligibility cannot be allowed to accumulate and be carried forward from one fiscal year to another.
18. As a condition of the any economic development allocations for a construction or combined design and construction project, the locality must demonstrate that capital investment outlay of the eligible establishment and certain investment by the locality in the land and the building on the site occupied by the eligible establishment as follows:
 - a. Investments shall be five times or greater of the allocation for a locality that is not designated as a single or double distressed locality, as defined by VEDP in the year that the allocation is made, or
 - b. Investments shall be four times or greater of the allocation for a locality that is designated as a single distressed locality, as defined by the VEDP, in the year that the allocation is made, or

- c. Investments shall be three times or greater of the allocation for a locality that is designated as a double distressed locality, as defined by the VEDP, in the year the allocation is made.
19. Further, to encourage job creation in the establishment of such facilities, the Department shall consult with VEDP to establish an appropriate dollar value credit toward the required capital investment for jobs created.

BONDED (SPECULATIVE) PROJECTS

20. When an eligible establishment is not yet constructed or under firm contract and a local governing body chooses to guarantee by bond or other acceptable surety that such will occur, the maximum time limit for such bond shall be five years, beginning on the date of the allocation of the economic development access funds by the Commonwealth Transportation Board. At the end of the five-year period, the amount of economic development access funds expended on the project and not justified by eligible capital outlay of one or more eligible establishments acceptable to the Board shall be reimbursed to the Department of Transportation voluntarily by the locality or by forfeiture of the surety unless the locality elects to utilize the payback provisions outlined in paragraph 21.
21. At the end of the five year time bond period specified in paragraph 20 or at the termination of an extended bond period, rather than reimbursing the Department in full those funds expended on the project but not justified by eligible capital outlay, the locality may elect to extend the bond or other acceptable surety for another 4 year period and, on an annual basis, reimburse the Department 20% of those funds expended on the project but not justified by eligible capital outlay, with the first annual payment to be made on or before the 1st day of the new bonded period, until such time that 100% of the required reimbursement is provided or until the locality can document sufficient capital investment by an eligible establishment. The locality's bond or other acceptable surety may be reduced annually by the amount repaid to the Department. In the event that during the extended bonded period, the locality can document sufficient capital investment by an eligible establishment, the locality may request a refund of any reimbursements made to the Department. Such request may be granted if funds are available and on a first come, first served basis in competition with applications for economic development access funds from other localities. The Commonwealth Transportation Commissioner is directed to establish administrative procedures to assure the provisions of this policy and legislative directives are adhered to and complied with.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairperson

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Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 15, 2022

MOTION

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

Action: _____

Title: Transfers in the Six-Year Improvement Program for Fiscal Years 2022-2027

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

WHEREAS, after due consideration the Board adopted a Final Fiscal Years 2022-2027 Program on June 23, 2021; and

WHEREAS, the Board authorized the Director of the Department of Rail and Public Transportation to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program for Fiscal Years 2022 through 2027, and to release funds no longer needed for the delivery of the projects and provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program for Fiscal Years 2022 through 2027 consistent with Commonwealth Transportation CTB priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

WHEREAS, the Board directed that (a) the Director of the Department of Rail and Public Transportation shall notify the Board on a monthly basis should such transfers or allocations be made; and (b) the Director of the Department of Rail and Public Transportation 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 agree 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.

###

Total Project Cost	Threshold
<\$5 million	>20% increase in DRPT controlled funds
\$5 million to \$10 million	>\$1 million increase in DRPT controlled funds
>\$10 million	>10% or >\$5 million increase in DRPT controlled funds

CTB Decision Brief

Six-Year Improvement Program Transfers for January 1, 2022 through January 31, 2022

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: On June 23, 2021, the CTB authorized the Director of the Department of Rail and Public Transportation to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program for Fiscal Years 2022 through 2027, and to release funds no longer needed for the delivery of the projects and provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program for Fiscal Years 2022 through 2027 consistent with Commonwealth Transportation CTB priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

Total Project Cost	Threshold
<\$5 million	>20% increase in DRPT controlled funds
\$5 million to \$10 million	>\$1 million increase in DRPT controlled funds
>\$10 million	>10% or >\$5 million increase in DRPT controlled funds

In addition, the CTB resolved that the Director of the Department of Rail and Public Transportation should bring requests for allocation transfers 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 January 1, 2022 through January 31, 2022 is attached.

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

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to adopt changes to the Program for Fiscal Years 2022– 2027 that includes transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

Results, 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.

DRPT SYIP Allocation Transfer Report for the Period January 1, 2022 through January 31, 2022

						Total				
Donor District	Donor Description	Recipient District	Recipient Description	Recipient Project #	Recipient Fund Source	Transfer Amount	Original Allocation	Original Project Cost	Transfer Percent	Comments
Rural	Deobligated	Rural	Farmville Area Bus	42022-24	MTTF	\$ 1,783	\$ 8,528			Prices for paratransit minivans increased from the FY22 estimates.
Rural	Deobligated	Rural	Farmville Area Bus	42022-24	FTA 5311	\$ 8,918	\$ 42,640			
Total for 42022-24:						<u>\$ 10,701</u>	<u>\$ 51,168</u>	<u>\$ 53,300</u>	21%	



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Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 15, 2022

MOTION

Made By: Seconded By:

Action:

Title: DRPT FREIGHT Rail Grant Program Guidance

WHEREAS, the 2020 Omnibus Transportation Funding Legislation created the new Commonwealth Rail Fund (CRF); and

WHEREAS, the Department of Rail and Public Transportation (DRPT) is responsible for managing 7% of the CRF for the purpose of statewide rail planning and freight railroad grant programs including the existing Rail Preservation program and a new freight rail enhancement program; and

WHEREAS, guidance documentation has been created for the distribution and administration of the CRF as it relates to freight rail enhancement; and

WHEREAS, the new funding program is known as the Freight Rail Enhancement to Increase Goods and Highway Throughput (FREIGHT) Program; and

WHEREAS, the FREIGHT Program Guidance was originally adopted by the Commonwealth Transportation Board (CTB) on September 15, 2021; and

WHEREAS, the attached guidance document, which lays out a summary of the policies and procedures for the new FREIGHT Program, includes a technical correction to clarify project eligibility; and

NOW THEREFORE, BE IT RESOLVED, the Board hereby directs the Director of the Department of Rail and Public Transportation to take all actions necessary to implement and administer this policy, including, but not limited to preparation of detailed program guidance and outreach consistent with this resolution.

#####

CTB Decision Brief
FREIGHT Grant Guidance

Summary: The 2020 Omnibus Transportation legislation created the Commonwealth Rail Fund (CRF). A portion of the CRF is dedicated to DRPT for the management of Statewide Rail Planning and freight grant programs, including the existing Rail Preservation program and a new grant program focused on enhancing the freight rail network.

CTB adopted guidance for the new FREIGHT grant program on September 15, 2021. DRPT has made a technical update to the guidance to clarify project eligibility, and is requesting adoption of this updated guidance document. In addition, the resolution includes standard language to make DRPT responsible for implementing detailed guidance to administer and implement the new funding program.

DRPT briefed the CTB Rail Subcommittee on this update in February 2022.

The updated guidance document has been attached to a resolution for approval.

Recommendation: DRPT recommends the Board approve the guidance document for the FREIGHT rail program.

Action Required by CTB: Board action on the resolution.

Options: Approve, Deny, or Defer

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
205	119294, 119373	LOCATION: VARIOUS	BOXLEY MATERIALS COMPANY	2	\$5,589,556.51	\$5,371,087.19	Within
	LM2E-962-F22, P401		ROANOKE				
	PM02(461)		VA				
	Maintenance Funds	SALEM DISTRICT					
		2022 LATEX MODIFIED					

1 Recommended for AWARD \$5,589,556.51

Letting Date: 1/12/2022

AWARD

SECONDARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
211	118861, 119297, 119305	LOCATION: VARIOUS	J. C. JOYCE TRUCKING AND PAVING COMPANY, INC.	3	\$5,799,999.00	\$5,089,375.49	Exceeds
	PM2W-962-F22, P401		PATRICK SPRINGS				
	PM02(477)		VA				
	Maintenance Funds	SALEM DISTRICT					
		SGR* - 2022 PLANT MIX					

1 Recommended for AWARD \$5,799,999