



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
June 21, 2022

Upon adjournment of the June 21, 2022 Workshop Session.

Public Comments:

Approval of Minutes:

May 17, 2022

RIGHT OF WAY & UTILITIES DIVISION:

Presenting: Lori Snider
Division Administrator

1. Action on Limited Access Control Change Route 419 (North Electric Road)
City of Salem, Located in the Salem District.

MAINTENANCE DIVISION:

Presenting: Robbie Prezioso
Division Administrator

2. Action on Commemorative naming of the bridge on Shawnee Avenue West, over the south fork of the Powell River, Town of Big Stone Gap, as the "John H. Cubine Memorial Bridge Located in the Bristol District.
3. Action on Commemorative naming of the bridge on Route 706, Fairground Road, over the North Fork of the Powell River, Town of Pennington Gap, as the "Lonnie Evans Memorial Bridge Located in the Bristol District.
4. Action on Commemorative naming of the bridge on overlapping U.S. Routes 340 and 522, Winchester Road, over the north fork of the Shenandoah River, Warren County as the "General Daniel Morgan Veterans' Memorial Bridge". Located in the Staunton District.

5. Action on Commemorative renaming of the bridge on overlapping U.S. Routes 340 and 522, North Shenandoah Avenue, over the south fork of the Shenandoah River, Warren County as the “Major General Dr. Joseph Warren Veterans’ Memorial Bridge”. Located in Staunton District.
6. Action on Approval of the Commonwealth Transportation Board (CTB) is sought for (i) the renaming of a portion of State Route 7, located within the corporate limits of the Town of Purcellville, from “Billy Pierce Memorial Pike” to “Leesburg Pike”, and also for (ii) the memorial/commemorative naming of the same portion of State Route 7 as the “Billy Pierce Memorial Pike” as requested by the Town of Purcellville, pursuant to § 33.2-213 of the Code of Virginia. Located in the Northern Virginia District.
7. Action on Commemorative naming of the bridge on U.S. Route 220, Virginia Avenue, over State Route 57, Fairy Stone Park Highway, Henry County as the “Sgt. J. Michael Phillippi Memorial Bridge Located in the Salem District.

ANNUAL BUDGETS:

Presenting: Laura Farmer
Chief Financial Officer
VDOT

Presenting: Tanyea Darrisaw
Chief Financial Officer
DRPT

8. Action on Action on Fiscal Year 2023 Annual Budgets Commonwealth Transportation Fund, Department of Rail and Public Transportation and the Virginia Department of Transportation.

LOCAL ASSISTANCE DIVISION:

Presenting: Russell Dudley
Division Director

9. Action on FY2023 Arlington & Henrico Maintenance Payment.
10. Action on Payments to Cities, Certain Towns, and Warren County for Maintenance to Certain Roads and Streets - FY 2023.
11. Action on Economic Development Access to Virginia Port Logistics Park, off Holland Rd. Project ECON-133-483 – City of Suffolk Located in the Hampton Roads District.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

12. Action on FY22-27 Six-Year Improvement Program Transfers for April 21 2022 through May 20, 2022.
13. Action on Six-Year Improvement Program for Fiscal Years 2023-2028.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Mike Todd
Manager, Rail Programs

14. Action on Rail Industrial Access, County of Pittsylvania Located in the Staunton District, Staunton River Plastics

OFFICE OF INTERMODAL PLANNING AND INVESTMENT:

Presenting: Margie Ray
Performance Management Manager

15. Action on Approval of Annual Safety Performance Targets for Calendar Year 2023.

VIRGINIA DEPARTMENT OF TRANSPORTATION:

Presenting: Laura Farmer
Chief Financial Officer

16. Action on Authorizing the Defeasance of all or a portion of the outstanding Northern Virginia Transportation District Program Bonds and Setting Forth the Details and Provisions for the Redemption Thereof
17. Action on Authorizing the Issuance and Sale of Revenue Refunding Bonds

BUDGET AND FUNDS MANAGEMENT DIVISION: ***Presenting: Wendy Thomas***
Division Administrator

18. Action on Approval of Final Report Pursuant to Item 447.10 (Transportation Initiatives) of the 2021 Appropriations Act.

SCHEDULING AND CONTRACT:

Presenting: Greg Henion
Deputy State Construction Engineer

19. Bids

NEW BUSINESS:

ADJOURNMENT:

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairman

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 21, 2022

MOTION

Made By: Seconded By: Action:

**Title: Limited Access Control Change
Route 419 (North Electric Road)
City of Salem**

WHEREAS, in connection with State Highway Project 0419-129-104, C-501 (old project 0599-129-101, RW-201)(Project) and at the request of the Virginia Department of Transportation (VDOT), Route 419 (North Electric Road), the portion of the Project located north from East Main Street to Interstate Route 81 with in the Town limits, was designated as a limited access highway by the Council of the Town of Salem, predecessor to City Council of the City of Salem, on October 26, 1964, in accordance with current Article 5, Chapter 20, Title 15.2 of the 1950 *Code of Virginia* (formerly § 15.1-16 of the 1950 *Code of Virginia*); and

WHEREAS, in connection with the Project, the Commonwealth acquired certain limited access control easements from Layman Candy Company, Inc. by Deed dated December 15, 1966, recorded in Deed Book 822, Page 219, in the Office of the Clerk of Roanoke County Circuit Court; and

WHEREAS, PCG-OZ, LLC and Layman Candy Company, Inc. have requested a break in limited access control along Route 419 (North Electric Road) to construct a right-in only commercial entrance to serve as direct access to a planned self-storage facility located at the intersection of Route 419 (North Electric Road) and Route 11/460 (East Main Street) and Dalewood Avenue in the City of Salem; and

WHEREAS, the proposed development will reduce the total number of access points to the site from six to three, with no median breaks and no deceleration lanes required; and

WHEREAS, the requested break in limited access control is approximately 100 feet in length along the proposed limited access control line of the northbound lane of Route 419 (North Electric Road), approximately between stations 148+00 (Route 419 northbound lane centerline) and 149+00 (Route 419 northbound lane centerline), and is shown on Exhibit B and on Sheet 9 of the plans for the Project; and

WHEREAS, the City of Salem, by letter from the City Manager dated October 14, 2021, supports the limited access control change needed to provide the commercial entrance; and

WHEREAS, VDOT's Chief Engineer has determined that the proposed break in the limited access control of Route 419 will not have an adverse impact on the safety or operation of the Route 419 (North Electric Road); and

WHEREAS, VDOT's Salem District Office has reviewed and approved the traffic summary analysis, dated September 9, 2021, and revised October 22, 2021, prepared by Balzar & Associates, and found that it adequately addresses the impacts from the proposed break in limited access control; and

WHEREAS, VDOT's Salem District Office has reviewed the environmental impact analysis and determined that the location of the proposed LACC is not within a nonattainment area for air quality and that there will be no adverse environmental impacts; and

WHEREAS, public notices of willingness to hold a public hearing and to receive public comment were posted in the *Roanoke Times* newspaper on March 16, 2022, and March 23, 2022, in the *Roanoke Tribune* newspaper on March 17, 2022, and March 24, 2022, and in the *Salem Times Register* newspaper on March 17, 2022, and March 24, 2022, with no request for a public hearing received; and

WHEREAS, compensation shall be paid by the requestor in consideration of the LACC and the related easements to be conveyed, as determined by the Commissioner of Highways or his designee; and

WHEREAS, all right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements; and

WHEREAS, all costs of engineering and construction, including all necessary safety improvements, will be borne by the requestor; and

WHEREAS, the requestor will be required to obtain a land use permit prior to any activity within the Route 419 (North Electric Road) limited access right of way; and

Resolution of the Board
Limited Access Control Change
Route 419 (North Electric Road)
City of Salem
June 21, 2022
Page 3 of 3

WHEREAS, VDOT has reviewed the requested LACC 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 LACC as shown on the attached exhibits.

NOW, THEREFORE, BE IT RESOLVED, in accordance with § 33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the Commonwealth Transportation Board hereby finds and concurs in the determinations and recommendations of VDOT made herein, subject to the above referenced conditions.

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
Route 419 (North Electric Road)
City of Salem
Limited Access Control Change

Issue: PCG-OZ, LLC and Layman Candy Company, Inc. have requested a break in limited access control along Route 419 (North Electric Road) to construct a right-in only commercial entrance to serve as direct access to a planned self-storage facility located at the intersection of Route 419 (North Electric Road), Route 11/460 (East Main Street), and Dalewood Avenue in the City of Salem. The proposed development will reduce the total number of access points to the site from six to three, with no median breaks and no deceleration lanes required. This limited access control change requires approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-20 of the *Virginia Administrative Code*

Facts:

- In connection with State Highway Project 0419-129-104, C-501 (old project 0599-129-101, RW-201)(Project) and at the request of the Virginia Department of Transportation (VDOT), Route 419 (North Electric Road), the portion of the Project located north from East Main Street to Interstate Route 81 within the Town limits, was designated as a limited access highway by the Council of the Town of Salem, predecessor to City Council of the City of Salem, on October 26, 1964, in accordance with current Article 5, Chapter 20, Title 15.2 of the 1950 *Code of Virginia* (formerly § 15.1-16 of the 1950 *Code of Virginia*).
- In connection with the Project, the Commonwealth acquired certain limited access control easements from Layman Candy Company, Inc. by Deed dated December 15, 1966, recorded in Deed Book 822, Page 219, in the Office of the Clerk of Roanoke County Circuit Court.
- The requested break in limited access control is approximately 100 feet in length along the proposed limited access control line of the northbound lane of Route 419 (North Electric Road), approximately between stations 148+00 (Route 419 northbound lane centerline) and 149+00 (Route 419 northbound lane centerline).
- This limited access control change is not covered by the General Rules and Regulations of the CTB (24 VAC § 30-21 *et seq.*), or by the Land Use Permit Regulations, (24 VAC § 30-151 *et seq.*), thus requiring action by the CTB.
- The written determination of the Chief Engineer finding that the proposed break in the limited access control of Route 419 will not have an adverse impact on the safety or operation of the Route 419 (North Electric Road) is attached for your consideration.
- The City of Salem, by letter from the City Manager dated October 14, 2021, supports the limited access control change (LACC) needed to provide the commercial entrance.
- VDOT's Salem District Office has reviewed and approved the traffic summary analysis, dated September 9, 2021, and revised October 22, 2021, prepared by Balzar & Associates, and found that it adequately addresses the impacts from the proposed break in limited access control.
- VDOT's Salem District Office has reviewed the environmental impact analysis and determined that the location of the proposed LACC is not within a nonattainment area for air quality and that there will be no adverse environmental impacts.

- Public notices of willingness to hold a public hearing and to receive public comment were posted in the *Roanoke Times* newspaper on March 16, 2022, and March 23, 2022, and in the *Roanoke Tribune* newspaper on March 17, 2022, and March 24, 2022, and in the *Salem Times Register* newspaper on March 17, 2022, and March 24, 2022, with no request for a public hearing received.
- Compensation shall be paid by the requestor in consideration of the LACC and related easements, as determined by the Commissioner of Highways or his designee.
- All right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements.
- All costs of any engineering, construction or safety improvements will be borne by the requestor.
- The requestor will be required to obtain a land use permit prior to any activity within the Route 419 (North Electric Road) limited access right of way

Recommendation: VDOT recommends the approval of the proposed LACC subject to the referenced conditions and facts. VDOT further recommends that the Commissioner be authorized to take all actions and execute all documentation necessary to implement the LACC.

Action Required by CTB: Virginia Code § 33.2-401 requires a majority vote of the CTB approving the recommended LACC. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: The project will move forward as proposed and the Commissioner of Highways will be authorized to take all actions necessary to comply with this resolution.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

cil Chamber of the Municipal Building October 14, 1964 at 10 o'clock a.m., there being present all the members of Council, to wit: J. Leonard Shank, E. P. Hart, Jack K. Dame, A. D. Goodwin, and H. R. Garden; with J. Leonard Shank, Chairman and ex-officio Mayor, presiding; together with W. Frank Chapman, Town Manager; and R. S. Kime, Town Attorney; and William J. Paxton, Jr., Town Clerk and Assistant Town Manager; and the following business was transacted:

WHEREAS, at the last regular meeting of Council, held October 12, 1964, this date was set for a special meeting of Council to discuss with the Architects the bids for the remodeling of the Municipal Building of the Town; and

WHEREAS, Roy M. Kinsey, representing Kinsey, Motley and Shane, Architects and Engineer for said remodeling, and William E. Reynolds, representing Valley Contractors Corporation, low bidder for said remodeling, met, together with Council, and a full discussion was held between the members of Council, the Architect and the Contractor regarding the bid; and

WHEREAS, the Architect reported that \$3,640 could be saved if the screen on the second story of the building were omitted; and

WHEREAS, Council is of the opinion, after a mature consideration of the effect of omitting the screen, that the screen should remain a part of the contract, particularly in view of the over all effort being made to improve the appearance of all buildings throughout Town; now, therefore,

ON MOTION MADE, SECONDED AND DULY CARRIED, upon recommendation of the Architect, the bid of Valley Contractors Corporation in the amount of \$83,895, was accepted, and the proper officers of the Town be, and they are, hereby authorized to sign a contract for the remodeling in accordance with said bid, when such contract has been approved by the Town Attorney -- the roll call vote being as follows: H. R. Garden - aye; A. D. Goodwin - aye; Jack K. Dame - aye; E. P. Hart - aye; and J. Leonard Shank - aye.

There being no further business before Council, the same on motion adjourned.


Town Clerk


Chairman and ex-officio Mayor

October 26, 1964

A regular meeting of the Council of the Town of Salem was held in the Council Chamber of the Municipal Building October 26, 1964, at 7:30 p.m., there being present all the members of said Council, to wit: J. Leonard Shank, E. P. Hart, Jack K. Dame, A. D. Goodwin and H. R. Garden; with J. Leonard Shank, Chairman and ex-officio Mayor, presiding; together with W. Frank Chapman, Town Manager, William J. Paxton, Jr., Town Clerk and Assistant Town Manager; and R. S. Kime, Town Attorney; and the following business was transacted:

The minutes of the meetings of October 12, 1964, and October 14, 1964, were read and approved.

WHEREAS, at the regular meeting of Council, held October 12, 1964, the Town Manager and Town Attorney were requested to make an investigation and determination as to whether or not the Roanoke County Woman's Club would require a Public Dance Hall License; and

WHEREAS, the Town Manager reported that he had met with the Assistant Town Attorney and representatives of the Roanoke County Woman's Club and that said Club had withdrawn its request for a Public Dance Hall License and that the Town Attorney would file a written opinion on the matter at a later date.

The Town Manager presented a letter, dated October 19, 1964, from L. O. Bolton, Urban Engineer, Commonwealth of Virginia, Department of Highways, relative to controlled access on the extension of Route 419, north from East Main Street to Interstate Route 81, which letter requests concurrence in the proposal to control access into the proposed spur at East Main Street, Millbrook Street, Reece Road and Dalewood Avenue as shown on the proposed location approved by Council at its last regular meeting; and

WHEREAS, Council is of the opinion, after reviewing the proposed location again, that it would be to the best interests of the Town, the citizens in general, and would promote safety on the proposed spur; and

ON MOTION MADE, SECONDED AND DULY CARRIED, Council doth concur in the recommendation of the Commonwealth of Virginia, Department of Highways, that access to the proposed spur connection from East Main Street to Interstate Route 81 be limited as aforesaid -- the roll call vote being as follows: H. R. Garden - aye; A. D. Goodwin - aye; Jack K. Dame - aye; E. P. Hart - aye; and J. Leonard Shank - aye.

The Town Manager presented Stuart Connock, Field Representative of the Virginia Municipal League, to the members of Council.

The Town Manager presented Change Order No. 4 for the Public Safety Building to provide for the installation of toilet facilities on the first floor for the Salem Rescue Squad and recommended that no decision be made at this time in view of the cost of such Change Order; and

Municipal
Building
remodeling -
contract with
Valley
Contractors
authorized

Public Dance
Hall, Roanoke
County Woman's
Club

Electric Road
Route 419
Lakeside to
Interstate 81

Public Safety
Building -
Change Order
No. 4

SITE & ZONING SUMMARY:

SITE ADDRESS: 11-15 DALEWOOD AVE
SALEM, VA 24153

A-A: 1637 E MAIN ST
SALEM, VA 24153

OWNER: LAYMAN CANDY COMPANY INC.

OWNER ADDRESS: PO BOX 1015
SALEM, VA 24153

TAX MAP NUMBERS: 77-3-12, 77-3-13, 77-3-14, 77-3-15

EXISTING LOT SIZE AND ZONING:

77-3-12: 0.297 AC - HBD - HIGHWAY BUSINESS DISTRICT
77-3-13: 1.040 AC - HBD - HIGHWAY BUSINESS DISTRICT
77-3-14: 0.194 AC - HBD - HIGHWAY BUSINESS DISTRICT
77-3-15: 0.211 AC - HBD - HIGHWAY BUSINESS DISTRICT
77-3-16: 0.230 AC - HBD - HIGHWAY BUSINESS DISTRICT

PROPOSED USE: PERSONAL STORAGE WITH SPECIAL EXCEPTION REQUEST

SITE ADDRESS: 1641 E MAIN ST
SALEM, VA 24153

OWNER: GEORGE W GIVENS JR & SUSAN K GIVENS

OWNER ADDRESS: 1320 SAINT JUDE ST
SALEM, VA 24153

TAX MAP NUMBER: 77-3-16

EXISTING LOT SIZE: 0.23 AC

EXISTING ZONING: HBD- HIGHWAY BUSINESS DISTRICT

ZONING REQUIREMENTS - HIGHWAY BUSINESS DISTRICT:

MINIMUM LOT AREA: 7,200 SF

MINIMUM FRONTAGE: 60' ON A PUBLIC STREET

MINIMUM SETBACK REQUIREMENTS:

FRONT YARD: 30' FROM STREET CENTERLINE
SIDE YARD: NO MINIMUM
REAR YARD: NO MINIMUM

PER ZONING REGULATIONS:

EAST MAIN ST: 55' FROM CENTERLINE
ELECTRIC RD: 55' FROM CENTERLINE

PER SUPPLEMENTAL REGULATIONS FOR PERSONAL STORAGE:

FRONT YARD: 30' FROM R.O.W. LINE

MAXIMUM HEIGHT OF STRUCTURES: 80'

MAXIMUM BUILDING SIZE: NO MAXIMUM

PROFFERED CONDITIONS:

1. CONTINGENT ON THE CITY VACATING THE RIGHT-OF-WAY BETWEEN 77-3-12 AND 77-3-14
2. CONTINGENT ON THE CITY VACATING THE RIGHT-OF-WAY BETWEEN 77-3-12 AND 77-3-14
3. THE PROPERTY WILL BE DEVELOPED IN SUBSTANTIAL CONFORMANCE WITH THE CONCEPTUAL SITE PLAN PREPARED BY BALZER AND ASSOCIATES, INC. ENTITLED "LAYMAN CANDY COMPANY" DATED JUNE 7, 2021 SUBJECT TO ANY CHANGES TO ACCESS THAT MAY BE REQUIRED BY THE CITY OF SALEM AND THE VIRGINIA DEPARTMENT OF TRANSPORTATION DURING THE SITE PLAN REVIEW PROCESS.
4. THE BUILDING WILL BE DEVELOPED IN SUBSTANTIAL CONFORMANCE WITH THE PROVIDED ARCHITECTURAL PERSPECTIVE RENDERING INDICATED AS EXHIBIT B AND DATED JULY 6, 2021.
5. THIS PERMIT SHALL BE SUBJECT TO REVOCATION IF ALL REQUIRED PERMITS HAVE NOT BEEN GRANTED WITHIN THREE YEARS.

BUFFER YARD:

TYPE B EVERGREEN BUFFER FOR HBD ADJOINING RSF

OPTION 1: 8' BUFFER YARD, ONE ROW OF SMALL EVERGREEN TREES, ONE ROW OF EVERGREEN SHRUBS

OPTION 2: 15' BUFFER YARD, ONE ROW OF SMALL EVERGREEN TREES

PARKING SUMMARY:

PARKING REQUIRED: 2 SPACES PER 100 UNITS

PARKING PROVIDED: 12 SPACES

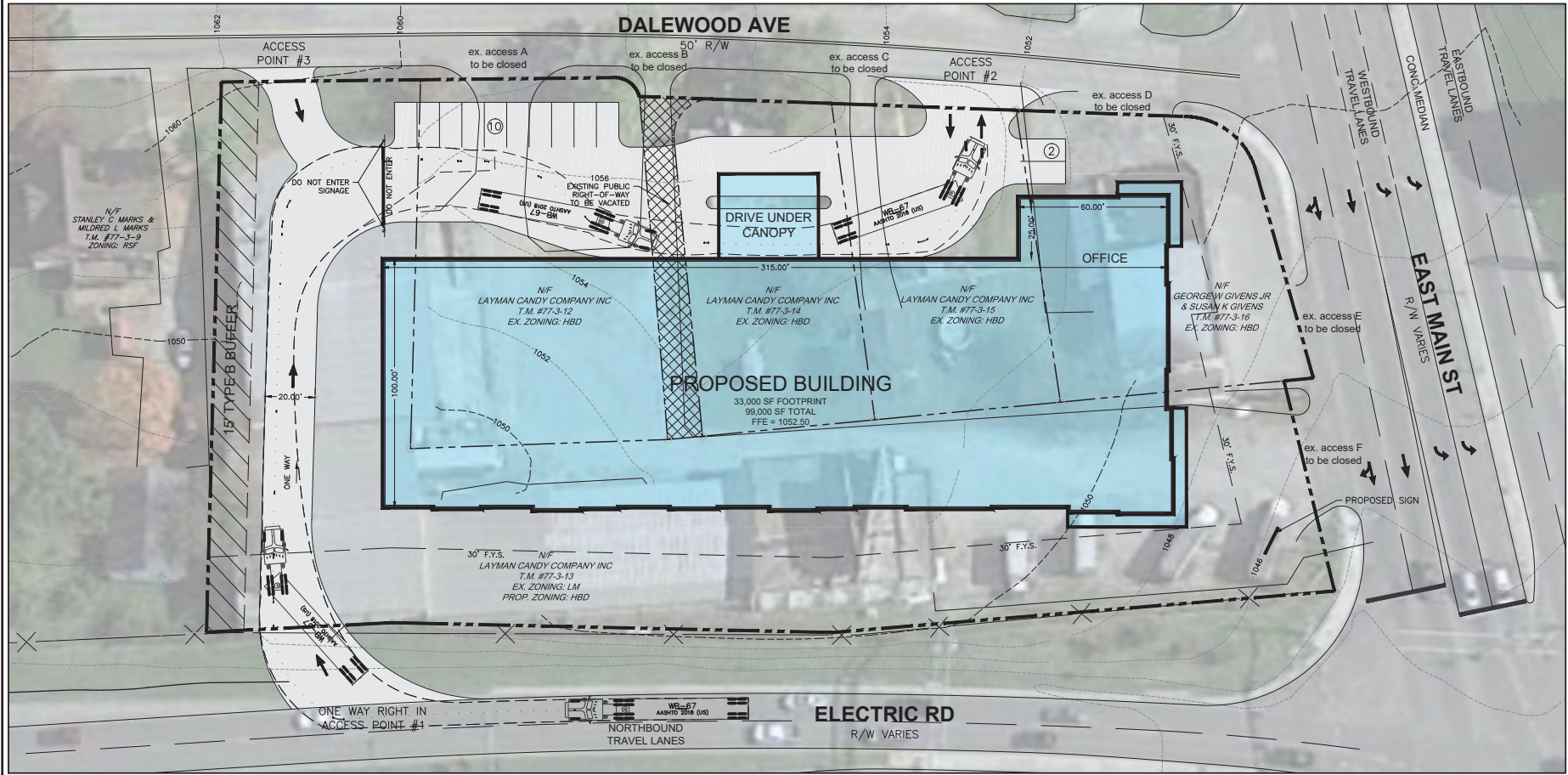
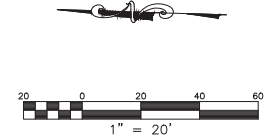
PARKING PROVIDED: 12 SPACES

CONCEPT PLAN NOTE:

1. THIS PLAN IS FOR CONCEPTUAL PURPOSES AND HAS BEEN PREPARED USING COMPILED INFORMATION. A CURRENT FIELD SURVEY HAS NOT BEEN PERFORMED TO VERIFY ALL EXISTING CONDITIONS ON-SITE.

2. AERIAL IMAGERY SOURCED FROM GOOGLE EARTH IMAGE, DATED NOVEMBER 2019

Exhibit B



PRELIMINARY

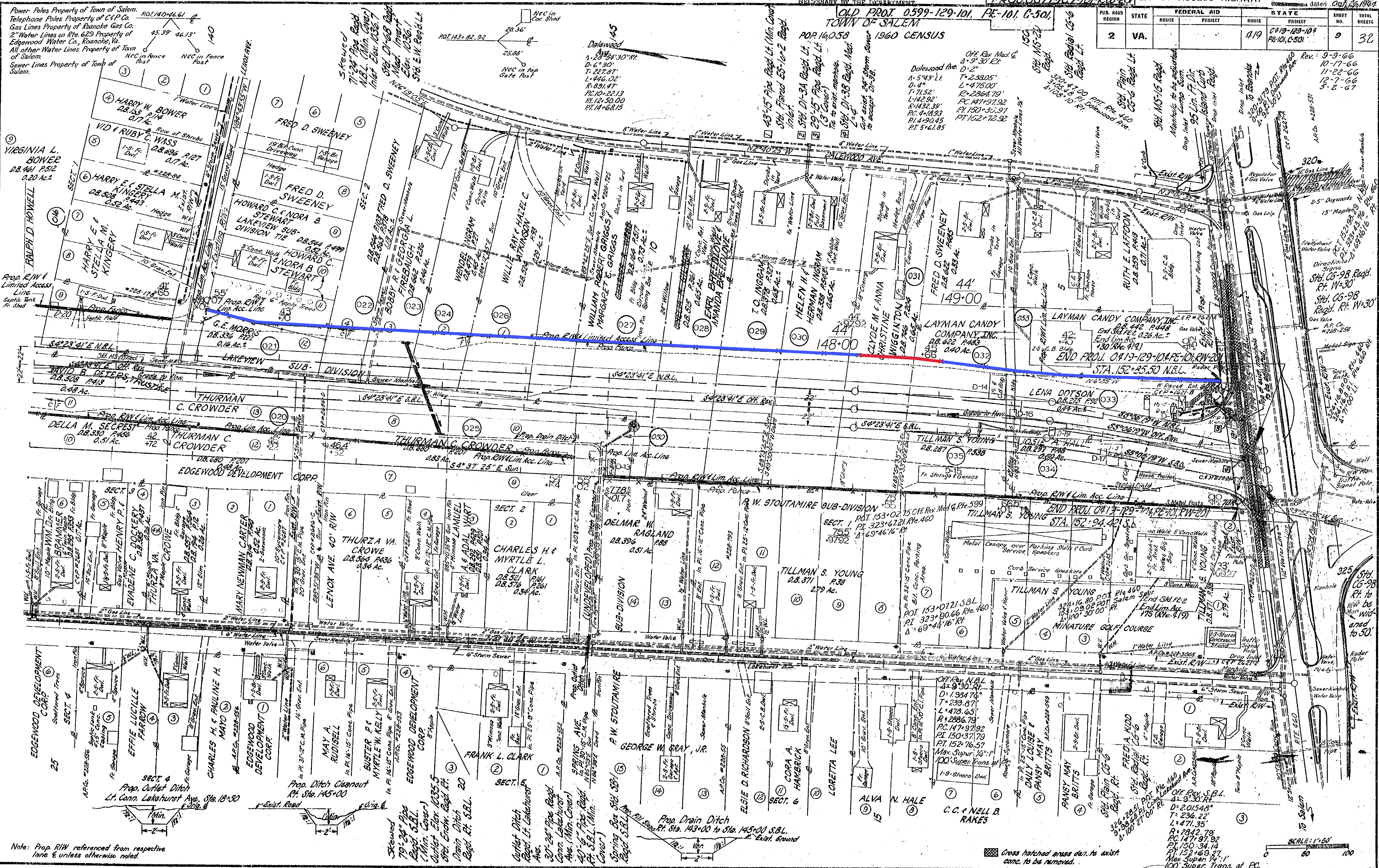
LAYMAN CANDY COMPANY
CONCEPTUAL SITE PLAN

DRAWN BY: KAM
DESIGNED BY: BTC
CHECKED BY: BTC
DATE: 12/15/2021
SCALE: 1" = 20'
REVISIONS:

EX-A
PROJECT NO. 04010024.00

PUB. ROAD REGION	STATE	FEDERAL AID ROUTE PROJECT	STATE PROJECT	SHEET NO.	TOTAL SHEETS
2	VA.	419	0419-129-101 PE-101, C-501	9	32

OLD PROJ. 0599-129-101, PE-101, C-501
 TOWN OF SALEM
 1960 CENSUS
 POP. 14,058



Note: Prop. R/W referenced from respective lane & unless otherwise noted.

Cross hatched areas den. to exist conc. to be removed.



COMMONWEALTH of VIRGINIA

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

Stephen C. Brich, P.E.
COMMISSIONER

June 1, 2022

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

Subject: Approval of Limited Access Control Change (LACC) for Route 419 (North Electric Road)

Dear Commonwealth Transportation Board Members:

The Department has received a request for your consideration from PCG-OZ, LLC and Layman Candy Company, Inc. for a break in the limited access control along Route 419 (North Electric Road), for the construction of a right in only commercial entrance, to serve as direct access to their planned self-storage facility located at the intersection of Route 419 (North Electric Road) and Route 11/460 (East Main Street) and Dalewood Avenue in the City of Salem. The proposed development will reduce the total number of access points to the site from six to three, with no median breaks and no deceleration lanes required. The Department's staff has determined there will be minimal impact on the operation to Route 419 (North Electric Road) and that the proposed LACC is appropriate from a design, safety and traffic control standpoint.

The request meets the engineering criteria and guidelines set forth in Title 24, Agency 30, Chapter 401 of the Virginia Administrative Code. I have reviewed the Staff's recommendations, and determined that approving the limited access control change 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 Thrasher

Barton A. Thrasher, P.E.
Chief Engineer

Exhibit D



October 14, 2021

Mr. Ken King Jr., PE
District Engineer
Virginia Department of Transportation
Salem District
731 Harrison Avenue
Salem, Virginia 24153

Mr. King,

The City of Salem, Virginia supports the petition of Property Catalyst Group to the Virginia Department of Transportation (VDOT) for the allowance of a “right-in/right-out” access on the northbound side of Electric Road/Route 419 for a proposed Salem Self Storage project located on the corner of East Main Street and Electric Road in Salem.

The petitioner’s proposed use combines multiple parcels at this intersection for redevelopment. The resulting project will provide an aesthetically beneficial commercial use for a challenging location that serves as a primary gateway into the City from both Roanoke County and Roanoke City.

The petitioner has consulted with the City’s Community Development and Engineering staff on the site plan and the associated ingress and egress points. Successful redevelopment of this corner for any use is significantly impacted by the existing access limitations. This project proposes to reduce the number of access points on the combined site from six to three, to include the elimination of three adjacent access points clustered near the traffic signal on East Main Street. Additionally, City staff has reviewed the traffic study information in reviewing the site plan. Recognizing that this section of Electric Road/Route 419 is designated as a limited access road, the proposed project will result in a relatively low traffic count compared to other commercial use types and provide a much-needed redevelopment boost for this entire intersection in the City of Salem.

Please call the office at 540-375-3016 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "James E. Taliaferro, II". The signature is fluid and cursive, written over a white background.

James E. Taliaferro, II
City Manager

Cc: Ray Varney, PE, Resident Engineer, Salem Residency, Virginia Department of Transportation



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 21, 2022

MOTION

Made By: _____ Seconded By:

Action:

Title: Bridge Naming: “John H. Cubine Memorial Bridge”

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Town Council of the Town of Big Stone Gap has requested, by resolution dated November 9, 2021, that the Commonwealth Transportation Board (CTB), to honor the life and outstanding community service of John H. Cubine, name the bridge on Shawnee Avenue West, over the south fork of the Powell River, Town of Big Stone Gap, as the “John H. Cubine Memorial Bridge”; and

WHEREAS, the Town of Big Stone Gap, by resolution dated November 9, 2021 has agreed to pay the cost of producing, placing and maintaining the signs calling attention to this naming; 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.

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Shawnee Avenue West, over the south fork of the Powell River, Town of Big Stone Gap, as the “John H. Cubine Memorial Bridge”.

Resolution of the Board
Bridge Naming: "John H. Cubine Memorial Bridge"
June 21, 2022
Page 2 of 2

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming, and secure payment from the Town of Big Stone Gap for these costs as required by law.

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CTB Decision Brief
Bridge Naming: “John H. Cubine Memorial Bridge”

Issue: Commemorative naming of the bridge on Shawnee Avenue West, over the south fork of the Powell River, Town of Big Stone Gap, as the “John H. Cubine Memorial Bridge”.

Facts: The Town Council of the Town of Big Stone Gap enacted a resolution on November 9, 2021 to honor the life and service to his community of John H. Cubine.

According to that resolution, Mr. Cubine was a lifetime resident of Wise County and a valuable member of the business community. He attended Appalachia High School and retired from Interstate/Norfolk-Southern Railroad after 22 years of service.

He created and opened the Jessie Lea RV Park and Campground in 2005 and was awarded the Business of the Year by the Gap Corporation in 2006. He created highly-acclaimed woodcarvings in trees in and around the Campground and was a founding member of the Mountain Traditions Woodcarvers, a highly respected and widely-acclaimed group of skilled artisans. His efforts to make people feel welcome when visiting Big Stone Gap contributed greatly to the advancement of economic benefits for the Town through the promotion of tourism.

Mr. Cubine passed away on September 14, 2021.

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

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

Result if Approved: The bridge on Shawnee Avenue West, over the south fork of the Powell River, Town of Big Stone Gap, will be known as the “John H. Cubine Memorial Bridge”. In accordance with law and by resolution, the Town of Big Stone Gap agrees to pay 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.

RESOLUTION NO. 17-2021

BEING A RESOLUTION SUPPORTING THE NAMING OF THE BRIDGE ON SHAWNEE AVENUE WEST OVER THE SOUTH FORK OF THE POWELL RIVER IN THE TOWN OF BIG STONE GAP AS THE “JOHN H. CUBINE MEMORIAL BRIDGE”

WHEREAS, the Town Council of the Town of Big Stone Gap, Virginia, is committed to recognizing outstanding community service made by its citizens to the Town and the residents of Big Stone Gap; and

WHEREAS, John H. Cubine, a lifetime resident of Wise County and a valuable member of the business community of the Town of Big Stone Gap, died on September 14, 2021; and

WHEREAS, Johnny was raised in Appalachia, Virginia where he attended Appalachia High School and retired from Interstate/Norfolk-Southern Railroad after 22 years of service; and

WHEREAS, Johnny fulfilled his dream of creating a business in Big Stone Gap when he opened the Jessie Lea RV Park and Campground in 2005 and was awarded Business of the Year by the Gap Corporation in 2006; and

WHEREAS, Johnny created highly-acclaimed woodcarvings in trees in and around the Jesse Lea RV Park and Campgrounds for all the residents of Big Stone Gap to enjoy and was a founding member of the Mountain Traditions Woodcarvers, a highly respected and widely-acclaimed group of skilled artisans from our region; and

WHEREAS, Johnny worked hard to make his guests feel at home in Big Stone Gap, treasuring the enduring friendships he made over the years, while contributing greatly to the advancement of economic benefits for the Town through the promotion of tourism; and

WHEREAS, Section 33.2-213 of the *Code of Virginia* authorizes the Commonwealth Transportation Board (CTB) 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; and

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation 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.

NOW, THEREFORE, BE IT RESOLVED, that the Council of the Town of Big Stone Gap, Virginia, in accordance with Section 33.2-213 of the *Code of Virginia*, does hereby request that the CTB name the bridge on Shawnee Avenue West that spans the South Fork of the Powell River off Wood Ave West (Highway 58) in the Town of Big Stone Gap as the “John H. Cubine Memorial Bridge”.

BE IT FURTHER RESOLVED, that the Town of Big Stone Gap agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming;

ADOPTED this 9th day of November, 2021.

TOWN OF BIG STONE GAP, VIRGINIA

BY:


Gary P. Johnson, Mayor

ATTEST:



Amanda L. Hawkins
Town Clerk/Treasurer

RECORDED VOTE:

AYES: Bailey, Bloomer, Gilley, Hughes, Johnson, Lyke, McKinney

NAYES: None **ABSENT:** None **ABSTAIN:** None

Proposed Bridge Naming

Proposed "JOHN H. CUBINE MEMORIAL BRIDGE"

GPS: 36.513460, -82.470935

Route: Shawnee Avenue W

Structure No.: 8002

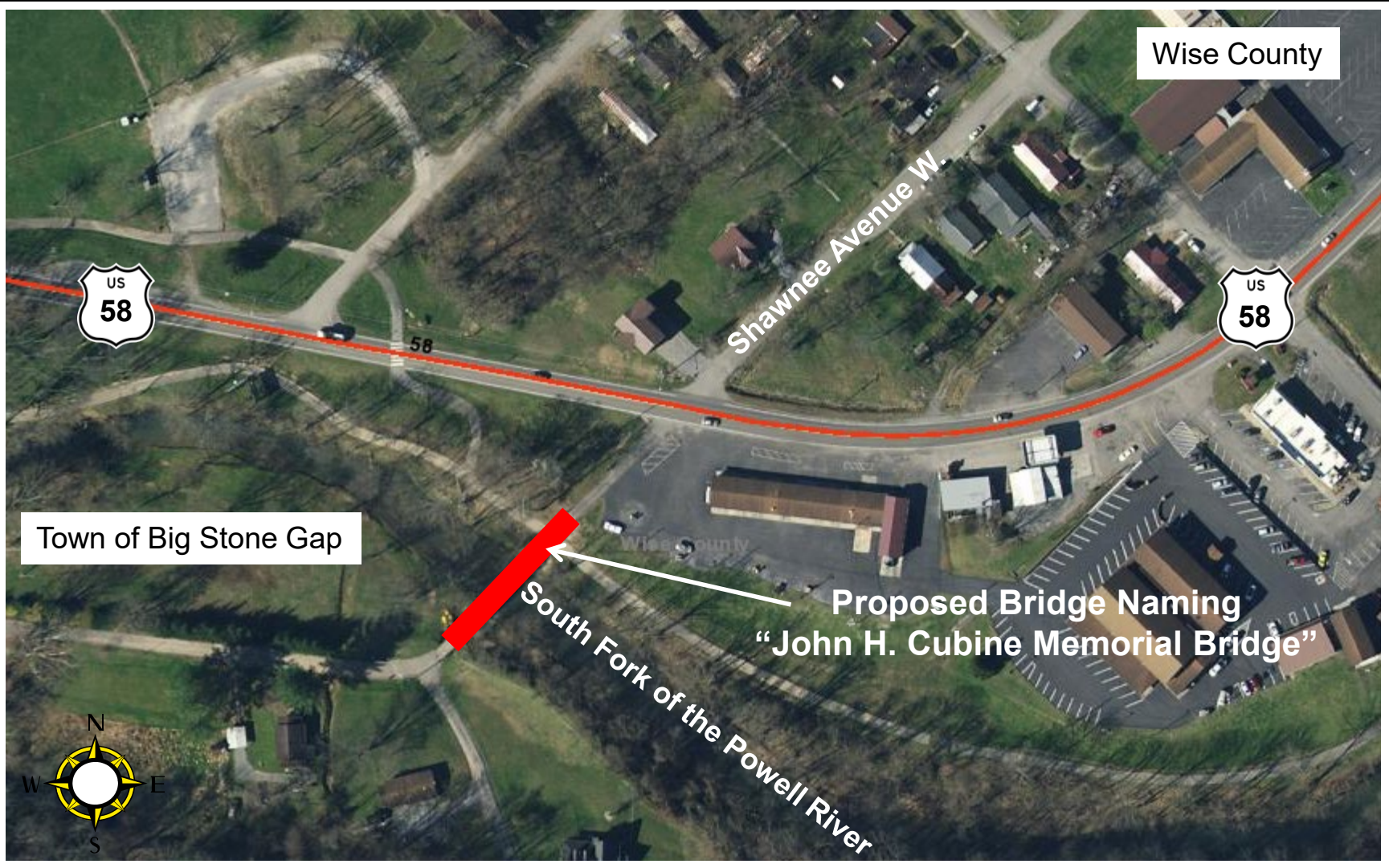
Over: South Fork of Powell River

Legend

 Proposed Bridge to be Named

 Proposed Bridge to be Named







COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 21, 2022

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Bridge Naming: "Lonnie Evans Memorial Bridge"

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Governing Body of the Town of Pennington Gap has requested, by resolution passed March 21, 2022, that the Commonwealth Transportation Board (CTB), to honor the life, service and ultimate sacrifice of Petty Officer Lonnie Bernard Evans, name the bridge on Route 706, Fairground Road, over the North Fork of the Powell River, Town of Pennington Gap, as the "Lonnie Evans Memorial Bridge"; and

WHEREAS, the Town of Pennington Gap, by resolution passed March 21, 2022, has agreed to pay the cost of producing, placing and maintaining the signs calling attention to this naming; 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.

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 706, Fairground Road, over the North Fork of the Powell River, Town of Pennington Gap, as the "Lonnie Evans Memorial Bridge".

Resolution of the Board
Bridge Naming: "Lonnie Evans Memorial Bridge"
June 21, 2022
Page 2 of 2

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming, and secure payment from the Town of Pennington Gap for these costs as required by law.

#####

CTB Decision Brief

Bridge Naming: “Lonnie Evans Memorial Bridge”

Issue: Commemorative naming of the bridge on Route 706, Fairground Road, over the North Fork of the Powell River, Town of Pennington Gap, as the “Lonnie Evans Memorial Bridge”.

Facts: The Town of Pennington Gap enacted a resolution on March 21, 2022 to honor the life, contributions, and ultimate sacrifice of Petty Officer Lonnie Bernard Evans.

According to that resolution, Lonnie Evans was born in Pennington Gap on February 21, 1946. At the age of 19 he enlisted in the United States Navy and was serving with the River Division 52, River Squadron 5, TF116 USNAVFORV, holding the rank of Petty Officer Third Class E4 as Gunner’s Mate Third Class.

Just after Thanksgiving Day, early on Friday, November 24, 1967, Petty Officer Lonnie Bernard Evans was killed in action by an explosive to the hull of YRBM 16 in the river at Ben Tre, Kien Hoa Province, South Vietnam. He was 21 years old.

Petty Officer Evans is honored on the Vietnam Memorial Wall at Panel 30E, Line 76. The people of Lee County, Pennington Gap and family and friends who knew and loved him wish to honor and remember him with a bridge naming near where he grew up.

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

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

Result if Approved: The bridge on Route 706, Fairground Road, over the North Fork of the Powell River, Town of Pennington Gap, will be known as the “Lonnie Evans Memorial Bridge”. In accordance with law and by resolution, the Town of Pennington Gap agrees to pay 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.

RESOLUTION 22-01

Title: Bridge Naming on Virginia Route T706 /Fairground Road, over the North Fork of Powell River in the Town of Pennington Gap, County of Lee as the "*Lonnie Evans Memorial Bridge*".

WHEREAS, Lonnie Bernard Evans of Pennington Gap was born February 21, 1946

WHEREAS, at age 19, Evans enlisted in the United States Navy and was serving with the River Division 52, River Squadron 5, TF116 USNAVFORV, holding the rank of Petty Officer Third Class E4 as Gunner's Mate Third Class at his death. His service number was 7949394; and

WHEREAS, just after Thanksgiving Day, early Friday, November 24, 1967, Petty Officer Evans was killed by an explosive to the hull of YRBM 16 in the river at Ben Tre, Kien Hoa Province, South Vietnam; and

WHEREAS, Petty Officer Evans was just 21 years of age at the time of his death, and is honored on the Vietnam Memorial Wall at Panel 30E, Line 76, the people of Lee County, Pennington Gap, family and friends who knew and loved him wish to honor and remember him with a bridge named in his memory near where he grew up; and

WHEREAS, Section 33.2-213 of the Code of Virginia authorizes the Commonwealth Transportation Board (CTB) 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; and

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation 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.

NOW, THEREFORE, BE IT RESOLVED, that Pennington Gap, in accordance with the requirements of Section 33.2-213 of the Code of Virginia, does hereby request that the Commonwealth Transportation Board name the bridge on T706, Fairground Road over the North Fork of Powell River in Pennington Gap as the "*Lonnie Evans Memorial Bridge*";

BE IT FURTHER RESOLVED, that the Town of Pennington agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Town of Pennington Gap



Larry Holbrook, Mayor

Attest: 

Karen Maggard, Clerk

CERTIFICATION

I hereby certify that the above Resolution was duly adopted by the Governing Body of the Town of Pennington Gap in a duly assembled meeting on the 21 day of MARCH, 2022.



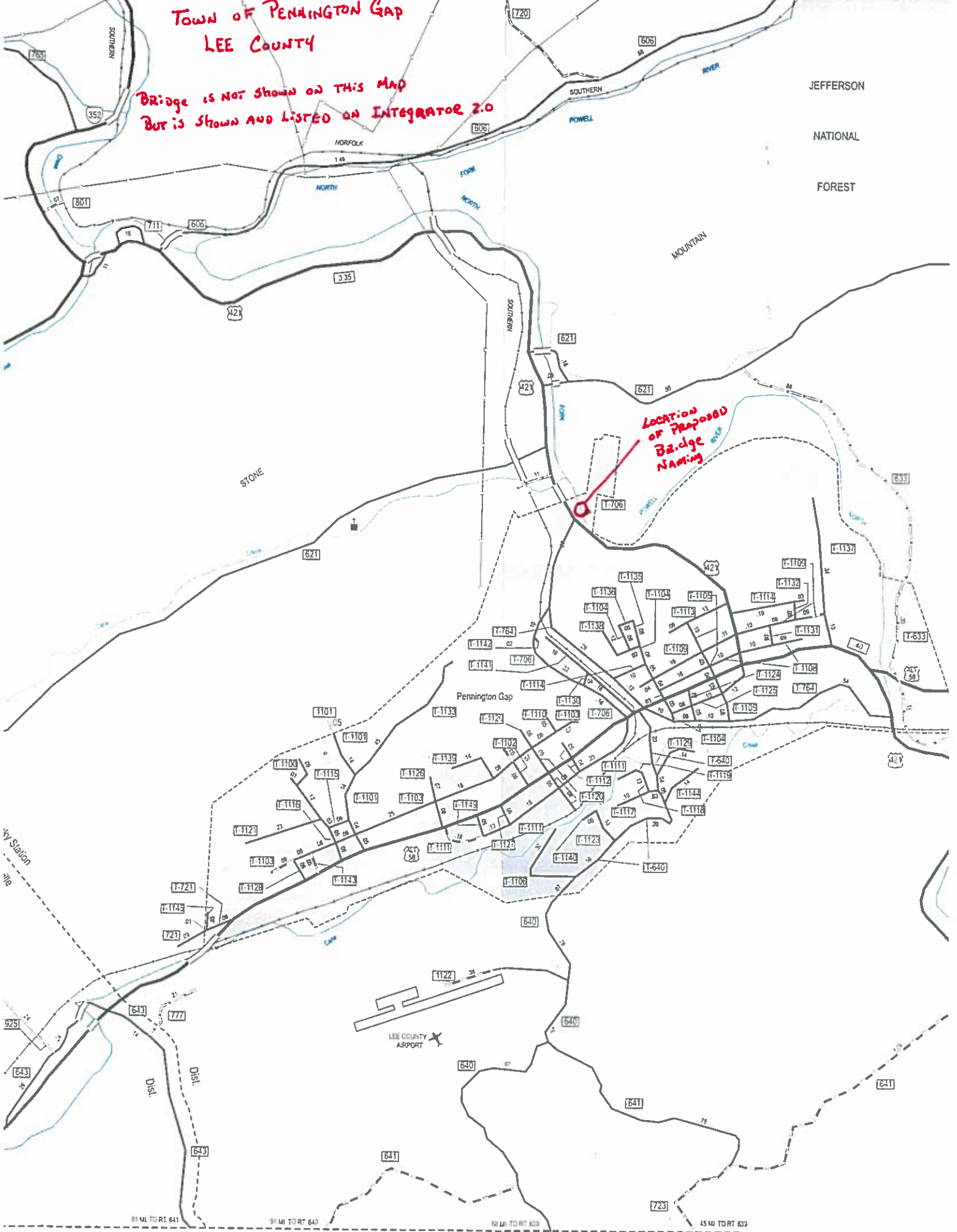
Karen Maggard, Clerk

TOWN OF PENNINGTON GAP
LEE COUNTY

BRIDGE IS NOT SHOWN ON THIS MAP
BUT IS SHOWN AND LISTED ON INTEGRATOR 2.0

LOCATION OF PROPOSED
BRIDGE
NAMING

JEFFERSON
NATIONAL
FOREST



81 MI TO RT 641

91 MI TO RT 643

91 MI TO RT 609

45 MI TO RT 639

Proposed Bridge Naming

Proposed: Lonnie Evan Memorial Bridge

GPS: 36.460117, -83.014893

Route T706 - Fairground Road

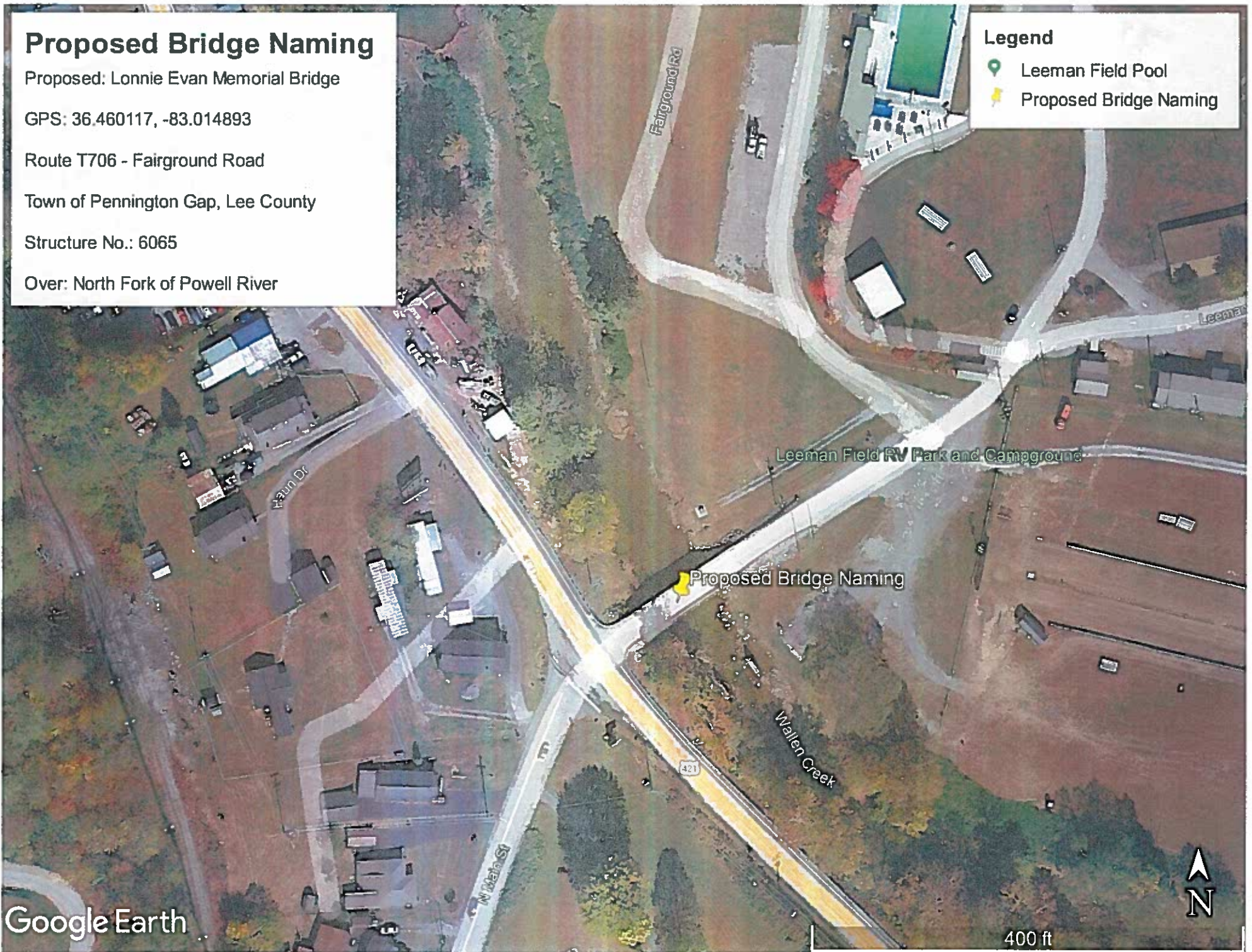
Town of Pennington Gap, Lee County

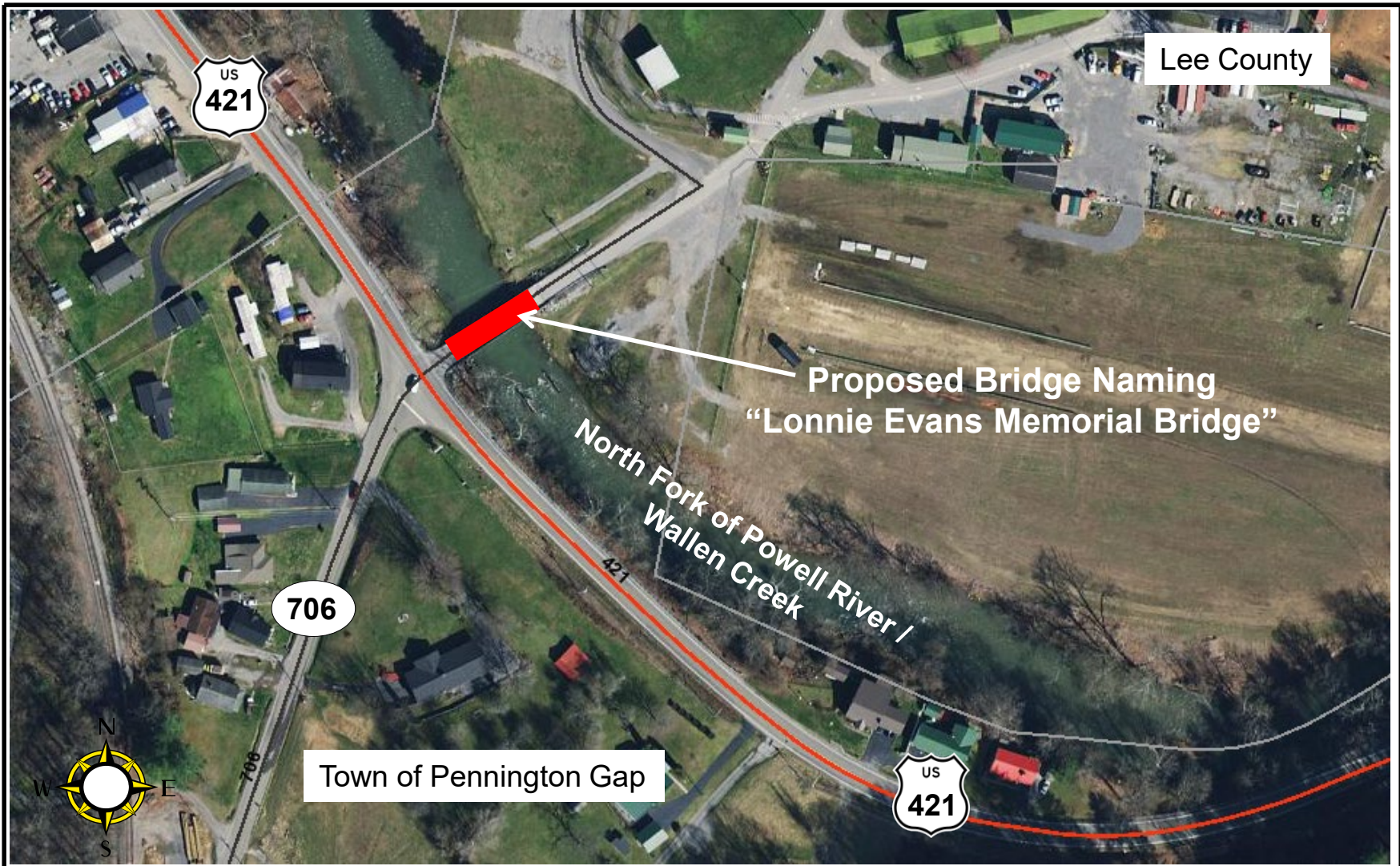
Structure No.: 6065

Over: North Fork of Powell River

Legend

-  Leeman Field Pool
-  Proposed Bridge Naming







COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 21, 2022

MOTION

Made By: _____ Seconded By:

Action:

Title: Bridge Naming: “General Daniel Morgan Veterans’ Memorial Bridge”

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Warren County Board of Supervisors has requested, by resolution dated May 3, 2022, that the Commonwealth Transportation Board (CTB), to honor the life and service to his country of General Daniel Morgan, name the bridge on overlapping U.S. Routes 340 and 522, Winchester Road, over the north fork of the Shenandoah River, Warren County, as the “General Daniel Morgan Veterans’ Memorial Bridge”; and

WHEREAS, Warren County, by resolution dated May 3, 2022 has agreed to pay the cost of producing, placing and maintaining the signs calling attention to this naming; 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.

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on overlapping U.S. Routes 340 and 522, Winchester Road, over the north fork of the Shenandoah River, Warren County, as the “General Daniel Morgan Veterans’ Memorial Bridge”.

Resolution of the Board
Bridge Naming: "General Daniel Morgan Veterans' Memorial Bridge"
June 21, 2022
Page 2 of 2

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

#####

CTB Decision Brief

Bridge Naming: “General Daniel Morgan Veterans’ Memorial Bridge”

Issue: Commemorative naming of the bridge on overlapping U.S. Routes 340 and 522, Winchester Road, over the north fork of the Shenandoah River, Warren County as the “General Daniel Morgan Veterans’ Memorial Bridge”.

Facts: Warren County enacted a resolution on May 3, 2022 to honor the life and service to his country of General Daniel Morgan.

According to that resolution, many people in Warren County joined in the fight for American independence as evidenced by the number of soldiers’ graves marked in Warren County by the Col. James Wood II Chapter of the Sons of the American Revolution.

Among those joining in the fight was General Daniel Morgan of Frederick County, whose grave is in Mt. Hebron Cemetery in Winchester. During the American fight for independence, General George Washington commissioned General Daniel Morgan, hero at Cowpen, to fortify Massanutten Mountain, an area of present Warren County, where American forces and its citizens would take a stand if English forces ultimately prevailed in the northern colonies and at the Village of York Towne.

General Morgan’s war tactics that insured a major victory and turning point at the Battle of Cowpens are still taught today in our war colleges and to our fighting troops. His bravery in the face of enemy forces and his leadership brought great loyalty among his troops, insuring ultimate victory.

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

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

Result if Approved: The bridge on overlapping U.S. Routes 340 and 522, Winchester Road, over the north fork of the Shenandoah River, Warren County will be known as the “General Daniel Morgan Veterans’ Memorial Bridge”. In accordance with law and by resolution, Warren County agrees to pay 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.

RESOLUTION



***of the Board of Supervisors of Warren County Naming the Route 340/522
Bridge over the North Fork of the Shenandoah Bridge in Warren County as the
“General Daniel Morgan Veterans’ Memorial Bridge”***

WHEREAS, the people of this county joined in the fight for American Independence, as evidenced by the numbers of soldiers’ graves marked in our soil by the Col. James Wood II Chapter of the Sons of the American Revolution; and

WHEREAS, among those joining in the fight for American Independence was one General Daniel Morgan of Frederick County, whose grave is in Mt. Hebron Cemetery in Winchester; and

WHEREAS, because the American fight for Independence went on for eight years with many disappointing outcomes that looked bleak for American Forces, General George Washington did Commission General Daniel Morgan, hero at Cowpens, to fortify Massanutten Mountain, an area of present Warren County, where American Forces and its citizens would take a stand if English Forces ultimately prevailed in the northern Colonies and at the Village of York Towne; and

WHEREAS, General Daniel Morgan, a renowned soldier and General whose war tactics that insured a major victory and a turning point at the Battle of Cowpens are taught still today in our war colleges and to our fighting troops, and whose bravery in the face of enemy forces and leadership brought great loyalty among his troops, insuring ultimate victory; and

WHEREAS, Warren County strongly supports the efforts and sacrifices made by all men and women who have served in the United States Armed Forces and recognizes the unselfish dedication and determination demonstrated by these brave patriots; and

WHEREAS, Section 33.2-213 of the Code of Virginia authorizes the Commonwealth Transportation Board (CTB) 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; and

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation 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.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of Warren County, Virginia, in accordance with Section 33.2-213 of the Code of Virginia, does hereby request that the Commonwealth Transportation Board name the bridge on Route 340/522 over the North Fork of the Shenandoah River in Warren County as the "General Daniel Morgan Veterans' Memorial Bridge"; and

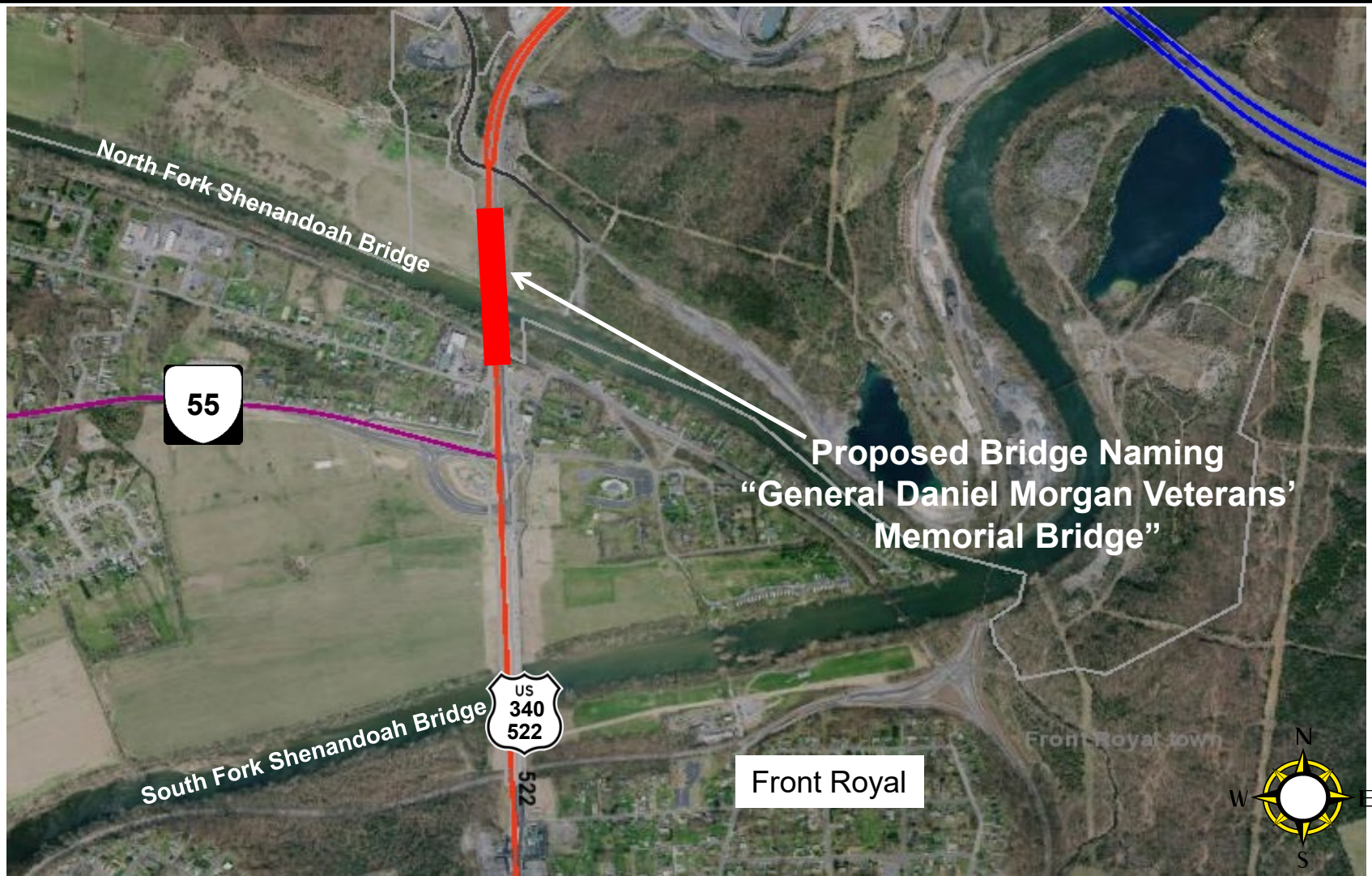
BE IT FURTHER RESOLVED, that Warren County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Adopted: May 3, 2022

Cheryl L. Cullers
Cheryl L. Cullers, Chair
Warren County Board of Supervisors

ATTEST:

Edwin C. Daley
Edwin C. Daley, Clerk
Warren County Board of Supervisors





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 21, 2022

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Bridge Naming: “Major General Dr. Joseph Warren Veterans’ Memorial Bridge”

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Warren County Board of Supervisors has requested, by resolution dated May 3, 2022, that the Commonwealth Transportation Board (CTB), to honor the life and service to his country of Major General Dr. Joseph Warren, rename the bridge on overlapping U.S. Routes 340 and 522, North Shenandoah Avenue, over the south fork of the Shenandoah River, Warren County, as the “Major General Dr. Joseph Warren Veterans’ Memorial Bridge”; and

WHEREAS, the Commonwealth Transportation Board, at the request of the Warren County Board of Supervisors, named this same bridge the “Veterans Memorial Bridge” on July 19, 2017; and

WHEREAS, Warren County, by resolution dated May 3, 2022 has agreed to pay the cost of producing, placing and maintaining the signs calling attention to this naming; 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.

Resolution of the Board

Bridge Naming: "Major General Dr. Joseph Warren Veterans' Memorial Bridge"

June 21, 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 bridge on overlapping U.S. Routes 340 and 522, North Shenandoah Avenue, over the south fork of the Shenandoah River, Warren County, as the "Major General Dr. Joseph Warren Veterans' Memorial Bridge".

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

####

CTB Decision Brief

Bridge Naming: “Major General Dr. Joseph Warren Veterans’ Memorial Bridge”

Issue: Commemorative renaming of the bridge on overlapping U.S. Routes 340 and 522, North Shenandoah Avenue, over the south fork of the Shenandoah River, Warren County as the “Major General Dr. Joseph Warren Veterans’ Memorial Bridge”.

Facts: Warren County enacted a resolution on May 3, 2022 to honor the life and service to his country of Major General Dr. Joseph Warren.

According to that resolution, Warren County is named for Dr. Warren who was a founding father of the United States. He was martyred at the Battle of Bunker Hill on June 17, 1775 by British Forces seeking to silence his voice advocating American independence.

Warren County recognizes Dr. Warren’s role as a Founding Father by adopting his name and the lowering of county flags on his birthday of June 11 each year. Additionally, the Warren County Board of Education has erected historic plaques in each of the county’s schools to educate the youth as to the history of Dr. Joseph Warren.

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

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

Result if Approved: The bridge on overlapping U.S. Routes 340 and 522, North Shenandoah Avenue, over the south fork of the Shenandoah River, Warren County will be known as the “Major General Dr. Joseph Warren Veterans’ Memorial Bridge”. In accordance with law and by resolution, Warren County agrees to pay 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.

RESOLUTION



***of the Board of Supervisors of Warren County Naming the Route 340/522
Bridge over the South Fork of the Shenandoah Bridge in Warren County as the
“Major General Dr. Joseph Warren Veterans’ Memorial Bridge”***

WHEREAS, the County of Warren is named for Major General Dr. Joseph Warren, a Founding Father of the United States of America; and

WHEREAS, Dr. Joseph Warren was martyred at the Battle of Bunker Hill June 17, 1775, by British Forces seeking to silence his voice advocating American Independence; and

WHEREAS, Warren County recognizes Dr. Warren’s role as a Founding Father by adopting his name and the lowering of county flags on his birthday, June 11th; and

WHEREAS, the Warren County Board of Education has erected historic plaques in each of our schools educating our youth as to the history of Dr. Joseph Warren; and

WHEREAS, Warren County strongly supports the efforts and sacrifices made by all men and women who have served in the United States Armed Forces and recognizes the unselfish dedication and determination demonstrated by these brave patriots; and

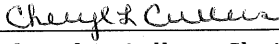
WHEREAS, Section 33.2-213 of the Code of Virginia authorizes the Commonwealth Transportation Board (CTB) to give suitable names to state highways, bridges, interchanges, and other transportation facilities and change the names of any highways, bridges, interchanges, or other transportation facilities forming a part of the systems of state highways; and

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation 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.

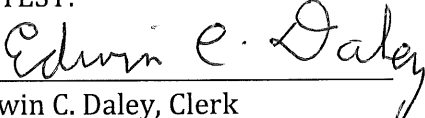
NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of Warren County, Virginia, in accordance with Section 33.2-213 of the Code of Virginia, does hereby request that the Commonwealth Transportation Board name the bridge on Route 340/522 over the South Fork of the Shenandoah River in Warren County as the “Major General Dr. Joseph Warren Veterans’ Memorial Bridge”; and

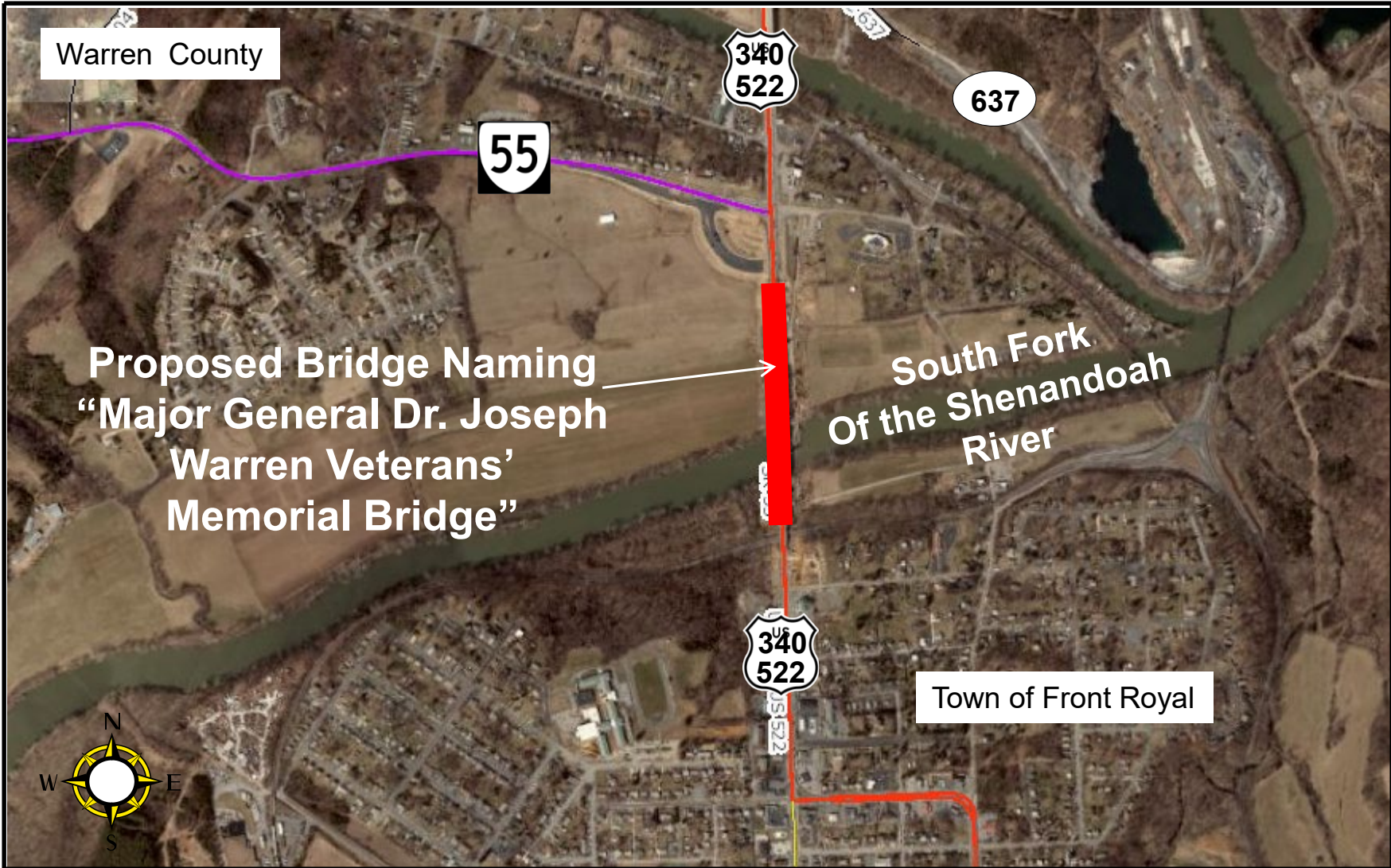
BE IT FURTHER RESOLVED, that Warren County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Adopted: May 3, 2022


Cheryl L. Cullers, Chair
Warren County Board of Supervisors

ATTEST:


Edwin C. Daley, Clerk
Warren County Board of Supervisors



Warren County



Proposed Bridge Naming
"Major General Dr. Joseph
Warren Veterans'
Memorial Bridge"

South Fork
Of the Shenandoah
River

Town of Front Royal



Warren County



Virginia Department of Transportation
Maintenance Division CTB
MEETING: June 21, 2022

Proposed Bridge Naming:
**"Major General Dr. Joseph Warren
Veterans' Memorial Bridge"**



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 21, 2022

MOTION

Made By: _____ Seconded By:

Action:

Title: Highway Naming: Renaming State Route 7 to “Leesburg Pike” and Commemoratively Naming State Route 7 the “Billy Pierce Memorial Pike” in the Town of Purcellville

WHEREAS, in response to a request submitted by Loudoun County to the Commonwealth Transportation Board (CTB) on February 15, 2022, the CTB renamed the portion of Route 7 in Loudoun County from “Harry Byrd Highway” to “Leesburg Pike”; and

WHEREAS, in response to a request submitted by the Town of Purcellville to the CTB on March 15, 2022, the CTB renamed the portion of Route 7 in Purcellville from “Harry Byrd Highway” to the “Billy Pierce Memorial Pike”; and

WHEREAS, the Administrator of Loudoun County has notified Purcellville that the County is not in support of renaming Route 7 in Purcellville to “Billy Pierce Memorial Pike” as changing the primary name of the road would negatively affect the safe and efficient delivery of public safety services; and

WHEREAS, representatives from Loudoun County Fire and Rescue, in a presentation to the Purcellville Town Council, confirmed that Loudoun County’s GIS is unable to accommodate the number of characters in the name “Billy Pierce Memorial Pike”; and

Resolution of the Board

Highway Naming: Renaming Portion of State Route 7 to “Leesburg Pike” and Commemoratively Naming the Portion of State Route 7 to “Billy Pierce Memorial Pike”

Town of Purcellville

June 21, 2022

Page 2 of 2

WHEREAS, Loudoun County staff recommended that the Town of Purcellville revise its request to the CTB regarding Route 7 such that the CTB approve the name “Billy Pierce Memorial Pike” as a memorial/commemorative name rather than the primary name of the road.

WHEREAS, in response to the concerns raised by Loudoun County and accordance with § 33.2-213 of the *Code of Virginia*, by resolution dated May 10, 2022, the Town Council of Purcellville has expressed its intent and requested that the CTB rename the portion of Route 7 located within the corporate limits of the Town of Purcellville, from “Billy Pierce Memorial Pike” to “Leesburg Pike”, as the highway’s primary name; and

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, by resolution dated May 10, 2022, the Town Council of Purcellville has also expressed its intent and requested that, if the CTB renames Route 7 within the corporate limits of the town to “Leesburg Pike”, the CTB then commemoratively name the portion of Route 7 located within the corporate limits of the Town of Purcellville to “Billy Pierce Memorial 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, the Town of Purcellville, in its resolution of May 10, 2022, has acknowledged and agreed that pursuant to § 33.2-213, the locality in which the signs are located shall pay the costs of producing, placing, and maintaining the signs calling attention to namings requested by localities and approved by the CTB, and has noted that Loudoun County has agreed to pay the costs of signage for these namings requested by the town.

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby renames the portion of State Route 7 that is within the corporate limits of the Town of Purcellville, from “Billy Pierce Memorial Pike” to “Leesburg Pike”, as the highway’s primary name.

BE IT FURTHER RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby commemoratively names the portion of State Route 7 that is within the corporate limits of the Town of Purcellville the “Billy Pierce Memorial Pike”.

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to these namings after VDOT has secured payment for the costs of the signage as required by law.

#####

CTB Decision Brief

Highway Naming: Renaming Portion of State Route 7 to “Leesburg Pike” and Commemoratively Naming the Portion of State Route 7, Leesburg Pike, the “Billy Pierce Memorial Pike” in the Town of Purcellville

Issue: Approval of the Commonwealth Transportation Board (CTB) is sought for (i) the renaming of a portion of State Route 7, located within the corporate limits of the Town of Purcellville, from “Billy Pierce Memorial Pike” to “Leesburg Pike”, and also for (ii) the memorial/commemorative naming of the same portion of State Route 7 as the “Billy Pierce Memorial Pike” as requested by the Town of Purcellville, pursuant to § 33.2-213 of the *Code of Virginia*.

Facts: The Town Council of Purcellville enacted a resolution on January 11, 2022 requesting that the CTB *rename* the portion of Route 7 located within the Town of Purcellville from “Harry Byrd Highway” to “Billy Pierce Memorial Pike”. The Commonwealth Transportation Board approved that request at its meeting on March 15, 2022.

However, the Administrator of Loudoun County subsequently notified Purcellville that the County was not in support of renaming Route 7 in Purcellville to “Billy Pierce Memorial Pike” as this change in the primary name of the highway would negatively affect the safe and efficient delivery of public safety services.

- The portion of Route 7 in Loudoun County had been renamed by the CTB from “Harry Byrd Highway” to “Leesburg Pike” in February, 2022.
- Representatives from Loudoun County Fire and Rescue presented an update to the Purcellville Town Council and confirmed that Loudoun’s GIS cannot accommodate the number of characters proposed in naming the road “Billy Pierce Memorial Pike”. Accordingly, Loudoun County staff recommended that the Town of Purcellville revise its request to the CTB regarding Route 7 such that the CTB approve the name “Billy Pierce Memorial Pike” as a memorial/commemorative name rather than the primary name of the road.

The Town of Purcellville, in response to the concerns raised by Loudoun County, has revised its request to the CTB regarding the name of Route 7 within the boundaries of the Town as follows:

- That the CTB *rename* the Route from “Billy Pierce Memorial Pike” to “Leesburg Pike” so that the highway’s primary name would, in effect, be “Leesburg Pike” and would be consistent with the name of Route 7 in Loudoun County; and
- If the CTB renames the Route to “Leesburg Pike”, that the CTB then commemoratively name the Route within the boundaries of the Town, the “Billy Pierce Memorial Pike”.

Thus far, no measures to implement the CTB's March 15, 2022 renaming of Route 7 from Harry Byrd Highway to Billy Pierce Memorial Pike within the Town of Purcellville have been undertaken, nor have any costs been incurred.

According to Purcellville's May 10, 2022 resolution, William Joseph Pierce was an African American choreographer, dancer and dance studio owner who has been credited with the invention of the Black Bottom dance that became a national craze in the mid-1920's.

Billy Pierce was born in Purcellville, Virginia on June 14, 1890. He attended Storer College and Howard University. He served in World War I with the 8th Infantry Regiment of the Illinois National Guard.

He started out as a journalist eventually writing for the Chicago Defender, the premier African American newspaper of its time. He wrote about the arts but eventually left his typewriter for the theater. He began as a dancer and trombonist in vaudeville and performed as a banjoist in Dr. Diamond Dick's Kickapoo Medicine Show on the Theater Owners Booking Association circuit of black vaudeville theaters, which took him to New York City.

He opened a dance studio with Leonard Harper in one room on the top floor of the Navex building where he doubled as an elevator operator. By 1929 his studio was the largest of its kind. Oscar-winning actor Clifton Webb honed his dancing skills at Pierce's studio where Mr. Pierce developed the "Moaning Low" dance routine for Mr. Webb and Libby Holman for The Little Show in 1931.

Along with Benny Rubin he did the choreography for the 1927 musical Half a Widow. He also created "The Sugar Foot Strut" dance for the hit musical Rio Rita in 1927 and developed a show-stopping routine for Norma Terris in the 1927 production of Show Boat and its 1932 revival. He also choreographed the dances in the 1932 musical revue Walk a Little Faster.

Billy Pierce married Nona Stovall in 1927 and they had two children. His career was cut short when passed away from mastoiditis in 1933 at the age of 42.

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 primary name for the portion of State Route 7 within the corporate limits of the Town of Purcellville will be renamed from "Billy Pierce Memorial Pike" to "Leesburg Pike" and the portion of State Route 7 within the corporate limits of the Town of Purcellville will also bear the commemorative name of "Billy Pierce Memorial Pike", as requested by the Town. The Town of Purcellville, in its May 10, 2022 resolution, has acknowledged and agreed that pursuant to § 33.2-213, the locality in which the signs are located (Purcellville) is required to pay the costs of producing, placing and maintaining the signs calling attention to this naming, but notes that Loudoun County has agreed to pay these costs. The requirement for payment of signage costs applies to both the signage relating to the renaming and the signage relating to the commemorative naming. VDOT will secure payment prior to fabricating and placing the signs for these namings.

Options: Approve, Deny, or Defer.

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

Mayor
Kwasi A. Fraser

Town Manager
David A. Mekarski

Council
Christopher Bertaut
Joel D. Grewe
Stanley J. Milan, Sr.
Erin Rayner
Tip Stinnette
Mary Jane Williams



221 S. Nursery Avenue
Purcellville, VA 20132
(540) 338-7421
(540) 338-6205
www.purcellvilleva.gov

**TOWN OF PURCELLVILLE
IN
LOUDOUN COUNTY, VIRGINIA**

RESOLUTION NO. 22-04-03

**PRESENTED: MAY 10, 2022
ADOPTED: MAY 10, 2022**

A RESOLUTION: TO REQUEST RENAMING ROUTE 7 IN THE TOWN OF PURCELLVILLE FROM, BILLY PIERCE MEMORIAL PIKE, TO ‘LEESBURG PIKE’ AND TO COMMEMORATIVELY NAME THE SAME HIGHWAY ‘BILLY PIERCE MEMORIAL PIKE’

WHEREAS, William Joseph Pierce (aka Billy Pierce) was an African American choreographer, dancer and dance studio owner who has been credited with the invention of the Black Bottom dance that became a national craze in the mid-1920s; and

WHEREAS, Billy Pierce was born on June 14, 1890 to Dennis and Nellie Pierce in Purcellville, Virginia; and

WHEREAS, Billy Pierce matriculated first at Storer College, a historically black college in Harpers Ferry, West Virginia, that operated from 1867 to 1955. Storer College was a national icon for Black Americans, in the town where the end of American slavery began, as Frederick Douglass famously put it. Billy Pierce later attended Howard University; and

WHEREAS, Billy Pierce served in World War I with the 8th Infantry Regiment of the Illinois National Guard, an all-black unit commanded by Lieutenant Colonel Otis B. Duncan, the highest ranking black officer in the United States Army during the War to End All Wars; and

WHEREAS, Billy Pierce started out as a journalist, eventually moving to Chicago to write for the Chicago Defender, the premier African American newspaper of its time; and

WHEREAS, as a journalist, Billy Pierce wrote about the arts, but eventually left his typewriter for a life in the theater. Starting in Chicago, he made his bones as a dancer and trombonist in [vaudeville](#) and performed as a banjoist in Dr. Diamond Dick's Kickapoo Medicine Show on the [Theater Owners Booking Association](#) circuit of black vaudeville theaters, which took him to New York City; and

WHEREAS, Billy Pierce conceived the idea of a dance studio along with Leonard Harper, and Pierce brought their idea to fruition when he opened a dance studio in one room on the top floor of the Navex building on 46th Street west of Broadway where he doubled as an elevator operator; and

A RESOLUTION: TO REQUEST RENAMING ROUTE 7 IN THE TOWN OF PURCELLVILLE FROM, BILLY PIERCE MEMORIAL PIKE, TO ‘LEESBURG PIKE’ AND TO COMMEMORATIVELY NAME THE SAME HIGHWAY ‘BILLY PIERCE MEMORIAL PIKE’

WHEREAS, as choreographer and originator of dances broadly popular during the Jazz Age, Billy Pierce bridged America’s racial divide decades before the Civil Rights Movement; and

WHEREAS, the Billy Pierce Dance Studio at 223 West 46th Street in New York flourished and became one of the incubators for the cultural flowering known to posterity as the [Harlem Renaissance](#). By 1929, Pierce's studio—the "largest of its kind" according to the [Afro American](#) newspaper—occupied five rooms in the bottom two floors of the building; and

WHEREAS, before he became an Oscar-winning character actor, Clifton Webb honed his dancing skills at Pierce's studio. Billy Pierce developed the "Moaning Low" dance routine for "Cliff" Webb, as he was then known, and Libby Holman for The Little Show in 1931; and

WHEREAS, Billy Pierce, along with Benny Rubin, did the choreography for the 1927 musical Half a Widow, one of the few Broadway shows for which he received credit. Billy Pierce also created "The Sugar Foot Strut" dance for the smash hit musical Rio Rita (1927) and developed a show-stopping routine for Norma Terris, who played Magnolia in the original 1927 production of Show Boat and its 1932 revival. Billy Pierce also received credit for choreographing the dances in the 1932 musical revue Walk a Little Faster; and

WHEREAS, Billy Pierce married Nona Stovall in 1927, and they had two children, Billy Jr. (1928) and Denise (1930). His career was cut short when he died from [mastoiditis](#) in 1933 at age 42; and

WHEREAS, on January 11, 2022, the Purcellville Town Council adopted Resolution 22-01-01 to rename Harry Byrd Highway (Route 7) within the Town of Purcellville corporate limits to Billy Pierce Memorial Pike; and

WHEREAS, on February 9, 2022 the adopted resolution was submitted to Virginia Department of Transportation (VDOT) to present to the Commonwealth Transportation Board (CTB) for review and approval; and

WHEREAS, the Commonwealth Transportation Board (CTB) unanimously approved the resolution at their meeting on March 15, 2022, renaming Route 7 in the Town of Purcellville from Harry Byrd Highway to Billy Pierce Memorial Pike and the Town of Purcellville was notified of such approval and renaming on March 18, 2022 by way of a copy of the resolution adopted by the CTB; and

WHEREAS, at the request of Loudoun County, the CTB had previously approved a resolution at their meeting on February 15, 2022 to rename the portion of Route 7 that is within the boundaries of Loudoun County, from “Harry Byrd Highway” to “Leesburg Pike”; and

WHEREAS, on March 17, 2022 Town Manager David Mekarski received a letter from Loudoun County Administrator Tim Hemstreet stating the County is not in support of the renaming of Route 7 in Purcellville to Billy Pierce Memorial Pike, as it would negatively affect the safe and efficient delivery of public safety services; and

A RESOLUTION: TO REQUEST RENAMING ROUTE 7 IN THE TOWN OF PURCELLVILLE FROM, BILLY PIERCE MEMORIAL PIKE, TO 'LEESBURG PIKE' AND TO COMMEMORATIVELY NAME THE SAME HIGHWAY 'BILLY PIERCE MEMORIAL PIKE'

WHEREAS, at the Purcellville Town Council Meeting on March 24, 2022, representatives from Loudoun County presented their concerns with public safety in regards to the Route 7 name change in Purcellville, which opened a discussion on the possibility of using "Billy Pierce Memorial Pike" as a memorial/commemorative name as opposed to the primary name; and

WHEREAS, representatives from Loudoun County Fire and Rescue presented an update to the Purcellville Town Council on April 12, 2022 and confirmed Loudoun's GIS cannot accommodate the number of characters proposed in "Billy Pierce Memorial Pike", however the CAD system, Google Maps, OMAGI and Waze may accommodate multiple aliases; and

WHEREAS, Loudoun County staff recommended the Purcellville Town Council revise the request to the CTB regarding Route 7 in Purcellville, such that the name "Billy Pierce Memorial Pike" be approved as a memorial/commemorative name rather than the primary name.

NOW THEREFORE BE IT RESOLVED that the Purcellville Town Council requests that the CTB rename Route 7 from "Billy Pierce Memorial Pike" to "Leesburg Pike" within the Town of Purcellville, to be consistent with the name of Route 7 in Loudoun County.

BE IT FURTHER RESOLVED that, if the CTB approves the request to rename Route 7 in Purcellville to Leesburg Pike, Purcellville Town Council, in accordance with Section 33.2-213 of the *Code of Virginia* and for the reasons expressed in the Town Council Resolution 22-01-01 dated January 11, 2022, does hereby request that the CTB commemoratively name Route 7, within the boundaries of the Town of Purcellville, the "Billy Pierce Memorial Pike".

BE IT FURTHER RESOLVED that Purcellville Town Council acknowledges and agrees that pursuant to §33.2-213, the locality in which the signs are located is required to pay the costs of producing, placing and maintaining the signs calling attention to this naming, Loudoun County has agreed to pay these costs.

PASSED THIS 10th DAY OF MAY, 2022.



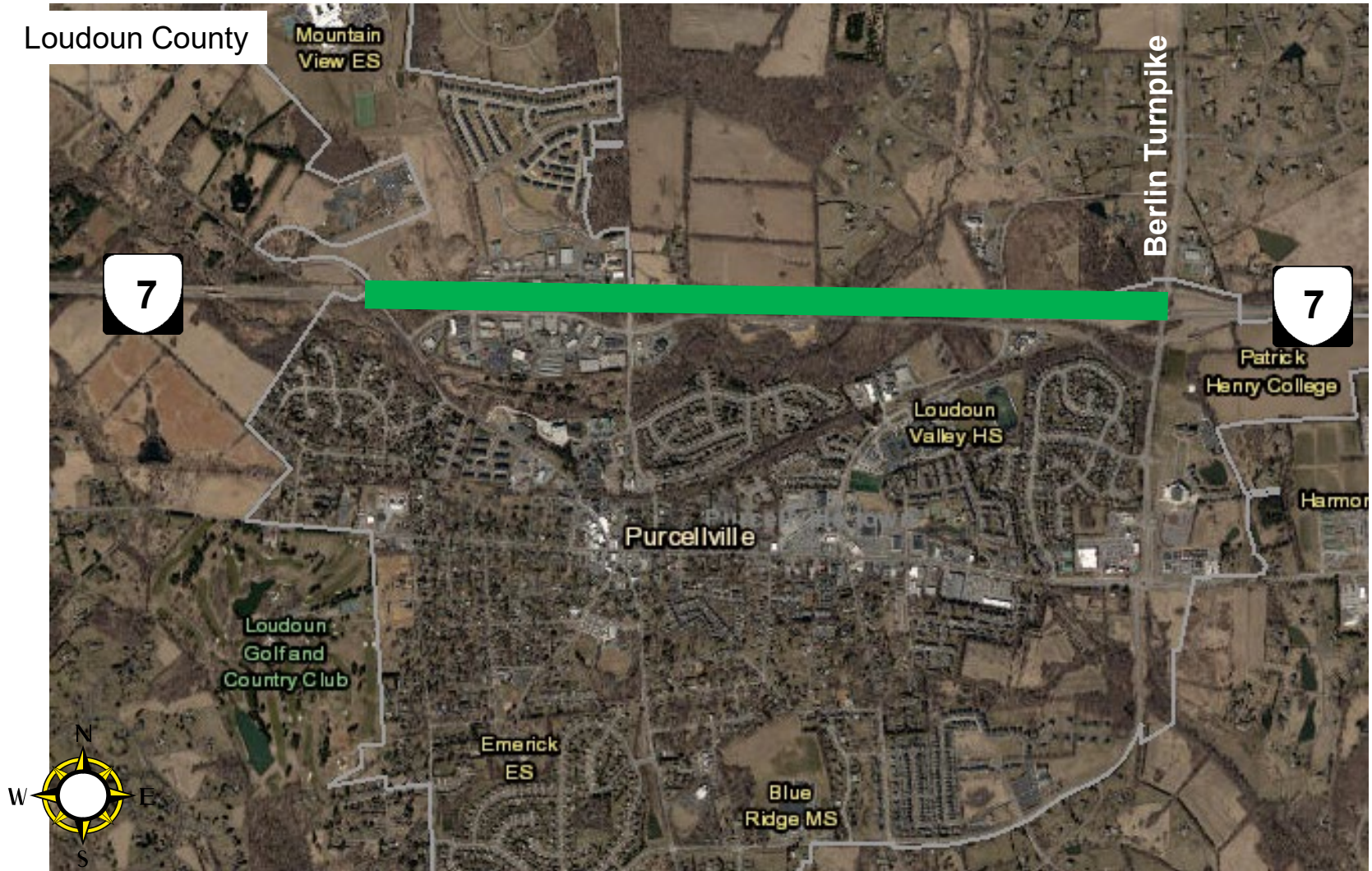
Kwasi A. Fraser, Mayor
Town of Purcellville

ATTEST:



Diana Hays, Town Clerk


Loudoun County



Virginia Department of Transportation
Maintenance Division CTB
MEETING: June 21, 2022

Town of Purcellville

Proposed Highway Segment Naming:
“Billy Pierce Memorial Pike”

 Proposed Highway Naming



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 21, 2022

MOTION

Made By: _____ Seconded By:

Action:

Title: Bridge Naming: "Sgt. J. Michael Phillippi Memorial Bridge"

WHEREAS, the Henry County Board of Supervisors requested, by resolution passed February 22, 2022, that the Commonwealth Transportation Board (CTB) name the bridge on U.S. Route 220, Virginia Avenue, over State Route 57, Fairy Stone Park Highway, Henry County, as the "Sgt. J. Michael Phillippi Memorial Bridge", to honor the life, service to his community and ultimate sacrifice of Virginia State Police Sgt. J. Michael Phillippi; and

WHEREAS, § 33.2-213 provides that any naming for a state official, which includes a law enforcement officer employed by the Department of State Police or a state highway transportation worker, shall require a letter or resolution from the head of the state agency by which the state official was employed requesting such naming; and

WHEREAS, in accord with § 33.2-213, Colonel Gary T. Settle, Superintendent of the Department of State Police, has provided a letter, dated May 5, 2022, expressing his and the Department's support of this naming to commemorate the life of Sgt. J. Michael Phillippi; 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

WHEREAS, § 33.2-213 provides that for any state highway, bridge, interchange or other transportation facility named after a state official killed during the performance of his official

Resolution of the Board

Bridge Naming: "Sgt. J. Michael Phillippi Memorial Bridge"

June 21, 2022

Page 2 of 2

duties, the costs of producing, placing and maintaining those signs shall be paid from Commonwealth Transportation Funds.

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on U.S. Route 220, Virginia Avenue, over State Route 57, Fairy Stone Park Highway, Henry County, as the "Sgt. J. Michael Phillippi Memorial Bridge".

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming using Commonwealth Transportation Funds to cover the costs thereof as required by law.

#####

CTB Decision Brief

Bridge Naming: “Sgt. J. Michael Phillippi Memorial Bridge”

Issue: Commemorative naming of the bridge on U.S. Route 220, Virginia Avenue, over State Route 57, Fairy Stone Park Highway, Henry County as the “Sgt. J. Michael Phillippi Memorial Bridge”.

Facts:

Henry County enacted a resolution on February 22, 2022 to honor the life, contributions to his community and ultimate sacrifice of Virginia State Police Sgt. J. Michael Phillippi who was killed in the line of duty on January 11, 2014 while honorably fulfilling his duties.

Pursuant to §33.2-213 of the Code of Virginia, no name shall be given to any state highway, bridge, interchange, or other transportation facility by the Board unless and until the Board receives (i) for a naming after a state official, a letter or resolution from the head of the state agency by which the state official was employed requesting such naming or (ii) for a naming other than after a state official, a resolution from the governing body of the locality within which a portion of the facility to be named is located requesting such naming. Further, pursuant to this section, for a highway, bridge, interchange, or other transportation facility named after a state official killed during the performance of his official duties, the costs of producing, placing, and maintaining these signs shall be paid from Commonwealth Transportation Funds. For purposes of this section, "state official" includes law-enforcement officers employed by the Department of State Police and state highway transportation workers.

In accord with §33.2-213, Colonel Gary T. Settle, Superintendent of the Department of State Police, on May 5, 2022 submitted a letter in support of Henry County’s request and also requesting the CTB to approve the commemorative naming for Sgt. Phillippi.

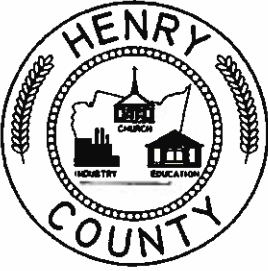
Recommendations: The Virginia Department of Transportation (VDOT) recommends this request be approved.

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

Result if Approved: The bridge on U.S. Route 220, Virginia Avenue, over State Route 57, Fairy Stone Park Highway, Henry County will be known as the “Sgt. J. Michael Phillippi Memorial Bridge”. By resolution, Henry County agreed to pay the costs of producing, placing, and maintaining the signs calling attention to this naming. However, in accordance with §33.2-213, for any state highway, bridge, interchange or other transportation facility named after a state official killed during the performance of his official duties, the costs of producing, placing and maintaining those signs shall be paid from Commonwealth Transportation Funds. Therefore, notwithstanding Henry County’s resolution, VDOT will utilize Commonwealth Transportation Funds to pay for 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.



Resolution of the
**HENRY COUNTY BOARD OF
SUPERVISORS**

**Bridge Naming on "Route 220" over "Route 57" in
"Henry County" as the
"Sgt. J. Michael Phillippi Memorial Bridge."**

WHEREAS, Virginia State Police Sgt. J. Michael Phillippi was killed in the line of duty on January 11, 2014, while honorably fulfilling his duties; and

WHEREAS, Henry County appreciates the extraordinary efforts and sacrifices made by law enforcement officers who routinely put themselves in harms way for the betterment of their community; and

WHEREAS, Section 33.2-213 of the Code of Virginia authorizes the Commonwealth Transportation Board (CTB) 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; and

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation 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.

NOW, THEREFORE, BE IT RESOLVED, that Henry County, in accordance with the requirements of Section 33.2-213 of the Code of Virginia, does hereby request that the Commonwealth Transportation Board name the bridge on "Route 220" over "Route 57" in "Henry County" as the "Sgt. J. Michael Phillippi Memorial Bridge" and

BE IT FURTHER RESOLVED, that Henry County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Jim Adams, Chairman
Henry County Board of Supervisors



COMMONWEALTH OF VIRGINIA

Colonel Gary T. Settle
Superintendent

(804) 674-2000

DEPARTMENT OF STATE POLICE

P.O. Box 27472, Richmond, VA 23261-7472

Lt. Colonel Tracy S. Russillo
Deputy Superintendent

May 5, 2022

W. Sheppard Miller, III, Chairman
Commonwealth Transportation Board
1401 East Broad Street
Richmond, Virginia 23219

Chairman Miller,

In accordance with §33.2-213, of the *Code of Virginia*, I write to the Commonwealth Transportation Board in support of the Henry County Board of Supervisors' request that the bridge on U.S. Route 220, Virginia Avenue, over State Route 57, Fairy Stone Park Highway, be named in honor of Virginia State Police Sergeant J. Michael Phillippi.

At approximately 2:20 a.m., January 11, 2014, the Henry County Sheriff's Office received a 911 call about a vehicle crash in the county on Route 57, near Pennrail Road. When rescue crews arrived on scene, they found Sergeant J. Michael Phillippi unresponsive in his unmarked Chevrolet Impala. The patrol car had been eastbound on Route 57 when it ran off the right side of the road and struck a highway sign. The car then crossed back over Route 57, ran off the left side and struck an embankment. The car suffered minimal damage. Sergeant Phillippi was transported to Martinsville Memorial Hospital, where he died a short time later. It was later determined he suffered a medical condition.

Sergeant Phillippi, age 65, was working the overnight supervisory shift for the Salem Division at the time of his death. He spent the majority of his 42 years with the Department assigned to the Virginia State Police Area 42 Office, which encompasses the City of Martinsville and the counties of Henry and Patrick. A native of Gate City, Virginia, he joined the state police May 1, 1971, and was promoted to sergeant in February 1990.

I appreciate the Henry County Board of Supervisors seeking to recognize Sergeant Phillippi's years of dedicated service to the citizens of Virginia in such a memorable manner.

Sincerely,

A handwritten signature in black ink that reads "Gary T. Settle".

Superintendent

GTS/RCM

Code of Virginia

Title 33.2. Highways and Other Surface Transportation Systems

Subtitle I. General Provisions and Transportation Entities

Chapter 2. Transportation Entities

Article 2. Commonwealth Transportation Board; Powers and Duties

§ 33.2-213. Naming highways, bridges, interchanges, and other transportation facilities

The Board shall have 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. The names of private entities, as defined in § 33.2-1800, located within the Commonwealth shall not be used for such purposes unless such private entity pays the Department an annual naming rights fee as determined by the Board. The Department shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the Board or by the General Assembly. The costs of producing, placing, and maintaining these signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the highway, bridge, interchange, or other transportation facility. However, for a highway, bridge, interchange, or other transportation facility named after a state official killed during the performance of his official duties, the costs of producing, placing, and maintaining these signs shall be paid from Commonwealth Transportation Funds. For purposes of this section, "state official" includes law-enforcement officers employed by the Department of State Police and state highway transportation workers. No name shall be given to any state highway, bridge, interchange, or other transportation facility by the Board unless and until the Board receives (i) for a naming after a state official, a letter or resolution from the head of the state agency by which the state official was employed requesting such naming or (ii) for a naming other than after a state official, a resolution from the governing body of the locality within which a portion of the facility to be named is located requesting such naming, except in such cases where a private entity has requested the naming. No highway, bridge, interchange, or other transportation facility previously named by the Board or the General Assembly shall be eligible for renaming by a private entity, unless such naming incorporates the previous name. The Board shall develop and approve guidelines governing the naming of highways, bridges, interchanges, and other transportation facilities by private entities and the applicable fees for such naming rights. Such fees shall be deposited in the Highway Maintenance and Operating Fund established pursuant to § 33.2-1530.

No name shall be eligible for the naming rights under this section if it in any way reasonably connotes anything that (i) is profane, obscene, or vulgar; (ii) is sexually explicit or graphic; (iii) is excretory related; (iv) is descriptive of intimate body parts or genitals; (v) is descriptive of illegal activities or substances; (vi) condones or encourages violence; or (vii) is socially, racially, or ethnically offensive or disparaging.

Code 1950, § 33-12; 1956, c. 92; 1964, c. 265; 1970, c. 322, § 33.1-12; 1974, c. 462; 1977, c. 150; 1978, c. 650; 1986, Sp. Sess., c. 13; 1988, cc. 844, 903; 1989, c. 727; 1992, c. 167; 1995, c. 94; 2001, c. 349; 2003, cc. 281, 533, 560; 2004, c. 110; 2005, cc. 839, 919; 2006, cc. 197, 417, 833, 924; 2006, Sp. Sess. I, c. 8; 2007, c. 337; 2008, Sp. Sess. II, c. 5; 2009, cc. 670, 690; 2011, cc. 104, 164; 2012, cc. 729, 733; 2013, cc. 388, 569, 585, 646, 741; 2014, c. 805; 2019, c. 802.



Resolution of the
**HENRY COUNTY BOARD OF
SUPERVISORS**

**Bridge Naming on "Route 220" over "Route 57" in
"Henry County" as the
"Sgt. J. Michael Phillippi Memorial Bridge."**

WHEREAS, Virginia State Police Sgt. J. Michael Phillippi was killed in the line of duty on January 11, 2014, while honorably fulfilling his duties; and

WHEREAS, Henry County appreciates the extraordinary efforts and sacrifices made by law enforcement officers who routinely put themselves in harms way for the betterment of their community; and

WHEREAS, Section 33.2-213 of the Code of Virginia authorizes the Commonwealth Transportation Board (CTB) 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; and

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation 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.

NOW, THEREFORE, BE IT RESOLVED, that Henry County, in accordance with the requirements of Section 33.2-213 of the Code of Virginia, does hereby request that the Commonwealth Transportation Board name the bridge on "Route 220" over "Route 57" in "Henry County" as the "Sgt. J. Michael Phillippi Memorial Bridge" and

BE IT FURTHER RESOLVED, that Henry County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Jim Adams, Chairman
Henry County Board of Supervisors



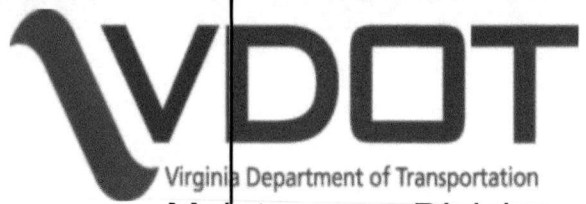
Henry County

Proposed Bridge Naming
"Sgt. J. Michael Phillippi Memorial Bridge"

Henry County

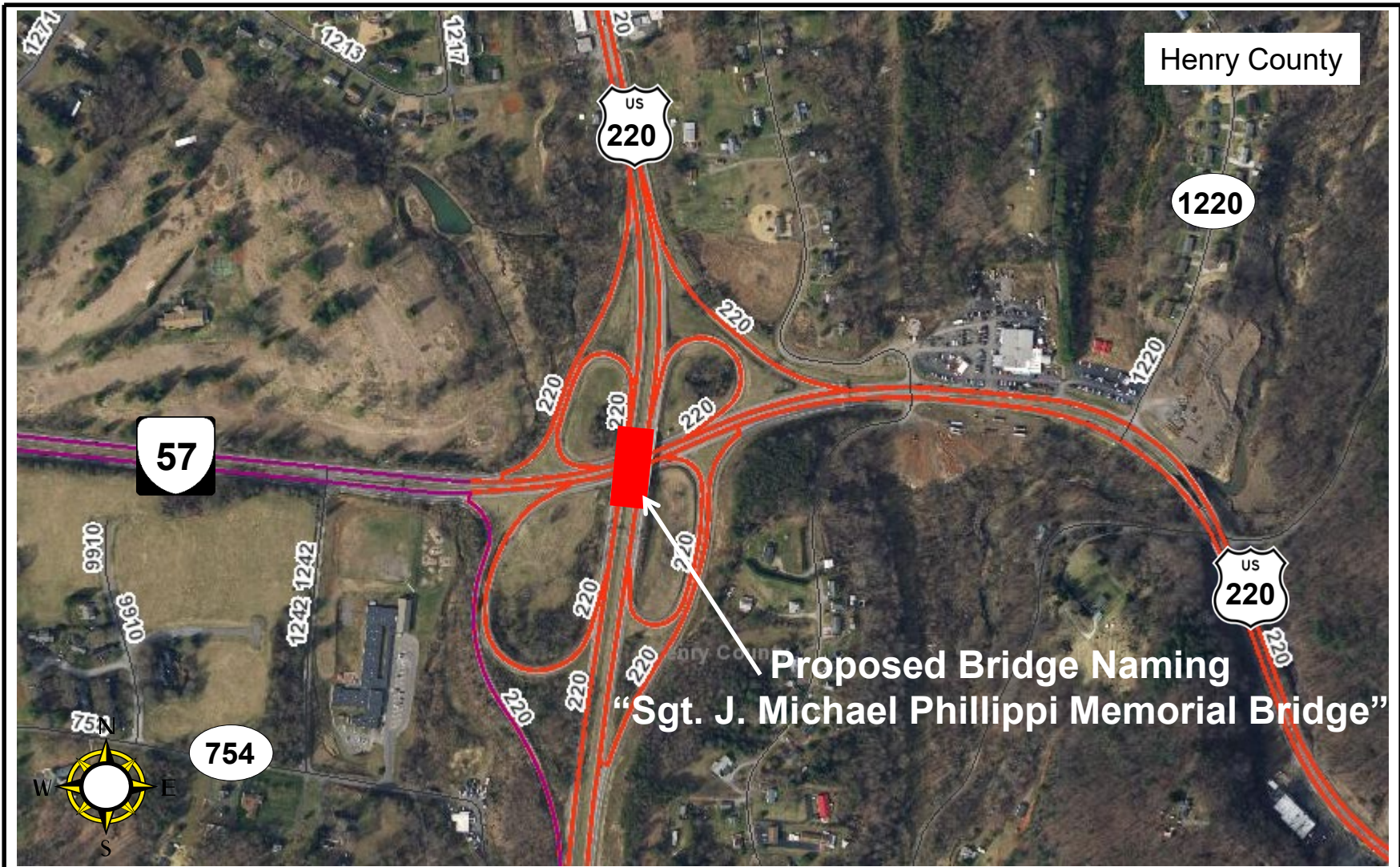
Proposed Bridge Naming:

"Sgt. J. Michael Phillippi Memorial Bridge"



Maintenance Division

CTB MEETING: April 20, 2022



Proposed Bridge Naming
"Sgt. J. Michael Phillippi Memorial Bridge"



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 21, 2022

MOTION

Made By: _____ Seconded By:

Action:

**Title: Action on Fiscal Year 2023 Annual Budgets
Commonwealth Transportation Fund, Department of Rail and Public Transportation and
the Virginia Department of Transportation**

WHEREAS, the Commonwealth Transportation Board is required by §§ 33.2-214 (B) and 33.2-221 (C) of the *Code of Virginia (Code)* to administer and allocate funds in the Transportation Trust Fund, based on the most recent official Commonwealth Transportation Fund revenue forecast; and

WHEREAS, § 33.2-1524.1 of the *Code* requires a portion of the funds in the Transportation Trust Fund to be set aside and distributed to construction programs pursuant to § 33.2-358, the Commonwealth Mass Transit Fund, Commonwealth Rail Fund, the Commonwealth Port Fund, the Commonwealth Aviation Fund, the Commonwealth Space Flight Fund, the Priority Transportation Fund and a special fund within the Commonwealth Transportation Fund to be used to meet the necessary expenses of the Department of Motor Vehicles; and

WHEREAS, § 33.2-358 (A) of the *Code* requires the Board to allocate each year from all funds made available for highway purposes such amount as it deems reasonable and necessary for the maintenance of roads within the interstate system of highways, the primary system of state highways, the secondary system of state highways and for city and town street maintenance payments made pursuant to § 33.2-319 and payments made to counties which have withdrawn or elect to withdraw from the secondary system of state highways pursuant to § 33.2-366; and

WHEREAS, §33.2-358 (B) of the *Code* requires the Board to allocate available funds for construction and other non-maintenance activities by formula; and

WHEREAS, other sections of the *Code of Virginia* and the current Appropriation Act require certain allocations; and

WHEREAS, pursuant to § 33.2-214 (B), the Commonwealth Transportation Board has established the updated project allocations for the fiscal years 2023 through 2028 in the Six-Year Improvement Program; and

WHEREAS, the Commonwealth Transportation Board has been presented with recommend changes to the funds distributed to and by the Commonwealth Mass Transit Fund in Fiscal Year 2023 for consideration; and

WHEREAS, § 2.2-2100 of the *Code* allows the Board to review and comment on budget items not specifically enumerated to the Board by statute.

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board that the recommended allocations and expenditures required by the various statutes as contained in the budgets for the Commonwealth Transportation Fund, Department of Rail and Public Transportation, and the Department of Transportation for Fiscal Year 2023 are approved, limited to the recommended amounts allocated to and from the Commonwealth Mass Transit Fund.

BE IT FURTHER RESOLVED by the Commonwealth Transportation Board that the recommended changes to the funds distributed to and by the Commonwealth Mass Transit Fund in Fiscal Year 2023 shall be considered for inclusion and revision of the Fiscal Year 2023 budgets for the Commonwealth Transportation Fund, Department of Rail and Public Transportation, and the Department of Transportation in July 2022.

#####

CTB Decision Brief

Fiscal Year 2023 Annual Budgets

Commonwealth Transportation Fund, Department of Rail and Public Transportation and the Department of Transportation

Issue: Each year, the Commonwealth Transportation Board (CTB or Board) is required by §§ 33.2-214 (B) and 33.2-221 (C) of the *Code of Virginia* to administer, distribute and allocate funds in the Transportation Trust Fund based on the most recent official Commonwealth Transportation Fund revenue forecast; by § 33.2-1524.1, to provide the statutory funding to the Commonwealth Mass Transit Fund, Commonwealth Rail Fund, Commonwealth Port Fund, the Commonwealth Aviation Fund, the Commonwealth Space Flight Fund the Priority Transportation Fund and a special fund in the Commonwealth Transportation Fund to meet the expenses of the Department of Motor Vehicles; and by § 33.2-358 (A) to allocate from all funds made available for highway purposes such amount as it deems reasonable and necessary for the maintenance of roads within the interstate, primary and secondary system of highways and for city and town street maintenance payments and payments to counties that have elected to withdraw from the secondary state highway system. Board approval and finalization of the FY 2023 budgets necessary to effectuate the lawful distribution of available Commonwealth Transportation Fund revenues is sought.

Facts: The CTB must adopt a budget that distributes the available revenues of the Commonwealth Transportation Fund to the statutorily defined funds and purposes. The budget shall be based on the most recent official revenue forecasts and debt policy. There are three separate budgets in addition to the Six-Year Improvement Program:

- 1) Commonwealth Transportation Board's Commonwealth Transportation Fund Budget which includes all transportation revenues, including those allocated to the construction program, Commonwealth Transit Fund, Commonwealth Rail Fund, Commonwealth Aviation Fund, Space Flight Fund, Commonwealth Port Fund, the Priority Transportation Fund and the special fund for the Department of Motor Vehicles. It is a summary level budget.
- 2) The Department of Rail and Public Transportation (DRPT) Annual Budget which provides details on estimated expenditures and the related revenues that support the estimated expenditures that are directly provided to the agency for its programs and activities.
- 3) The Department of Transportation (VDOT) Annual Budget which provides details on revenue and allocations that are directly provided to the agency for its programs and activities.

CTB Decision Brief
Fiscal Year 2023 Annual Budgets
June 21, 2022
Page Two

Recommendations: VDOT and DRPT recommend the approval of the Fiscal Year 2023 Annual Budgets for the Commonwealth Transportation Fund, the Department of Transportation, and the Department of Rail and Public Transportation.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the Fiscal Year 2023 Annual Budgets.

Options: Approve, Deny or Defer. If the CTB chooses not to approve a budget resolution, it will be in violation of state law.

Public Comments/Reactions: The public expects the CTB to utilize the funds dedicated to transportation to address transportation needs.

Fiscal Year 2023

Commonwealth Transportation Fund Budget
June 2022



Virginia Department of Transportation

Budget and Funds Management Division

1221 E. Broad Street, 4th Floor


Richmond, VA 23219

Telephone: (804) 225-3552

Internet Address: <http://www.virginiadot.org/projects/reports-budget.asp>

Table of Contents

<u>Commonwealth Transportation Fund Revenues</u>	<u>4</u>
<u>Commonwealth Transportation Fund Recommended Distributions</u>	<u>8</u>
<u>Summary of Revenues</u>	<u>12</u>




During its 2020 session, the Virginia General Assembly enacted the Governor's Omnibus Transportation Bill, Chapter 1230 (House Bill 1414), which revised the composition of and increased available revenues for transportation funding in the Commonwealth. Under Chapter 1230, the Commonwealth Transportation Fund (CTF) serves as the fund to which all transportation revenues are deposited and then distributed to programs and funds. These transportation revenues include: (i) motor vehicles fuels taxes and road taxes for diesel fuel; (ii) vehicle registration fees; (iii) highway use fee; (iv) 0.5% statewide sales and use tax; (v) 0.3% statewide sale and use tax for transportation; (vi) 4.15% percent motor vehicles sales and use tax; (vii) motor vehicle rental tax (10 percent of gross proceeds from rentals for most passenger vehicles); (viii) \$0.03 of the \$0.25 per \$100 of assessed value of the statewide recordation tax; (ix) tax on liquid alternative fuel, set at the rate for gasoline; (x) International Registration Plan fees; and (xi) one-third of the revenue from insurance premium taxes.

Chapter 1230 also amends the allocation of funds. Before funds are distributed between the Transportation Trust Fund and the Highway Maintenance and Operating Fund ("HMO Fund"), (i) \$40 million annually will be deposited into the Route 58 Corridor Development Fund; (ii) \$40 million annually will be deposited into the Northern Virginia Transportation District Fund; and (iii) \$80 million annually (as adjusted annually based on changes in consumer price index for urban consumers) will be deposited into the Special Structure Fund. Enactment Clause 11 of Chapter 1230 provides the Commonwealth Transportation Board the ability to take actions deemed necessary in fiscal years 2021, 2022, and 2023 to ensure funds for modal programs and the highway maintenance and operating fund are at least equal to the amounts provided for in the six-year financial plan for the Commonwealth Transportation Fund as in effect on January 1, 2020.

Toll revenue and concession payments to the Commonwealth under the Public-Private Transportation Act of 1995 also would be deposited to the Commonwealth Transportation Fund and allocated to the Transportation Trust Fund (for defined purposes and not available for further distribution). Interest, dividends, and appreciation accrued to the Transportation Trust Fund or the HMO Fund also would be allocated to the Commonwealth Transportation Fund and distributed two-thirds to the Virginia Transportation Infrastructure Bank and one-third to the Transportation Partnership Opportunity Fund.

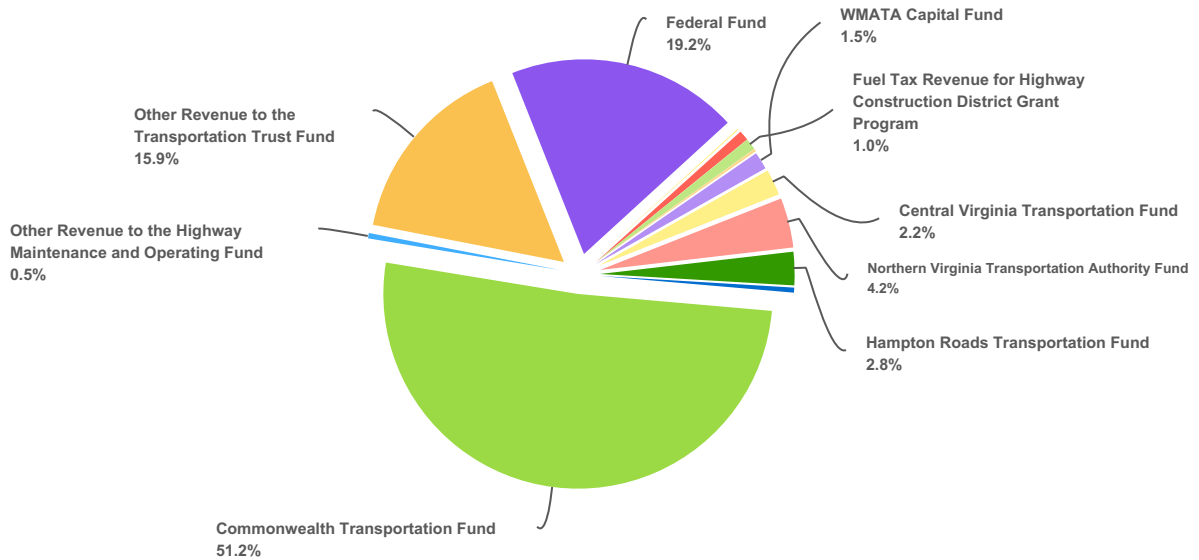
The remaining funds in the Commonwealth Transportation Fund are allocated 51% to the HMO Fund and 49% to the Transportation Trust Fund. Chapter 1230 directs the following distribution of funds from the Transportation Trust Fund: (i) 53% for construction programs; (ii) 23% to the Commonwealth Mass Transit Fund; (iii) 7.5% to the Commonwealth Rail Fund; (iv) 2.5% to the Commonwealth Port Fund; (v) 1.5% to the Commonwealth Aviation Fund; (vi) 1% to the Commonwealth Space Flight Fund; (vii) 10.5% to the Priority Transportation Fund; and (viii) 1% to the Department of Motor Vehicles. Enactment Clause 11 of Chapter 1230 also allows the Commonwealth Transportation Board to take actions deemed necessary in fiscal years 2021, 2022, and 2023 to ensure appropriate coverage ratios for any outstanding debt backed by the Transportation Trust Fund.

The Fiscal Year 2023 budget for the CTF identifies the estimated revenues and the distribution of the revenues to the related transportation agencies and programs. It is based on the state revenue forecast from February 2022, which reflects the elimination of i) the Retail Sales and Use Tax on food purchased for human consumption and essential personal hygiene items assumed to change July 1, 2022 and ii) the accelerated sales tax payments for FY 2023, and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA). The FY 2023 CTF Budget totals \$9,119,698,484, a decrease of 6.5% from the Second Revised FY 2022 CTF Budget totaling \$9,748,926,154.



The CTF receives revenues from dedicated state and federal sources. The major state revenues are based on Virginia's official revenue forecast developed by the Department of Taxation. The federal revenues from the Federal Highway Administration and the Federal Transit Administration are estimated by the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT). Revenues provided are also from funds collected for regional transportation improvements in Northern Virginia, Hampton Roads, and Central Virginia. These funds are dedicated to the efforts of the Northern Virginia Transportation Authority, Central Virginia Transportation Authority, and the Hampton Roads Transportation Accountability Commission.

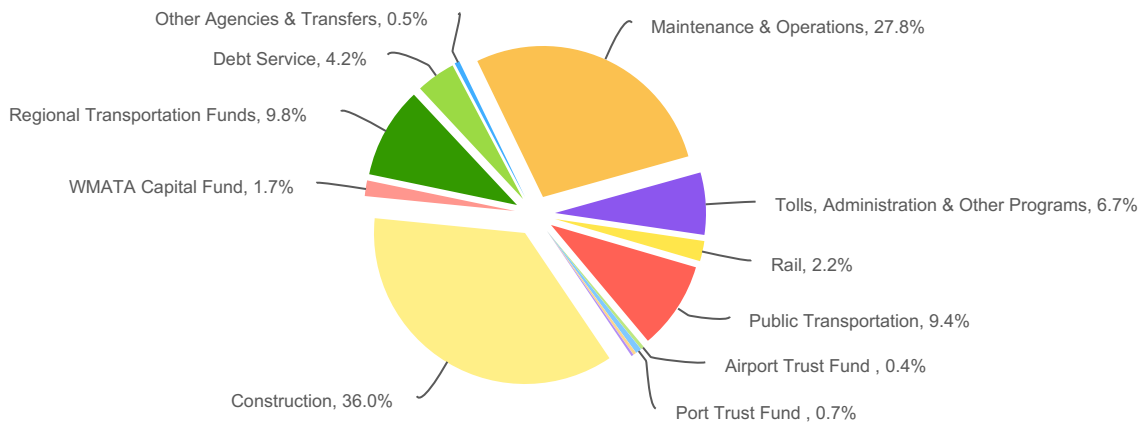
Commonwealth Transportation Fund Total Revenues for FY 2023



Commonwealth Transportation Fund	\$4,674,400,000
Other Revenue to the Highway Maintenance and Operating Fund	42,098,489
Other Revenue to the Transportation Trust Fund	1,454,310,854
Federal Fund	1,755,048,618
Interstate 81 Corridor Improvement Fund & Financing	78,800,000
Fuel Tax Revenue for Highway Construction District Grant Program	89,497,754
General Fund	—
Bonds	19,222,769
Total Operating Revenues	8,113,378,484
Pass Through Revenues	
WMATA Capital Fund	133,920,000
Central Virginia Transportation Fund	198,900,000
Northern Virginia Transportation Authority Fund	379,300,000
Hampton Roads Transportation Fund	254,300,000
Hampton Roads Regional Transit Fund	39,900,000
Subtotal	1,006,320,000
TOTAL	\$9,119,698,484

The revenues are dedicated to specific funds within the CTF. After certain distributions required by the Code of Virginia, the remaining funds in the CTF are allocated 51% to the Highway Maintenance and Operating Fund (HMOF) and 49% to the Transportation Trust Fund. Chapter 1230 directs the following distribution of funds from the Transportation Trust Fund: (i) 53% for construction programs; (ii) 23% to the Commonwealth Mass Transit Fund; (iii) 7.5% to the Commonwealth Rail Fund; (iv) 2.5% to the Commonwealth Port Fund; (v) 1.5% to the Commonwealth Aviation Fund; (vi) 1% to the Commonwealth Space Flight Fund; (vii) 10.5% to the Priority Transportation Fund; and (viii) 1% to the Department of Motor Vehicles.

The revenues for the HMOF support highway maintenance, operations and administration. The Priority Transportation Fund (PTF) revenues are dedicated to debt service on the Commonwealth of Virginia Transportation Capital Projects Revenue Bonds. The Commonwealth Transportation Board can also use the Fund to facilitate the financing of priority transportation projects throughout the Commonwealth. Federal revenues are used for their defined purposes to support construction, maintenance or transit.



Debt Service	\$386,831,538
Other Agencies & Transfers	49,162,918
Maintenance & Operations	2,538,496,316
Tolls, Administration & Other Programs	608,029,047
Public Transportation	858,119,786
Rail	198,431,973
Airport Trust Fund	35,056,705
Port Trust Fund	59,755,196
Department of Motor Vehicles	30,419,830
Space Flight Fund	23,407,150
Construction	3,285,668,025
Total Operating Programs	8,073,378,484
Pass Through Programs	
WMATA Capital Fund	153,920,000
Regional Transportation Funds	892,400,000
TOTAL RECOMMENDED DISTRIBUTIONS	\$9,119,698,484



STATE REVENUE SOURCES	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
Commonwealth Transportation Fund	\$ 4,752,300,000	\$ 4,674,400,000	\$ (77,900,000) ¹
Revenue Sharing	—	191,405,031	191,405,031
Highway Maintenance & Operating Fund (HMOF)	55,535,702	42,098,489	(13,437,213)
General Fund	170,796,000	—	(170,796,000)
Transportation Trust Fund (TTF) and Other State Revenue			
Interest Earnings	28,515,000	18,490,000	(10,025,000)
Toll Facilities	34,354,020	37,840,000	3,485,980
Local Revenue Sources	162,294,383	383,592,011	221,297,628
Project Participation - Regional Entities	782,764,066	701,196,581	(81,567,485)
GARVEE Bonds/ Interest Earnings	76,300,000	19,222,769	(57,077,231) ²
Route 58 Bonds/ Interest Earnings	219,304,103	1,054,829	(218,249,274) ²
I-66 Outside the Beltway Concession Fee Payment/Interest	22,094,013	21,279,551	(814,462)
Interstate 81 Corridor Improvement Fund	279,186,080	78,800,000	(200,386,080) ²
Statewide Interstate Improvement Fund	(39,444,828)	—	39,444,828
Special Fund Account for the Highway Construction District Grant Program	100,300,000	89,497,754	(10,802,246) ³
Other Trust Fund Revenue	121,077,476	92,164,670	(28,912,806)
Total TTF and Other Revenue	1,786,744,313	1,443,138,165	(343,606,148)
Priority Transportation Fund (PTF)			
State Revenue	356,671,762	7,288,181	(349,383,581) ⁴
Total PTF	356,671,762	7,288,181	(349,383,581)
Pass Through Revenues			
Revenue Dedicated to WMATA Capital Fund	131,120,000	133,920,000	2,800,000
State Revenue for Regional Entities	793,500,000	872,400,000	78,900,000
Total Pass Through Revenues	924,620,000	1,006,320,000	81,700,000
TOTAL STATE REVENUES	8,046,667,777	7,364,649,866	(682,017,911)
Federal Funding Sources			
Federal Highway Administration (FHWA)	1,653,029,918	1,705,820,159	52,790,241
Federal Transit Administration (FTA)	49,228,459	49,228,459	—
Total Federal Funding	1,702,258,377	1,755,048,618	52,790,241
TOTAL COMMONWEALTH TRANSPORTATION FUNDS	\$ 9,748,926,154	\$ 9,119,698,484	\$ (629,227,670)



DISTRIBUTION OF REVENUE SOURCES	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
Debt Service			
Northern Virginia Transportation District	\$ 11,427,687	\$ 11,870,438	\$ 442,751
Route 28	8,644,519	8,644,519	—
Route 58	29,725,222	30,815,139	1,089,917
Interstate 81	6,006,732	5,220,979	(785,753)
GARVEE Bonds	129,951,050	136,978,263	7,027,213
CPR Bonds	194,994,559	193,302,200	(1,692,359)
Total Debt Service	382,877,846	386,831,538	3,953,692
Other Agencies & Transfers			
Trust Fund Management	3,200,876	3,092,567	(108,309)
Support to Other State Agencies (excludes DRPT)	52,304,162	43,349,176	(8,954,986)
Indirect Costs	5,128,092	2,721,175	(2,406,917)
Total State Agencies	60,633,130	49,162,918	(11,470,212)
Maintenance & Operations			
Highway System Maintenance	1,756,641,898	2,005,798,051	249,156,153
Financial Assist. to Localities for Ground Transportation - Cities	405,955,990	454,109,455	48,153,465
Financial Assist. to Localities for Ground Transportation - Counties	71,935,383	78,588,810	6,653,427
Total Maintenance & Operations	2,234,533,271	2,538,496,316	303,963,045
Tolls, Administration & Other Programs			
Ground Transportation System Planning and Research	95,618,648	106,660,594	11,041,946
Environmental Monitoring & Compliance	43,957,252	17,968,133	(25,989,119)
Administrative and Support Services	302,707,781	318,906,000	16,198,219
Program Management and Direction	46,161,840	49,904,320	3,742,480
Toll Facilities Operations	34,354,020	37,840,000	3,485,980
Toll Facility Revolving Account	36,750,000	36,750,000	—
Capital Outlay	60,000,000	40,000,000	(20,000,000)
Total Tolls, Administration & Other Programs	619,549,541	608,029,047	(11,520,494)

DISTRIBUTION OF REVENUE SOURCES	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
Transit and Rail Funds			
Share of TTF Distribution for Transit	\$ 494,794,204	\$ 504,504,614	\$ 9,710,410
Transit - Share of administrative costs	(685,308)	(662,119)	23,189
Other Revenue dedicated to Transit	15,759,375	16,153,359	393,984
Share of TTF Distribution for Rail	161,345,936	164,512,374	3,166,438
Rail - Share of administrative costs	(176,369)	(170,401)	5,968
Federal Transit Authority (FTA)	49,228,459	49,228,459	—
CMAQ (without State Match)	22,243,685	28,101,637	5,857,952
STP Regional (without State Match)	14,913,598	12,945,933	(1,967,665)
Rail Fund (with prior year adjustments)	—	—	—
Interest Earnings	2,640,000	1,890,000	(750,000)
HB1414 Off the Top to Commonwealth Mass Transit Fund	120,000,000	120,000,000	—
Metro Matters	—	—	—
HB1414 Off the Top to Commonwealth Rail Fund	24,400,000	32,700,000	8,300,000
Mass Transit Fund-Support from Construction	9,289,320	10,436,903	1,147,583
Rail Fund - Support from Construction	87,500,000	87,500,000	—
Priority Transportation	85,105,427	7,300,000	(77,805,427) ⁵
Other	61,950,000	22,111,000	(39,839,000)
Subtotal Transit and Rail Funds	1,148,308,327	1,056,551,759	(91,756,568)
Pass Through Revenue for WMATA Capital			
Dedicated Revenue for WMATA Capital Fund	131,120,000	133,920,000	2,800,000
Transfer from NVTD Fund for WMATA Capital Fund	20,000,000	20,000,000	—
Subtotal WMATA Capital Fund	151,120,000	153,920,000	2,800,000
Airports - Share of TTF Distribution	32,269,187	32,902,475	633,288
Airports - Share of administrative costs	(47,372)	(45,770)	1,602
Airports - Interest Earnings	175,000	700,000	525,000
Directed CTF Allocation	1,500,000	1,500,000	—
Total Airport Trust Fund	33,896,815	35,056,705	1,159,890
Ports - Share of TTF Distribution	53,781,979	54,837,458	1,055,479
Ports - Share of administrative costs	(85,143)	(82,262)	2,881
Ports - Interest Earnings	300,000	1,000,000	700,000
Directed CTF allocation	4,000,000	4,000,000	—
Total Port Trust Fund	57,996,836	59,755,196	1,758,360
Department of Motor Vehicles - Share of TTF Distribution	21,512,791	21,934,983	422,192
DMV - Share of administrative costs	(15,684)	(15,153)	531
Directed CTF allocation	8,500,000	8,500,000	—
Total DMV	29,997,107	30,419,830	422,723
Virginia Commercial Space Flight Authority - Share of TTF Distribution	21,512,791	21,934,983	422,192
Space Flight Authority - Share of administrative costs	(28,808)	(27,833)	975
Directed CTF allocation	31,500,000	1,500,000	(30,000,000)
Total Space Flight Authority	52,983,983	23,407,150	(29,576,833)



DISTRIBUTION OF REVENUE SOURCES	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
Pass Through Revenue Allocations			
Central Virginia Transportation Authority Fund	\$ 181,100,000	\$ 198,900,000	\$17,800,000
Northern Virginia Transportation Authority Fund	383,735,532	417,743,624	34,008,092
Hampton Roads Transportation Fund	230,200,000	254,300,000	24,100,000
Hampton Roads Regional Transit Fund	39,400,000	39,900,000	500,000
Total Regional Transportation Programs	834,435,532	910,843,624	76,408,092
Construction			
Financial Assistance to Localities for Ground Transportation	17,476,106	18,303,310	827,204
State of Good Repair Program	375,287,827	331,213,278	(44,074,549)
High Priority Projects Program	304,882,522	246,678,340	(58,204,182)
Construction District Grant Programs	405,182,522	336,176,095	(69,006,427)
Specialized State and Federal Programs	2,979,764,789	1,845,367,547	(1,134,397,242)
Virginia Highway Safety Improvement Program	—	134,783,478	134,783,478
Interstate Operations and Enhancement Program	—	274,702,353	274,702,353
Total Construction	4,082,593,766	3,187,224,401	(895,369,365)
Special Structures	60,000,000	80,000,000	20,000,000
DISTRIBUTION OF COMMONWEALTH TRANSPORTATION FUNDS			
	\$ 9,748,926,154	\$ 9,119,698,484	\$ (629,227,670)
Agency Funding Summary:			
VDOT	\$ 8,476,517,833	\$ 7,885,824,747	\$ (590,693,086)
Less Support to DRPT	(201,894,747)	(125,236,903)	76,657,844
VDOT (Net)	8,274,623,086	7,760,587,844	(514,035,242)
DRPT	1,299,428,327	1,210,471,759	(88,956,568)
Ports	57,996,836	59,755,196	1,758,360
Aviation	33,896,815	35,056,705	1,159,890
DMV	29,997,107	30,419,830	422,723
Space Flight Authority	52,983,983	23,407,150	(29,576,833)
Grand Total	\$ 9,748,926,154	\$ 9,119,698,484	\$ (629,227,670)

CTF State Revenue Details

STATE REVENUE SOURCES	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
State Tax on Motor Fuels	\$1,282,400,000	\$1,360,700,000	\$78,300,000
Road Tax	68,200,000	69,200,000	1,000,000
Retail Sales & Use Tax	1,290,200,000	1,228,600,000	(61,600,000)
Motor Vehicle Sales and Use Tax	1,174,000,000	1,155,100,000	(18,900,000)
International Registration Plan	124,300,000	124,200,000	(100,000)
Motor Vehicle Licenses	234,800,000	236,600,000	1,800,000
Miscellaneous Revenues	17,200,000	17,200,000	—
Motor Vehicle Rental Tax	40,700,000	32,200,000	(8,500,000)
Aviation Fuels Tax	2,000,000	2,000,000	—
Highway Use Fee	52,400,000	59,700,000	7,300,000
Insurance Premium	180,700,000	196,000,000	15,300,000
Recordation Tax	81,000,000	81,000,000	—
Total	\$4,547,900,000	\$4,562,500,000	\$14,600,000

Endnotes

Endnote Number	Description
1	Reflects impact of December 2021 revenue estimate from Department of Taxation.
2	Reflects change in bond issuance assumptions from previous fiscal year across several programs, including the recommend removal of additional GARVEE bond issuances based on additional federal and state revenue available to the program.
3	Reflects reconciliation of actual revenues collected in each district compared to allocations provided to each district through FY 2021.
4	Difference from FY 2022 Revision represents one-time allocation of FY 2021 Surplus Revenue to the fund in FY 2022.
5	The Priority Transportation Fund allocation (PTF) for the Rail Initiative has been updated to reflect a change in the funding for the effort. CMAQ funding has been made available to the Initiative. CTB transfer action in December 2021 provided PTF funding to the Route 1 Multimodal Improvements.
6	Second Revised FY 2022 amounts are included in Specialized State and Federal Programs.



Fiscal Year 2023

VDOT Annual Budget
June 2022



Table of Contents

Overview	3
Highway Maintenance and Operating Fund Revenues	6
Commonwealth Transportation Fund & Transportation Trust Fund	7
Other Funds Revenues	8
VDOT Allocations	9
Environmental Monitoring and Evaluation	11
Ground Transportation Planning and Research	12
Highway Construction Programs	13
State of Good Repair Program	14
High Priority Projects Program	14
Construction District Grant Programs	14
Specialized State and Federal Programs	15
VHSIP, IOEP, & Highway Construction Program Management	17
Highway System Maintenance	18
Commonwealth Toll Facilities	19
Financial Assistance to Localities	20
Non-Toll Supported Transportation Debt Service	21
Special Structures	22
Administrative and Support Services	23
VDOT Capital Outlay	24
Support to Other State Agencies	25
VDOT Budget Schedule	27
Appendix I - Powhite Parkway Extension	29
Appendix I - Coleman Bridge	30
Appendix I - I-66 Inside the Beltway	31
Appendix I - I-64 Express Lanes	32
Index: Acronyms and Terminology	33
Endnotes	34

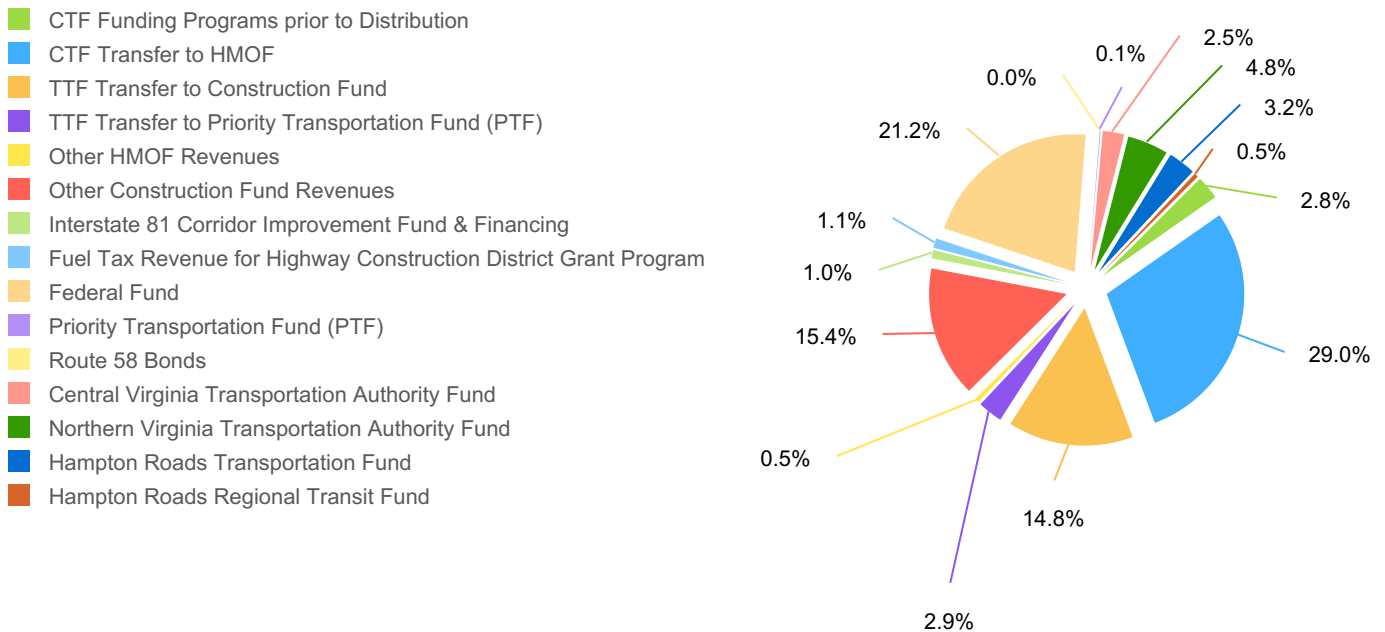
Overview

The Fiscal Year 2023 budget for the Virginia Department of Transportation (VDOT) identifies the estimated revenues and the distribution of the revenues to the related transportation programs. It is based on the state revenue forecast from February 2022 and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA). The VDOT Budget for 2023 totals \$7,885,824,747 a 7.0% decrease over the Second Revised FY 2022 VDOT Budget of \$8,476,517,833.

Chapter 1230 created the CTF which serves as the fund to which all statewide transportation revenues are deposited and then distributed to programs and funds. These transportation revenues include: (i) motor vehicles fuels taxes and road taxes for diesel fuel; (ii) vehicle registration fees; (iii) highway use fee; (iv) 0.5% statewide sales and use tax; (v) 0.3% statewide sale and use tax for transportation; (vi) 4.15% percent motor vehicles sales and use tax; (vii) motor vehicle rental tax (10 percent of gross proceeds from rentals for most passenger vehicles); (viii) \$0.03 of the \$0.25 per \$100 of assessed value of the statewide recordation tax; (ix) tax on liquid alternative fuel, set at the rate for gasoline; (x) International Registration Plan fees; and (xi) one-third of the revenue from insurance premium taxes.

VDOT's revenues are provided by dedicated state and federal revenue sources. The major state revenues are estimated by the Department of Taxation and are included in the state's official revenue estimate. VDOT continues to estimate federal revenues based upon information received from Federal Highway Administration (FHWA). The budget also includes the regional revenues provided to the Northern Virginia Transportation Authority, the Hampton Roads Transportation Accountability Commission, and the Central Virginia Transportation Authority.

Source of Transportation Funds



Detailed Sources of Transportation Funds

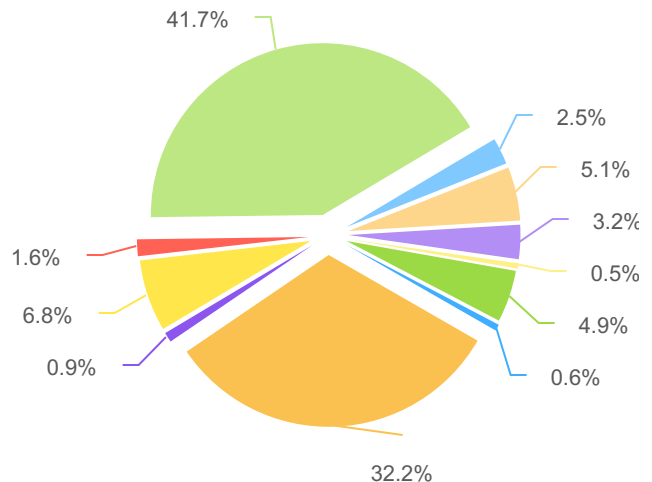
CTF Funding Programs prior to Distribution	\$ 220,000,000
CTF Transfer to HMOF	2,283,028,867
TTF Transfer to Construction Fund	1,162,554,113
TTF Transfer to Priority Transportation Fund (PTF)	230,317,324
Other HMOF Revenues	42,098,489
Other Construction Fund Revenues	1,214,789,832
Interstate 81 Corridor Improvement Fund & Financing	78,800,000
Fuel Tax Revenue for Highway Construction District Grant Program	89,497,754
Federal Fund	1,664,772,589
Priority Transportation Fund (PTF)	7,288,181
Route 58 Bonds	1,054,829
Subtotal	7,013,424,747
Pass Through Revenues	
Central Virginia Transportation Authority Fund	198,900,000
Northern Virginia Transportation Authority Fund	379,300,000
Hampton Roads Transportation Fund	254,300,000
Hampton Roads Regional Transit Fund	39,900,000
TOTAL	\$ 7,885,824,747

Overview

VDOT's revenues provide funding for debt service, maintenance, administration and construction. This budget reflects the planned use of the revenues available to the agency and also includes the pass through funds to the regions. The following is a summary of the programs by spending category:

Allocations	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
Debt Service	\$ 382,877,846	\$ 386,831,538	\$ 3,953,692
Other Agencies and Transfers	60,633,130	49,162,918	(11,470,212)
Maintenance & Operations	2,234,533,271	2,538,496,316	303,963,045
Toll Facility Operations	71,104,020	74,590,000	3,485,980
Administration & Other Programs	548,445,521	533,439,047	(15,006,474)
Public Transportation & Rail	201,894,747	125,236,903	(76,657,844)
Construction Program	4,163,529,298	3,285,668,025	(877,861,273)
Subtotal	\$7,663,017,833	\$6,993,424,747	\$(669,593,086)
Pass Through Revenues			
Central Virginia Transportation Authority Fund	181,100,000	198,900,000	17,800,000
Northern Virginia Transportation Authority Fund	362,800,000	399,300,000	36,500,000
Hampton Roads Transportation Fund	230,200,000	254,300,000	24,100,000
Hampton Roads Regional Transit Fund	39,400,000	39,900,000	500,000
TOTAL	\$8,476,517,833	\$7,885,824,747	\$(590,693,086)

- Debt Service
- Other Agencies and Transfers
- Maintenance & Operations
- Toll Facility Operations
- Administration & Other Programs
- Public Transportation & Rail
- Construction Program
- Central Virginia Transportation Authority Fund
- Northern Virginia Transportation Authority Fund
- Hampton Roads Transportation Fund
- Hampton Roads Regional Transit Fund



Highway Maintenance & Operating Fund

The Highway Maintenance and Operating Fund (HMOF) is one of VDOT's major funds. The HMOF is intended to provide for the agency's maintenance, operations and administrative needs. Since Fiscal Year 2002, the HMOF has required transfers from the Construction Fund to cover the budgetary needs of the fund. With the updated revenue assumptions for FY 2022, this transfer reversed direction and the HMOF provided \$57.5 million to the Construction Fund, representing revenue in excess of budgetary allocations needed. The transfer from the Construction Fund to the HMOF returns in the FY 2023 recommendations.

HMOF Revenue Sources	2nd REVISED FY 2022	FY 2023	Difference
CTF Transfer to HMOF	\$ 2,239,086,459	\$ 2,283,028,867	\$ 43,942,408
Miscellaneous Revenues	17,200,000	17,200,000	—
Other Revenue	38,335,702	24,898,489	(13,437,213)
Subtotal	\$ 2,294,622,161	\$ 2,325,127,356	\$ 30,505,195
Transfer from Construction	(57,513,492)	63,328,718	120,842,210
Total	\$ 2,237,108,669	\$ 2,388,456,074	\$ 151,347,405

Commonwealth Transportation Fund & Transportation Trust Fund

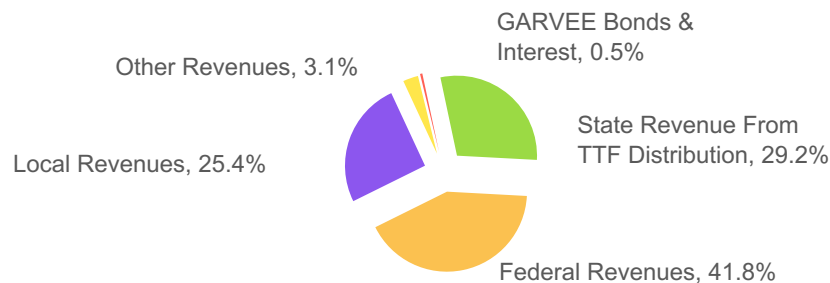
Chapter 1230 amends the allocation of funds. Before funds are distributed between the Transportation Trust Fund and the Highway Maintenance and Operating Fund (HMOF), (i) \$40 million annually will be deposited into the Route 58 Corridor Development Fund; (ii) \$40 million annually will be deposited into the Northern Virginia Transportation District Fund; and (iii) \$80 million annually (as adjusted annually based on changes in consumer price index for urban consumers) will be deposited into the Special Structure Fund. Enactment Clause 11 of Chapter 1230 provides the Commonwealth Transportation Board the ability to take actions deemed necessary in fiscal years 2021, 2022, and 2023 to ensure funds for modal programs and the highway maintenance and operating fund are at least equal to the amounts provided for in the six-year financial plan for the Commonwealth Transportation Fund as in effect on January 1, 2020. With the revision, planned Omnibus Transportation Bill investments are restored to pre-COVID expectations. The following table provides details on revised distributions for Fiscal Year 2023.

Construction Fund Revenue Sources	2nd REVISED FY 2022	FY 2023	Difference
Distributed to Route 58 Corridor Fund	\$ 40,000,000	\$ 40,000,000	\$ —
Distributed to Northern Virginia Transportation District Fund	40,000,000	40,000,000	—
Distributed to Oak Grove Fund	1,000,000	—	(1,000,000)
Distributed to TTF for Support	1,034,395	1,077,840	43,445
Distributed for Omnibus Programs	120,000,000	140,000,000	20,000,000
Total	\$ 202,034,395	\$ 221,077,840	\$ 19,043,445

The following table identifies the construction fund revenues by major source.

Construction Fund Revenue Sources	2nd REVISED FY 2022	FY 2023	Difference
State Revenue From TTF Distribution	\$ 1,140,177,948	\$ 1,162,554,113	\$ 22,376,165
General Fund	108,396,000	—	(108,396,000)
Federal Revenues	1,615,872,635	1,664,772,589	48,899,954
Local Revenues	872,853,270	1,011,713,971	138,860,701
Other Revenues	147,130,693	123,221,585	(23,909,108)
GARVEE Bonds & Interest	76,300,000	19,222,769	(57,077,231)
Total	\$ 3,960,730,546	\$ 3,981,485,027	\$ 20,754,481

Construction Fund Revenue by Source, FY 2023



Other Fund Revenues

VDOT manages a number of special funds. Each special fund receives dedicated revenues to be used to support the mission of the program.

Other Fund Revenues	2nd REVISED FY 2022	FY 2023	Difference
Regional Transportation Funds	\$ 793,500,000	\$ 872,400,000	\$ 78,900,000
Interstate 81 Corridor Improvement Fund	279,186,080	78,800,000	(200,386,080) ⁷
Fuel Tax Revenue for the Special Fund Account for the Highway Construction District Grant Program	100,300,000	89,497,754	(10,802,246)
Powhite Parkway Extension Toll Revenue	11,000,000	11,000,000	—
Coleman Bridge Toll Revenue	6,000,000	6,000,000	—
I-66 Inside the Beltway Toll Revenue	15,216,600	18,000,000	2,783,400
I-64 Express Lanes Toll Revenue	2,137,420	2,840,000	702,580
Northern VA Transportation District (NVTD)	7,020,640	11,723,045	4,702,405
Oak Grove	1,128,077	—	(1,128,077)
Priority Transportation Fund (PTF)	570,492,932	230,317,324	(340,175,608) ⁸
Transportation Partnership Opportunity Fund	10,066,667	7,200,000	(2,866,667)
Route 58	219,304,103	1,054,829	(218,249,274) ⁹
Route 28	8,644,519	8,644,519	—
Other	18,197,231	49,739,142	31,541,911
Total	\$ 2,042,194,269	\$ 1,387,216,613	\$ (654,977,656)
Total Construction Major Sources (page 7)	3,960,730,546	3,981,485,027	20,754,481
Transfer to HMOF	57,513,492	(63,328,718)	(120,842,210)
Total Construction Fund	\$ 6,060,438,307	\$ 5,305,372,922	\$ (755,065,385)

VDOT Program Descriptions and Allocations

Summary of Allocations by Program

The following table summarizes VDOT's budget by the major budgetary programs.

	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
Environmental Monitoring and Evaluation (514)	\$ 43,957,252	\$ 17,968,133	\$ (25,989,119)
Ground Transportation Planning and Research (602)	95,618,648	106,660,594	11,041,946
Highway Construction Programs (603)	4,111,279,500	3,218,825,411	(892,454,089)
Highway System Maintenance (604)	1,756,641,898	2,005,798,051	249,156,153
Commonwealth Toll Facilities (606)	71,104,020	74,590,000	3,485,980
Financial Assistance to Localities (607)	1,329,803,011	1,461,845,199	132,042,188
Non-Toll Supported Transportation Debt Service (612)	382,877,846	386,831,538	3,953,692
Special Structures (614)	60,000,000	80,000,000	20,000,000
Administrative and Support Services (699)	302,707,781	318,906,000	16,198,219
VDOT Capital Outlay (998)	60,000,000	40,000,000	(20,000,000)
Support to Other State Agencies	60,633,130	49,162,918	(11,470,212)
Support to DRPT Programs	201,894,747	125,236,903	(76,657,844)
Total	\$ 8,476,517,833	\$ 7,885,824,747	\$ (590,693,086)

Environmental Monitoring and Evaluation (514)

The Environmental Program consists of the following service areas:

Environmental Monitoring and Compliance for Highway Projects (514008) - To provide efforts to evaluate, monitor and maintain the quality of the state's natural resources as part of a balanced consideration of environmental and transportation needs. VDOT's wetland mitigation program is funded in this service area.

Environmental Monitoring Program Management and Direction (514009) - To provide activities related to the management and direction of the program. Adequate and effective management and direction is critical to the success of the program.

Municipal Separate Storm Sewer System Compliance Activities (514010) - To provide efforts to address storm water discharges, including the related operational and maintenance activities, to meet Total Maximum Daily Load reduction targets. VDOT's current Municipal Separate Storm Sewer System (MS4) permit requires VDOT to reduce its pollutant load allocation to the Chesapeake Bay.

ENVIRONMENTAL MONITORING & EVALUATION (514)	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
Environmental Monitoring & Compliance for Highway Projects (514008)	\$ 10,873,613	\$ 10,114,045	\$ (759,568)
Environmental Monitoring Program Management (514009)	3,595,685	4,033,730	438,045
Municipal Separate Storm Sewer System Compliance Activities (514010)	29,487,954	3,820,358	(25,667,596)
TOTAL ENVIRONMENTAL MONITORING & EVALUATION	\$ 43,957,252	\$ 17,968,133	\$ (25,989,119)
TTF	43,957,252	17,968,133	(25,989,119)

10

Ground Transportation Planning & Research (602)

Ground Transportation Planning and Research is comprised of:

Ground Transportation System Planning (602001) - To provide efforts to lead and plan a comprehensive system of ground transportation, including the planning of particular ground transportation projects through surveying, mapping and studies. These studies are the basis for decisions on proposed highway plans, programs and projects, as well as other travel modes and routes throughout Virginia.

Ground Transportation System Research (602002) - To provide efforts devoted to the planning and delivery of a comprehensive ground transportation research, development, consulting and technology transfer program covering the areas of transportation system operations, maintenance, structural design and construction, materials and specifications, safety, environmental stewardship, finance and policy.

Ground Transportation Program Management and Direction (602004) - To provide activities related to the management and direction of the program. Adequate and effective management and direction is critical to the success of the program.

PLANNING & RESEARCH (602)	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
Ground Transportation System Planning (602001)	\$ 77,804,760	\$ 88,165,186	\$ 10,360,426
Ground Transportation System Research (602002)	13,471,811	14,143,069	671,258
Ground Transportation Program Management (602004)	4,342,077	4,352,339	10,262
TOTAL PLANNING & RESEARCH	\$ 95,618,648	\$ 106,660,594	\$ 11,041,946
HMOF	16,990,331	17,843,494	853,163
CONSTRUCTION	53,832,904	63,008,546	9,175,642
FEDERAL	24,795,413	25,808,554	1,013,141

Highway Construction Programs (603)

For Fiscal Year 2023, the funding made available for distribution is distributed via the formula outlined in the Code of Virginia, § 33.2-358. With the enactment of Chapter 1230, funds are distributed to the following programs: State of Good Repair Program, High Priority Projects Program, Construction District Grant Program, Interstate Operations and Enhancement Program, and Virginia Highway Safety Improvement Program. Enactment Clause 11 of Chapter 1230 provides the Commonwealth Transportation Board the ability to take actions deemed necessary in fiscal years 2021, 2022, and 2023 to ensure funds for modal programs and the highway maintenance and operating fund are at least equal to the amounts provided for in the six-year financial plan for the Commonwealth Transportation Fund as in effect on January 1, 2020. The following table provides details on distributions for Fiscal Year 2023.

The budget also contains a significant application of Toll Credits that are used as "soft match" to meet the nonfederal share matching requirements. The federal share on most projects in the future can effectively be increased up to 100 percent. However, the use of soft match does not increase the federal funding available to Virginia.

CONSTRUCTION (603)	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
State of Good Repair Program (603020)	\$ 375,287,827	\$ 331,213,278	\$ (44,074,549)
High Priority Projects Program(603021)	304,882,522	246,678,340	(58,204,182)
Construction District Grant Programs (603022)	405,182,522	336,176,095	(69,006,427)
Specialized State and Federal Programs (603023)	2,979,764,789	1,845,367,547	(1,134,397,242)
Virginia Highway Safety Improvement Program (603017)	—	134,783,478	134,783,478
Interstate Operations and Enhancement Program (603018)	—	274,702,353	274,702,353
Construction Management (603015)	46,161,840	49,904,320	3,742,480
TOTAL CONSTRUCTION	\$4,111,279,500	\$3,218,825,411	\$ (892,454,089)
CONSTRUCTION	1,928,645,032	1,986,028,677	57,383,645
FEDERAL	1,089,315,709	963,438,834	(125,876,875)
I-81 CORRIDOR IMPROVEMENT FUND	273,179,348	73,579,021	(199,600,327)
STATEWIDE INTERSTATE IMPROVEMENT FUND - PRIOR YEAR ADJUSTMENT	(39,444,828)	—	39,444,828
SPECIAL FUND ACCOUNT FOR CONSTRUCTION DGP	100,300,000	89,497,754	(10,802,246)
PTF	307,608,622	41,900,000	(265,708,622)
TPOF	20,046,154	7,189,115	(12,857,039)
NVTD	1,177,236	—	(1,177,236)
VTIB	15,333,333	7,700,000	(7,633,333)
GARVEE BONDS	76,300,000	19,222,769	(57,077,231)
CONCESSION FEE FUND	844,013	29,551	(814,462)
GENERAL FUND	88,396,000	—	(88,396,000)
ROUTE 58	249,578,881	30,239,690	(219,339,191)

Highway Construction Programs (603)

STATE OF GOOD REPAIR PROGRAM (603020)

The purpose of the State of Good Repair Program service area is to allocate funds to state of good repair purposes for reconstruction and replacement of structurally deficient state and locally owned bridges and reconstruction and rehabilitation of pavement on the Interstate System and primary state highway system determined to be deteriorated by the Board, including municipality-maintained primary extensions. (Code of Virginia §33.2-369)

STATE OF GOOD REPAIR PROGRAM (603020)	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
TOTAL STATE OF GOOD REPAIR	\$ 375,287,827	\$ 331,213,278	\$ (44,074,549)
CONSTRUCTION	232,683,259	175,569,865	(57,113,394)
FEDERAL	142,604,568	155,643,413	13,038,845

HIGH PRIORITY PROJECTS PROGRAM (603021)

The purpose of the High Priority Projects Program service area is to allocate funds to the established program for projects and strategies that address a transportation need identified for a corridor of statewide significance or a regional network in the Statewide Transportation Plan pursuant to Code of Virginia §33.2-353. From funds allocated to this program, the Board shall allocate funds to the Innovation and Technology Transportation Fund, provided that the allocation shall not exceed \$25 million annually. (Code of Virginia §33.2-370)

HIGH PRIORITY PROJECTS PROGRAM (603021)	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
TOTAL HIGH PRIORITY PROJECTS	\$ 304,882,522	\$ 246,678,340	\$ (58,204,182)
CONSTRUCTION	154,951,832	132,321,039	(22,630,793)
FEDERAL	93,673,914	104,745,916	11,072,002
GARVEE	56,256,776	9,611,385	(46,645,391)

CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)

The purpose of the Construction District Grant Programs service area is to allocate funds to the established grant program in each highway construction district to fund projects and strategies that address a need in the Statewide Transportation Plan developed pursuant to Code of Virginia §33.2-353. In accordance with §33.2-359, the Commonwealth Transportation Board shall allocate funds to improve nonsurface treated secondary highways that carry 50 or more vehicles per day. This allocation shall not exceed \$25 million annually (Code of Virginia, §33.2-371).

CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
TOTAL CONSTRUCTION DISTRICT GRANT	\$ 405,182,522	\$ 336,176,095	\$ (69,006,427)
CONSTRUCTION	120,808,231	122,202,492	1,394,261
SPECIAL FUND ACCOUNT FOR CONSTRUCTION			
DGP	100,300,000	89,497,754	(10,802,246)
FEDERAL	164,031,067	114,864,465	(49,166,602)
GARVEE	20,043,224	9,611,384	(10,431,840)

Highway Construction Programs (603)

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)

The purpose of the Specialized State and Federal Programs service area is to allocate funds to State and Federal Construction Programs that are not components of the other funding distributions. The Federal programs that are exempt from the distribution process are outlined in § 33.2-214.1 of the Code of Virginia (Statewide prioritization process for project selection). These include Congestion Mitigation and Air Quality (CMAQ) funding and Regional Surface Transportation Program funding. The service area will also allocate bond programs and the state and local components of Revenue Sharing. Anticipated funding from regional entities for projects is also allocated in this service area.

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
CMAQ & State Match	\$ 46,282,311	\$ 39,642,070	\$ (6,640,241)
Open Container	24,987,205	23,063,568	(1,923,637)
Participating Project Costs	60,000,000	60,000,000	—
Project Participation from HRTAC	—	163,636,731	163,636,731
HRTAC Participation for Hampton Roads Bridge-Tunnel Expansion Project	584,212,963	527,726,042	(56,486,921)
Project Participation from NVTAC	138,551,103	113,470,539	(25,080,564)
Route 58 Bonds	218,391,183	—	(218,391,183)
Revenue Sharing	280,210,334	394,577,470	114,367,136
Safety & Soft Match	149,616,262		(149,616,262)
STP Set-aside	36,779,452	36,538,864	(240,588)
STP Regional & State Match	102,972,300	115,623,627	12,651,327
Tele Fees	9,483,037	9,090,924	(392,113)
I-66 Outside the Beltway Concession Fee/Interest Earnings	844,013	29,551	(814,462)
Interstate 81 Corridor Improvements	273,179,348		(273,179,348)
Statewide Interstate Improvements	188,852,162	—	(188,852,162)
STP Set-aside State Match	2,785,506	—	(2,785,506)
Highway Improvement Program - CRSSA	37,995,585	—	(37,995,585)
Improvements to I-64 HRELN	93,100,000	—	(93,100,000)
PTF for Safety	10,000,000	—	(10,000,000)
PTF for Construction Projects	297,608,622	41,900,000	(255,708,622)
Carbon Reduction Program and State Match	38,372,011	32,494,353	(5,877,658)
PROTECT	45,279,913	36,948,409	(8,331,504)
Bridge	91,249,422	105,255,712	14,006,290
Bridge - Off System	16,102,839	18,574,537	2,471,698
Electric Vehicles	21,275,226	15,745,244	(5,529,982)
HSIP to Vulnerable Users	12,663,454	—	(12,663,454)
Regional Trails	25,796,000	—	(25,796,000)
ATI	20,000,000	—	(20,000,000)
HIP - Community Project Grants	—	28,755,000	28,755,000
I-64 Gap between exit 205 and exit 234	20,000,000	—	(20,000,000)
Other	133,174,538	82,294,906	(50,879,632)
TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (60323)	\$ 2,979,764,789	\$ 1,845,367,547	\$ (1,134,397,242)

Highway Construction Programs (603)

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
CONSTRUCTION	1,374,039,870	1,299,915,838	(74,124,032)
FEDERAL	689,006,160	458,393,353	(230,612,807)
I-81 CORRIDOR IMPROVEMENT FUND	273,179,348	—	(273,179,348)
STATEWIDE INTERSTATE IMPROVEMENT FUND - PRIOR YEAR ADJUSTMENT	(39,444,828)	—	39,444,828
NVTD	1,177,236	—	(1,177,236)
GENERAL FUND	88,396,000	—	(88,396,000)
PTF	307,608,622	41,900,000	(265,708,622)
CONCESSION FEE FUND	844,013	29,551	(814,462)
OTHER BOND PROGRAMS/FUNDS	249,578,881	30,239,690	(219,339,191)
VTIB	15,333,333	7,700,000	(7,633,333)
TPOF	20,046,154	7,189,115	(12,857,039)
TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (60323)	\$ 2,979,764,789	\$ 1,845,367,547	\$ (1,134,397,242)

Highway Construction Programs (603)

VIRGINIA HIGHWAY SAFETY IMPROVEMENT (603017)

The purpose of the Virginia Highway Safety Improvement Program is to reduce motorized and non-motorized fatalities and severe injuries on highways in the Commonwealth, whether such highways are state or locally maintained. (Code of Virginia § 33.2-373) This is a new service area beginning in FY 2023.

VIRGINIA HIGHWAY SAFETY IMPROVEMENT (603017)	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
TOTAL VHSIP	\$ —	\$134,783,478	\$ 134,783,478
TTF	—	44,834,583	44,834,583
FEDERAL	—	89,948,895	89,948,895

INTERSTATE OPERATIONS & ENHANCEMENT (603018)

The purpose of the Interstate Operations and Enhancement Program is to improve the safety, reliability, and travel flow along interstate highway corridors in the Commonwealth. (Code of Virginia § 33.2-372) This is a new service area beginning in FY 2023.

INTERSTATE OPERATIONS & ENHANCEMENT (603018)	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
TOTAL IOEP	\$ —	\$274,702,353	\$ 274,702,353
TTF	—	161,280,540	161,280,540
FEDERAL	—	39,842,792	39,842,792
I-81	—	73,579,021	73,579,021

CONSTRUCTION MANAGEMENT (603015)

The purpose of the construction management program is to provide activities related to the management and direction of the program. Adequate and effective management and direction is critical to the success of the program.

CONSTRUCTION MANAGEMENT (603015)	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
TOTAL CONSTRUCTION MANAGEMENT	\$46,161,840	\$49,904,320	\$ 3,742,480
TTF	46,161,840	49,904,320	3,742,480

Highway System Maintenance (604)

The maintenance program consists of:

Interstate Maintenance (604001) - To preserve the public's investment through the delivery of an effective and efficient statewide maintenance program to protect and enhance the transportation infrastructure and the safety of the traveling public.

Primary Maintenance (604002) - To preserve the public's investment through the delivery of an effective and efficient statewide maintenance program to protect and enhance the transportation infrastructure and the safety of the traveling public.

Secondary Maintenance (604003) - To preserve the public's investment through the delivery of an effective and efficient statewide maintenance program to protect and enhance the transportation infrastructure and the safety of the traveling public.

Transportation Operations Services (604004) - To improve mobility, safety, travel time reliability and security on the transportation system through the deployment of a variety of operational strategies including regional smart traffic centers, emergency services, traveler services, congestion management and traffic signalization optimization.

Highway Maintenance Program Management and Direction (604005) - To provide activities related to the management and direction of the program. Adequate and effective management and direction is critical to the success of the program.

HIGHWAY SYSTEM MAINTENANCE (604)	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
Interstate Maintenance (604001)	\$ 336,098,854	\$ 364,747,519	\$ 28,648,665
Primary Maintenance (604002)	504,798,771	510,918,437	6,119,666
Secondary Maintenance (604003)	560,697,117	603,302,668	42,605,551
Transportation Operations Services (604004)	272,035,360	436,247,746	164,212,386
Highway Maintenance Program Management & Direction (604005)	83,008,796	90,581,681	7,572,885
TOTAL HIGHWAY SYSTEM MAINTENANCE	\$1,756,641,898	\$2,005,798,051	\$ 249,156,153
HMOF	1,394,259,930	1,477,424,092	83,164,162
FEDERAL	362,381,968	528,373,959	165,991,991

13

Commonwealth Toll Facilities (606)

Revenues collected from toll facilities contribute to Virginia's safe and effective transportation system. Of these facilities, four are currently owned and operated by VDOT: Powhite Parkway Extension Toll Road in Chesterfield County, George P. Coleman Bridge in Gloucester County, I-66 Inside the Beltway and I-64 Express Lanes.

Toll Facility Acquisition and Construction (606001) -To provide for efforts to acquire and construct ground transportation toll facilities.

Toll Facility Debt Service (606002) -To provide for the debt service requirements of the debt-financed toll facilities. The bond indentures for the toll facilities require the Commonwealth Transportation Board (CTB) to set toll rates for all classes of vehicles which will provide sufficient net revenues to meet the facility's obligations. Toll roads are typically constructed with debt financing and the subsequent toll collection revenues are used for debt service payments. The remaining state-owned facility collecting tolls to pay debt service on outstanding bonds is the George P. Coleman Bridge located between Gloucester and York counties. The bonds issued to finance the Powhite Parkway Extension have been retired, but the toll revenues are needed to repay the outstanding debts of the facility owed to VDOT and Chesterfield County.

Toll Facility Maintenance and Operation (606003) - To provide for the operational costs of the four toll facilities operated by VDOT: the George P. Coleman Bridge and the Powhite Parkway Extension Toll Road, I-66 Inside the Beltway facility and I-64 Express Lanes. All operating costs associated with that facility are to be paid out of the revenues generated by that facility. Customer service and toll collection are toll facilities' main operations.

Toll Facilities Revolving Fund (606004) - To provide a method to finance and/or refinance existing and potential toll facilities. Funds allocated from the Toll Facilities Revolving Account intended for planned or operating toll facilities are considered advance funding and are expected to be repaid to the Toll Facilities Revolving Account.

COMMONWEALTH TOLL FACILITIES (606)	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
Acquisition & Construction (606001)	\$ —	\$ —	\$ —
Debt Service (606002)	—	—	—
Maintenance & Operations (606003)	34,354,020	37,840,000	3,485,980
Toll Facilities Revolving (606004)	36,750,000	36,750,000	—
TOTAL TOLL FACILITIES	\$ 71,104,020	\$ 74,590,000	\$ 3,485,980
POWHITE	11,000,000	11,000,000	—
COLEMAN	6,000,000	6,000,000	—
I-66 INSIDE THE BELTWAY	15,216,600	18,000,000	2,783,400
I-64 EXPRESS LANES	2,137,420	2,840,000	702,580
TOLL FACILITIES REVOLVING	36,750,000	36,750,000	—

Financial Assistance to Localities (607)

Financial Assistance to Localities consists of:

Financial Assistance for City Road Maintenance (607001) - To provide monetary support to localities for capital improvements and/or maintenance of roads and/or transportation facilities. Direct financial assistance is provided to 84 cities and towns to maintain, operate, and improve their arterial and collector roads and local streets. The level of assistance to the respective local governments for maintenance expenditures is based on the number of qualifying lane-miles in each locality and available funding.

Financial Assistance for County Road Maintenance (607002) - Provide monetary support in lieu of maintenance services to localities for road maintenance and upkeep where such localities have elected to maintain their own highway systems. Currently, Henrico and Arlington maintain their own roads.

Financial Assistance for Planning, Access Roads, and Special Projects (607004) - To manage and distribute funding for recreational and industrial access programs and the Metropolitan Planning federal grant program. The Recreational Access Program provides funding for roads and bikeways to new or expanding non-federal, non-commercial public parks and historic sites. Access roads for qualifying airports and industrial sites, and access tracks for qualified rail users are provided through VDOT's Industrial, Airport, and Rail Access Fund. The Metropolitan Planning Grants are federal funds available to support activities undertaken by Metropolitan Planning Organizations (MPOs) to develop long-range transportation plans and transportation improvement programs.

Distribution of Northern Virginia Transportation Authority Fund Revenues (607006) - To transfer state regional tax revenues to the Northern Virginia Transportation Authority to fund local and regional transportation projects.

Distribution of Hampton Roads Transportation Fund Revenues (607007) - To transfer state regional tax revenues to the Hampton Roads Transportation Accountability Commission to fund local and regional transportation projects.

Distribution of Central Virginia Transportation Authority Fund Revenues (607010) - To transfer state regional tax revenues to the Central Virginia Transportation Authority to fund local and regional transportation projects.

FINANCIAL ASSISTANCE TO LOCALITIES (607)	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
Financial Assistance for City Road Maintenance (607001)	\$ 405,955,990	\$ 454,109,455	\$ 48,153,465 ¹³
Financial Assistance for County Road Maintenance (607002)	71,935,383	78,588,810	6,653,427 ¹³
Financial Assistance for Planning, Access Roads, & Special Projects (607004)	17,476,106	18,303,310	827,204
Distribution of Northern Virginia Transportation Authority Fund Revenues (607006)	383,735,532	417,743,624	34,008,092
Distribution of Hampton Roads Transportation Fund Revenues (607007)	269,600,000	294,200,000	24,600,000
Distribution of Central Virginia Transportation Authority Fund Revenues (607010)	181,100,000	198,900,000	17,800,000

TOTAL FINANCIAL ASSISTANCE TO LOCALITIES **\$1,329,803,011 \$1,461,845,199 \$ 132,042,188**

HMOF	477,891,373	532,698,265	54,806,892
CONSTRUCTION	28,983,143	26,573,955	(2,409,188)
FEDERAL	9,428,495	10,172,979	744,484
CENTRAL VIRGINIA TRANSPORTATION FUND	181,100,000	198,900,000	17,800,000
NORTHERN VIRGINIA TRANSPORTATION FUND	362,800,000	399,300,000	36,500,000
HAMPTON ROADS TRANSPORTATION FUND	230,200,000	254,300,000	24,100,000
HAMPTON ROADS REGIONAL TRANSIT FUND	39,400,000	39,900,000	500,000

Non-Toll Supported Transportation Debt Service (612)

Non-Toll Supported Transportation Debt Service consists of:

Highway Transportation Improvement District Debt Service (612001) - To provide for the debt service requirements of the bonds sold to finance transportation improvements in special tax districts. There is currently only one such district, the State Route 28 Highway Transportation Improvement District in Fairfax and Loudoun counties.

Designated Highway Corridor Debt Service (612002) - To provide for the debt service requirements of the bonds sold to finance transportation improvements in special designated highway corridors. The Commonwealth Transportation Board has issued transportation revenue bonds for the U.S. Route 58 Corridor Development Program, the City of Chesapeake Oak Grove Connector Project, and the Northern Virginia Transportation District (NVTD) Program.

Commonwealth Transportation Capital Projects Bond Act Debt Service (612004) - To provide for the debt service requirements of the bonds sold to finance transportation improvements under the Commonwealth Transportation Capital Projects Bond Act.

Federal Transportation Grant Anticipation Revenue Notes Debt Service (612005) - To provide for the debt service requirements of the bonds sold as Federal Transportation Grant Anticipation Revenue bonds (GARVEEs).

I-81 Debt Service (612006) - To provide for the estimated debt service requirements of the bonds sold to finance transportation improvements on the Interstate 81 Corridor.

Non-Toll Supported Transportation Debt Service (612)	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
Highway Transportation Improvement Debt Service (612001)	\$ 8,644,519	\$ 8,644,519	\$ —
Designated Highway Corridor Debt Service (612002)	43,280,986	42,685,577	(595,409)
Commonwealth Transportation Capital Projects Bond Act Debt Service (612004)	194,994,559	193,302,200	(1,692,359)
Federal Transportation Grant Anticipation Revenue Notes Debt Service (612005)	129,951,050	136,978,263	7,027,213
I-81 Debt Service (612006)	6,006,732	5,220,979	(785,753)
TOTAL NON-TOLL SUPPORTED DEBT SERVICE	\$ 382,877,846	\$ 386,831,538	\$ 4,739,445

NVTD	11,427,687	11,870,438	442,751
OAK GROVE	2,128,077	—	(2,128,077)
ROUTE 28	8,644,519	8,644,519	—
CPR BONDS	194,994,559	193,302,200	(1,692,359)
ROUTE 58	29,725,222	30,815,139	1,089,917
I-81	6,006,732	5,220,979	(785,753)
FEDERAL	129,951,050	136,978,263	7,027,213

Special Structures (614)

Statewide Special Structures (614000) - Special Structures are very large, indispensable and unique bridges and tunnels identified by the Commissioner of Highways and approved by the Commonwealth Transportation Board. The General Assembly declares it to be in the public interest that the maintenance, rehabilitation, and replacement of special structures in the Commonwealth occur timely as to provide and protect a safe and efficient highway system. The Board is establishing a program for the maintenance, rehabilitation, and replacement of special structures in the Commonwealth. With the assistance of the Department of Transportation, the Board developed and will maintain a plan for the maintenance, rehabilitation, and replacement of special structures in the Commonwealth.

VDOT SPECIAL STRUCTURES	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
TOTAL VDOT SPECIAL STRUCTURES	\$ 60,000,000	\$ 80,000,000	\$ 20,000,000
SPECIAL STRUCTURES	60,000,000	80,000,000	20,000,000

Administrative and Support Services (699)

Administrative and Support Services is comprised of:

General Management and Direction (699001) - To provide for the general administrative management, direction and support activities of VDOT. This includes, but is not limited to, accounting services, human resources, succession planning, health and safety services, procurement, facilities management, management studies, policy analysis, process improvements, performance management, internal auditing, innovative financing, financial planning services and oversight of compensation programs for all VDOT employees.

Information Technology Services (699002) - To provide for administrative management, direction and infrastructure support for tasks including, but not limited to, automated data processing services for citizens and visitors to the Commonwealth, Virginia's legislative bodies, other state and local government agencies as well as its own Department of Transportation employees.

Facilities and Grounds Management Services (699015) - To provide physical plant maintenance needs to VDOT facilities. This maintenance work is considered ordinary or routine nature and includes the cost of labor, equipment and materials to make minor repairs to utilities such as plumbing, heating, and electrical; and the maintenance of driveways, parking lots, and yards. The service area also funds small renovation/alteration projects that cost no more than \$10,000.

Employee Training and Development (699024) - To provide Employee Training and Development services to VDOT. This includes traditional classroom training and related development activities and tuition reimbursement.

ADMINISTRATIVE & SUPPORT SERVICES (699)	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
General Management & Direction (699001)	\$ 163,937,254	\$ 171,876,939	\$ 7,939,685 ¹⁰
Information Technology Services (699002)	105,791,557	113,394,691	7,603,134 ¹⁰
Facilities and Grounds Management Services (699015)	20,540,895	21,885,343	1,344,448 ¹⁰
Employee Training & Development (699024)	12,438,075	11,749,027	(689,048) ¹⁰
TOTAL ADMINISTRATIVE & SUPPORT SERVICES	\$ 302,707,781	\$ 318,906,000	\$ 16,198,219
HMOF	301,673,386	310,446,837	8,773,451
CONSTRUCTION	1,034,395	3,795,856	2,761,461

VDOT Capital Outlay (998)

Capital Outlay funding is provided to support the agency's building and renovation needs as well as Maintenance Reserve needs. This funding may be used for acquisition of real property (including buildings or plant) or machinery or equipment, new construction, and improvements related to state-owned real property, buildings, plant, machinery or equipment (including plans therefore), as defined in the Code of Virginia. All capital outlay projects must be approved by the Governor and General Assembly via the Six-Year Capital Improvement Plan and the Biennial Budget. VDOT receives direction from the Department of Planning and Budget and the Department of General Services on the development and execution of the Capital Outlay Program.

VDOT CAPITAL OUTLAY (998)	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
TOTAL VDOT CAPITAL OUTLAY	\$ 60,000,000	\$ 40,000,000	\$ (20,000,000)
CONSTRUCTION	60,000,000	40,000,000	(20,000,000)

Program Allocations by Fund

VDOT provides funding to other agencies to cover support activities and services related to the transportation programs.

SUPPORT TO OTHER STATE AGENCIES	2nd REVISED FY 2022	FY 2023	INCREASE (DECREASE)
Transportation Appropriation to Other Agencies			
Department of Education	\$ 279,612	\$ 283,854	\$ 4,242
Marine Resources Commission	313,768	313,768	—
Secretary of Transportation	953,895	1,023,114	69,219
Department of State Police	9,083,587	9,179,045	95,458
Department of Minority Business Enterprise	1,640,575	1,682,629	42,054
Department of Historic Resources	115,642	210,000	94,358
Department of Emergency Management	1,295,713	1,359,475	63,762
Department of Motor Vehicles	14,387,417	14,958,864	571,447
Department of Treasury	185,187	185,187	—
Virginia Liaison Office	164,267	173,248	8,981
Department of Wildlife Resources	10,000,000	—	(10,000,000)
Office of the State Inspector General	2,083,846	2,179,339	95,493
SUBTOTAL	40,503,509	31,548,523	(8,954,986)
Transfers to the General Fund			
Department of General Services	388,254	388,254	—
Department of Agriculture & Conservation Services	97,586	97,586	—
Chesapeake Bay Initiatives	10,000,000	10,000,000	—
Indirect Costs	5,128,092	2,721,175	(2,406,917)
Department of Taxation	3,015,689	2,907,380	(108,309)
SUBTOTAL	18,629,621	16,114,395	(2,515,226)
Transfers to Other Agencies			
Department of Motor Vehicles (fuel tax evasion)	1,500,000	1,500,000	—
SUBTOTAL	1,500,000	1,500,000	—
TOTAL SUPPORT TO OTHER STATE AGENCIES			
	\$ 60,633,130	\$ 49,162,918	\$ (11,470,212)
HMOF	46,293,649	45,380,079	(913,570)
CONSTRUCTION	2,874,094	2,375,969	(498,125)
TPOF	20,513	10,885	(9,628)
DMV	15,684	15,153	(531)
RAIL	176,369	170,401	(5,968)
PTF	406,190	392,447	(13,743)
PORTS	85,143	82,262	(2,881)
AIRPORTS	47,372	45,770	(1,602)
DRPT	685,308	662,119	(23,189)
SPACE	28,808	27,833	(975)

Program Allocations by Fund

The following table summarizes VDOT's budget by major program and major fund.

Program	HMOF	Construction	Federal	Bonds	Other*	Total
Environmental Monitoring and Evaluation (514)	\$ —	\$ 17,968,133	\$ —	\$ —	\$ —	\$ 17,968,133
Ground Transportation Planning & Research (602)	17,843,494	63,008,546	25,808,554	—	—	106,660,594
Highway Construction Programs (603)	—	2,047,483,677	934,683,834	19,222,769	217,435,131	3,218,825,411
Highway System Maintenance (604)	1,477,424,092	—	528,373,959	—	—	2,005,798,051
Commonwealth Toll Facilities (606)	—	—	—	—	74,590,000	74,590,000
Financial Assistance to Localities (607)	532,698,265	8,130,331	10,172,979	—	910,843,624	1,461,845,199
Non-Toll Supported Transportation Debt Service (612)	—	—	136,978,263	—	249,853,275	386,831,538
Special Structures (614)	—	80,000,000	—	—	—	80,000,000
Administrative and Support Services (699)	315,110,144	2,718,016	—	—	1,077,840	318,906,000
VDOT Capital Outlay (998)	—	40,000,000	—	—	—	40,000,000
Support to Other State Agencies	45,380,079	2,375,969	—	—	1,406,870	49,162,918
Support to DRPT Programs	—	97,936,903	—	—	27,300,000	125,236,903
TOTAL	\$2,388,456,074	\$ 2,359,621,575	\$ 1,636,017,589	\$ 19,222,769	\$1,482,506,740	\$7,885,824,747

* - Other includes I-81 Corridor Improvement Fund, Statewide Interstate Improvement Fund, Tolls, PTF, Route 58, Route 28, Oak Grove, TPOF, Concession Fund Interest and Regional Transportation Funds.

Budget Comparison Schedule for FY 2023

Revenues	
Revenue provided by the General Fund of the Commonwealth	\$ —
Taxes	992,697,754
Rights and privileges	19,564,312
Sale of property and commodities	—
Interest, dividends, and rents	34,024,024
Fines, forfeitures, court fees	—
Penalties and escheats	6,000,000
Receipts from localities and private sector	1,072,108,566
Federal grants and contracts	1,664,772,589
Toll revenues	67,840,000
Other	82,930,144
Total Revenues	<u>3,939,937,389</u>
 Other Financing Sources	
Other financing sources	40,181,378
Bond proceeds	9,805,676
Note proceeds	—
Transfers from other state agencies and General Fund	—
Transfers in	3,895,900,304
Total Other Financing Sources	<u>3,945,887,358</u>
Total Revenues and Other Sources	<u>\$7,885,824,747</u>

Budget Comparison Schedule for FY 2023

Revenues	
Administrative and support services	\$ 318,906,000
Ground transportation system planning and research	106,660,594
Highway system acquisition and construction	3,211,435,729
Highway system maintenance	2,005,798,051
Financial assistance to localities	1,461,845,199
Environmental monitoring and compliance	17,968,133
Toll facility operations and construction	81,979,682
Special Structures	80,000,000
Capital outlay	40,000,000
Debt Service	386,831,538
Total Expenditures	7,711,424,926
Other Financing Uses	
Other financing uses	—
Transfers to other state agencies and General Fund	174,399,821
Transfers out	—
Total Other Financing Uses	174,399,821
Total Expenditures and Other Uses	\$7,885,824,747
 Revenues and Other Sources Over (Under) Expenditures and	 \$ —

Appendix I - Powhite Parkway Extension (0436) FY 2023

FY 2023 ESTIMATED REVENUE

Toll Revenues	\$ 11,000,000
TOTAL ESTIMATED REVENUES	\$ 11,000,000

Toll Facility Revolving Account Loan Repayment	3,010,563
TOTAL ESTIMATED REVENUE AVAILABLE	\$ 7,989,437

FY 2023 EXPENDITURE BUDGET

Revenue Fund	
Operations	5,366,924
Maintenance Replacement Fund	1,500,000
Estimated Interest Payment to Chesterfield County	1,122,513
TOTAL ESTIMATED EXPENDITURES	\$ 7,989,437

Details of Operating Expenditures	ALLOCATION FY 2022	RECOMMENDED FY 2023	INCREASE (DECREASE)
Personal Services	\$ 1,550,721	\$ 1,480,231	\$ (70,490)
Contractual Services	1,374,600	1,386,550	11,950
Supplies and Materials	59,000	60,050	1,050
Transfer Payments	2,235,446	2,290,093	54,647
Continuous Charges	116,500	121,500	5,000
Property and Improvements	—	—	—
Equipment	380,000	28,500	(351,500)
Obligations	—	—	—
TOTAL - Operating Expenditures	\$ 5,716,267	\$ 5,366,924	\$ (349,343)

Appendix I - Coleman Bridge (0782) FY 2023

FY 2023 ESTIMATED REVENUE

Toll Revenues	\$ 6,000,000
TOTAL ESTIMATED REVENUE AVAILABLE	\$ 6,000,000

Toll Facility Revolving Account Loan Repayment	2,323,141
TOTAL ESTIMATED REVENUE AVAILABLE	\$ 3,676,859

FY 2023 EXPENDITURE BUDGET

Revenue Fund	
Operations	3,067,360
Maintenance Replacement Fund	609,499
TOTAL ESTIMATED EXPENDITURES	\$ 3,676,859

Details of Operating Expenditures	ALLOCATION FY 2022	RECOMMENDED FY 2023	INCREASE (DECREASE)
Personal Services	522,269	525,750	3,481
Contractual Services	1,065,660	1,557,860	492,200
Supplies and Materials	76,750	88,250	11,500
Transfer Payments	400,000	400,000	—
Continuous Charges	48,700	45,900	(2,800)
Property and Improvements	—	—	—
Equipment	299,500	449,600	150,100
Obligations	—	—	—
TOTAL - Operating Expenditures	\$ 2,412,879	\$ 3,067,360	\$ 654,481

Appendix I - I-66 Inside the Beltway (0446) FY 2023

FY 2023 ESTIMATED REVENUE

Toll Revenues	\$ 16,546,491
<i>Cash Balance from Prior Year</i>	<u>1,453,509</u>
TOTAL ESTIMATED REVENUES	\$ 18,000,000

FY 2023 EXPENDITURE BUDGET

Revenue Fund	
Operations	16,500,000
Maintenance Replacement Fund	1,500,000
	<hr/>
TOTAL ESTIMATED EXPENDITURES	<u><u>\$ 18,000,000</u></u>

Details of Operating Expenditures	ALLOCATION FY 2022	RECOMMENDED FY 2023	INCREASE (DECREASE)
Personal Services	506,369	521,491	15,122
Contractual Services	7,560,531	9,606,900	2,046,369
Supplies and Materials	7,800	7,800	—
Transfer Payments	5,641,600	6,363,509	721,909
Continuous Charges	300	300	—
Property and Improvements	—	—	—
Equipment	—	—	—
Obligations	—	—	—
	<hr/>		
TOTAL - Operating Expenditures	<u><u>\$ 13,716,600</u></u>	<u><u>\$ 16,500,000</u></u>	<u><u>\$ 2,783,400</u></u>

Appendix I - I-64 Express Lanes (0447) FY 2023

FY 2023 ESTIMATED REVENUE

Toll Revenues	\$ 2,840,000
TOTAL ESTIMATED REVENUES	\$ 2,840,000
 <i>Cash Balance from Prior Year</i>	 —
TOTAL ESTIMATED REVENUE AVAILABLE	\$ 2,840,000

FY 2023 EXPENDITURE BUDGET

Revenue Fund	
Operations	2,840,000
TOTAL ESTIMATED EXPENDITURES	\$ 2,840,000

Details of Operating Expenditures	ALLOCATION FY 2022	RECOMMENDED FY 2023	INCREASE (DECREASE)
Personal Services	255,870	188,230	(67,640)
Contractual Services	1,581,375	2,451,020	869,645
Supplies and Materials	175	750	575
Transfer Payments	300,000	200,000	(100,000)
Continuous Charges	—	—	—
Property and Improvements	—	—	—
Equipment	—	—	—
Obligations	—	—	—
TOTAL - Operating Expenditures	\$2,137,420	\$2,840,000	\$702,580

Index: Acronyms and Terminology

Term	Description
BROS	Bridge Off-System
CMAQ	Congestion Mitigation and Air Quality
CPR	Capital Projects Revenue Bonds
CTF	Commonwealth Transportation Fund
DRPT	Department of Rail and Public Transportation
FHWA	Federal Highway Administration
GARVEE	Federal Grant Anticipation Revenue Bonds
HMOF	Highway Maintenance and Operating Fund
MWAA	Metropolitan Washington Airports Authority
NHPP	National Highway Performance Program
NVTD	Northern Virginia Transportation District
Oak Grove	City of Chesapeake Oak Grove Connector Project Bonds
PTF	Priority Transportation Fund
Soft Match	The budget contains a significant application of Toll Credits that are used as "soft match" to meet the non-federal share matching requirements. Section 120(j) of Title 23 permits states to substitute certain previous toll-financed investments for state matching funds on current Federal-aid projects. It permits the non-Federal share of a project's cost to be met through a "soft match" of toll credits. The federal share on most projects in the future can effectively be increased up to 100 percent. However, the use of soft match does not increase the federal funding available to Virginia.
STP	Surface Transportation Program
STP Regional	Federal allocation that is to be used in urbanized areas with population greater than 200,000 – This portion is to be divided among those areas based on their relative share of population
STP Statewide	Surface Transportation Program sub-allocation that may be used in any area of the State
STP Under 200,000	Federal allocation that is to be used in areas with population greater than 5,000 but no more than 200,000
STP Under 5,000	Federal allocation that is to be used in areas with population of 5,000 or less
TAP	Transportation Alternatives Program
Tele Fees	Allocation of revenue from Public Rights-of-Way Use Fee to a provider of telecommunications service
Toll Facilities Revolving	Toll Facilities Revolving Account
TPOF	Transportation Partnership Opportunity Fund
TTF	Transportation Trust Fund

Endnotes

Endnote Number	Description
1	FY 2022 amount included one-time allocation of funds to Department of Wildlife Resources for efforts to address the loss of wildlife habitat impacted by transportation projects in Hampton Roads.
2	FY 2022 amount included allocation of FY 2021 Priority Transportation Fund Excess Revenue.
3	FY 2022 reflected one-time allocations, including funds associated with FY 2021 Priority Transportation Fund Excess Revenue; bond proceeds for Route 58 and I-81; and Transportation Initiatives pursuant to Chapter 552 of the 2021 Acts of the Assembly. FY 2023 amount also reflects change in bond issuance assumptions, including the recommended removal of additional GARVEE bond issuances based on additional federal and state revenue available to the program.
4	FY 2022 amount reflected one-time allocation of General Fund revenue to construction.
5	Reflects anticipated receipts related to HRBT.
6	Reflects recommended removal of additional GARVEE bond issuances based on additional federal and state revenue available to the program.
7	FY 2022 amount reflected estimated bond proceeds associated with I-81 Corridor Program.
8	FY 2022 reflected one-time allocation associated with FY 2021 Priority Transportation Fund Excess Revenue.
9	FY 2022 reflected estimated bond proceeds associated with Route 58 Corridor Program.
10	FY 2023 amount adjusted to reflect anticipated program needs based on unexpended previous balances.
11	FY 2022 amount reflected one-time allocations, including FY 2021 Priority Transportation Fund Excess Revenue; bond proceeds for Route 58 and I-81; and Transportation Initiatives pursuant to Chapter 552 of the 2021 Acts of the Assembly. Also, FY 2023 amount reflects transition of Virginia Highway Safety Improvement Program and Interstate Operations and Enhancement Program to new service areas.
12	Reflects transition to new service area for FY 2023.
13	VDOT Maintenance and Operations Program and Financial Assistance to Localities (Cities and Counties) contain reserve funding established for the impact of fuel and asphalt costs on contractual and operational activities.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 21, 2022

MOTION

Made By: _____ Seconded By:

Action:

Title:

Title: Arlington and Henrico Counties Maintenance Payments FY 2023

WHEREAS, § 33.2-366 of the *Code of Virginia* provides for calculating annual maintenance payments to counties which have withdrawn from the secondary system of state highways and the method by which payment of these allocations are to be made; and

WHEREAS, Arlington and Henrico Counties have withdrawn from the secondary system of state highways; and

WHEREAS, one of the factors on which maintenance payments shall be based is the number of lane miles of such roads or streets accepted for maintenance by the local governing body; and

WHEREAS, the rate of payment for these lane miles is set forth in § 33.2-366 of the *Code of Virginia*; and

WHEREAS, §§ 46.2-1140.1, 46.1143, 46.2-1148, and 46.2-1149.1 of the *Code of Virginia* provide that a percentage of collected overweight permit fees are to be paid to localities based on the lane miles in the locality eligible for maintenance payments; and

WHEREAS, no payment shall be made without the approval of the Commonwealth Transportation Board.

NOW, THEREFORE, BE IT RESOLVED, that total payment and quarterly maintenance payments for Fiscal Year 2023 to Arlington and Henrico Counties are established as stated on Attachments A-1 and A-2.

BE IT FURTHER RESOLVED, that the quarterly amounts for each locality pursuant to § 33.2-366 are hereby approved for payment as indicated on Attachments A-1 and A-2.

BE IT FURTHER RESOLVED, that the distribution of the overweight permit fees for each locality are hereby approved as indicated on Attachment B, subject to provisions of §§ 46.2-1140.1, 46.1143, 46.2-1148, and 46.2-1149.1 of the *Code of Virginia*.

#####

CTB Decision Brief

Arlington and Henrico Counties Maintenance Payments for FY 2023

Issue: Section 33.2-366 of the *Code of Virginia* directs the Commonwealth Transportation Board (CTB) to make payments to counties that have withdrawn or elect to withdraw from the secondary state highway system under the provisions of § 11 of Chapter 415 of the Acts of Assembly of 1932 and that have not elected to return. Each year the Virginia Department of Transportation (VDOT) distributes maintenance payments to Arlington and Henrico counties, each of which meets the forgoing criteria. In addition, certain overweight permit fee revenue collected by the Department of Motor Vehicles (DMV) is being distributed to localities for maintenance along with VDOT's quarterly maintenance payments to the localities. CTB approval of the payments to Arlington and Henrico Counties calculated and proposed by VDOT for FY 2023 is sought.

Facts:

- Maintenance payments to Arlington and Henrico Counties are based upon lane-miles of qualifying roads and streets
- Per § 33.2-366 base rates of \$17,218 per lane-mile for Arlington and \$12,529 per lane-mile for Henrico were established for fiscal year 2014 with payment rates to be adjusted annually by the CTB in accordance with procedures established for adjusting payments to cities and towns under § 33.2-319
- Based on the additional mileage submitted by both Counties, VDOT has included the mileage in the calculation of the per lane rates in accord with §§ 33.2-366 and 33.2-319
- Per §§ 46.2-1140.1, 46.2-1143, 46.2-1148, and 46.2-1149.1 of the *Code of Virginia* overweight permit fee revenue will be distributed on the basis of lane mileage to localities along with their quarterly maintenance payments

Recommendations: VDOT recommends that the payments as shown on the attached schedules, Attachments A-1/A-2 and Attachment B relating to maintenance and overweight fee revenues, respectively, be approved by the CTB.

Action Required by CTB: In order for VDOT to make these payments, CTB approval is required. The CTB will be presented with a resolution for a formal vote.

Results, if Approved: Approval will authorize VDOT to make fiscal year 2023 quarterly payments to specified localities and to also make distributions of overweight permit fee revenues to the counties, taking into consideration the newly adjusted street/mileage inventories for the counties.

Options: Approve, Deny, or Defer.

Public Comments/Reaction: None.

ATTACHMENT A-1
ARLINGTON COUNTY
FY 2023
CONSTRUCTION AND MAINTENANCE ALLOCATION

CONSTRUCTION PAYMENT

CONSTRUCTION ALLOCATION (33.2-364)	-	FEDERAL AID TO BE ESCROWED (33.2-366)	=	STATE FUNDS TO BE DISTRIBUTED
\$0.00		\$0.00		\$0.00

MAINTENANCE PAYMENT

<u>LANE MILES</u>	<u>RATE</u>
1060.76	\$ 20,499.9712

TOTAL MAINTENANCE PAYMENT	\$21,745,549.50
TOTAL ANNUAL CONSTRUCTION AND MAINTENANCE PAYMENT	\$21,745,549.50
QUARTERLY PAYMENT	\$5,436,387.38

ATTACHMENT A-2
HENRICO COUNTY
FY 2023
CONSTRUCTION AND MAINTENANCE ALLOCATION

CONSTRUCTION PAYMENT

CONSTRUCTION ALLOCATION (33.2-364)	-	FEDERAL AID TO BE ESCROWED (33.2-366)	=	STATE FUNDS TO BE DISTRIBUTED
\$0.00		\$0.00		\$0.00

MAINTENANCE PAYMENT

<u>LANE MILES</u>	<u>RATE</u>
3562.81	\$ 14,916.8820

TOTAL MAINTENANCE PAYMENT	\$ 53,146,016.50
TOTAL ANNUAL CONSTRUCTION AND MAINTENANCE PAYME	\$53,146,016.50
QUARTERLY PAYMENT	\$13,286,504.12

ATTACHMENT B - FY23
PERMIT FEE REVENUES - ARLINGTON/HENRICO COUNTIES

DISTRICT	LOCALITY	TOTAL LANE MILEAGE	PERMIT REVENUE	QUARTERLY PAYMENT
	Arlington County	1060.76	\$ 8,840.48	\$ 2,210.12
	Henrico County	3562.81	\$ 29,692.81	\$ 7,423.20
County Total		4,623.57	\$ 38,533.29	\$ 9,633.32



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

Date: June 21, 2022

MOTION

Made By: _____ Seconded By:

Action:

Title: Payments to Cities, Certain Towns, and Warren County for Maintenance to Certain Roads and Streets - FY 2023

WHEREAS, the Commonwealth Transportation Board (CTB) is authorized under § 33.2-319 of the *Code of Virginia* to approve payments to cities and certain towns for street maintenance, construction and reconstruction purposes; and

WHEREAS, § 33.2-319 of the *Code of Virginia* provides that for the purpose of calculating street allocations to the eligible cities and towns, and for making street payments, the Department of Transportation shall divide affected roads and streets into two categories: 1) Principal and Minor Arterial Roads, and 2) Collector Roads and Local Streets; and

WHEREAS, the Department has established a state functional classification system and an urban street inventory depicting those roads and streets eligible to receive subject street payments; and

WHEREAS, such street payments shall be based on the number of moving-lane miles of such roads and streets available to peak-hour traffic in each category in each locality; and

WHEREAS §§ 46.2-1140.1, 46.2-1143, 46.2-1148, and 46.2-1149.1 of the *Code of Virginia* provide that a percentage of collected overweight permit fees are to be paid to localities based on the moving-lane miles in the locality eligible for maintenance payments; and

Resolution of the Board

Payments to Cities, Certain Towns and Warren County for Maintenance to Certain Roads and Streets FY 2023

June 21, 2022

Page 2 of 2

WHEREAS, the City of Chesapeake is the only locality that maintains moveable structures in Virginia, a set aside amount of \$1M prior to the distribution of Maintenance Payments to Cities, and Certain Towns should be paid to the City of Chesapeake; and

WHEREAS, The Appropriations Act includes a provision (Item 456 E) authorizing the Commonwealth Transportation Board to make payments to jurisdictions in which the Virginia Port Authority owns tax-exempt real estate; (ii) stating that such payments shall be treated as other Commonwealth Transportation Board payments to localities for highway maintenance; and (iii) requiring such payments to be made on a pro rata basis in accord with § 58.1-3403 (D).; and

WHEREAS, funds allocated by the CTB for the above referenced street payments shall be paid in equal sums for each quarter of the fiscal year; and

WHEREAS, no payment shall be made without the approval of the Board.

NOW, THEREFORE BE IT RESOLVED, that the road/street mileage eligible for quarterly payments to the Cities and Certain Towns for Principal/Minor Arterial Roads and Collector Roads and Local Streets listed in Attachment A be increased by 33.6 in centerline miles. This increase is the net result of additions/deletions of Principal/Minor Arterial Roads and Collector Roads and Local Streets as functionally classified by the Transportation and Mobility Planning Division and effective for payment beginning July 1, 2022 as indicated on Attachment A.

BE IT FURTHER RESOLVED, that the mileage for the calculations of street payments and the yearly and quarterly payments for FY 2023 for each locality pursuant to § 33.2-319 are hereby approved as indicated on Attachment B, which includes payments pursuant to the provisions of the Appropriations Act relating to payments to jurisdictions in which the Virginia Port Authority owns tax-exempt real estate and the set-aside amount for the City of Chesapeake's moveable structures.

BE IT FURTHER RESOLVED, that the distribution of the overweight permit fees for each locality are hereby approved as indicated on Attachment C, subject to provisions of §§ 46.2-1140.1, 46.2-1143, 46.2-1148, and 46.2-1149.1 of the *Code of Virginia*.

#####

Decision Brief

Payments to Cities, Certain Towns, and Warren County for Maintenance of Certain Roads and Streets - FY 2023

Issue: Each quarter, pursuant to Commonwealth Transportation Board (CTB) approval, the Virginia Department of Transportation (VDOT) distributes street payments for highway maintenance, construction and reconstruction to cities and towns qualifying for these payments under § 33.2-319 of the *Code of Virginia*. In addition, language in the Appropriations Act provides for assistance payments for roadway maintenance activities to localities in which the Virginia Port Authority owns tax-exempt real estate, (Appropriations Act Provision) with such payments to be treated by the CTB in the same manner as other payments to localities for highway maintenance. Finally, pursuant to overweight vehicle permit statutes set forth in Title 46.2 of the *Code of Virginia*, certain overweight permit fee revenue collected by the Department of Motor Vehicles (DMV) is to be distributed to localities for maintenance along with VDOT's quarterly maintenance payments to the localities. CTB approval of the allocations/payments to localities calculated and proposed by VDOT for FY 2023 pursuant to the above-referenced laws is sought.

Facts:

- Pursuant to § 33.2-319, for the purpose of calculating allocations, VDOT is required to divide affected roads and street into two categories: 1) Principal and Minor Arterial Roads and 2) Collector Roads and Local Streets.
 - Payments are to be based on the number of moving-lane-miles of roads and streets available to peak-hour traffic in each category in each locality.
 - By statute, these payments, which take into account locality system changes, will become effective on July 1, 2022
 - Pursuant to this statute, VDOT is to recommend to the CTB an annual rate per category to be computed using the base rate of growth planned for the Department's Highway Maintenance and Operations program and the CTB is to establish the annual rates of such payments as part of its allocation for such purpose.
 - In accord with § 33.2-319, VDOT proposes an FY23 payment rate for principal and minor arterials of \$24,012.06 per moving-lane mile available to peak hour traffic.
 - For collectors and locals, the proposed FY23 rate is \$14,098.26 per such moving-lane-mile.
- The Appropriations Act includes a provision (Item 452 F.) appropriating funds for, and authorizing the Commonwealth Transportation Board to make payments to, jurisdictions in which the Virginia Port Authority owns tax- exempt real estate; (ii) stating that such payments shall be treated as other CTB payments to localities for highway maintenance and (iii) requiring such payments to be made on a pro rata basis in accord with § 58.1-3403 (D).
 - The following localities qualify for payments pursuant to this item: Warren County and the cities of Norfolk, Portsmouth, and Newport News.
- Per §§ 46.2-1140.1, 46.2-1143, 46.2-1148, and 46.2-1149.1 of the *Code of Virginia* overweight permit fee revenue will be distributed on the basis of moving-lane- mileage to localities along with their quarterly maintenance payments.
- The City of Chesapeake is the only locality that maintains moveable structures in Virginia. Moveable structures cost considerably more to maintain than stationary structures. To assist the City of Chesapeake with the costs associated with maintenance of its moveable structures, in June 2004, the CTB approved an additional \$1M allocation to the City of Chesapeake starting in FY05 for these movable structures after a review of actual cost data provided by the

CTB Decision Brief

Payments for Maintenance to Certain Roads and Streets - FY 2023

June 21, 2022

Page Two

City. Since that approval, \$1M has been allocated off the top of the Urban Maintenance Payments prior to distribution of funds and \$250,000 has been added to the City of Chesapeake's quarterly maintenance payment distribution. VDOT is recommending that the Commonwealth Transportation Board continue allocating the additional supplemental funds of \$1M to the City of Chesapeake for its moveable structures.

Recommendations: VDOT recommends that the street mileage adjustments shown in Attachment A be approved. VDOT also recommends that the calculations and payments as shown on Attachment B be approved, and a \$1M set-aside for the City of Chesapeake's moveable structure maintenance and payments pursuant to the Appropriations Act Provision. VDOT recommends that the distribution of the annual overweight permit fee revenue as shown on Attachment C be approved.

Action Required by CTB: The *Code of Virginia* requires a majority vote of the CTB to approve these actions. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: Approval will authorize VDOT to make payments to the specified localities for highway maintenance, construction, and reconstruction commensurate with the additional mileage and new payment rates, along with distributions of the additional revenues attributable to the overweight permit fees based on lane miles, and will authorize payments to jurisdictions eligible for payments pursuant to the Appropriations Act Provision addressing payments to jurisdictions in which the Virginia Port Authority owns tax-exempt real estate.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.

Attachment A
Modifications to the Urban System
FY 23

Locality Name	State Arterials (Centerline Miles)	Collector/Local (Centerline Miles)	Total (Centerline Miles)	Total (Lane Miles)
Abingdon	0	0	0	0
Big Stone Gap	0	0	0	0
Bluefield	0	0	0	0
Bristol	0	0.3	0.3	0.6
Lebanon	0	0	0	0
Marion	0	0	0	0
Norton	0	0.19	0.19	0.38
Richlands	0	0	0	0
Saltville	0	0	0	0
Tazewell	0	0	0	0
Wise	0	0	0	0
Wytheville	0	0	0	0
Bedford	0	0	0	0
Blacksburg	0	1.09	1.09	2.18
Christiansburg	0	0	0	0
Dublin	0	0	0	0
Galax	0	0	0	0
Martinsville	0	0	0	0
Narrows	0	0	0	0
Pearisburg	0	0	0	0
Pulaski	0	0	0	0
Radford	0	0	0	0
Roanoke	0.3	3.25	3.55	7.7
Rocky Mount	0	0	0	0
Salem	0	0	0	0
Vinton	0	0	0	0
Altavista	0	0	0	0
Danville	0	0	0	0
Farmville	0	0	0	0
Lynchburg	0	0	0	0
South Boston	0	0	0	0
Ashland	0	0	0	0
Blackstone	0	0	0	0
Chase City	0	0	0	0
Colonial Heights	0	0	0	0
Hopewell	0	0	0	0
Petersburg	0	0	0	0
Richmond	0	0	0	0
South Hill	0	4.13	4.13	8.2
Chesapeake	0	3.76	3.76	7.48
Chincoteague	0	0.84	0.84	0.84

Emporia	0	0.13	0.13	0.26
Franklin	0	0	0	0
Hampton	0	0.2	0.2	0.4
Newport News	0	0.82	0.82	2.44
Norfolk	0.03	3.62	3.65	6.84
Poquoson	0	0	0	0
Portsmouth	0	0	0	0
Smithfield	0	0	0	0
Suffolk	0	5.41	5.41	10.82
Virginia Beach	0	2.93	2.93	6.04
Williamsburg	0	0	0	0
Colonial Beach	0	2.24	2.24	4.24
Fredericksburg	0	1.21	1.21	2.42
Charlottesville	0	0	0	0
Culpeper	0	0	0	0
Orange	0	0	0	0
Warrenton	0	0	0	0
Berryville	0	0	0	0
Bridgewater	0	0	0	0
Broadway	0	0	0	0
Buena Vista	0	0	0	0
Clifton Forge	0	0	0	0
Covington	0	0	0	0
Elkton	0	0	0	0
Front Royal	0	0	0	0
Grottoes	0	0	0	0
Harrisonburg	0	0	0	0
Lexington	0	0	0	0
Luray	0	0.25	0.25	0.5
Staunton	0	0.52	0.52	1.09
Strasburg	0	0	0	0
Waynesboro	0	0	0	0
Winchester	0	0	0	0
Woodstock	0	0	0	0
Alexandria	0	0	0	0
Dumfries	0	0	0	0
Fairfax	0	0	0	0
Falls Church	0	0	0	0
Herdon	0	0	0	0
Leesburg	0	0.94	0.94	1.88
Manassas	0	1.44	1.44	6.02
Manassas Park	0	0	0	0
Purcellville	0	0	0	0
Vienna	0	0	0	0
Total	0.33	33.27	33.6	70.33

Attachment B - FY23

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
BRISTOL DISTRICT						
Abingdon						
	Principal Arterials	1.94	6.68	\$ 24,012.06	\$40,100.14	\$160,400.57
	Minor Arterials	5.55	16.13	\$ 24,012.06	\$96,828.64	\$387,314.55
	Collectors	6.04	12.54	\$ 14,098.26	\$44,198.04	\$176,792.17
	Locals	40.85	82.07	\$ 14,098.26	\$289,261.03	\$1,157,044.13
	Totals:	54.38	117.42		\$470,387.86	\$1,881,551.42
	Comb PA/MA	7.49	22.81	\$ 24,012.06	\$136,928.78	\$547,715.12
	Comb COL/LOC	46.89	94.61	\$ 14,098.26	\$333,459.08	\$1,333,836.30
	Totals:	54.38	117.42		\$470,387.86	\$1,881,551.42
Big Stone Gap						
	Principal Arterials	0.00	0.00	\$ 24,012.06	\$0.00	\$0.00
	Minor Arterials	5.02	10.04	\$ 24,012.06	\$60,270.27	\$241,081.10
	Collectors	1.85	3.66	\$ 14,098.26	\$12,899.91	\$51,599.63
	Locals	23.93	49.09	\$ 14,098.26	\$173,020.89	\$692,083.54
	Totals:	30.80	62.79		\$246,191.07	\$984,764.27
	Comb PA/MA	5.02	10.04	\$ 24,012.06	\$60,270.27	\$241,081.10
	Comb COL/LOC	25.78	52.75	\$ 14,098.26	\$185,920.79	\$743,683.17
	Totals:	30.80	62.79		\$246,191.07	\$984,764.27

Bluefield

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	4.72	10.84	\$	24,012.06	\$65,072.69	\$260,290.74
Collectors	8.18	16.80	\$	14,098.26	\$59,212.69	\$236,850.75
Locals	25.52	50.86	\$	14,098.26	\$179,259.37	\$717,037.46
Totals:	38.42	78.50			\$303,544.74	\$1,214,178.96
Comb PA/MA	4.72	10.84	\$	24,012.06	\$65,072.69	\$260,290.74
Comb COL/LOC	33.70	67.66	\$	14,098.26	\$238,472.05	\$953,888.22
Totals:	38.42	78.50			\$303,544.74	\$1,214,178.96

Bristol

Principal Arterials	6.32	23.08	\$	24,012.06	\$138,549.59	\$554,198.37
Minor Arterials	13.17	32.39	\$	24,012.06	\$194,437.67	\$777,750.67
Collectors	12.81	25.91	\$	14,098.26	\$91,321.47	\$365,285.90
Locals	96.83	193.66	\$	14,098.26	\$682,567.22	\$2,730,268.88
Totals:	129.13	275.04			\$1,106,875.95	\$4,427,503.81
Comb PA/MA	19.49	55.47	\$	24,012.06	\$332,987.26	\$1,331,949.04
Comb COL/LOC	109.64	219.57	\$	14,098.26	\$773,888.69	\$3,095,554.77
Totals:	129.13	275.04			\$1,106,875.95	\$4,427,503.81

Lebanon

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	6.30	14.14	\$	24,012.06	\$84,882.64	\$339,530.55
Collectors	0.89	1.78	\$	14,098.26	\$6,273.73	\$25,094.90
Locals	23.62	46.04	\$	14,098.26	\$162,270.96	\$649,083.85
Totals:	30.81	61.96			\$253,427.33	\$1,013,709.30
Comb PA/MA	6.30	14.14	\$	24,012.06	\$84,882.64	\$339,530.55
Comb COL/LOC	24.51	47.82	\$	14,098.26	\$168,544.69	\$674,178.75
Totals:	30.81	61.96			\$253,427.33	\$1,013,709.30

Marion

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	4.58	16.04	\$	24,012.06	\$96,288.37	\$385,153.46
Collectors	8.42	16.84	\$	14,098.26	\$59,353.67	\$237,414.68
Locals	29.31	58.62	\$	14,098.26	\$206,609.99	\$826,439.95
Totals:	42.31	91.50			\$362,252.03	\$1,449,008.10
Comb PA/MA	4.58	16.04	\$	24,012.06	\$96,288.37	\$385,153.46
Comb COL/LOC	37.73	75.46	\$	14,098.26	\$265,963.66	\$1,063,854.64
Totals:	42.31	91.50			\$362,252.03	\$1,449,008.10

Norton

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	3.56	8.46	\$	24,012.06	\$50,785.51	\$203,142.04
Collectors	7.23	15.05	\$	14,098.26	\$53,044.70	\$212,178.80
Locals	19.79	39.89	\$	14,098.26	\$140,594.89	\$562,379.56
Totals:	30.58	63.40			\$244,425.10	\$977,700.40
Comb PA/MA	3.56	8.46	\$	24,012.06	\$50,785.51	\$203,142.04
Comb COL/LOC	27.02	54.94	\$	14,098.26	\$193,639.59	\$774,558.36
Totals:	30.58	63.40			\$244,425.10	\$977,700.40

Richlands

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	3.80	7.88	\$	24,012.06	\$47,303.76	\$189,215.04
Collectors	3.49	7.28	\$	14,098.26	\$25,658.83	\$102,635.33
Locals	28.35	55.32	\$	14,098.26	\$194,978.92	\$779,915.70
Totals:	35.64	70.48			\$267,941.52	\$1,071,766.07
Comb PA/MA	3.80	7.88	\$	24,012.06	\$47,303.76	\$189,215.04
Comb COL/LOC	31.84	62.60	\$	14,098.26	\$220,637.76	\$882,551.03
Totals:	35.64	70.48			\$267,941.52	\$1,071,766.07

Saltville

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	3.33	6.66	\$	24,012.06	\$39,980.08	\$159,920.33
Collectors	0.00	0.00	\$	14,098.26	\$0.00	\$0.00
Locals	13.00	24.36	\$	14,098.26	\$85,858.40	\$343,433.59
Totals:	16.33	31.02			\$125,838.48	\$503,353.92
Comb PA/MA	3.33	6.66	\$	24,012.06	\$39,980.08	\$159,920.33
Comb COL/LOC	13.00	24.36	\$	14,098.26	\$85,858.40	\$343,433.59
Totals:	16.33	31.02			\$125,838.48	\$503,353.92

Tazewell

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	11.01	23.24	\$	24,012.06	\$139,510.08	\$558,040.30
Collectors	1.28	2.56	\$	14,098.26	\$9,022.89	\$36,091.54
Locals	22.76	44.13	\$	14,098.26	\$155,539.04	\$622,156.18
Totals:	35.05	69.93			\$304,072.01	\$1,216,288.03
Comb PA/MA	11.01	23.24	\$	24,012.06	\$139,510.08	\$558,040.30
Comb COL/LOC	24.04	46.69	\$	14,098.26	\$164,561.93	\$658,247.72
Totals:	35.05	69.93			\$304,072.01	\$1,216,288.03

Wise

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	5.51	12.91	\$	24,012.06	\$77,498.93	\$309,995.71
Collectors	1.00	2.00	\$	14,098.26	\$7,049.13	\$28,196.52
Locals	10.78	20.66	\$	14,098.26	\$72,817.51	\$291,270.04
Totals:	17.29	35.57			\$157,365.57	\$629,462.26
Comb PA/MA	5.51	12.91	\$	24,012.06	\$77,498.93	\$309,995.71
Comb COL/LOC	11.78	22.66	\$	14,098.26	\$79,866.64	\$319,466.55
Totals:	17.29	35.57			\$157,365.57	\$629,462.26

Wytheville

Principal Arterials	3.06	11.18	\$	24,012.06	\$67,113.71	\$268,454.85
Minor Arterials	6.11	19.57	\$	24,012.06	\$117,479.01	\$469,916.04
Collectors	19.22	39.42	\$	14,098.26	\$138,938.34	\$555,753.38
Locals	59.59	118.67	\$	14,098.26	\$418,260.10	\$1,673,040.42
Totals:	87.98	188.84			\$741,791.17	\$2,967,164.68
Comb PA/MA	9.17	30.75	\$	24,012.06	\$184,592.72	\$738,370.88
Comb COL/LOC	78.81	158.09	\$	14,098.26	\$557,198.45	\$2,228,793.80
Totals:	87.98	188.84			\$741,791.17	\$2,967,164.68

BRISTOL DISTRICT TOTALS

Principal Arterials	11.32	40.94	\$	24,012.06	\$245,763.45	\$983,053.79
Minor Arterials	72.66	178.30	\$	24,012.06	\$1,070,337.63	\$4,281,350.53
Collectors	70.41	143.84	\$	14,098.26	\$506,973.40	\$2,027,893.60
Locals	394.33	783.37	\$	14,098.26	\$2,761,038.33	\$11,044,153.31
Totals:	548.72	1146.45			\$4,584,112.81	\$18,336,451.23
Comb PA/MA	83.98	219.24	\$	24,012.06	\$1,316,101.08	\$5,264,404.32
Comb COL/LOC	464.74	927.21	\$	14,098.26	\$3,268,011.73	\$13,072,046.91
Totals:	548.72	1146.45			\$4,584,112.81	\$18,336,451.23

SALEM DISTRICT

Bedford

Principal Arterials	2.16	6.40	\$	24,012.06	\$38,419.30	\$153,677.19
Minor Arterials	6.07	14.80	\$	24,012.06	\$88,844.63	\$355,378.51
Collectors	9.03	18.06	\$	14,098.26	\$63,653.64	\$254,614.56
Locals	30.05	59.31	\$	14,098.26	\$209,041.94	\$836,167.75
Totals:	47.31	98.57			\$399,959.50	\$1,599,838.01
Comb PA/MA	8.23	21.20	\$	24,012.06	\$127,263.92	\$509,055.70
Comb COL/LOC	39.08	77.37	\$	14,098.26	\$272,695.58	\$1,090,782.31
Totals:	47.31	98.57			\$399,959.50	\$1,599,838.01

Blacksburg

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	8.32	28.55	\$	24,012.06	\$171,386.09	\$685,544.35
Collectors	15.06	36.14	\$	14,098.26	\$127,377.77	\$509,511.09
Locals	92.23	185.03	\$	14,098.26	\$652,150.22	\$2,608,600.90
Totals:	115.61	249.72			\$950,914.08	\$3,803,656.34
Comb PA/MA	8.32	28.55	\$	24,012.06	\$171,386.09	\$685,544.35
Comb COL/LOC	107.29	221.17	\$	14,098.26	\$779,528.00	\$3,118,111.99
Totals:	115.61	249.72			\$950,914.08	\$3,803,656.34

Christiansburg

Principal Arterials	5.83	18.06	\$	24,012.06	\$108,414.46	\$433,657.83
Minor Arterials	9.64	28.76	\$	24,012.06	\$172,646.72	\$690,586.88
Collectors	4.68	10.04	\$	14,098.26	\$35,386.63	\$141,546.52
Locals	103.60	206.47	\$	14,098.26	\$727,716.89	\$2,910,867.58
Totals:	123.75	263.33			\$1,044,164.70	\$4,176,658.81
Comb PA/MA	15.47	46.82	\$	24,012.06	\$281,061.18	\$1,124,244.71
Comb COL/LOC	108.28	216.51	\$	14,098.26	\$763,103.52	\$3,052,414.10
Totals:	123.75	263.33			\$1,044,164.70	\$4,176,658.81

Dublin

Principal Arterials	1.11	3.61	\$	24,012.06	\$21,670.89	\$86,683.54
Minor Arterials	1.22	4.88	\$	24,012.06	\$29,294.71	\$117,178.86
Collectors	2.39	4.78	\$	14,098.26	\$16,847.42	\$67,389.68
Locals	15.79	31.58	\$	14,098.26	\$111,305.76	\$445,223.03
Totals:	20.51	44.85			\$179,118.78	\$716,475.10
Comb PA/MA	2.33	8.49	\$	24,012.06	\$50,965.60	\$203,862.40
Comb COL/LOC	18.18	36.36	\$	14,098.26	\$128,153.18	\$512,612.70
Totals:	20.51	44.85			\$179,118.78	\$716,475.10

Galax

Principal Arterials	5.04	20.16	\$	24,012.06	\$121,020.79	\$484,083.16
Minor Arterials	7.67	15.34	\$	24,012.06	\$92,086.26	\$368,345.02
Collectors	8.46	16.92	\$	14,098.26	\$59,635.64	\$238,542.55
Locals	39.07	77.66	\$	14,098.26	\$273,717.70	\$1,094,870.81
Totals:	60.24	130.08			\$546,460.38	\$2,185,841.53
Comb PA/MA	12.71	35.50	\$	24,012.06	\$213,107.04	\$852,428.18
Comb COL/LOC	47.53	94.58	\$	14,098.26	\$333,353.34	\$1,333,413.36
Totals:	60.24	130.08			\$546,460.38	\$2,185,841.53

Martinsville

Principal Arterials	5.04	17.90	\$	24,012.06	\$107,453.97	\$429,815.90
Minor Arterials	16.77	48.21	\$	24,012.06	\$289,405.37	\$1,157,621.48
Collectors	8.51	18.27	\$	14,098.26	\$64,393.80	\$257,575.20
Locals	69.29	139.36	\$	14,098.26	\$491,183.35	\$1,964,733.40
Totals:	99.61	223.74			\$952,436.49	\$3,809,745.97
Comb PA/MA	21.81	66.11	\$	24,012.06	\$396,859.34	\$1,587,437.37
Comb COL/LOC	77.80	157.63	\$	14,098.26	\$555,577.15	\$2,222,308.60
Totals:	99.61	223.74			\$952,436.49	\$3,809,745.97

Narrows

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	0.12	0.24	\$	24,012.06	\$1,440.72	\$5,762.89
Collectors	0.30	0.60	\$	14,098.26	\$2,114.74	\$8,458.96
Locals	15.65	30.35	\$	14,098.26	\$106,970.54	\$427,882.17
Totals:	16.07	31.19			\$110,526.00	\$442,104.02
Comb PA/MA	0.12	0.24	\$	24,012.06	\$1,440.72	\$5,762.89
Comb COL/LOC	15.95	30.95	\$	14,098.26	\$109,085.28	\$436,341.12
Totals:	16.07	31.19			\$110,526.00	\$442,104.02

Pearisburg

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	0.93	1.86	\$	24,012.06	\$11,165.61	\$44,662.43
Collectors	1.02	2.04	\$	14,098.26	\$7,190.11	\$28,760.45
Locals	18.22	36.24	\$	14,098.26	\$127,730.23	\$510,920.91
Totals:	20.17	40.14			\$146,085.95	\$584,343.80
Comb PA/MA	0.93	1.86	\$	24,012.06	\$11,165.61	\$44,662.43
Comb COL/LOC	19.24	38.28	\$	14,098.26	\$134,920.34	\$539,681.36
Totals:	20.17	40.14			\$146,085.95	\$584,343.80

Pulaski

Principal Arterials	3.85	12.08	\$	24,012.06	\$72,516.43	\$290,065.70
Minor Arterials	6.46	17.54	\$	24,012.06	\$105,292.89	\$421,171.56
Collectors	10.36	20.72	\$	14,098.26	\$73,028.98	\$292,115.93
Locals	45.24	90.06	\$	14,098.26	\$317,422.31	\$1,269,689.22
Totals:	65.91	140.40			\$568,260.60	\$2,273,042.41
Comb PA/MA	10.31	29.62	\$	24,012.06	\$177,809.31	\$711,237.26
Comb COL/LOC	55.60	110.78	\$	14,098.26	\$390,451.29	\$1,561,805.15
Totals:	65.91	140.40			\$568,260.60	\$2,273,042.41

Radford

Principal Arterials	9.58	27.69	\$	24,012.06	\$166,223.49	\$664,893.98
Minor Arterials	3.45	6.90	\$	24,012.06	\$41,420.81	\$165,683.22
Collectors	9.54	18.64	\$	14,098.26	\$65,697.89	\$262,791.55
Locals	50.06	100.51	\$	14,098.26	\$354,254.01	\$1,417,016.03
Totals:	72.63	153.74			\$627,596.20	\$2,510,384.78
Comb PA/MA	13.03	34.59	\$	24,012.06	\$207,644.30	\$830,577.20
Comb COL/LOC	59.60	119.15	\$	14,098.26	\$419,951.90	\$1,679,807.58
Totals:	72.63	153.74			\$627,596.20	\$2,510,384.78

Roanoke

Principal Arterials	17.42	64.43	\$	24,012.06	\$386,774.28	\$1,547,097.11
Minor Arterials	51.18	148.04	\$	24,012.06	\$888,686.39	\$3,554,745.55
Collectors	41.86	93.33	\$	14,098.26	\$328,947.63	\$1,315,790.53
Locals	380.06	760.32	\$	14,098.26	\$2,679,797.11	\$10,719,188.43
Totals:	490.52	1066.12			\$4,284,205.41	\$17,136,821.63
Comb PA/MA	68.60	212.47	\$	24,012.06	\$1,275,460.67	\$5,101,842.66
Comb COL/LOC	421.92	853.65	\$	14,098.26	\$3,008,744.74	\$12,034,978.97
Totals:	490.52	1066.12			\$4,284,205.41	\$17,136,821.63

Rocky Mount

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	10.31	29.13	\$	24,012.06	\$174,867.84	\$699,471.35
Collectors	3.49	6.98	\$	14,098.26	\$24,601.46	\$98,405.85
Locals	28.72	57.35	\$	14,098.26	\$202,133.79	\$808,535.17
Totals:	42.52	93.46			\$401,603.09	\$1,606,412.36
Comb PA/MA	10.31	29.13	\$	24,012.06	\$174,867.84	\$699,471.35
Comb COL/LOC	32.21	64.33	\$	14,098.26	\$226,735.25	\$906,941.01
Totals:	42.52	93.46			\$401,603.09	\$1,606,412.36

Salem

Principal Arterials	11.57	37.88	\$	24,012.06	\$227,394.22	\$909,576.88
Minor Arterials	9.04	25.59	\$	24,012.06	\$153,617.16	\$614,468.65
Collectors	10.72	22.05	\$	14,098.26	\$77,716.65	\$310,866.62
Locals	104.26	206.28	\$	14,098.26	\$727,047.23	\$2,908,188.91
Totals:	135.59	291.80			\$1,185,775.26	\$4,743,101.05
Comb PA/MA	20.61	63.47	\$	24,012.06	\$381,011.38	\$1,524,045.53
Comb COL/LOC	114.98	228.33	\$	14,098.26	\$804,763.88	\$3,219,055.52
Totals:	135.59	291.80			\$1,185,775.26	\$4,743,101.05

Vinton

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	3.61	12.88	\$	24,012.06	\$77,318.84	\$309,275.35
Collectors	3.11	8.60	\$	14,098.26	\$30,311.26	\$121,245.03
Locals	33.44	66.57	\$	14,098.26	\$234,630.28	\$938,521.11
Totals:	40.16	88.05			\$342,260.37	\$1,369,041.49
Comb PA/MA	3.61	12.88	\$	24,012.06	\$77,318.84	\$309,275.35
Comb COL/LOC	36.55	75.17	\$	14,098.26	\$264,941.54	\$1,059,766.14
Totals:	40.16	88.05			\$342,260.37	\$1,369,041.49

SALEM DISTRICT TOTALS

Principal Arterials	61.60	208.21	\$	24,012.06	\$1,249,887.82	\$4,999,551.28
Minor Arterials	134.79	382.72	\$	24,012.06	\$2,297,474.03	\$9,189,896.10
Collectors	128.53	277.17	\$	14,098.26	\$976,903.63	\$3,907,614.50
Locals	1025.68	2047.09	\$	14,098.26	\$7,215,101.36	\$28,860,405.43
Totals:	1350.60	2915.19			\$11,739,366.83	\$46,957,467.31
Comb PA/MA	196.39	590.93	\$	24,012.06	\$3,547,361.85	\$14,189,447.38
Comb COL/LOC	1154.21	2324.26	\$	14,098.26	\$8,192,004.98	\$32,768,019.93
Totals:	1350.60	2915.19			\$11,739,366.83	\$46,957,467.31

LYNCHBURG DISTRICT

Altavista

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	3.64	7.28	\$	24,012.06	\$43,701.95	\$174,807.81
Collectors	2.56	5.12	\$	14,098.26	\$18,045.77	\$72,183.09
Locals	20.49	40.51	\$	14,098.26	\$142,780.12	\$571,120.48
Totals:	26.69	52.91			\$204,527.84	\$818,111.37
Comb PA/MA	3.64	7.28	\$	24,012.06	\$43,701.95	\$174,807.81
Comb COL/LOC	23.05	45.63	\$	14,098.26	\$160,825.89	\$643,303.57
Totals:	26.69	52.91			\$204,527.84	\$818,111.37

Danville

Principal Arterials	25.60	105.79	\$	24,012.06	\$635,058.99	\$2,540,235.96
Minor Arterials	33.13	99.02	\$	24,012.06	\$594,418.58	\$2,377,674.31
Collectors	35.04	72.44	\$	14,098.26	\$255,319.47	\$1,021,277.90
Locals	222.81	447.69	\$	14,098.26	\$1,577,912.42	\$6,311,649.66
Totals:	316.58	724.94			\$3,062,709.46	\$12,250,837.83
Comb PA/MA	58.73	204.81	\$	24,012.06	\$1,229,477.57	\$4,917,910.27
Comb COL/LOC	257.85	520.13	\$	14,098.26	\$1,833,231.89	\$7,332,927.56
Totals:	316.58	724.94			\$3,062,709.46	\$12,250,837.83

Farmville

Principal Arterials	2.39	8.18	\$	24,012.06	\$49,104.67	\$196,418.66
Minor Arterials	7.07	22.18	\$	24,012.06	\$133,146.88	\$532,587.52
Collectors	8.33	16.47	\$	14,098.26	\$58,049.58	\$232,198.33
Locals	33.01	65.53	\$	14,098.26	\$230,964.73	\$923,858.93
Totals:	50.80	112.36			\$471,265.86	\$1,885,063.44
Comb PA/MA	9.46	30.36	\$	24,012.06	\$182,251.55	\$729,006.18
Comb COL/LOC	41.34	82.00	\$	14,098.26	\$289,014.31	\$1,156,057.25
Totals:	50.80	112.36			\$471,265.86	\$1,885,063.44

Lynchburg

Principal Arterials	30.10	76.88	\$	24,012.06	\$461,511.82	\$1,846,047.27
Minor Arterials	48.55	124.32	\$	24,012.06	\$746,294.87	\$2,985,179.46
Collectors	36.62	73.84	\$	14,098.26	\$260,253.86	\$1,041,015.46
Locals	266.84	534.22	\$	14,098.26	\$1,882,893.01	\$7,531,572.03
Totals:	382.11	809.26			\$3,350,953.56	\$13,403,814.22
Comb PA/MA	78.65	201.20	\$	24,012.06	\$1,207,806.68	\$4,831,226.73
Comb COL/LOC	303.46	608.06	\$	14,098.26	\$2,143,146.87	\$8,572,587.49
Totals:	382.11	809.26			\$3,350,953.56	\$13,403,814.22

South Boston

Principal Arterials	1.12	4.48	\$	24,012.06	\$26,893.51	\$107,574.03
Minor Arterials	16.80	43.19	\$	24,012.06	\$259,270.23	\$1,037,080.93
Collectors	4.05	8.10	\$	14,098.26	\$28,548.97	\$114,195.90
Locals	42.36	84.48	\$	14,098.26	\$297,755.23	\$1,191,020.94
Totals:	64.33	140.25			\$612,467.95	\$2,449,871.80
Comb PA/MA	17.92	47.67	\$	24,012.06	\$286,163.74	\$1,144,654.96
Comb COL/LOC	46.41	92.58	\$	14,098.26	\$326,304.21	\$1,305,216.84
Totals:	64.33	140.25			\$612,467.95	\$2,449,871.80

LYNCHBURG DISTRICT TOTALS

Principal Arterials	59.21	195.33	\$	24,012.06	\$1,172,568.98	\$4,690,275.93
Minor Arterials	109.19	295.99	\$	24,012.06	\$1,776,832.51	\$7,107,330.02
Collectors	86.60	175.97	\$	14,098.26	\$620,217.67	\$2,480,870.67
Locals	585.51	1172.43	\$	14,098.26	\$4,132,305.51	\$16,529,222.03
Totals:	840.51	1839.72			\$7,701,924.67	\$30,807,698.66
Comb PA/MA	168.40	491.32	\$	24,012.06	\$2,949,401.49	\$11,797,605.96
Comb COL/LOC	672.11	1348.40	\$	14,098.26	\$4,752,523.18	\$19,010,092.71
Totals:	840.51	1839.72			\$7,701,924.67	\$30,807,698.66

RICHMOND DISTRICT

Ashland

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	9.35	30.56	\$	24,012.06	\$183,452.15	\$733,808.59
Collectors	7.46	17.53	\$	14,098.26	\$61,785.62	\$247,142.48
Locals	31.93	65.11	\$	14,098.26	\$229,484.41	\$917,937.66
Totals:	48.74	113.20			\$474,722.18	\$1,898,888.73
Comb PA/MA	9.35	30.56	\$	24,012.06	\$183,452.15	\$733,808.59
Comb COL/LOC	39.39	82.64	\$	14,098.26	\$291,270.04	\$1,165,080.14
Totals:	48.74	113.20			\$474,722.18	\$1,898,888.73

Blackstone

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	8.46	18.58	\$	24,012.06	\$111,536.02	\$446,144.10
Collectors	1.73	3.46	\$	14,098.26	\$12,194.99	\$48,779.98
Locals	26.33	51.76	\$	14,098.26	\$182,431.47	\$729,725.90
Totals:	36.52	73.80			\$306,162.49	\$1,224,649.97
Comb PA/MA	8.46	18.58	\$	24,012.06	\$111,536.02	\$446,144.10
Comb COL/LOC	28.06	55.22	\$	14,098.26	\$194,626.47	\$778,505.87
Totals:	36.52	73.80			\$306,162.49	\$1,224,649.97

Chase City

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	0.88	1.76	\$	24,012.06	\$10,565.31	\$42,261.23
Collectors	2.79	5.58	\$	14,098.26	\$19,667.07	\$78,668.29
Locals	13.78	27.43	\$	14,098.26	\$96,678.81	\$386,715.25
Totals:	17.45	34.77			\$126,911.19	\$507,644.76
Comb PA/MA	0.88	1.76	\$	24,012.06	\$10,565.31	\$42,261.23
Comb COL/LOC	16.57	33.01	\$	14,098.26	\$116,345.88	\$465,383.54
Totals:	17.45	34.77			\$126,911.19	\$507,644.76

Colonial Heights

Principal Arterials	5.16	19.97	\$	24,012.06	\$119,880.22	\$479,520.86
Minor Arterials	3.24	10.76	\$	24,012.06	\$64,592.44	\$258,369.78
Collectors	7.37	18.21	\$	14,098.26	\$64,182.33	\$256,729.30
Locals	72.57	146.21	\$	14,098.26	\$515,326.62	\$2,061,306.48
Totals:	88.34	195.15			\$763,981.61	\$3,055,926.42
Comb PA/MA	8.40	30.73	\$	24,012.06	\$184,472.66	\$737,890.64
Comb COL/LOC	79.94	164.42	\$	14,098.26	\$579,508.94	\$2,318,035.78
Totals:	88.34	195.15			\$763,981.61	\$3,055,926.42

Hopewell

Principal Arterials	6.42	24.40	\$	24,012.06	\$146,473.57	\$585,894.30
Minor Arterials	11.36	33.65	\$	24,012.06	\$202,001.47	\$808,005.86
Collectors	6.50	13.58	\$	14,098.26	\$47,863.59	\$191,454.36
Locals	102.52	205.02	\$	14,098.26	\$722,606.28	\$2,890,425.10
Totals:	126.80	276.65			\$1,118,944.90	\$4,475,779.62
Comb PA/MA	17.78	58.05	\$	24,012.06	\$348,475.04	\$1,393,900.16
Comb COL/LOC	109.02	218.60	\$	14,098.26	\$770,469.87	\$3,081,879.46
Totals:	126.80	276.65			\$1,118,944.90	\$4,475,779.62

Petersburg

Principal Arterials	17.00	59.56	\$	24,012.06	\$357,539.59	\$1,430,158.37
Minor Arterials	20.49	45.51	\$	24,012.06	\$273,197.23	\$1,092,788.91
Collectors	22.45	44.91	\$	14,098.26	\$158,288.21	\$633,152.82
Locals	124.80	246.38	\$	14,098.26	\$868,382.28	\$3,473,529.10
Totals:	184.74	396.36			\$1,657,407.30	\$6,629,629.20
Comb PA/MA	37.49	105.07	\$	24,012.06	\$630,736.82	\$2,522,947.28
Comb COL/LOC	147.25	291.29	\$	14,098.26	\$1,026,670.48	\$4,106,681.92
Totals:	184.74	396.36			\$1,657,407.30	\$6,629,629.20

Richmond

Principal Arterials	57.53	243.76	\$	24,012.06	\$1,463,295.02	\$5,853,180.06
Minor Arterials	89.08	271.37	\$	24,012.06	\$1,629,038.27	\$6,516,153.07
Collectors	81.23	169.91	\$	14,098.26	\$598,858.81	\$2,395,435.22
Locals	592.83	1145.53	\$	14,098.26	\$4,037,494.72	\$16,149,978.86
Totals:	820.67	1830.57			\$7,728,686.80	\$30,914,747.22
Comb PA/MA	146.61	515.13	\$	24,012.06	\$3,092,333.28	\$12,369,333.14
Comb COL/LOC	674.06	1315.44	\$	14,098.26	\$4,636,353.52	\$18,545,414.08
Totals:	820.67	1830.57			\$7,728,686.80	\$30,914,747.22

South Hill

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	13.09	27.27	\$	24,012.06	\$163,702.23	\$654,808.91
Collectors	5.11	10.22	\$	14,098.26	\$36,021.05	\$144,084.21
Locals	32.84	65.60	\$	14,098.26	\$231,211.45	\$924,845.80
Totals:	51.04	103.09			\$430,934.73	\$1,723,738.92
Comb PA/MA	13.09	27.27	\$	24,012.06	\$163,702.23	\$654,808.91
Comb COL/LOC	37.95	75.82	\$	14,098.26	\$267,232.50	\$1,068,930.01
Totals:	51.04	103.09			\$430,934.73	\$1,723,738.92

RICHMOND DISTRICT TOTALS

Principal Arterials	86.11	347.69	\$	24,012.06	\$2,087,188.40	\$8,348,753.59
Minor Arterials	155.95	439.46	\$	24,012.06	\$2,638,085.11	\$10,552,340.46
Collectors	134.64	283.40	\$	14,098.26	\$998,861.66	\$3,995,446.66
Locals	997.60	1953.04	\$	14,098.26	\$6,883,616.04	\$27,534,464.15
Totals:	1374.30	3023.59			\$12,607,751.21	\$50,431,004.86
Comb PA/MA	242.06	787.15	\$	24,012.06	\$4,725,273.51	\$18,901,094.05
Comb COL/LOC	1132.24	2236.44	\$	14,098.26	\$7,882,477.70	\$31,529,910.81
Totals:	1374.30	3023.59			\$12,607,751.21	\$50,431,004.86

HAMPTON ROADS DISTRICT

Chesapeake

Principal Arterials	56.97	227.68	\$	24,012.06	\$1,366,766.53	\$5,467,066.12
Minor Arterials	96.29	294.09	\$	24,012.06	\$1,765,426.78	\$7,061,707.11
Collectors	133.57	283.19	\$	14,098.26	\$998,121.51	\$3,992,486.02
Locals	793.42	1605.39	\$	14,098.26	\$5,658,301.08	\$22,633,204.34
Totals:	1080.25	2410.35			\$9,788,615.90	\$39,154,463.58
Comb PA/MA	153.26	521.77	\$	24,012.06	\$3,132,193.31	\$12,528,773.22
Comb COL/LOC	926.99	1888.58	\$	14,098.26	\$6,656,422.59	\$26,625,690.36
Totals:	1080.25	2410.35			\$9,788,615.90	\$39,154,463.58

Chincoteague

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	4.28	8.56	\$	24,012.06	\$51,385.81	\$205,543.24
Collectors	7.07	14.14	\$	14,098.26	\$49,837.35	\$199,349.39
Locals	14.27	27.13	\$	14,098.26	\$95,621.44	\$382,485.77
Totals:	25.62	49.83			\$196,844.60	\$787,378.40
Comb PA/MA	4.28	8.56	\$	24,012.06	\$51,385.81	\$205,543.24
Comb COL/LOC	21.34	41.27	\$	14,098.26	\$145,458.79	\$581,835.16
Totals:	25.62	49.83			\$196,844.60	\$787,378.40

Emporia

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	5.51	15.40	\$	24,012.06	\$92,446.44	\$369,785.74
Collectors	8.28	17.30	\$	14,098.26	\$60,974.97	\$243,899.88
Locals	22.70	46.74	\$	14,098.26	\$164,738.16	\$658,952.64
Totals:	36.49	79.44			\$318,159.57	\$1,272,638.26
Comb PA/MA	5.51	15.40	\$	24,012.06	\$92,446.44	\$369,785.74
Comb COL/LOC	30.98	64.04	\$	14,098.26	\$225,713.13	\$902,852.52
Totals:	36.49	79.44			\$318,159.57	\$1,272,638.26

Franklin

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	7.70	23.37	\$	24,012.06	\$140,290.47	\$561,161.87
Collectors	10.42	22.58	\$	14,098.26	\$79,584.67	\$318,338.69
Locals	32.38	64.54	\$	14,098.26	\$227,475.41	\$909,901.65
Totals:	50.50	110.49			\$447,350.55	\$1,789,402.21
Comb PA/MA	7.70	23.37	\$	24,012.06	\$140,290.47	\$561,161.87
Comb COL/LOC	42.80	87.12	\$	14,098.26	\$307,060.09	\$1,228,240.34
Totals:	50.50	110.49			\$447,350.55	\$1,789,402.21

Hampton

Principal Arterials	17.47	89.79	\$	24,012.06	\$539,010.75	\$2,156,042.98
Minor Arterials	49.47	186.32	\$	24,012.06	\$1,118,481.82	\$4,473,927.26
Collectors	39.92	110.23	\$	14,098.26	\$388,512.78	\$1,554,051.11
Locals	366.97	746.29	\$	14,098.26	\$2,630,347.46	\$10,521,389.86
Totals:	473.83	1132.63			\$4,676,352.80	\$18,705,411.22
Comb PA/MA	66.94	276.11	\$	24,012.06	\$1,657,492.56	\$6,629,970.25
Comb COL/LOC	406.89	856.52	\$	14,098.26	\$3,018,860.24	\$12,075,440.97
Totals:	473.83	1132.63			\$4,676,352.80	\$18,705,411.22

Newport News

Principal Arterials	50.37	231.77	\$	24,012.06	\$1,391,318.86	\$5,565,275.45
Minor Arterials	9.38	31.02	\$	24,012.06	\$186,213.54	\$744,854.14
Collectors	58.86	139.82	\$	14,098.26	\$492,804.65	\$1,971,218.60
Locals	389.47	794.08	\$	14,098.26	\$2,798,786.42	\$11,195,145.67
Totals:	508.08	1196.69			\$4,869,123.46	\$19,476,493.86
Comb PA/MA	59.75	262.79	\$	24,012.06	\$1,577,532.40	\$6,310,129.59
Comb COL/LOC	448.33	933.90	\$	14,098.26	\$3,291,591.07	\$13,166,364.27
Totals:	508.08	1196.69			\$4,869,123.46	\$19,476,493.86

Norfolk

Principal Arterials	44.98	216.33	\$	24,012.06	\$1,298,632.31	\$5,194,529.22
Minor Arterials	62.81	230.98	\$	24,012.06	\$1,386,576.48	\$5,546,305.92
Collectors	61.27	136.84	\$	14,098.26	\$482,301.45	\$1,929,205.79
Locals	550.50	1083.01	\$	14,098.26	\$3,817,138.92	\$15,268,555.70
Totals:	719.56	1667.16			\$6,984,649.16	\$27,938,596.63
Comb PA/MA	107.79	447.31	\$	24,012.06	\$2,685,208.79	\$10,740,835.14
Comb COL/LOC	611.77	1219.85	\$	14,098.26	\$4,299,440.37	\$17,197,761.49
Totals:	719.56	1667.16			\$6,984,649.16	\$27,938,596.63

Poquoson

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	1.89	4.58	\$	24,012.06	\$27,493.81	\$109,975.24
Collectors	10.36	22.16	\$	14,098.26	\$78,104.36	\$312,417.42
Locals	42.99	85.45	\$	14,098.26	\$301,174.06	\$1,204,696.25
Totals:	55.24	112.19			\$406,772.23	\$1,627,088.91
Comb PA/MA	1.89	4.58	\$	24,012.06	\$27,493.81	\$109,975.24
Comb COL/LOC	53.35	107.61	\$	14,098.26	\$379,278.42	\$1,517,113.67
Totals:	55.24	112.19			\$406,772.23	\$1,627,088.91

Portsmouth

Principal Arterials	11.54	50.52	\$	24,012.06	\$303,272.33	\$1,213,089.34
Minor Arterials	32.32	112.10	\$	24,012.06	\$672,938.02	\$2,691,752.07
Collectors	39.59	93.43	\$	14,098.26	\$329,300.09	\$1,317,200.36
Locals	315.03	625.57	\$	14,098.26	\$2,204,862.00	\$8,819,448.01
Totals:	398.48	881.62			\$3,510,372.44	\$14,041,489.77
Comb PA/MA	43.86	162.62	\$	24,012.06	\$976,210.35	\$3,904,841.41
Comb COL/LOC	354.62	719.00	\$	14,098.26	\$2,534,162.09	\$10,136,648.36
Totals:	398.48	881.62			\$3,510,372.44	\$14,041,489.77

Smithfield

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	0.44	0.88	\$	24,012.06	\$5,282.65	\$21,130.61
Collectors	4.83	9.60	\$	14,098.26	\$33,835.82	\$135,343.29
Locals	43.90	87.97	\$	14,098.26	\$310,055.97	\$1,240,223.86
Totals:	49.17	98.45			\$349,174.44	\$1,396,697.76
Comb PA/MA	0.44	0.88	\$	24,012.06	\$5,282.65	\$21,130.61
Comb COL/LOC	48.73	97.57	\$	14,098.26	\$343,891.79	\$1,375,567.15
Totals:	49.17	98.45			\$349,174.44	\$1,396,697.76

Suffolk

Principal Arterials	69.00	238.09	\$	24,012.06	\$1,429,257.92	\$5,717,031.67
Minor Arterials	67.17	142.17	\$	24,012.06	\$853,448.69	\$3,413,794.76
Collectors	114.67	230.11	\$	14,098.26	\$811,037.61	\$3,244,150.42
Locals	528.28	1058.89	\$	14,098.26	\$3,732,126.42	\$14,928,505.68
Totals:	779.12	1669.26			\$6,825,870.63	\$27,303,482.54
Comb PA/MA	136.17	380.26	\$	24,012.06	\$2,282,706.61	\$9,130,826.43
Comb COL/LOC	642.95	1289.00	\$	14,098.26	\$4,543,164.03	\$18,172,656.11
Totals:	779.12	1669.26			\$6,825,870.63	\$27,303,482.54

Virginia Beach

Principal Arterials	69.21	348.96	\$	24,012.06	\$2,094,812.23	\$8,379,248.91
Minor Arterials	106.73	379.92	\$	24,012.06	\$2,280,665.58	\$9,122,662.33
Collectors	153.54	355.02	\$	14,098.26	\$1,251,291.00	\$5,005,163.98
Locals	1182.10	2372.39	\$	14,098.26	\$8,361,642.29	\$33,446,569.14
Totals:	1511.58	3456.29			\$13,988,411.09	\$55,953,644.37
Comb PA/MA	175.94	728.88	\$	24,012.06	\$4,375,477.81	\$17,501,911.24
Comb COL/LOC	1335.64	2727.41	\$	14,098.26	\$9,612,933.28	\$38,451,733.12
Totals:	1511.58	3456.29			\$13,988,411.09	\$55,953,644.37

Williamsburg

Principal Arterials	5.09	16.76	\$	24,012.06	\$100,610.54	\$402,442.15
Minor Arterials	8.47	22.94	\$	24,012.06	\$137,709.17	\$550,836.69
Collectors	6.01	12.83	\$	14,098.26	\$45,220.17	\$180,880.67
Locals	33.97	67.39	\$	14,098.26	\$237,520.42	\$950,081.69
Totals:	53.54	119.92			\$521,060.30	\$2,084,241.19
Comb PA/MA	13.56	39.70	\$	24,012.06	\$238,319.71	\$953,278.83
Comb COL/LOC	39.98	80.22	\$	14,098.26	\$282,740.59	\$1,130,962.35
Totals:	53.54	119.92			\$521,060.30	\$2,084,241.19

HAMPTON ROADS DISTRICT TOTALS

Principal Arterials	324.63	1419.90	\$	24,012.06	\$8,523,681.46	\$34,094,725.84
Minor Arterials	452.46	1452.33	\$	24,012.06	\$8,718,359.25	\$34,873,436.99
Collectors	648.39	1447.25	\$	14,098.26	\$5,100,926.41	\$20,403,705.63
Locals	4315.98	8664.84	\$	14,098.26	\$30,539,790.06	\$122,159,160.25
Totals:	5741.46	12984.32			\$52,882,757.18	\$211,531,028.70
Comb PA/MA	777.09	2872.23	\$	24,012.06	\$17,242,040.71	\$68,968,162.83
Comb COL/LOC	4964.37	10112.09	\$	14,098.26	\$35,640,716.47	\$142,562,865.87
Totals:	5741.46	12984.32			\$52,882,757.18	\$211,531,028.70

FREDERICKSBURG DISTRICT

Colonial Beach

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	5.13	10.05	\$	24,012.06	\$60,330.30	\$241,321.22
Collectors	0.94	1.88	\$	14,098.26	\$6,626.18	\$26,504.73
Locals	22.31	43.23	\$	14,098.26	\$152,366.94	\$609,467.75
Totals:	28.38	55.16			\$219,323.42	\$877,293.69
Comb PA/MA	5.13	10.05	\$	24,012.06	\$60,330.30	\$241,321.22
Comb COL/LOC	23.25	45.11	\$	14,098.26	\$158,993.12	\$635,972.47
Totals:	28.38	55.16			\$219,323.42	\$877,293.69

Fredericksburg

Principal Arterials	6.22	24.88	\$	24,012.06	\$149,355.02	\$597,420.09
Minor Arterials	8.33	19.61	\$	24,012.06	\$117,719.13	\$470,876.52
Collectors	17.31	51.88	\$	14,098.26	\$182,854.42	\$731,417.69
Locals	58.21	119.01	\$	14,098.26	\$419,458.46	\$1,677,833.83
Totals:	90.07	215.38			\$869,387.03	\$3,477,548.12
Comb PA/MA	14.55	44.49	\$	24,012.06	\$267,074.15	\$1,068,296.61
Comb COL/LOC	75.52	170.89	\$	14,098.26	\$602,312.88	\$2,409,251.51
Totals:	90.07	215.38			\$869,387.03	\$3,477,548.12

FREDERICKSBURG DISTRICT TOTALS

Principal Arterials	6.22	24.88	\$	24,012.06	\$149,355.02	\$597,420.09
Minor Arterials	13.46	29.66	\$	24,012.06	\$178,049.43	\$712,197.74
Collectors	18.25	53.76	\$	14,098.26	\$189,480.60	\$757,922.41
Locals	80.52	162.24	\$	14,098.26	\$571,825.39	\$2,287,301.57
Totals:	118.45	270.54			\$1,088,710.45	\$4,354,841.81
Comb PA/MA	19.68	54.54	\$	24,012.06	\$327,404.46	\$1,309,617.82
Comb COL/LOC	98.77	216.00	\$	14,098.26	\$761,306.00	\$3,045,223.99
Totals:	118.45	270.54			\$1,088,710.45	\$4,354,841.81

CULPEPER DISTRICT

Charlottesville

Principal Arterials	12.46	37.97	\$	24,012.06	\$227,934.49	\$911,737.97
Minor Arterials	11.83	27.46	\$	24,012.06	\$164,842.80	\$659,371.20
Collectors	17.83	35.44	\$	14,098.26	\$124,910.58	\$499,642.31
Locals	93.23	182.63	\$	14,098.26	\$643,691.27	\$2,574,765.08
Totals:	135.35	283.50			\$1,161,379.14	\$4,645,516.55
Comb PA/MA	24.29	65.43	\$	24,012.06	\$392,777.29	\$1,571,109.17
Comb COL/LOC	111.06	218.07	\$	14,098.26	\$768,601.85	\$3,074,407.38
Totals:	135.35	283.50			\$1,161,379.14	\$4,645,516.55

Culpeper

Principal Arterials	6.22	16.06	\$	24,012.06	\$96,408.43	\$385,633.70
Minor Arterials	4.81	10.74	\$	24,012.06	\$64,472.38	\$257,889.54
Collectors	4.25	8.42	\$	14,098.26	\$29,676.84	\$118,707.34
Locals	52.38	105.79	\$	14,098.26	\$372,863.71	\$1,491,454.84
Totals:	67.66	141.01			\$563,421.36	\$2,253,685.43
Comb PA/MA	11.03	26.80	\$	24,012.06	\$160,880.81	\$643,523.24
Comb COL/LOC	56.63	114.21	\$	14,098.26	\$402,540.55	\$1,610,162.18
Totals:	67.66	141.01			\$563,421.36	\$2,253,685.43

Orange

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	9.74	22.40	\$	24,012.06	\$134,467.54	\$537,870.17
Collectors	0.00	0.00	\$	14,098.26	\$0.00	\$0.00
Locals	18.84	37.50	\$	14,098.26	\$132,171.18	\$528,684.72
Totals:	28.58	59.90			\$266,638.72	\$1,066,554.89
Comb PA/MA	9.74	22.40	\$	24,012.06	\$134,467.54	\$537,870.17
Comb COL/LOC	18.84	37.50	\$	14,098.26	\$132,171.18	\$528,684.72
Totals:	28.58	59.90			\$266,638.72	\$1,066,554.89

Warrenton

Principal Arterials	3.10	12.54	\$	24,012.06	\$75,277.81	\$301,111.25
Minor Arterials	5.30	14.05	\$	24,012.06	\$84,342.37	\$337,369.46
Collectors	2.72	5.44	\$	14,098.26	\$19,173.63	\$76,694.53
Locals	29.44	61.12	\$	14,098.26	\$215,421.40	\$861,685.60
Totals:	40.56	93.15			\$394,215.21	\$1,576,860.84
Comb PA/MA	8.40	26.59	\$	24,012.06	\$159,620.18	\$638,480.71
Comb COL/LOC	32.16	66.56	\$	14,098.26	\$234,595.03	\$938,380.13
Totals:	40.56	93.15			\$394,215.21	\$1,576,860.84

CULPEPER DISTRICT TOTALS

Principal Arterials	21.78	66.57	\$	24,012.06	\$399,620.73	\$1,598,482.92
Minor Arterials	31.68	74.65	\$	24,012.06	\$448,125.09	\$1,792,500.38
Collectors	24.80	49.30	\$	14,098.26	\$173,761.04	\$695,044.18
Locals	193.89	387.04	\$	14,098.26	\$1,364,147.56	\$5,456,590.24
Totals:	272.15	577.56			\$2,385,654.43	\$9,542,617.72
Comb PA/MA	53.46	141.22	\$	24,012.06	\$847,745.82	\$3,390,983.30
Comb COL/LOC	218.69	436.34	\$	14,098.26	\$1,537,908.60	\$6,151,634.42
Totals:	272.15	577.56			\$2,385,654.43	\$9,542,617.72

STAUNTON DISTRICT

Berryville

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	2.15	4.77	\$	24,012.06	\$28,634.38	\$114,537.53
Collectors	1.57	3.00	\$	14,098.26	\$10,573.69	\$42,294.78
Locals	13.54	26.88	\$	14,098.26	\$94,740.30	\$378,961.21
Totals:	17.26	34.65			\$133,948.38	\$535,793.52
Comb PA/MA	2.15	4.77	\$	24,012.06	\$28,634.38	\$114,537.53
Comb COL/LOC	15.11	29.88	\$	14,098.26	\$105,314.00	\$421,255.98
Totals:	17.26	34.65			\$133,948.38	\$535,793.52

Bridgewater

Principal Arterials	3.11	7.08	\$	24,012.06	\$42,501.35	\$170,005.39
Minor Arterials	0.70	1.92	\$	24,012.06	\$11,525.79	\$46,103.16
Collectors	2.35	4.70	\$	14,098.26	\$16,565.45	\$66,261.82
Locals	20.12	40.24	\$	14,098.26	\$141,828.49	\$567,313.95
Totals:	26.28	53.94			\$212,421.08	\$849,684.32
Comb PA/MA	3.81	9.00	\$	24,012.06	\$54,027.14	\$216,108.55
Comb COL/LOC	22.47	44.94	\$	14,098.26	\$158,393.94	\$633,575.77
Totals:	26.28	53.94			\$212,421.08	\$849,684.32

Broadway

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	2.48	4.96	\$	24,012.06	\$29,774.96	\$119,099.82
Collectors	0.10	0.20	\$	14,098.26	\$704.91	\$2,819.65
Locals	13.93	27.86	\$	14,098.26	\$98,194.38	\$392,777.50
Totals:	16.51	33.02			\$128,674.24	\$514,696.98
Comb PA/MA	2.48	4.96	\$	24,012.06	\$29,774.96	\$119,099.82
Comb COL/LOC	14.03	28.06	\$	14,098.26	\$98,899.29	\$395,597.15
Totals:	16.51	33.02			\$128,674.24	\$514,696.98

Buena Vista

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	5.60	11.78	\$	24,012.06	\$70,715.52	\$282,862.08
Collectors	6.14	12.28	\$	14,098.26	\$43,281.66	\$173,126.62
Locals	35.45	70.90	\$	14,098.26	\$249,891.64	\$999,566.58
Totals:	47.19	94.96			\$363,888.82	\$1,455,555.28
Comb PA/MA	5.60	11.78	\$	24,012.06	\$70,715.52	\$282,862.08
Comb COL/LOC	41.59	83.18	\$	14,098.26	\$293,173.30	\$1,172,693.20
Totals:	47.19	94.96			\$363,888.82	\$1,455,555.28

Clifton Forge

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	3.30	5.68	\$	24,012.06	\$34,097.13	\$136,388.51
Collectors	3.38	6.69	\$	14,098.26	\$23,579.34	\$94,317.35
Locals	16.52	32.20	\$	14,098.26	\$113,490.99	\$453,963.95
Totals:	23.20	44.57			\$171,167.45	\$684,669.81
Comb PA/MA	3.30	5.68	\$	24,012.06	\$34,097.13	\$136,388.51
Comb COL/LOC	19.90	38.89	\$	14,098.26	\$137,070.33	\$548,281.30
Totals:	23.20	44.57			\$171,167.45	\$684,669.81

Covington

Principal Arterials	3.04	8.28	\$	24,012.06	\$49,704.97	\$198,819.87
Minor Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Collectors	9.65	20.77	\$	14,098.26	\$73,205.21	\$292,820.84
Locals	28.75	56.46	\$	14,098.26	\$198,996.93	\$795,987.71
Totals:	41.44	85.51			\$321,907.11	\$1,287,628.43
Comb PA/MA	3.04	8.28	\$	24,012.06	\$49,704.97	\$198,819.87
Comb COL/LOC	38.40	77.23	\$	14,098.26	\$272,202.14	\$1,088,808.56
Totals:	41.44	85.51			\$321,907.11	\$1,287,628.43

Elkton

Principal Arterials	0.04	0.08	\$	24,012.06	\$480.24	\$1,920.96
Minor Arterials	1.67	3.34	\$	24,012.06	\$20,050.07	\$80,200.28
Collectors	1.71	3.42	\$	14,098.26	\$12,054.01	\$48,216.05
Locals	16.32	32.57	\$	14,098.26	\$114,795.08	\$459,180.30
Totals:	19.74	39.41			\$147,379.40	\$589,517.60
Comb PA/MA	1.71	3.42	\$	24,012.06	\$20,530.31	\$82,121.25
Comb COL/LOC	18.03	35.99	\$	14,098.26	\$126,849.09	\$507,396.35
Totals:	19.74	39.41			\$147,379.40	\$589,517.60

Front Royal

Principal Arterials	4.19	13.17	\$	24,012.06	\$79,059.71	\$316,238.85
Minor Arterials	5.30	12.00	\$	24,012.06	\$72,036.18	\$288,144.74
Collectors	9.24	21.20	\$	14,098.26	\$74,720.77	\$298,883.10
Locals	48.82	97.37	\$	14,098.26	\$343,186.87	\$1,372,747.50
Totals:	67.55	143.74			\$569,003.54	\$2,276,014.18
Comb PA/MA	9.49	25.17	\$	24,012.06	\$151,095.90	\$604,383.58
Comb COL/LOC	58.06	118.57	\$	14,098.26	\$417,907.65	\$1,671,630.59
Totals:	67.55	143.74			\$569,003.54	\$2,276,014.18

Grottoes

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	1.63	3.26	\$	24,012.06	\$19,569.83	\$78,279.32
Collectors	1.24	2.48	\$	14,098.26	\$8,740.92	\$34,963.68
Locals	19.64	38.70	\$	14,098.26	\$136,400.66	\$545,602.63
Totals:	22.51	44.44			\$164,711.41	\$658,845.63
Comb PA/MA	1.63	3.26	\$	24,012.06	\$19,569.83	\$78,279.32
Comb COL/LOC	20.88	41.18	\$	14,098.26	\$145,141.58	\$580,566.31
Totals:	22.51	44.44			\$164,711.41	\$658,845.63

Harrisonburg

Principal Arterials	9.79	38.66	\$	24,012.06	\$232,076.57	\$928,306.29
Minor Arterials	20.39	59.46	\$	24,012.06	\$356,939.29	\$1,427,757.16
Collectors	23.36	51.79	\$	14,098.26	\$182,537.21	\$730,148.84
Locals	89.31	183.63	\$	14,098.26	\$647,215.83	\$2,588,863.34
Totals:	142.85	333.54			\$1,418,768.91	\$5,675,075.64
Comb PA/MA	30.18	98.12	\$	24,012.06	\$589,015.86	\$2,356,063.45
Comb COL/LOC	112.67	235.42	\$	14,098.26	\$829,753.05	\$3,319,012.18
Totals:	142.85	333.54			\$1,418,768.91	\$5,675,075.64

Lexington

Principal Arterials	2.15	4.79	\$	24,012.06	\$28,754.44	\$115,017.77
Minor Arterials	2.31	5.00	\$	24,012.06	\$30,015.08	\$120,060.31
Collectors	6.44	12.88	\$	14,098.26	\$45,396.39	\$181,585.58
Locals	16.91	33.52	\$	14,098.26	\$118,143.41	\$472,573.65
Totals:	27.81	56.19			\$222,309.33	\$889,237.31
Comb PA/MA	4.46	9.79	\$	24,012.06	\$58,769.52	\$235,078.08
Comb COL/LOC	23.35	46.40	\$	14,098.26	\$163,539.81	\$654,159.23
Totals:	27.81	56.19			\$222,309.33	\$889,237.31

Luray

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	8.83	19.72	\$	24,012.06	\$118,379.46	\$473,517.85
Collectors	1.68	3.18	\$	14,098.26	\$11,208.12	\$44,832.46
Locals	28.19	55.54	\$	14,098.26	\$195,754.33	\$783,017.32
Totals:	38.70	78.44			\$325,341.91	\$1,301,367.63
Comb PA/MA	8.83	19.72	\$	24,012.06	\$118,379.46	\$473,517.85
Comb COL/LOC	29.87	58.72	\$	14,098.26	\$206,962.45	\$827,849.78
Totals:	38.70	78.44			\$325,341.91	\$1,301,367.63

Staunton

Principal Arterials	3.69	14.64	\$	24,012.06	\$87,884.14	\$351,536.58
Minor Arterials	19.91	48.28	\$	24,012.06	\$289,825.58	\$1,159,302.32
Collectors	19.66	40.95	\$	14,098.26	\$144,330.93	\$577,323.71
Locals	91.79	183.30	\$	14,098.26	\$646,052.73	\$2,584,210.91
Totals:	135.05	287.17			\$1,168,093.38	\$4,672,373.52
Comb PA/MA	23.60	62.92	\$	24,012.06	\$377,709.72	\$1,510,838.90
Comb COL/LOC	111.45	224.25	\$	14,098.26	\$790,383.66	\$3,161,534.63
Totals:	135.05	287.17			\$1,168,093.38	\$4,672,373.52

Strasburg

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	3.38	6.76	\$	24,012.06	\$40,580.38	\$162,321.53
Collectors	1.58	3.03	\$	14,098.26	\$10,679.43	\$42,717.73
Locals	19.09	38.23	\$	14,098.26	\$134,744.11	\$538,976.45
Totals:	24.05	48.02			\$186,003.93	\$744,015.71
Comb PA/MA	3.38	6.76	\$	24,012.06	\$40,580.38	\$162,321.53
Comb COL/LOC	20.67	41.26	\$	14,098.26	\$145,423.54	\$581,694.17
Totals:	24.05	48.02			\$186,003.93	\$744,015.71

Waynesboro

Principal Arterials	6.14	22.31	\$	24,012.06	\$133,927.27	\$535,709.09
Minor Arterials	12.25	30.19	\$	24,012.06	\$181,231.03	\$724,924.13
Collectors	19.16	39.08	\$	14,098.26	\$137,739.99	\$550,959.97
Locals	90.18	180.34	\$	14,098.26	\$635,620.02	\$2,542,480.06
Totals:	127.73	271.92			\$1,088,518.31	\$4,354,073.25
Comb PA/MA	18.39	52.50	\$	24,012.06	\$315,158.30	\$1,260,633.22
Comb COL/LOC	109.34	219.42	\$	14,098.26	\$773,360.01	\$3,093,440.03
Totals:	127.73	271.92			\$1,088,518.31	\$4,354,073.25

Winchester

Principal Arterials	11.81	34.52	\$	24,012.06	\$207,224.09	\$828,896.36
Minor Arterials	5.63	20.31	\$	24,012.06	\$121,921.24	\$487,684.97
Collectors	10.06	21.40	\$	14,098.26	\$75,425.69	\$301,702.75
Locals	73.44	146.49	\$	14,098.26	\$516,313.50	\$2,065,253.99
Totals:	100.94	222.72			\$920,884.51	\$3,683,538.06
Comb PA/MA	17.44	54.83	\$	24,012.06	\$329,145.33	\$1,316,581.32
Comb COL/LOC	83.50	167.89	\$	14,098.26	\$591,739.18	\$2,366,956.74
Totals:	100.94	222.72			\$920,884.51	\$3,683,538.06

Woodstock

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	3.74	7.48	\$	24,012.06	\$44,902.55	\$179,610.22
Collectors	3.06	6.12	\$	14,098.26	\$21,570.34	\$86,281.35
Locals	22.24	45.72	\$	14,098.26	\$161,143.10	\$644,572.41
Totals:	29.04	59.32			\$227,615.99	\$910,463.98
Comb PA/MA	3.74	7.48	\$	24,012.06	\$44,902.55	\$179,610.22
Comb COL/LOC	25.30	51.84	\$	14,098.26	\$182,713.44	\$730,853.76
Totals:	29.04	59.32			\$227,615.99	\$910,463.98

STAUNTON DISTRICT TOTALS

Principal Arterials	43.96	143.53	\$	24,012.06	\$861,612.79	\$3,446,451.16
Minor Arterials	99.27	244.91	\$	24,012.06	\$1,470,198.48	\$5,880,793.93
Collectors	120.38	253.17	\$	14,098.26	\$892,314.07	\$3,569,256.28
Locals	644.24	1289.95	\$	14,098.26	\$4,546,512.36	\$18,186,049.46
Totals:	907.85	1931.56			\$7,770,637.71	\$31,082,550.83
Comb PA/MA	143.23	388.44	\$	24,012.06	\$2,331,811.27	\$9,327,245.09
Comb COL/LOC	764.62	1543.12	\$	14,098.26	\$5,438,826.43	\$21,755,305.74
Totals:	907.85	1931.56			\$7,770,637.71	\$31,082,550.83

NORTHERN VIRGINIA DISTRICT

Alexandria

Principal Arterials	17.62	77.46	\$	24,012.06	\$464,993.57	\$1,859,974.27
Minor Arterials	27.43	98.88	\$	24,012.06	\$593,578.16	\$2,374,312.62
Collectors	23.78	56.06	\$	14,098.26	\$197,587.10	\$790,348.41
Locals	139.49	279.90	\$	14,098.26	\$986,525.69	\$3,946,102.75
Totals:	208.32	512.30			\$2,242,684.51	\$8,970,738.05
Comb PA/MA	45.05	176.34	\$	24,012.06	\$1,058,571.72	\$4,234,286.89
Comb COL/LOC	163.27	335.96	\$	14,098.26	\$1,184,112.79	\$4,736,451.16
Totals:	208.32	512.30			\$2,242,684.51	\$8,970,738.05

Dumfries

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Collectors	2.20	5.20	\$	14,098.26	\$18,327.74	\$73,310.95
Locals	7.98	16.12	\$	14,098.26	\$56,815.98	\$227,263.94
Totals:	10.18	21.32			\$75,143.72	\$300,574.89
Comb PA/MA	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Comb COL/LOC	10.18	21.32	\$	14,098.26	\$75,143.72	\$300,574.89
Totals:	10.18	21.32			\$75,143.72	\$300,574.89

Fairfax

Principal Arterials	9.71	44.44	\$	24,012.06	\$266,774.00	\$1,067,096.00
Minor Arterials	5.60	16.79	\$	24,012.06	\$100,790.63	\$403,162.51
Collectors	3.56	8.65	\$	14,098.26	\$30,487.49	\$121,949.94
Locals	53.01	106.54	\$	14,098.26	\$375,507.13	\$1,502,028.54
Totals:	71.88	176.42			\$773,559.25	\$3,094,236.99
Comb PA/MA	15.31	61.23	\$	24,012.06	\$367,564.63	\$1,470,258.51
Comb COL/LOC	56.57	115.19	\$	14,098.26	\$405,994.62	\$1,623,978.48
Totals:	71.88	176.42			\$773,559.25	\$3,094,236.99

Falls Church

Principal Arterials	3.74	14.96	\$	24,012.06	\$89,805.11	\$359,220.44
Minor Arterials	1.96	5.24	\$	24,012.06	\$31,455.80	\$125,823.20
Collectors	5.42	11.70	\$	14,098.26	\$41,237.41	\$164,949.63
Locals	22.11	44.14	\$	14,098.26	\$155,574.29	\$622,297.16
Totals:	33.23	76.04			\$318,072.61	\$1,272,290.43
Comb PA/MA	5.70	20.20	\$	24,012.06	\$121,260.91	\$485,043.64
Comb COL/LOC	27.53	55.84	\$	14,098.26	\$196,811.70	\$787,246.79
Totals:	33.23	76.04			\$318,072.61	\$1,272,290.43

Herndon

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	10.83	41.24	\$	24,012.06	\$247,564.35	\$990,257.41
Collectors	2.33	7.57	\$	14,098.26	\$26,680.96	\$106,723.82
Locals	38.94	80.92	\$	14,098.26	\$285,207.78	\$1,140,831.13
Totals:	52.10	129.73			\$559,453.09	\$2,237,812.36
Comb PA/MA	10.83	41.24	\$	24,012.06	\$247,564.35	\$990,257.41
Comb COL/LOC	41.27	88.49	\$	14,098.26	\$311,888.74	\$1,247,554.96
Totals:	52.10	129.73			\$559,453.09	\$2,237,812.36

Leesburg

Principal Arterials	3.37	13.89	\$	24,012.06	\$83,381.88	\$333,527.53
Minor Arterials	12.27	40.18	\$	24,012.06	\$241,201.16	\$964,804.62
Collectors	14.99	45.59	\$	14,098.26	\$160,684.91	\$642,739.64
Locals	80.59	168.95	\$	14,098.26	\$595,475.22	\$2,381,900.89
Totals:	111.22	268.61			\$1,080,743.17	\$4,322,972.68
Comb PA/MA	15.64	54.07	\$	24,012.06	\$324,583.04	\$1,298,332.15
Comb COL/LOC	95.58	214.54	\$	14,098.26	\$756,160.13	\$3,024,640.53
Totals:	111.22	268.61			\$1,080,743.17	\$4,322,972.68

Manassas

Principal Arterials	4.99	17.84	\$	24,012.06	\$107,093.79	\$428,375.17
Minor Arterials	18.33	69.82	\$	24,012.06	\$419,130.53	\$1,676,522.12
Collectors	8.95	20.12	\$	14,098.26	\$70,914.24	\$283,656.98
Locals	71.52	145.57	\$	14,098.26	\$513,070.90	\$2,052,283.59
Totals:	103.79	253.35			\$1,110,209.47	\$4,440,837.86
Comb PA/MA	23.32	87.66	\$	24,012.06	\$526,224.32	\$2,104,897.29
Comb COL/LOC	80.47	165.69	\$	14,098.26	\$583,985.14	\$2,335,940.57
Totals:	103.79	253.35			\$1,110,209.47	\$4,440,837.86

Manassas Park

Principal Arterials	0.31	1.24	\$	24,012.06	\$7,443.74	\$29,774.96
Minor Arterials	1.46	5.84	\$	24,012.06	\$35,057.61	\$140,230.44
Collectors	2.84	6.46	\$	14,098.26	\$22,768.69	\$91,074.75
Locals	18.64	37.86	\$	14,098.26	\$133,440.02	\$533,760.09
Totals:	23.25	51.40			\$198,710.06	\$794,840.24
Comb PA/MA	1.77	7.08	\$	24,012.06	\$42,501.35	\$170,005.39
Comb COL/LOC	21.48	44.32	\$	14,098.26	\$156,208.71	\$624,834.85
Totals:	23.25	51.40			\$198,710.06	\$794,840.24

Purcellville

Principal Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Minor Arterials	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Collectors	5.98	11.96	\$	14,098.26	\$42,153.80	\$168,615.18
Locals	20.80	42.51	\$	14,098.26	\$149,829.25	\$599,317.00
Totals:	26.78	54.47			\$191,983.04	\$767,932.18
Comb PA/MA	0.00	0.00	\$	24,012.06	\$0.00	\$0.00
Comb COL/LOC	26.78	54.47	\$	14,098.26	\$191,983.04	\$767,932.18
Totals:	26.78	54.47			\$191,983.04	\$767,932.18

Vienna

Principal Arterials	2.40	9.60	\$	24,012.06	\$57,628.95	\$230,515.79
Minor Arterials	2.89	7.57	\$	24,012.06	\$45,442.83	\$181,771.30
Collectors	9.56	19.17	\$	14,098.26	\$67,565.91	\$270,263.63
Locals	48.47	96.82	\$	14,098.26	\$341,248.36	\$1,364,993.46
Totals:	63.32	133.16			\$511,886.04	\$2,047,544.18
Comb PA/MA	5.29	17.17	\$	24,012.06	\$103,071.77	\$412,287.09
Comb COL/LOC	58.03	115.99	\$	14,098.26	\$408,814.27	\$1,635,257.08
Totals:	63.32	133.16			\$511,886.04	\$2,047,544.18

NOVA DISTRICT TOTALS

Principal Arterials	42.14	179.43	\$	24,012.06	\$1,077,121.04	\$4,308,484.16
Minor Arterials	80.77	285.56	\$	24,012.06	\$1,714,221.06	\$6,856,884.22
Collectors	79.61	192.48	\$	14,098.26	\$678,408.23	\$2,713,632.93
Locals	501.55	1019.33	\$	14,098.26	\$3,592,694.64	\$14,370,778.55
Totals:	704.07	1676.80			\$7,062,444.97	\$28,249,779.87
Comb PA/MA	122.91	464.99	\$	24,012.06	\$2,791,342.10	\$11,165,368.38
Comb COL/LOC	581.16	1211.81	\$	14,098.26	\$4,271,102.87	\$17,084,411.48
Totals:	704.07	1676.80			\$7,062,444.97	\$28,249,779.87

STATEWIDE TOTAL BY FUNC/CLASS

Principal Arterials	656.97	2626.48	\$	24,012.06	\$15,766,799.69	\$63,067,198.76
Minor Arterials	1150.23	3383.58	\$	24,012.06	\$20,311,682.59	\$81,246,730.37
Collectors	1311.61	2876.34	\$	14,098.26	\$10,137,846.72	\$40,551,386.87
Locals	8739.30	17479.33	\$	14,098.26	\$61,607,031.25	\$246,428,124.98
Totals:	11858.11	26365.73			\$107,823,360.25	\$431,293,440.99
Comb PA/MA	1807.20	6010.06	\$	24,012.06	\$36,078,482.28	\$144,313,929.14
Comb COL/LOC	10050.91	20355.67	\$	14,098.26	\$71,744,877.96	\$286,979,511.85
Totals:	11858.11	26365.73			\$107,823,360.25	\$431,293,440.99

CHESAPEAKE BRIDGE MAINTENANCE

\$250,000.00

\$1,000,000.00

TOTAL

\$432,293,440.99

VIRGINIA PORT AUTHORITY
PAYMENT IN LIEU OF TAXES

Norfolk

\$131,695.75

\$526,783.00

Portsmouth

\$91,989.50

\$367,958.00

Newport News

\$22,661.00

\$90,644.00

Warren

\$3,653.75

\$14,615.00

Total

\$250,000.00

\$1,000,000.00

ATTACHMENT C
PERMIT FEE REVENUES - URBAN LOCALITIES
FY 23

DISTRICT	LOCALITY	TOTAL LANE MILEAGE	PERMIT REVENUE	QUARTERLY PAYMENT
Bristol	Abingdon	117.42	\$978.55	\$244.64
	Big Stone Gap	62.79	\$523.28	\$130.82
	Bluefield	78.5	\$654.20	\$163.55
	Bristol	275.04	\$2,292.13	\$573.03
	Lebanon	61.96	\$516.36	\$129.09
	Marion	91.5	\$762.54	\$190.64
	Norton	63.4	\$528.36	\$132.09
	Richlands	70.48	\$587.37	\$146.84
	Saltville	31.02	\$258.51	\$64.63
	Tazewell	69.93	\$582.78	\$145.70
	Wise	35.57	\$296.43	\$74.11
	Wytheville	188.84	\$1,573.75	\$393.44
District Total		1,146.45	\$ 9,554.29	\$ 2,388.57
Salem	Bedford	98.57	\$821.46	\$205.37
	Blacksburg	249.72	\$2,081.12	\$520.28
	Christiansburg	263.33	\$2,194.54	\$548.63
	Dublin	44.85	\$373.77	\$93.44
	Galax	130.08	\$1,084.06	\$271.02
	Martinsville	223.74	\$1,864.60	\$466.15
	Narrows	31.19	\$259.93	\$64.98
	Pearisburg	40.14	\$334.52	\$83.63
	Pulaski	140.4	\$1,170.07	\$292.52
	Radford	153.74	\$1,281.24	\$320.31
	Roanoke	1066.12	\$8,884.83	\$2,221.21
	Rocky Mount	93.46	\$778.88	\$194.72
	Salem	291.8	\$2,431.80	\$607.95
	Vinton	88.05	\$733.79	\$183.45
District Total		2,915.19	\$ 24,294.61	\$ 6,073.65

Lynchburg	Altavista	52.91	\$440.94	\$110.24
	Danville	724.94	\$6,041.50	\$1,510.38
	Farmville	112.36	\$936.39	\$234.10
	Lynchburg	809.26	\$6,744.21	\$1,686.05
	South Boston	140.25	\$1,168.82	\$292.20
District Total		1,839.72	\$ 15,331.86	\$ 3,832.96

Richmond	Ashland	113.2	\$943.39	\$235.85
	Blackstone	73.8	\$615.03	\$153.76
	Chase City	34.77	\$289.77	\$72.44
	Colonial Heights	195.15	\$1,626.34	\$406.59
	Hopewell	276.65	\$2,305.55	\$576.39
	Petersburg	396.36	\$3,303.18	\$825.80
	Richmond	1830.57	\$15,255.60	\$3,813.90
	South Hill	103.09	\$859.13	\$214.78
District Total		3,023.59	\$ 25,197.99	\$ 6,299.50

Hampton Roads	Chesapeake	2410.35	\$20,087.37	\$5,021.84
	Chincoteague	49.83	\$415.27	\$103.82
	Emporia	79.44	\$662.04	\$165.51
	Franklin	110.49	\$920.80	\$230.20
	Hampton	1132.63	\$9,439.11	\$2,359.78
	Newport News	1196.69	\$9,972.98	\$2,493.24
	Norfolk	1667.16	\$13,893.78	\$3,473.44
	Poquoson	112.19	\$934.97	\$233.74
	Portsmouth	881.62	\$7,347.24	\$1,836.81
	Smithfield	98.45	\$820.46	\$205.12
	Suffolk	1669.26	\$13,911.28	\$3,477.82
	Virginia Beach	3456.29	\$28,804.03	\$7,201.01
Williamsburg	119.92	\$999.39	\$249.85	
District Total		12,984.32	\$ 108,208.73	\$ 27,052.18

Fredericksburg				
	Colonial Beach	55.16	\$459.69	\$114.92
	Fredericksburg	215.38	\$1,794.93	\$448.73
District Total		270.54	\$ 2,254.63	\$ 563.66

Culpeper				
	Charlottesville	283.5	\$2,362.63	\$590.66
	Culpeper	141.01	\$1,175.15	\$293.79
	Orange	59.9	\$499.19	\$124.80
	Warrenton	93.15	\$776.29	\$194.07
District Total		577.56	\$ 4,813.27	\$ 1,203.32

Staunton				
	Berryville	34.65	\$288.77	\$72.19
	Bridgewater	53.94	\$449.53	\$112.38
	Broadway	33.02	\$275.18	\$68.80
	Buena Vista	94.96	\$791.38	\$197.84
	Clifton Forge	44.57	\$371.44	\$92.86
	Covington	85.51	\$712.62	\$178.16
	Elkton	39.41	\$328.44	\$82.11
	Front Royal	143.74	\$1,197.90	\$299.48
	Grottoes	44.44	\$370.35	\$92.59
	Harrisonburg	333.54	\$2,779.66	\$694.91
	Lexington	56.19	\$468.28	\$117.07
	Luray	78.44	\$653.70	\$163.43
	Staunton	287.17	\$2,393.22	\$598.30
	Strasburg	48.02	\$400.19	\$100.05
	Waynesboro	271.92	\$2,266.13	\$566.53
	Winchester	222.72	\$1,856.10	\$464.03
	Woodstock	59.32	\$494.36	\$123.59
District Total		1,931.56	\$ 16,097.23	\$ 4,024.31

Northern Virginia				
	Alexandria	512.3	\$4,269.41	\$1,067.35
	Dumfries	21.32	\$177.68	\$44.42
	Fairfax	176.42	\$1,470.25	\$367.56
	Falls Church	76.04	\$633.70	\$158.43

Herndon	129.73	\$1,081.14	\$270.29
Leesburg	268.61	\$2,238.54	\$559.64
Manassas	253.35	\$2,111.37	\$527.84
Manassas Park	51.4	\$428.36	\$107.09
Purcellville	54.47	\$453.94	\$113.49
Vienna	133.16	\$1,109.73	\$277.43

District Total	1,676.80	\$	13,974.12	\$	3,493.53
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Urban Total	26,365.73		219,726.72		\$54,931.68
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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 21, 2022

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Economic Development Access to
Virginia Port Logistics Park, off Holland Rd.
Project ECON-133-483 – City of Suffolk**

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

WHEREAS, the City of Suffolk by formal resolution has requested Economic Development Access (EDA) Program funds to serve Virginia Port Logistics Park, which is located off Holland Road (US Highway 58) without public access, and said access is estimated to cost approximately \$721,000; and

WHEREAS, it appears that this request falls within the intent of § 33.2-1509 of the *Code of Virginia* and complies with the provisions of the Commonwealth Transportation Board’s EDA Fund Policy and the Economic Development Access Program guide.

NOW, THEREFORE, BE IT RESOLVED, that \$710,500 (\$700,000 unmatched and \$10,500 matched) of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to Virginia Port Logistics Park on eligible property off Holland Road, Project ECON-133-483, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between the City of Suffolk (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Design, administration, construction and maintenance of this project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - c. Provision of the required matching funds, up to \$150,000, by the LOCALITY for appropriately documented eligible project costs; and
 - d. Provision by the LOCALITY of either i) documentation of a least \$2,842,000 of eligible capital outlay attributed to qualifying business on property served exclusively by this project, or ii) should documentation of capital outlay be insufficient, an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before June 21, 2027, without written permission of VDOT. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Economic Development, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of establishments served by the project. If, by June 21, 2027, at least \$2,842,000 of eligible capital outlay on property served exclusively by this project has not been expended or committed by firm contract by a qualified establishment or establishments, then an amount equal to 20% of the eligible capital outlay of up to \$2,842,000 will be credited toward the project's EDA Program allocation utilized in the project's construction and the balance of the utilized allocation not justified by eligible capital outlay will be returned to VDOT and the Economic Development, Airport and Rail Access Fund. This surety may be released or reduced accordingly at an earlier date upon provision of documentation of eligible capital outlay by a qualified establishment, or establishments; and
3. Determination by VDOT of eligible capital outlay in accordance with current policy and procedures for administering the EDA Program.

#####

CTB Decision Brief

Economic Development Access – City of Suffolk Virginia Port Logistics Park

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* and the Economic Development Access EDA Fund Policy of the Commonwealth Transportation Board (CTB), the City of Suffolk has requested funds from the EDA Program to assist in constructing road access to eligible property located in Virginia Port Logistics Park off Holland Road (US Highway 58). Allocation of the requested funds by the CTB is sought.

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

The CTB's EDA Fund Policy sets forth certain criteria which must be met for projects to be eligible for such funding and directs the Commissioner of Highways to establish administrative procedures to administer to assure adherence to such policy and legislative requirements. The Commissioner established such administrative procedures in the Economic Development Access Program Guide administered by the Local Assistance Division of the Virginia Department of Transportation (VDOT). The Policy stipulates that the governing body of the locality shall provide a resolution in request of the EDA Program funding prior to the Board's allocation of funds.

The VEDP has determined that Virginia Port Logistics Park is a qualifying site that warrants the use of EDA Program funds. The site which the development will be locating on does not currently have adequate public access and an extension of Enterprise Drive will be constructed to accommodate the development. The City of Suffolk will administer the design and construction of the proposed access road project.

The City of Suffolk's plans for the proposed access road include a 900-foot long, 40-foot wide asphalt roadway with curb, gutter and sidewalk, beginning at the current end of Enterprise Drive, extending North West approximately 0.17-miles in length with 60 feet of right of way. VDOT Hampton Roads District staff concurs with the plans for the project and with the estimated project cost for eligible items and quantities of approximately \$721,000. The City of Suffolk will be responsible for financial arrangements to provide for the required EDA Program matching funds, as appropriate, and all project costs exceeding the state EDA Program allocation to fully fund the project. Documentation of qualifying capital investment of \$2,842,000, or provision of appropriate surety from the City will be required prior to funding authorization.

Recommendation: VDOT recommends the allocation of \$710,500 (\$700,000 unmatched and \$10,500 matched) from the Economic Development, Airport and Rail Access Fund be approved for construction of this project, subject to certain contingencies as set forth in the accompanying resolution.

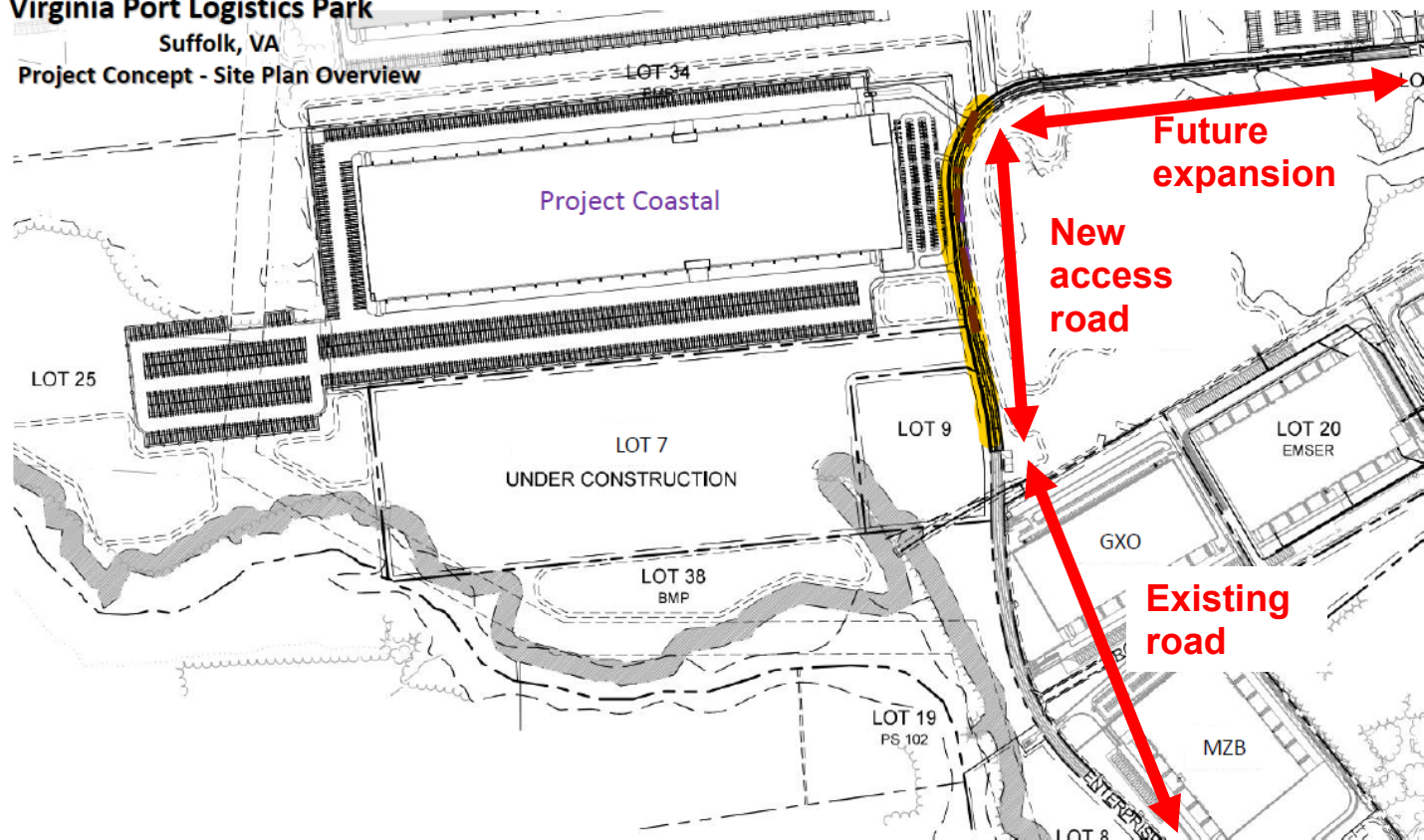
Action Required by the CTB: The *Code of Virginia*, the Virginia Administrative Code, and the CTB’s EDA Fund Policy specify that the CTB shall approve of the allocation of funds for the construction of the access road project. A resolution is provided for formal vote.

Result, if Approved: VDOT and the City of Suffolk will proceed with the EDA road project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Virginia Port Logistics Park
Suffolk, VA
Project Concept - Site Plan Overview



PROPOSED ECONOMIC DEVELOPMENT ACCESS PROJECT
Virginia Port Logistics Park
Project ECON-133-483
City of Suffolk

Economic Development Facility / Site

Extension of Enterprise Drive into Virginia Port Logistics Park that will provide access to a 1.5 million square foot import center.

Anticipated Traffic: 3,760 vpd

Access road project

Project Length: 0.17 miles

Pavement Width: 40 feet

R/W Width: 60 feet

Estimated Cost: \$721,000

Proposed Allocation: \$710,500

(\$700,000 unmatched, \$10,500 matched)



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 21, 2022

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Revised FY22-27 Six-Year Improvement Program Transfers For April 21, 2022 through May 20, 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

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

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

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

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

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CTB Decision Brief

Revised FY2022-2027 Six-Year Improvement Program Transfers For April 21, 2022 through May 20, 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 granted authority to the Commissioner of Highways (Commissioner), or his designee, to make transfers of allocations programmed to projects in the Revised 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 April 21, 2022 through May 20, 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 April 21, 2022 through May 20, 2022

June 21, 2022

Page 2 of 2

Public Comments/Reactions: None

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
1	Bristol	US Route 21 Rumble Stripe Initiative	109513	Bristol	INSTALL GUARDRAIL - ROUTE 82 RUSSELL CO	117772	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	6,320	26,176	26,176	31.8%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to a scheduled project.
2	Fredericksburg	VRE Commuter Rail Station in Spotsylvania	93066	Fredericksburg	RTE. 2092 - SECONDARY ACCESS NORTH OF ROUTE 606	111456	Revenue Sharing Local Match (CNL201), Revenue Sharing State Match (CNS202)	1,475,124	8,657,075	8,064,342	20.5%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to fund a scheduled project.
3	Hampton Roads	EAST-WEST EXPRESSWAY - 4 LANES ON 6-LANE RIGHT OF WAY	3812	Hampton Roads	Suffolk Bypass ITS Improvements	102994	Hampton Roads (CNF702), State Match Non-Formula - Newport News (CNS273)	367,309	2,240,509	2,240,509	20.2%	Transfer of surplus funds recommended by District and MPO from a completed project to an underway project.
4	Hampton Roads	HAMPTON ROADS DISTRICT REGIONAL STP (RSTP) BALANCE ENTRY, Drainage Ponds @ I-264 & Frederick Blvd, EAST-WEST EXPRESSWAY - 4 LANES ON 6-LANE RIGHT OF WAY, RTE 190 - 6 LANES, RTE 258 - ADD LEFT AND RIGHT TURN LANES AT RTE. 620	70715, 97725, 3812, 12542, 3812	Hampton Roads	Port of Virginia - ITS Masterplan for Hampton Roads	109409	Federal STP Regional - Chesapeake (CNF273), Federal STP Regional - Hampton Roads (CNF273), Hampton Roads (CNF702), RSTP - Access : Hampton Roads MPO (CNF273), RSTP - Urban : Hampton Roads MPO (CNF273), RSTP Match - Primary : Hampton Roads MPO (CNS273), RSTP Match : Hampton Roads (CS2M31), State Match Non-Formula - Chesapeake (CNS273), State Match Non-Formula - Hampton Roads (CNS273), State Match Non-Formula - Hampton Roads Newport News (CNS273)	199,883	349,883	349,883	>100%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item and a completed project to an underway project.
5	Northern Virginia	HILLSBORO GAPWAY SHARED-USE PATH	111405	Northern Virginia	STONY POINT-HIGHWATER TRAIL PROJECT	113606	Local Funds for Enhancement Projects (NPL206), TAP Statewide (CF6100)	311,332	1,142,582	1,142,582	37.5%	Transfer of surplus funds recommended by District and Local Assistance Division from an underway project to a scheduled project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
A	Bristol	#SGR Bristol - Local SGR Bridge - Balance Entry	T9534	Bristol	#SGR19LB - 2nd St RT 67 Clinch Rv Richland VA 1804 Fed 22469	113932	SGR - State (SS0100)	91,168	1,741,168	1,650,000	5.5%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Local Bridge Balance Entry line item to fund an award.
B	Bristol	US Route 21 Rumble Stripe Initiative	109513	Bristol	ROUTE 82 - ADD LEFT TURN LANE	117769	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	18,080	154,228	154,228	13.3%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to a scheduled project.
C	Statewide	PRIMARY EXTENSIONS PROGRAM	T15494	Bristol	#SGR22LP - 4th Street - Primary Extension Paving	119380	CTB Formula - Paving for Primary Extensions (CS0170)	22,246	135,752	113,506	19.6%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Primary Extension Balance Entry line item to fund an award.
D	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Culpeper	Rt.669-Upg. Flashing Lights & Gates w CWT and PED Gates	112875	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	24,280	419,280	419,280	6.1%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.
E	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Culpeper	Rt. 691-Upgrade Flashing Lights & Gates & Add CWT Predictors	115101	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	17,536	302,536	302,535	6.2%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.
F	Hampton Roads	HAMPTON ROADS DISTRICT REGIONAL STP (RSTP) BALANCE ENTRY, RTE 258 - ADD LEFT AND RIGHT TURN LANES AT RTE. 620	70715, 58297	Hampton Roads	Elbow Road Phase 2B	15828	Federal STP Regional - Chesapeake (CNF273), RSTP - Access : Hampton Roads MPO (CNF273), RSTP - Interstate : Hampton Roads MPO (CNF273), RSTP : Hampton Roads (CF2M30), RSTP Match - Access : Hampton Roads MPO (CNS273), RSTP Match - Interstate : Hampton Roads MPO (CNS273), RSTP Match : Hampton Roads (CS2M31), State Match Non-Formula - Chesapeake (CNS273)	550,492	51,324,959	51,283,300	1.1%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item and a completed project to fund a scheduled project.
G	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Hampton Roads	Bridge Replacement Rte 601 over Diascund Creek, Fed ID 10516	98823	CTB Formula - Bridge State (CS0110), STP BROS (CF2210), STP BROS Soft Match (CF2211)	994,024	6,154,858	6,154,858	19.3%	Transfer of surplus funds recommended by District and Structure & Bridge Division from the Statewide SYIP Balance Entry line item to fund a scheduled project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
H	Hampton Roads	HAMPTON ROADS DISTRICT REGIONAL STP (RSTP) BALANCE ENTRY, WATA Facility Construction	70715, T11932	Hampton Roads	WATA Facility Construction	T11932	Federal STP Regional - Chesapeake (CNF273), Federal STP Regional - Suffolk (CNF273), Federal STP Regional - York (CNF273), Hampton Roads (CNF702), RSTP - Access : Hampton Roads MPO (CNF273), RSTP - DRPT : Hampton Roads MPO (NPF273), RSTP Federal STP Regional (No Post), RSTP Match - DRPT : Hampton Roads MPO (NPS273), RSTP Urban Federal - NOPOST (NOP702), State Match Non-Formula - Chesapeake (CNS273), State Match Non-Formula - Suffolk (CNS273), State Match Non-Formula - York (CNS273)	500,000	11,626,800	9,000,000	4.5%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item and a scheduled project to fund a scheduled project.
I	Lynchburg	PHASE I - BUS 58 - RECONSTRUCTION (AUDUBON TO ARNETT), PHASE II - BUS 58 - RECONSTRUCTION (ARNETT TO LOCUST)	113247, 113331	Lynchburg	#REVSH20 - AUDUBON DRIVE - PEDESTRIAN IMPROVEMENTS	113288	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	108,426	1,031,595	1,031,595	11.7%	Transfer of surplus funds recommended by District and Local Assistance Division from completed projects to fund an underway project.
J	Northern Virginia	#SGR Northern Virginia-VDOT SGR Bridge-Balance Entry	T13917	Northern Virginia	#SGR18VB-PIGGOTT BOTTOM RD OVER BR OF CATOCTIN CR - Fed11305	111689	SGR Bridge State (SSB700)	259,325	2,298,761	2,298,761	12.7%	Transfer of surplus funds recommended by District and Structure & Bridge Division from the District SGR VDOT Bridge Balance Entry line item to fund a scheduled project.
K	Northern Virginia	HILLSBORO GAPWAY SHARED-USE PATH	111405	Northern Virginia	HILLSBORO GAVER MILL SHARED-USE PATH	113635	Local Funds for Enhancement Projects (NPL206), TAP Statewide (CF6100)	97,443	679,346	679,346	16.7%	Transfer of surplus funds recommended by District and Local Assistance Division from an underway project to a scheduled project.
L	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	RTE 250 - CONSTRUCT ROUNDABOUT	107081	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	19,467	3,416,249	3,416,250	0.6%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Highway Safety Balance Entry line item fund a scheduled project.
M	Statewide	STATEWIDE HPP DEALLOCATION BALANCE ENTRY	T21770	Richmond	#HB2.FY17 SB I95 Belvidere St Interchange Safety Improvement	109320	HPP - NHPP (HF1100), HPP - NHPP Soft Match (HF1101), HPP: Nat. Freight Pgm - Federal (HF1150), HPP: Nat. Freight Pgm - Soft Match (HF1151)	816,048	11,045,291	10,008,678	8.0%	Transfer of surplus funds recommended by District from the Statewide HPP Balance Entry line item to fund an award.
N	Richmond	#SGR Richmond - VDOT SGR Bridge - Balance Entry	T13914	Richmond	#SGR18VB - BRIDGE REHAB RT 657 OVER I-95	111297	SGR Bridge State (SSB700)	37,486	6,037,486	6,296,398	0.6%	Transfer of surplus funds recommended by District and Structure & Bridge Division from the District SGR VDOT Bridge Balance Entry line item to fund an award.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
O	Statewide	PRIMARY EXTENSIONS PROGRAM	T15494	Richmond	#SGR21LP - City of Hopewell Oaklawn Bvd	118477	CTB Formula - Paving for Primary Extensions (CS0170)	49,412	382,077	332,665	14.9%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Primary Extension Balance Entry line item to an award.
P	Statewide	PRIMARY EXTENSIONS PROGRAM	T15494	Richmond	#SGR22LP - 1153 E. WYTHE ST	118888	CTB Formula - Paving for Primary Extensions (CS0170)	7,295	458,248	450,953	1.6%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Primary Extension Balance Entry line item to fund an award.
Q	Culpeper, Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED; Rugby Avenue Shared Use Path	70466, 111393	Salem	Dick and Willie Passage, Phase 6A	107519	Local Funds for Enhancement Projects (NPL206), Local Match (NPL201), Project Contributions - Misc, TAP <5K (CF6700), TAP Statewide (CF6100)	52,499	2,189,750	2,189,750	2.5%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item and a scheduled project to fund a scheduled project.
R	Salem	SALEM DGP DEALLOCATION BALANCE ENTRY	T21767	Salem	#SMART18 - Safety Improvements to Rte 670 & Rte 834	111364	DGP - State (GS0100)	668,429	5,098,709	4,697,714	15.1%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund an award.
S	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Salem	FY 21 Unsignalized Intersections	117213	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	3,298	62,574	62,574	5.6%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Highway Safety Balance Entry line item to a completed project.
T	Statewide	STATEWIDE HPP DEALLOCATION BALANCE ENTRY	T21770	Staunton	#SMART18 - (St) I-81 EXIT 300 SOUTHBOUND ACCEL LANE EXT.	111054	HPP - State (HS0100)	750,741	9,286,037	9,395,200	8.8%	Transfer of surplus funds recommended by District from the Statewide HPP Balance Entry line item to fund an award.
U	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Statewide	Strategic Highway Rail Safety Action Plan - PE Only	118759	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	3,654	303,654	303,654	1.2%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Rail Safety Balance Entry line item to an underway project.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940
Agenda item # 13

**RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD
June 21, 2022
MOTION**

Made By:

Seconded By:

Action:

**Title: Six-Year Improvement Program and Rail and Public Transportation Allocations For
Fiscal Years 2023 – 2028**

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

WHEREAS, the Appropriations Act authorizes the Secretary and all agencies within the Transportation Secretariat to take all actions necessary to ensure that federal transportation funds are allocated and utilized for the maximum benefit of the Commonwealth; and

WHEREAS, the Board is required by Section 33.2-214 (B) and 33.2-221 (C) of the *Code of Virginia* to administer and allocate funds in the Transportation Trust Fund based on the most recent official Commonwealth Transportation Fund revenue forecast; and

WHEREAS, the Board is required by Section 33.2-221 (C) of the *Code of Virginia* to ensure that total funds allocated to any highway construction project are equal to total project expenditures within 12 months following completion of the project; and

WHEREAS, Sections 33.2-1526 and 33.2-1526.1 of the *Code of Virginia* authorize the Board to allocate funds for mass transit in accordance with the statutory formula set forth therein; and

WHEREAS, Section 58.1-1741 of the *Code of Virginia* sets aside funds for the Transportation Trust Fund and for the Washington Metropolitan Area Transit Authority; and

WHEREAS, Section 33.2-1526.4 of the *Code of Virginia* establishes the Commonwealth Rail Fund, providing that 93 percent of the Fund shall be distributed to the Virginia Passenger Rail Authority and the remaining 7 percent shall remain in the Fund for the Department of Rail and Public Transportation for planning purposes and for grants for rail projects not administered by the Virginia Passenger Rail Authority (VPRA); and the Department of Rail and Public Transportation may use

Resolution of the Board

Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2023 – 2028

June 21, 2022

Page 2 of 4

up to \$4 million of their portion for the purposes of the Shortline Railway Preservation and Development Fund pursuant to 33.2-1602; and

WHEREAS, Section 33.2-1602 of the *Code of Virginia* authorizes the Board to allocate funds from the Shortline Railway Preservation and Development Fund in accordance with Board established policies and procedures; and

WHEREAS, Section 33.2-1600 of the *Code of Virginia* requires the Board to administer and spend or commit such funds necessary for constructing, reconstructing, or improving industrial access railroad tracks and related facilities; and

WHEREAS, Section 33.2-358 of the *Code of Virginia* requires the Board to allocate funds for maintenance on the Interstate, Primary, Urban and Secondary Highway Systems; and

WHEREAS, Section 33.2-358 of the *Code of Virginia* requires the Board to allocate funds on and after July 1, 2021 for state of good repair purposes as set forth in Section 33.2-369, the High-Priority Projects Program established pursuant to Section 33.2-370, the Highway Construction District Grant Program established pursuant to Section 33.2-371; the Interstate Operations and Enhancement Program established pursuant to Section 33.2-372, and the Virginia Highway Safety Improvement Program established pursuant to Section 33.2-373; and

WHEREAS, Section 33.2-1527 of the Code of Virginia governs the allocation of funds in the Priority Transportation Fund; the moneys in this fund shall first be used for making debt service payments on bonds or obligations for which the Fund is expressly required for making debt service payments, to the extent needed; it is the desire of the Board that priority in the planned allocation of any remaining funds after meeting debt service requirements and then after existing project commitments, be provided to Transforming Rail in Virginia Initiative to expedite the completion of that effort through Phase 4; and

WHEREAS, the Final Six-Year Improvement Program for Fiscal Years 2023 through 2028 accounts for and includes allocations to projects selected through the Project Prioritization Process in accordance with the requirements of Section 33.2-214.4, and the Commonwealth Transportation Board's Policy for the Implementation of Performance Based State Transit Operating Allocation; and

WHEREAS, the Final Six-Year Improvement Program for Fiscal Years 2023 through 2028 accounts for and includes allocations to projects selected through the Project Prioritization Process in accordance with the requirements of Section 33.2-214.4, and the Commonwealth Transportation Board's Policy for the Implementation of State Transit Capital Prioritization (MERIT Prioritization Process); and

WHEREAS, the Final Six-Year Improvement Program for Fiscal Years 2023 through 2028 accounts for and includes allocations to projects selected for funding through the project selection processes developed in accordance with the State of Good Repair Program as set forth in Section 33.2-369, the High-Priority Projects Program established pursuant to Section 33.2-

Resolution of the Board

Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2023 – 2028

June 21, 2022

Page 3 of 4

370, the Highway Construction District Grant Program established pursuant to Section 33.2-371; the Interstate Operations and Enhancement Program established pursuant to Section 33.2-372, and the Virginia Highway Safety Improvement Program established pursuant to Section 33.2-373; and

WHEREAS, Section 33.2-202 of the *Code of Virginia* states that for a transportation project valued in excess of \$25 million that is located wholly within a single highway construction district, the Board shall hold at least one hearing in the highway construction district where such project being considered is located to discuss such project prior to a meeting at which a vote to program funds will be taken; and

WHEREAS, the Draft Six-Year Improvement Program for Fiscal Years 2023 through 2028 was made available for review and comment; and

WHEREAS, nine public meetings were held on April 25, 2022 for Fredericksburg, April 26, 2022 for Culpeper, April 28, 2022 for Richmond, May 2, 2022 for Staunton, May 3, 2022 for Lynchburg, May 4, 2022 for Northern Virginia, May 9, 2022 for Hampton Roads, May 11, 2022 for Bristol, and May 12, 2022 for Salem to receive public comments prior to the Board's adoption of a Final Six-Year Improvement Program; and

WHEREAS, the Board recognizes that all projects, whether public transportation, rail or highway, are appropriate for the efficient movement of people and freight and, therefore, for the common good of the Commonwealth; and

WHEREAS, after due consideration the Board has now developed a Final Fiscal Years 2023 through 2028 Six-Year Improvement Program; and

WHEREAS, pursuant to the Board's Systematic Review of Funding Policy, as amended on February 18, 2015, the Chief Financial Officers of VDOT and DRPT must annually certify that unused funds are timely reallocated and said certifications have been provided to the Board for FY 2022, attached hereto as Attachment A; and

NOW, THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board that the allocations of construction funds provided by Section 33.2-358, Maintenance and Operations funds, and Rail and Public Transportation funds in the Final Six-Year Improvement Program for Fiscal Years 2023 through 2028 are approved.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 for Interstate, Primary and Urban Highway Systems, and Rail and Public Transportation are approved.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Commissioner of Highways and the Director of the Department of Rail and Public Transportation are authorized to enter into agreements for respective programmed projects for Fiscal Year 2023 and prior within the Six-Year Improvement Program satisfactory to the Commissioner and the Director.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the transfers of previous allocations necessary to maximize the use of federal transportation funds as reflected in the Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028, are approved.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Commissioner, or his designee, is granted the authority to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 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 2023 through 2028 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

BE IT FURTHER RESOLVED, that the Director of the Department of Rail and Public Transportation, is authorized up to \$200,000 to reallocate funds among existing grants, to allocate additional funds to existing projects up to \$200,000 per grant, and to award additional federal and state funds for rail and public transportation projects up to \$200,000, and to deobligate funds from projects, as may be necessary to meet the goals of the Board; further, the Director is authorized to make changes to the scope of a Board approved grant as needed in order to accomplish the intended project and/or outcome; and

BE IT FURTHER RESOLVED, that the Commissioner and Director shall notify the Board on a monthly basis should such transfers or allocations be made.

BE IT FURTHER RESOLVED, that if such request for transfer of allocation exceeds the thresholds established herein, the Commissioner and Director shall bring such request to the Board on a monthly basis for their approval prior to taking any action to record or award such action.

CTB Decision Brief

**Six-Year Improvement Program and Rail and Public Transportation
Allocations For Fiscal Years 2023 – 2028**

Issue: Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program or SYIP) and allocations for anticipated projects and programs based on the most recent official revenue forecasts and debt management policy, and other funds available as set forth in the Final Fiscal Years 2023-2028 Six-Year Improvement Program in accordance with policy or statutory formula.

The Appropriations Act authorizes the Secretary and all agencies within the Transportation Secretariat to take all actions necessary to ensure that federal transportation funds are allocated and utilized for the maximum benefit of the Commonwealth. The Board is required to administer and allocate funds in the Transportation Trust Fund based on the most recent official Commonwealth Transportation Fund revenue forecast.

Priority Transportation Funds shall first be used for making debt service payments on bonds or obligations for which the Fund is expressly required for making debt service payments, to the extent needed. The Board will give priority in the allocation of any remaining funds after meeting debt service requirements and then after existing project commitments to Transforming Rail in Virginia Initiative to expedite the completion of that effort through Phase 4

Facts:

The CTB must adopt a Six-Year Improvement Program of anticipated projects and programs by July 1st of each year in accordance with Section 33.2-214 (B). The Program shall be based on the most recent official revenue forecasts and debt policy.

The Final Six-Year Improvement Program for Fiscal Years 2023-2028 accounts for and includes allocations to projects selected for funding through the project selection processes developed in accordance with the State of Good Repair Program as set forth in Section 33.2-369, the High-Priority Projects Program established pursuant to Section 33.2-370, the Highway Construction District Grant Program established pursuant to Section 33.2-371; the Interstate Operations and Enhancement Program established pursuant to Section 33.2-372, and the Virginia Highway Safety Improvement Program established pursuant to Section 33.2-373.

The Final Six-Year Improvement Program for Fiscal Years 2022 through 2027 accounts for and includes allocations to projects selected through the project prioritization process in accordance with the requirements of Section 33.2-214.4, and the Commonwealth Transportation Board's Policy for the Implementation of Performance Based State Transit Operating Allocation and the Board's Policy for the Implementation of State Transit Capital Prioritization (MERIT Prioritization Process).

CTB Decision Brief

Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2023 – 2028

June 21, 2022

Page 2 of 3

Pursuant to the Board’s Systematic Review of Funding Policy, as amended on February 18, 2015, the Chief Financial Officers of VDOT and DRPT must annually certify that unused funds are timely reallocated and said certifications are attached hereto as Attachment A.

Recommendations: VDOT and DRPT recommend the adoption of the Revised Program and that authority be granted to the Commissioner and Director, or their designees, to make transfers of allocations programmed to projects in the approved Program to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Program consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

The CTB shall receive a report on a monthly basis regarding any such transfers.

If a request for a transfer of allocation exceeds the thresholds above, the Commissioner and Director shall bring such request to the Board on a monthly basis for their approval prior to taking any action to record or award such action.

Priority Transportation Funds shall first be used for making debt service payments on bonds or obligations for which the Fund is expressly required for making debt service payments, to the extent needed. The Board will give priority in the allocation of any remaining funds after meeting debt service requirements and then after existing project commitments to Transforming Rail in Virginia Initiative to expedite the completion of that effort through Phase 4.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to adopt the Revised Six-Year Improvement Program of Construction funds, Maintenance and Operations funds, and Rail and Public Transportation funds for Fiscal Years 2023 through 2028, including approval of the transfers of previous allocations completed as part of the revision. The resolution will include authorization for the Commissioner and Director or their designees to make transfers of allocations programmed to projects in the Revised Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 necessary to release funds no longer needed for the delivery of the projects and to apply said funds to projects in the approved program needing funds, consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the thresholds identified above.

CTB Decision Brief

Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2023 – 2028

June 21, 2022

Page 3 of 3

The resolution will also express the Board's intent to allocate any remaining Priority Transportation Funds remaining after debt service requirements and existing project commitments to the completion of the Transforming Rail in Virginia Initiative through Phase 4.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: Given the need to have allocations available to continue and/or initiate projects and programs in the Program and Rail and Public Transportation allocations, the public expects the CTB to fulfill its statutory duty by approving the Revised Six-Year Improvement Program and Rail and Public Transportation allocations for Fiscal Years 2023 through 2028.

ATTACHMENT A



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

June 1, 2022

To: The Honorable Sheppard Miller III
Chairperson, Commonwealth Transportation Board

From: Laura Farmer 
Chief Financial Officer

Re: **Annual Certification - Reallocation of Unused Funds**

In accordance with the Systematic Review of Funding Policy approved by the Commonwealth Transportation Board (CTB) as amended on February 18, 2015, I hereby certify that, to the best of my knowledge, construction project funding balances for the Virginia Department of Transportation (VDOT) have been reviewed, and that allocations no longer needed for the project were reallocated as appropriate. Such reallocations were completed through the monthly transfers approved by the CTB during the year and through the annual update of the SYIP to be presented to the CTB in June 2022.

Project expenditures and allocations are reviewed throughout the year as part of ongoing processes, including VDOT's Project Closeout process, VDOT's Quarterly Financial Certification of projects, and the Federal Highway Administration's (FHWA) Financial Integrity Review and Evaluation process. We continue to take a proactive approach to ensure full utilization of available funds.

CC: CTB Members



COMMONWEALTH of VIRGINIA

Jennifer B. DeBruhl
Acting Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

(804) 786-4440
FAX (804) 225-3752
Virginia Relay Center
800-828-1120 (TDD)

DATE: May 25, 2022

TO: Commonwealth Transportation Board Members

FROM: Tanyea Darrisaw, Chief Financial Officer
Department of Rail and Public Transportation

SUBJECT: Annual Certification for Systematic Review of Funding Policy

The Department of Rail and Public Transportation (DRPT) performs its reconciliation process monthly and reports the results to CTB each quarter, identifying all unobligated funds by funding source. DRPT manages projects according to department policies that require each project to be systematically reviewed for potential closeout and with controls that include project-based budgeting, project end dates that are linked to the financial system expenditure process, automated system reporting of projects with no activity, and mandatory linking in the financial system of project budgets to revenue sources. DRPT must annually submit and certify the financial activity of each federal award in Financial Status Reports to the Federal Transit Administration and the Federal Railroad Administration.

I certify that adequate controls are in place for systematic project closeout and timely reallocation of unused funds.

A handwritten signature in black ink, appearing to read 'Tanyea Darrisaw'.

Tanyea Darrisaw
Chief Financial Officer

cc: Jennifer DeBruhl, Acting Director



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 14

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 21, 2022

MOTION

Made By: Seconded By: Action:

Title: Rail Industrial Access – Pittsylvania County

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

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

WHEREAS, Staunton River Plastics has submitted an application for RIA grant funds in the amount of \$450,000 toward construction of 2,129 feet of track to serve their facility in the County of Pittsylvania; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) has evaluated the project in accordance with the Board's RIA policy and, because the project scores 64 points, has recommended approval of the project; and

WHEREAS, the Board of Supervisors for the County of Pittsylvania, Virginia has, by resolution dated September 8, 2021, shown support for the application of up to \$450,000 in RIA funds for assistance in expanding track facilities to serve the Staunton River Plastics facility located in the County of Pittsylvania; and

WHEREAS, Norfolk Southern Railroad, by letter dated April 20, 2022, has indicated its support for the project and has agreed to serve the facility; and

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

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

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$450,000 of the RIA Fund be provided to construct approximately 2,129 linear feet of track subject to the following requirements:

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

#####

CTB Decision Brief
Rail Industrial Access Applicant
Location: County of Pittsylvania, Virginia
Staunton River Plastics

Summary: Staunton River Plastics has submitted an application for Rail Industrial Access grant funds in the amount of \$450,000 to construct a new rail spur at its Pittsylvania County facility. Staunton River Plastics specializes in plastic injected molded parts for the beauty, food/beverage, healthcare, and construction industries. This project was announced by Pittsylvania County in late 2021.

DRPT has evaluated the project in accordance with the CTB's Rail Industrial Access policy. The project scores 64 points. Projects must reach a 50 point threshold to receive a recommendation by DRPT staff. For this project:

- The Applicant plans 170 new rail carloads annually (the minimum threshold for carloads is ten annually).
- The Applicant commits to 101 new jobs.
- The Applicant's new 2,129 foot rail spur will divert approximately 2,326 trucks from Virginia highways per year.
- The plant is located north of Danville near Route 29.
- The total capital investment in the facility is estimated at \$16.5M.
- The total railroad track construction cost is estimated at \$650,000.
- Applicant is responsible for minimum 30% match toward rail costs.
- There will be a claw-back provision in the grant agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

Source of State Funds: FY 2022 Industrial, Airport, and Rail Access Fund

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

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

Options: Approve, Deny, or Defer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 15

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 21, 2022

MOTION

Made By: _____ Seconded By:

Action:

Title: Approval of Annual Safety Performance Targets for Calendar Year 2023

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

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

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

WHEREAS, various federal regulations were promulgated to address and set forth the requirements for, among other things, safety performance measures and targets relating to the Highway Safety Improvement Program (Safety Performance Regulations), including 23 CFR §§490.207 and 490.209, which require State Departments of Transportation and Metropolitan Planning Organizations to set targets for five safety related performance measures (Federal Safety Performance Targets); and

WHEREAS, 23 CFR §§490.207 and 490.209 require the state to set Federal Safety Performance Targets, which apply to all public roads, for the following five measures: number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries; and

WHEREAS, 23 CFR §490.209(a)(1) requires the targets established by the state Department of Transportation to be identical to the targets established by the State Highway Safety Office (represented by the Department of Motor Vehicles) and reported in the State's Highway Safety Plan for three common safety performance measures, namely number of fatalities, rate of fatalities per 100 million VMT, and number of serious injuries (Federal Safety Performance Targets); and

WHEREAS, in July 2018, the Board directed the Office of Intermodal Planning and Investment (OIPI), in consultation with the Virginia Department of Transportation (VDOT) and Department of Motor Vehicles (DMV), to develop a more rigorous data-driven methodology that will be used to establish targets for the Federal Safety Performance Measures; and

WHEREAS, in June 2019, the Board reaffirmed its July 2018 direction to OIPI, in consultation with VDOT and DMV, to continue development and improvement of the data-driven and statistical modeling for establishing Federal Safety Performance Targets; and

WHEREAS, a key finding from the data-driven analysis demonstrates that systemic and hybrid corridor safety projects—low-cost improvements, such as high-visibility signal backplates, crosswalks, and curve chevrons, flashing yellow left turn signals, and rumble strips, systemically spread on a roadway network— provide more potential crash reduction benefits for lower costs than do spot improvement projects; and

WHEREAS, pursuant to §33.2-373 of the Code of Virginia, it is the responsibility of the Board to establish the Virginia Highway Safety Improvement Program (the Program) to reduce motorized and non-motorized fatalities and severe injuries on highways in the Commonwealth, whether such highways are state or locally maintained; and

WHEREAS, pursuant to §33.2-373 of the *Code of Virginia*, the Board shall adopt an investment strategy to guide the investments of the Program, and the investment strategy shall cover a period of at least five years and seek to achieve a significant reduction in the anticipated

number of fatalities and severe injuries over the covered period and shall give priority to projects, strategies, and activities based on the expected reduction in fatalities and severe injuries relative to cost, including improvements that are widely implemented based on a high-risk roadway feature that is correlated with a particular crash type, rather than crash frequency; and

WHEREAS, in January 2022, the Board adopted the Virginia Highway Safety Investment Strategy directing continued deployment of proven systemic and hybrid safety countermeasures across the roadway network, including VDOT and locally-maintained facilities, and development of a behavioral safety program investment plan for the deployment of educational and enforcement countermeasures to address the behavioral causes of crashes in support of the Board’s desire to reduce serious injury, fatal, and non-motorized crashes; and

WHEREAS, OIPI, working collaboratively with VDOT, has for Calendar Year 2023, established proposed Federal Safety Performance Targets using a data-driven methodology and, where applicable, has coordinated with DMV and agreed on target setting methodologies to establish the proposed Federal Safety Performance Targets set out in Table A below, having complied with the safety target setting and reporting requirements set forth in 23 CFR §§ 490.207, 490.209, 490.213 and 924.15; and

WHEREAS, in accordance with 23 CFR §§ 490.207, 490.209, 490.213 and 924.15, targets for the MAP-21 performance measures relating to safety were to be established and first reported in August 2017 and must be established and reported by June 30 by DMV and August 31 by VDOT for each subsequent year; and

WHEREAS, in May 2022, the Board was presented with proposed Calendar Year 2023 Federal Safety Performance Targets set forth in Table A below, and

WHEREAS, OIPI, in consultation with VDOT and DMV, recommends adoption of the proposed Calendar Year 2023 Federal Safety Performance Targets set forth in Table A below:

Table A

Annual Federal Safety Performance Measures	2023 Target
Number of Fatalities	1,012
Rate of Fatalities per 100 million VMT	1.216
Number of Serious Injuries	7,465
Rate of Serious Injuries per 100 million VMT	8.971
Number of Non-Motorized Fatalities and Serious Injuries	662

WHEREAS, the Board finds the anticipated safety outcomes associated with the Federal Safety Performance Targets to be unacceptable, and to be consistent with the goals in Virginia’s 2022-2026 Strategic Highway Safety Plan to reduce fatalities and serious injuries by two percent a year, desires to achieve internal Aspirational Safety Performance Goals that seek reductions in all of the safety measures as set forth in Table B below:

Table B

Aspirational Safety Performance Goals	2023 Goals
Number of Fatalities	930
Rate of Fatalities per 100 million VMT	1.117
Number of Serious Injuries	7104
Rate of Serious Injuries per 100 million VMT	8.537
Number of Non-Motorized Fatalities and Serious Injuries	658

NOW THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves, for each of the safety performance measures referenced therein, the annual Federal Safety Performance Targets set forth in Table A for calendar year 2023 for submittal to the National Highway Transportation Safety Administration and the Federal Highway Administration.

BE IT FURTHER RESOLVED that the Commonwealth Transportation Board hereby declares its desire and intent that the Aspirational Safety Performance Goals set forth in Table B be achieved for calendar year 2023.

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board directs OIPI, working collaboratively with VDOT and DMV, to (i) evaluate and identify actionable strategies that will improve safety performance and reduce the number of fatal and serious injury crashes, (ii) evaluate how such strategies will help to achieve the Aspirational Safety Performance Goals, and (iii) present to the Board by no later than October 2022 the findings of the evaluation and recommended new strategies to be incorporated into the Highway Safety Program to shift the current upward trend and reduce fatal and serious injury crashes. Such evaluation shall consider administrative, policy, and legislative changes as well as behavioral and infrastructure investment strategies.

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CTB Decision Brief

Approval of Annual Safety Performance Targets for Calendar Year 2023

Issue: In accordance with §2.2-229 of the *Code of Virginia*, the Commonwealth Transportation Board (CTB) must approve measures and targets related to the performance of the Commonwealth's surface transportation network, including any performance measurement required by Title 23 or 49 of the United States Code. In accordance with 23 CFR §§490.207, 490.209, 490.213 and 924.15, targets for five federally mandated safety performance measures (Federal Safety Performance Targets) must be established annually and reported by August 31 of each year. CTB approval of the Office of Intermodal Planning and Investment (OIPI) with Virginia Department of Transportation's (VDOT) and Department of Motor Vehicle's (DMV) proposed Federal Safety Performance Targets is requested. Additionally, finding the anticipated safety outcomes associated with the Federal Safety Performance Targets to be unacceptable, CTB approval of Aspirational Safety Performance Goals is requested.

Facts: In 2012, Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) and, in 2015, the Fixing America's Surface Transportation (FAST) Act that mandated, and continued the mandate, respectively, for the establishment of performance management to transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming. One such national transportation goal focuses on safety and seeks to achieve a significant reduction in traffic fatalities and serious injuries on all roads. The remaining national transportation goals focus on infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

Pursuant to MAP-21 and the FAST Act, various federal regulations were promulgated to address and set forth the requirements for, among other things, safety performance measures and targets relating to the Highway Safety Improvement Program (Safety Performance Regulations), including 23 CFR §§490.207 and 490.209, which require State Departments of Transportation and Metropolitan Planning Organizations to set Federal Safety Performance Targets for five measures. Additionally, the Safety Performance Regulations require the State DOT and the State Highway Safety Office (represented in Virginia by the DMV) to establish identical targets for three of the five measures. Federal Safety Performance Targets were first established and reported in August 2017 for Calendar Year 2018 without CTB approval; however, with changes to §2.2-229 of the *Code of Virginia* that became effective on July 1, 2018, CTB approval is now required. DMV must establish and report its targets by June 30 of each year.

Pursuant to 23 CFR §490.211(c), FHWA annually evaluates whether VDOT has met or made significant progress toward meeting Safety Performance Targets. FHWA bases its determination on a 5-year average of actual results compared to a 5-year average of the VDOT's Safety Performance Targets. In April 2022, VDOT received the results of the annual FHWA determination of significant progress, which found that Virginia met or made significant progress toward meeting its Calendar Year 2020 Safety Performance Targets.

OIPI has coordinated and worked collaboratively with VDOT and DMV and agreed on target setting methodologies and proposed targets for Calendar Year 2023 in accordance with the reporting requirements and pursuant to development and publication of the Virginia Strategic Highway Safety Plan. The proposed annual targets for the five safety performance measures (Proposed Federal Safety Performance Targets) are set forth below in Table A:

Table A

Annual Safety Performance Measures	2023 Target
Number of Fatalities ¹	1,012
Rate of Fatalities per 100 million VMT ¹	1.216
Number of Serious Injuries ¹	7,465
Rate of Serious Injuries per 100 million VMT	8.971
Number of Non-Motorized Fatalities and Serious Injuries	662

The target setting methodology for Calendar Year 2023 meets the July 2018 CTB directive for OIPI, in consultation with VDOT and DMV, to develop a more rigorous data-driven methodology to establish targets for the Federal Safety Performance Measures. Statistical models were developed to project future performance based on a number of data variables and expected crash reductions from completed projects. The models were calibrated against past annual performance, or actual annual numbers of fatalities, serious injuries, and non-motorized fatalities and serious injuries. The rate measures are determined based on the predicted vehicle miles traveled in the target year.

Pursuant to §33.2-373 of the *Code of Virginia*, in January 2022 the CTB adopted the Virginia Highway Safety Investment Strategy directing continued deployment of proven system and hybrid safety countermeasures and the development of a behavioral safety program investment plan for the deployment of education and enforcement countermeasures. However, finding the anticipated safety outcomes associated with the Federal Safety Performance Targets to be unacceptable, the CTB desires to seek reductions in all of the safety measures and proposes establishment of internal goals (Aspirational Safety Performance Goals). The proposed Aspirational Safety Performance Goals are consistent with the Virginia's 2022-2026 Strategic Highway Safety Plan to reduce fatalities and serious injuries by two percent a year and are set forth below in Table B.

¹ Safety Performance Targets common to both VDOT and DMV

Table B

Aspirational Safety Performance Goals	2023 Goals
Number of Fatalities	930
Rate of Fatalities per 100 million VMT	1.117
Number of Serious Injuries	7104
Rate of Serious Injuries per 100 million VMT	8.537
Number of Non-Motorized Fatalities and Serious Injuries	658

Further, the CTB desires that the proposed Aspirational Safety Performance Goals be achieved for calendar year 2023 and directs OIPI, VDOT and DMV to (i) evaluate and identify actionable strategies that will improve safety performance and reduce the number of fatal and serious injury crashes, (ii) evaluate how such strategies will help achieve the Aspirational Safety Performance Goals, and (iii) present the results of the evaluation no later than October 2022 with a proposed approach necessary to shift the trends in fatal and severe injury crashes downward. Such evaluation shall consider administrative, policy, and legislative changes as well as behavioral and infrastructure investment strategies.

Recommendations: OIPI in consultation with VDOT recommends the approval of the Proposed Federal Safety Performance Targets and Aspirational Safety Performance Goals.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the Proposed Federal Safety Performance Targets and Aspirational Safety Performance Goals for Calendar Year 2023.

Result, if Approved: If approved, targets will be reported prior to the June 30 and August 31 deadlines.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda Item 16

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 21, 2022

MOTION

Made By: _____ Seconded By:

Action:

AUTHORIZING THE DEFEASANCE OF ALL OR A PORTION OF THE OUTSTANDING NORTHERN VIRGINIA TRANSPORTATION DISTRICT PROGRAM BONDS AND SETTING FORTH THE DETAILS AND PROVISIONS FOR THE REDEMPTION THEREOF

WHEREAS, pursuant to the State Revenue Bond Act, Sections 33.2-1700 et seq. of the Code of Virginia of 1950, as amended, the Commonwealth Transportation Board (the "Board") has previously issued its (a) Commonwealth of Virginia Transportation Revenue Refunding Bonds, Series 2012A (Northern Virginia Transportation District Program) (the "2012A Bonds") under a Master Agreement of Trust dated as of August 15, 1993, as previously supplemented and amended (the "Master Agreement of Trust"), between the Board and U.S. Bank Trust Company, National Association, as successor trustee (the "Trustee") and a Twelfth Supplemental Agreement of Trust dated as of February 1, 2012 (the "Twelfth Supplement") between the Board and the Trustee, (b) Commonwealth of Virginia Transportation Revenue Refunding Bonds, Series 2016B (Northern Virginia Transportation District Program) (the "2016B Bonds") under the Master Agreement of Trust and a Fourteenth Supplemental Agreement of Trust dated as of February 1, 2016 (the "Fourteenth Supplement") and (c) Commonwealth of Virginia Transportation Revenue Refunding Bonds, Series 2019A (Northern Virginia Transportation District Program) (the "2019A Bonds") under the Master Agreement of Trust and a Sixteenth Supplemental Agreement of Trust dated as of May 1, 2019 (the "Sixteenth Supplement" and the Master Agreement of Trust as supplemented and amended by the Twelfth Supplement, the Fourteenth Supplement and the Sixteenth Supplement, the "Master Agreement") between the Board and the Trustee.

WHEREAS, the Board has determined that it is desirable to defease and/or redeem all or a portion of the 2012A Bonds, the 2016B Bonds and the 2019A Bonds.

Resolution of the Commonwealth Transportation Board
Authorizing the Defeasance of all or a Portion of the Outstanding
Northern Virginia Transportation District Program Bonds and
Setting Forth the Details and Provisions for the Redemption Thereof
June 21, 2022
Page 2 of 2

**NOW THEREFORE, BE IT RESOLVED BY THE COMMONWEALTH
TRANSPORTATION BOARD:**

1. **Defeasance Authorized.** The defeasance of all or a portion of the 2012A Bonds, the 2016B Bonds and the 2019A Bonds (collectively, the "Targeted Bonds"), is authorized and approved. The Targeted Bonds may be defeased all at one time or in portions from time to time. The Targeted Bonds shall be defeased to the applicable maturity date or any available call date specified by the Chairperson and are authorized to be called for redemption on any available call date specified by the Chairperson in accordance with the Master Agreement. The Chairperson is authorized to select the particular Targeted Bonds to be defeased and/or redeemed and the redemption dates for the selected Targeted Bonds.

2. **Transfer of Funds.** The Chairperson is authorized to apply, at one time or from time to time, amounts in the Northern Virginia Transportation District Fund sufficient to defease the Targeted Bonds to the redemption or maturity of the Targeted Bonds or to transfer any of such amounts to the Trustee or an escrow agent selected by the Chairperson to defease and/or redeem the Targeted Bonds in accordance with the terms of this Resolution and the Master Agreement. The Chairperson is authorized to engage escrow agents and verification agents as may be necessary or desirable, in the opinion of the Chairperson, to effect the defeasance and/or redemption of the Targeted Bonds in accordance with the terms of this Resolution.

3. **Approval of Escrow Agreement.** If the Chairperson deems it necessary or desirable to effect the defeasance and/or redemption of any selected Targeted Bonds, the Chairperson is authorized to execute and deliver on behalf of the Board an Escrow Agreement between the Board and such escrow agent to be selected by the Chairperson, and such Escrow Agreement may be approved by the Chairperson, whose approval will be evidenced conclusively by the execution and delivery of such document. The Board hereby authorizes each officer of the Board to execute and deliver on behalf of the Board such other instruments, documents or certificates, and to do and perform such other things and acts, as he or she deems necessary or appropriate to carry out the transactions authorized by this Resolution or contemplated by the Targeted Bonds or the Master Agreement, including without limitation to procure and/or negotiate investments and investment contracts related to the defeasance of the Targeted Bonds, and all of the foregoing, previously done or performed by any such officer of the Board, are in all respects approved, ratified and confirmed.

4. **Effective Date.** This Resolution will take effect immediately.

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 17

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 21, 2022

MOTION

Made By: _____ Seconded By: _____

Action: _____

AUTHORIZING THE ISSUANCE AND SALE OF REVENUE REFUNDING BONDS

WHEREAS, Section 33.2-1727 of the Code of Virginia of 1950, as amended (the "Virginia Code"), authorizes the Commonwealth Transportation Board (the "Board") to issue revenue refunding bonds to refund any revenue bonds issued pursuant to the State Revenue Bond Act, Sections 33.2-1700 et seq. of the Virginia Code (the "Act"); and

WHEREAS, the Board proposes to authorize the issuance of one or more series of revenue refunding bonds (the "Bonds") to refund, redeem and/or defease some or all of the revenue bonds, notes or other obligations previously issued by the Board (the "Outstanding Bonds");

NOW THEREFORE, BE IT RESOLVED BY THE COMMONWEALTH TRANSPORTATION BOARD:

1. Authorization of Bonds. The Board determines that it is in the best interest of the Commonwealth to authorize the issuance of Bonds to refund, redeem and/or defease some or all of the Outstanding Bonds pursuant to the criteria set forth in this Paragraph 1 (the Outstanding Bonds to be refunded, redeemed and/or defeased shall be referred to as the "Refunded Bonds"). The Board authorizes the issuance and sale of the Bonds in one or more series from time to time, pursuant to the following terms and conditions: (a) the minimum debt service savings threshold for any series of Bonds shall

Resolution of the Commonwealth Transportation Board
Authorizing the Issuance and Sale of
Revenue Refunding Bonds
June 21, 2022
Page 2 of 5

be (i) no less than three percent (3%) savings on a present value basis compared to the existing debt service on the Refunded Bonds or (ii) such other threshold as may be approved by the Treasury Board of the Commonwealth (the "Treasury Board"); and (b) the fiscal year in which occurs the final maturity date of the Bonds of any series shall be no later than the fiscal year in which occurs the final maturity date of the respective Refunded Bonds. The Chairperson of the Board (the "Chairperson"), in collaboration with the Board's financial advisor (the "Financial Advisor"), is authorized from time to time to (a) review the terms of the Outstanding Bonds, (b) determine which Outstanding Bonds may be refunded under the criteria set forth in this Paragraph 1 and (c) select the Refunded Bonds. For each Refunded Bond so selected, the Chairperson shall prepare a memorandum identifying the Refunded Bonds and setting forth the proposed terms and structure of the Bonds, including details demonstrating that the Bonds are expected to satisfy the criteria set forth in this Paragraph 1. Such memorandum shall be submitted to the Board and to the Treasury Board. The submission of such memorandum plus a copy of this Resolution shall constitute notice to the Treasury Board of the Board's intention to issue such Bonds.

2. Limited Obligations. The Bonds shall be limited obligations of the Board, payable from and secured by such revenues and property as were pledged to the respective Refunded Bonds, plus such funds or accounts as may be established and pledged for such purpose pursuant to the respective indenture, trust agreement or other authorizing document. Nothing in this Resolution or the Bonds shall be deemed to create or constitute a debt or a pledge of the faith and credit of the Commonwealth or any political subdivision thereof.

3. Determination of Details of Bonds. The Board authorizes the Chairperson, subject to the criteria set forth in Paragraph 1, to determine the details of the Bonds, including without limitation the aggregate principal amount, the maturity schedule, the interest rates, the redemption provisions, the sale date, the sale price and the reoffering prices.

4. Sale of Bonds. The Board authorizes the Chairperson to solicit and consider proposals for a negotiated sale of any series of Bonds and to negotiate the terms of such sale. The Chairperson is authorized to execute and deliver a purchase contract or agreement reflecting such proposal; provided that no such purchase contract or agreement may be executed prior to approval of the particular series of Bonds by resolution of the Treasury Board. Alternatively, if determined by the Chairperson to be in the best interest of the Commonwealth, the Chairperson is also authorized to sell any series of Bonds pursuant to a competitive sale, private placement or direct bank placement and to prepare and to publish and/or distribute a Notice of Sale or Request for Proposals in connection therewith; provided, however that no Notice of Sale or Request

Resolution of the Commonwealth Transportation Board
Authorizing the Issuance and Sale of
Revenue Refunding Bonds
June 21, 2022
Page 3 of 5

for Proposals authorized hereunder may be distributed prior to the approval of the particular series of Bonds by resolution of the Treasury Board.

5. Preliminary Official Statement. The Board authorizes the Chairperson, in collaboration with the staff of the Virginia Department of Transportation (the "Department") and the Financial Advisor, to prepare a Preliminary Official Statement (a "POS") in connection with the offering of each series of Bonds authorized hereunder. The Board authorizes the Chairperson to deem the POS to be final for purposes of Securities and Exchange Commission Rule 15c2-12 (the "Rule") and to approve the distribution thereof; provided, however that no POS authorized hereunder may be distributed prior to approval of the particular series of Bonds by resolution of the Treasury Board.

6. Official Statement. The Board authorizes and directs the Chairperson, in collaboration with the Department staff, Bond Counsel and the Financial Advisor, to complete the POS as an official statement in final form (the "Official Statement") to reflect the provisions of the executed purchase contract or the winning bid, as appropriate, for the purchase and sale of each series of the Bonds. The Board authorizes the Chairperson to execute the Official Statement, which execution shall constitute conclusive evidence of approval of the Official Statement on behalf of the Board and that it has been deemed final within the meaning of the Rule. The Board authorizes and directs the Department staff to arrange for delivery to the underwriters or winning bidders, as appropriate, within seven business days after the date thereof, of a sufficient number of copies of the Official Statement, for the underwriters or winning bidders to distribute copies to each potential investor requesting a copy and to each person to whom the underwriters or winning bidders initially sell Bonds. The Board authorizes and approves the distribution by the underwriters or winning bidders of the Official Statement as executed.

7. Financing Documents. The Board authorizes and directs the Chairperson to prepare and execute any supplemental or amendatory indentures or trust agreements, escrow agreements and any other documents necessary or desirable to effect the issuance of the particular series of Bonds and the refunding of the particular Refunded Bonds.

8. Execution and Delivery of Bonds. The Board authorizes and directs the Chairperson and the Secretary of the Board to have the Bonds prepared and to execute the Bonds in accordance with the respective indenture, trust agreement or other authorizing document executed in connection with the Bonds and/or the Refunded Bonds, to deliver them to the trustee for authentication if required and to cause the Bonds

Resolution of the Commonwealth Transportation Board
Authorizing the Issuance and Sale of
Revenue Refunding Bonds
June 21, 2022
Page 4 of 5

so executed and authenticated to be delivered to or for the account of the underwriters, winning bidders or other purchasers upon payment of the purchase price therefore, all in accordance with the executed purchase contract or notice of sale, as appropriate.

9. Continuing Disclosure. The Board covenants to undertake ongoing disclosure and to provide "annual financial information" and "material event notices" for the benefit of holders of Bonds issued hereunder, to assist the underwriters or the winning bidders, as appropriate, in complying with the Rule, including executing and delivering a Continuing Disclosure Agreement in connection with each issuance of Bonds hereunder. The Board authorizes and directs the Chairperson to execute the Continuing Disclosure Agreement in substantially the form previously provided in similar financings, with such completions, omissions, insertions and changes as the Chairperson may approve, as appropriate. The Chief Financial Officer of the Department may be designated as the Dissemination Agent under any Continuing Disclosure Agreement executed hereunder.

10. Authorization of Further Action. The Board authorizes the Department staff (a) to request the Treasury Board to approve the terms and structure of the Bonds authorized hereunder in accordance with Section 2.2-2416(7) of the Virginia Code and the Act, (b) to request the Governor of the Commonwealth to approve issuance of the Bonds authorized hereunder in accordance with the Act, (c) if determined by Department staff to be cost beneficial, to procure and negotiate a commitment for a bond insurer to issue municipal bond insurance with respect of some or all of the Bonds, and to execute such commitment together with any other documents related to such insurance, and (d) to procure and/or negotiate investments and investment contracts for any of the proceeds of the Bonds or the Refunded Bonds. The Board further authorizes the Chairperson to execute and deliver all documents and certificates and to take all such further action as the Chairperson may consider necessary or desirable in connection with the issuance and sale of the Bonds authorized hereunder, including without limitation (a) the execution and delivery of a certificate setting forth the expected use and investment of the proceeds of the Bonds and Refunded Bonds to show that such expected use and investment will not violate the provisions of Section 148 of the Internal Revenue Code of 1986, as amended (the "Tax Code"), and the Treasury Regulations hereunder applicable to "arbitrage bonds" and (b) providing for the rebate of any "arbitrage rebate amounts" earned on investment of proceeds of the Bonds and Refunded Bonds to the United States. The Chairperson is further authorized to make on behalf of the Board such elections under the Tax Code and the applicable Treasury Regulations with respect to any series of the Bonds or any Refunded Bonds as the Chairperson may deem to be in the best interest of the Commonwealth in consultation with bond counsel to the Board and the Financial Advisor.

11. Report of Chairperson. Within sixty days following each date of issuance of Bonds, the Chairperson shall submit a written report to the Board (a) identifying the Refunded Bonds actually refunded, (b) describing the final terms and conditions of such Bonds and (c) demonstrating that each of the criteria set forth in Paragraph 1 above was satisfied with respect to such Bonds.

12. Authorizations and Directions to Certain Officers. Any authorization or direction to the Chairperson or the Secretary under this Resolution shall also be deemed to be an authorization or a direction to the Vice-Chairperson or an Assistant Secretary, respectively, the Commissioner of Highways, and any officer or employee of the Board or the Department designated for such purpose by the Chairperson or Secretary.

13. Effective Date. Termination. This Resolution shall be effective immediately. The authority to issue Bonds pursuant to this Resolution shall terminate on June 30, 2024.

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 18

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 21, 2022

MOTION

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

Action: _____

Approval of Final Report Pursuant to Item 447.10 (Transportation Initiatives) of the 2021 Appropriations Act

WHEREAS, Chapter 552 (the Appropriations Act), enacted during the 2021 Special Session 1 of the General Assembly, included Item 447.10 providing one-time appropriations for certain Transportation Initiatives; and

WHEREAS, more specifically, funds appropriated in Item 447.10 represent one-time federal funds, one-time general funds and uncommitted state funds in special programs for economic development and access purposes from previous fiscal years and include:

- \$233,400,000 in the first year in public funds made available for Highway Infrastructure Programs by the Coronavirus Response and Relief Supplemental Appropriations Act (P.L. 116-260),
- \$20,000,000 in the first year out of uncommitted balances in the Transportation Partnership Opportunity Fund established pursuant to § [33.2-1528.1](#),
- \$15,000,000 in the first year in uncommitted balances previously allocated for Financial Assistance for Planning, Access Road, and Special Projects (60704), and
- \$55,000,000 in the second year from the general fund; and

WHEREAS, Item 447.10 provides that the foregoing funds shall be used by the Commonwealth Transportation Board (Board) to support certain transportation initiatives as follows:

Resolution of the Board

Approval of Final Report Pursuant to Item 447.10 of the 2021 Appropriations Act

June 21, 2022

Page 2 of 3

1. Up to \$83,500,000 shall be transferred to extend intercity passenger rail service from Roanoke, Virginia to the Blacksburg-Christiansburg, Virginia area and increase the frequency of intercity passenger rail service along the I-81/Route 29 Corridor from Washington, DC;
2. Up to \$83,500,000 shall be transferred to improve commuter rail service on the Virginia Railway Express Manassas Line;
3. Up to \$93,100,000 shall be transferred to/used for improvements to the Interstate 64 Corridor as follows: (i) to provide any amounts necessary to complete the funding plan for the Hampton Roads Express Lanes as identified in the Master Agreement for Development and Tolling of the Hampton Roads Express Lanes Network, and (ii) any remaining amounts to improve Interstate 64 between exit 205 and exit 234 as determined by the Commonwealth Transportation Board;
4. Up to \$32,400,000 shall be transferred as necessary to ensure the Commonwealth can provide its share of the dedicated regional funding for the Washington Metropolitan Area Transit Authority for fiscal year 2022 to be deposited into the Washington Metropolitan Area Transit Authority Capital Fund (60905) established pursuant to § [33.2-3401](#), and any amounts remaining after that shall be provided to the Northern Virginia Transportation Commission to reduce the fiscal year 2022 operational obligations of its member jurisdictions, based on the current formula, to Metrorail, Metrobus and MetroAccess services;
5. Up to \$10,000,000 shall be transferred for regional trails to support the planning, development and construction of multi-use trails with priority given by the Board to developing new regional trails, to projects to improve connectivity of existing trail networks, and to geographic diversity in the use of such funds;
6. Up to \$10,900,000 shall be transferred and used for purposes set forth in subsection F of § 33.2-1526.1:2, to establish pilot programs for fare-free transit with urban and rural transit providers, and an amount not to exceed \$900,000 may be used to study transit equity and modernization in the Commonwealth; and,
7. Up to \$10,000,000 shall be transferred for a connected infrastructure redevelopment demonstration program within and adjacent to the Virginia Tech campus in the City of Falls Church; and

WHEREAS, Item 447.10 further provides that the Board shall provide a final report to the Governor and the General Assembly on the use of the funds provided by this item no later than June 30, 2022; and

Resolution of the Board

Approval of Final Report Pursuant to Item 447.10 of the 2021 Appropriations Act

June 21, 2022

Page 3 of 3

WHEREAS, during the June Workshop, a presentation as well as a draft Transportation Initiatives Final Report (Attachment A) was provided to the Board regarding the use of funds pursuant to Item 447.10 thus far, and approval of the Final Report is sought.

NOW THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the Transportation Initiatives Final Report attached hereto as Attachment A and authorizes the Secretary of Transportation, as Chair of the Board, to submit the report to the Governor and the General Assembly, with such changes as the Secretary deems appropriate.

####

CTB Decision Brief
Approval of Final Report Pursuant to Item 447.10 (Transportation Initiatives) of the
2021 Appropriations Act

Issue: Chapter 552 (the Appropriations Act), enacted during the 2021 Special Session 1 of the General Assembly, included Item 447.10, providing one-time appropriations of funds, and directing that the Commonwealth Transportation Board use the appropriated funds, for certain Transportation Initiatives. Item 447.10 further provides that the Board is to provide a final report to the Governor and the General Assembly on the use of the funds provided by the Item no later than June 30, 2022 (Transportation Initiatives Final Report). Approval of, and authority for the Secretary of Transportation to submit, the Transportation Initiatives Final Report is sought.

Facts: Funds appropriated in Item 447.10 represent one-time federal funds, one-time general funds and uncommitted state funds in special programs for economic development and access purposes from previous fiscal years and include:

- \$233,400,000 in the first year in public funds made available for Highway Infrastructure Programs by the Coronavirus Response and Relief Supplemental Appropriations Act (P.L. 116-260),
- \$20,000,000 in the first year out of uncommitted balances in the Transportation Partnership Opportunity Fund established pursuant to § [33.2-1528.1](#),
- \$15,000,000 in the first year in uncommitted balances previously allocated for Financial Assistance for Planning, Access Road, and Special Projects (60704), and
- \$55,000,000 in the second year from the general fund; and

Item 447.10 requires that the foregoing funds be used by the Commonwealth Transportation Board (Board) to support certain transportation initiatives as follows:

1. Up to \$83,500,000 shall be transferred to extend intercity passenger rail service from Roanoke, Virginia to the Blacksburg-Christiansburg, Virginia area and increase the frequency of intercity passenger rail service along the I-81/Route 29 Corridor from Washington, DC;
2. Up to \$83,500,000 shall be transferred to improve commuter rail service on the Virginia Railway Express Manassas Line;
3. Up to \$93,100,000 shall be transferred to/used for improvements to the Interstate 64 Corridor as follows: (i) to provide any amounts necessary to complete the funding plan for the Hampton Roads Express Lanes as identified in the Master Agreement for Development and Tolling of the Hampton Roads Express Lanes Network, and (ii) any remaining amounts to improve Interstate 64 between exit 205 and exit 234 as determined by the Commonwealth Transportation Board;
4. Up to \$32,400,000 shall be transferred as necessary to ensure the Commonwealth can provide its share of the dedicated regional funding for the Washington Metropolitan Area Transit Authority for fiscal year 2022 to be deposited into the Washington Metropolitan Area Transit Authority Capital Fund (60905) established pursuant to § [33.2-3401](#), and

any amounts remaining after that shall be provided to the Northern Virginia Transportation Commission to reduce the fiscal year 2022 operational obligations of its member jurisdictions, based on the current formula, to Metrorail, Metrobus and MetroAccess services;

5. Up to \$10,000,000 shall be transferred for regional trails to support the planning, development and construction of multi-use trails with priority given by the Board to developing new regional trails, to projects to improve connectivity of existing trail networks, and to geographic diversity in the use of such funds;
6. Up to \$10,900,000 shall be transferred and used for purposes set forth in subsection F of § [33.2-1526.1:2](#), to establish pilot programs for fare-free transit with urban and rural transit providers, and an amount not to exceed \$900,000 may be used to study transit equity and modernization in the Commonwealth; and,
7. Up to \$10,000,000 shall be transferred for a connected infrastructure redevelopment demonstration program within and adjacent to the Virginia Tech campus in the City of Falls Church.

During the June Workshop, a presentation, as well as a draft Transportation Initiatives Final Report (Attachment A), was provided to the Board regarding the use of funds pursuant to Item 447.10 thus far, and approval of the Final Report is sought.

Recommendations: It is recommended that the Board approve the Transportation Initiatives Final Report attached hereto as Attachment A and authorize the Secretary of Transportation, as Chair of the Board, to submit the report to the Governor and the General Assembly, with such changes as the Secretary deems appropriate.

Action Required by CTB: A majority of the Board must approve the Transportation Initiatives Final Report and authorize its submission to the Governor and General Assembly. A resolution will be provided for the Board's consideration.

Result if Approved: The Transportation Initiatives Final Report will be finalized and submitted to the Governor and General Assembly

Options: Approve, Deny, or Defer.

Public Comments/Reactions: N/A.

June 30, 2022

The Honorable Glenn Youngkin
Members of the Virginia General Assembly

Dear Ladies and Gentlemen:

Item 447.10 of Chapter 552 of the 2021 Special Session I Acts of the Assembly provided a total of \$323.4 million in one-time federal funds, one-time general funds, and uncommitted state funds in special programs for economic development and access purposes from previous fiscal years as follows:

- \$233.4 million in public funds made available for Highway Infrastructure Programs by the Coronavirus Response and Relief Supplemental Appropriations Act (P.L. 116-260);
- \$20.0 million out of uncommitted balances in the Transportation Partnership Opportunity Fund established pursuant to § 33.2-1528.1 of the *Code of Virginia*;
- \$15.0 million in uncommitted balances previously allocated for Financial Assistance for Planning, Access Road, and Special Projects (60704); and
- \$55.0 million in the second year from the general fund.

In accordance with Item 447.10 of Chapter 552, I am writing to provide a final report on the use of funds as directed by this item. The Commonwealth Transportation Board (CTB) included these funds in its FY 2022-2027 Commonwealth Transportation Fund (CTF) Six-Year Financial Plan (SYFP) approved in June 2021, thereby incorporating the funds into its budget for the prescribed uses. The following information details the directed uses of these funds pursuant to Item 447.10 B of Chapter 552, as well as the current status and use of the funds.

Item 447.10 B.1

Item 447.10 B.1 provided that up to \$83.5 million shall be transferred to Item 443 to extend intercity passenger rail service from Roanoke, Virginia to the Blacksburg-Christiansburg, Virginia area and increase the frequency of intercity passenger rail service along the I-81/Route 29 Corridor from Washington, DC. The FY 2022-2027 CTF SYFP provided \$83.5 million to the Department of Rail and Public Transportation (DRPT) for this purpose. The appropriated funds have been used to support the following actions:

The Honorable Glenn Youngkin
Members of the Virginia General Assembly
June 30, 2022

- Legal agreements with Norfolk Southern (NS) were finalized in January. Financial Close is expected in June 2022 after environmental, survey, title work, and federal clearance are complete.
- Service expansion for the Roanoke route was announced in 2021 and the NS agreement allows a second Roanoke train in summer 2022 after the financial close.
- Both Roanoke trains will be extended to the New River Valley (NRV) after infrastructure projects are complete. Forecast of 80,000 annual net new rides along the whole NRV Corridor.
- The Virginia Passenger Rail Authority (VPRA) began the New River Valley Passenger Rail Station Feasibility Study in the fall of 2021 to examine station locations to construct a new passenger rail platform in the New River Valley and as a result, two potential sites have been identified in Christiansburg near the Uptown Christiansburg Mall site.

Item 447.10 B.2

Item 447.10 B.2 provided that up to \$83.5 million shall be transferred to Item 442 to improve commuter rail service on the Virginia Railway Express (VRE) Manassas Line. The FY 2022-2027 CTF SYFP provided \$83.5 million to DRPT for this purpose. VPRA and VRE are working with Norfolk Southern to reach agreement for expanded VRE services on the Manassas Line. Improvements to service are anticipated to include up to four new round trips by 2026, including late night and weekend service.

Item 447.10 B.3

Item 447.10 B.3 provided that up to \$93.1 million shall be transferred to Item 447 for improvements to the Interstate 64 Corridor as follows: (i) to provide any amounts necessary to complete the funding plan for the Hampton Roads Express Lanes as identified in the Master Agreement for Development and Tolling of the Hampton Roads Express Lanes Network (HRELN) executed pursuant to Chapter 703 of the 2020 Acts of Assembly, and (ii) any remaining amounts to improve Interstate 64 between exit 205 and exit 234 as determined by the CTB.

The 2022-2027 CTF SYFP provided \$93.1 million for the specified purpose. Pursuant to Item 447.10 F, the CTB may not distribute any funds for the HRELN until an updated traffic and revenue modeling considering summer weekend traffic volumes is completed. The appropriated funds have been used to support the following actions:

- The required traffic and revenue modeling was completed and identified that the appropriated funding is needed to support completion of the HRELN.
- The CTB approved the \$93.1 million allocation of this funding to HREL Segment 1A, located in the City of Norfolk between Patrol Bridge Road and Tidewater Drive, at its May 2022 meeting. The project was advertised in April 2022 with award scheduled for October 2022.

Item 447.10 B.4

Item 447.10 B.4 provided that up to \$32.4 million shall be transferred to Item 442 with an amount necessary to ensure the Commonwealth can provide its share of the dedicated regional funding for the Washington Metropolitan Area Transit Authority (WMATA) for fiscal year 2022 to be deposited into the Washington Metropolitan Area Transit Authority Capital Fund (60905) established pursuant to § 33.2-3401 of the *Code of Virginia* and any amounts remaining after that shall be provided to the Northern Virginia Transportation Commission (NVTC) to reduce the fiscal year 2022 operational obligations of its member jurisdictions, based on the current formula, to Metrorail, Metrobus and MetroAccess services. The appropriated funds have been used to support the following actions:

- The FY 2022-2027 CTF SYFP provided \$32.4 million in FY 2022 for this purpose and the funds have been transferred to DRPT.
- The CTB subsequently allocated \$22,397,000 of the \$32.4 million in the FY 2022-2027 Six-Year Improvement Program (SYIP) to fully fund the \$154.5 million of WMATA Dedicated Funding for FY 2022.
- The remaining \$10,003,000 will be allocated between WMATA and NVTC in the fourth quarter of FY 2022 based on actual revenue collections for the WMATA Dedicated Funding sources.

Item 447.10 B.5

Item 447.10 B.5 provided that up to \$10.0 million shall be transferred to Item 447 for regional trails to support the planning, development and construction of multi-use trails with priority given by the CTB to developing new regional trails, to projects to improve connectivity of existing trail networks, and to geographic diversity in the use of such funds. The appropriated funds have been used to support the following actions:

- The FY 2022-2027 CTF SYFP provided \$10.0 million for this purpose.
- Pursuant to the requirements of the Appropriation Act, the Office of Intermodal Planning and Investment (OIPI) convened a working group to identify trails, undertake a master planning process, and complete a funding needs assessment.
- The required report was submitted to the General Assembly in January 2022 and a multi-use trails policy briefing was presented to the CTB in January 2022.

Item 447.10 B.6

Item 447.10 B.6 provided that up to \$10.9 million shall be transferred to Item 442 and used for purposes set forth in subsection F of § 33.2-1526.1:2 of the *Code of Virginia*, to establish pilot programs for fare-free transit with urban and rural transit providers, and an amount not to exceed \$900,000 may be used to study transit equity and modernization in the Commonwealth. The appropriated funds have been used to support the following actions:

- The FY 2022-2027 CTF SYFP provided \$10.9 million for this purpose.

The Honorable Glenn Youngkin
Members of the Virginia General Assembly
June 30, 2022

- The DRPT FY 2022-2027 SYIP includes a total of \$39.6 million dedicated to zero and reduced fare programming (which includes the \$10.9 million provided under the Appropriation Act).
- Six zero/reduced fare pilot projects have been approved by CTB for implementation.
- The HJ 542 Virginia Transit Equity and Modernization study is underway. The Interim Study Report was completed in December 2021 and the Final Study Report will be completed no later than August 2022.

Item 447.10 B.7

Item 447.10 B.7 provided that up to \$10.0 million shall be transferred to Item 447 for a connected infrastructure redevelopment demonstration program within and adjacent to the Virginia Tech campus in the City of Falls Church. The appropriated funds have been used to support the following actions:

- The FY 2022-2027 CTF SYFP provided \$10.0 million for this purpose.
- Planning for this program began mid-October 2021 and the convened working group developed a statement of work to deliver the demonstration program. Examples of work to be executed include smart intersections; smart parking and payment system(s); adaptive lighting; and data exchange, management, and evaluation system(s) to support planning, design, and decision making. To date, approximately \$274,000 expended on planning effort, with the balance to be dedicated to development and construction of program components.
- VDOT and the City of Falls Church are currently engaged to execute the necessary project administration agreements to begin project development and delivery.

I appreciate the support of the General Assembly in appropriating these funds for important transportation initiatives in the Commonwealth and the opportunity to present this report on behalf of the Commonwealth Transportation Board.

Respectfully,

W. Sheppard Miller, III

H02
0220-044-046, B649

Henry County

The purpose of this project is to completely reconstruct the northbound bridge on Rte. 220 business over Reed Creek in Henry County. The new bridge will consist of a composite concrete deck on top of steel beams with the CPSR railings. The new bridge will be constructed on the current alignment and construction will be phased to maintain traffic in the northbound direction.

This project is eligible for federal funding and is on the Primary system. The inclusion of dedicated pedestrian or bicycle facilities was investigated and there were no recommendations, however a 10 ft. wide shoulder was provided to act as an accommodation. This project has been reviewed by the Environmental Division to determine applicable permits required. Work will be completed utilizing temporary construction easements which have already been cleared. Utility impacts have been investigated and all necessary relocations will be completed per the special provision in the contract.

Fixed Completion Date: September 13, 2024

H14
BR8B-968-636, N501

Staunton District-wide

This contract is used as a tool to keep the inventory of Staunton District bridges structurally sound by performing repairs and preventive maintenance activities as conditions warrant. Bridge maintenance activities will be performed to extend the service life of the bridges and to correct conditions that require immediate attention. The work performed as part of this contract is an attempt to avoid a need for major rehabilitation in the future. The work will include corrective/restorative actions along with maintenance measures including, but not limited to, replacing joint sealers, reconstruction of expansion joints, deck slab closures, and hydro-demolition and deck overlays. The scope of the repairs for individual structures are mainly top of deck repairs. Some structures may be repaired in less than one day, while others could potentially take weeks. Some of this work will require crews to be on the bridge decks during the repairs. Therefore, intermittent lane closures will be required and the traveling public can expect occasional delays due to these closures.

Fixed Completion Date: September 30, 2024

Bid Amount: Less Than 5 Million

COMMISSIONER'S BALLOT

Report created on : 5/31/22

Letting Date: 5/25/2022

AWARD

URBAN

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
H02	110599	FROM: 0.380 MI. EAST OF ROUTE 220	CROSSROADS BRIDGE INC	5	\$5,509,981.29	\$4,461,358.07	Within
	0220-044-046,M501,B649	TO: 0.482 MI. EAST OF ROUTE 220	RURAL RETREAT, VA				
	NHPP-004-2(066)	HENRY					
	Construction Funds	SALEM DISTRICT					
		#SGR - BRIDGE REPLACEMENT OVER REED CREEK					

1 Recommended for AWARD \$5,509,981.29

Bid Amount: Less Than 5 Million

COMMISSIONER'S BALLOT

Report created on : 5/31/22

Letting Date: 5/25/2022

AWARD

VARIOUS(SCHEDULES)

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
H14	120720	LOCATION: VARIOUS	LANFORD BROTHERS COMPANY,	2	\$5,637,567.40	\$8,575,119.00	Within
	BR8B-968-636,N501	DISTRICT-WIDE	INCORPORATED				
	BFP-968-8(117)	STAUNTON DISTRICT	ROANOKE, VA				
	Maintenance Funds	BRIDGE OVERLAYS					

1 Recommended for AWARD \$5,637,567.40

CTB Meeting

H02

0220-044-046, B649

Henry County

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This project is eligible for federal funding and is on the Primary system. The inclusion of dedicated pedestrian or bicycle facilities was investigated and there were no recommendations, however a 10 ft. wide shoulder was provided to act as an accommodation. This project has been reviewed by the Environmental Division to determine applicable permits required. Work will be completed utilizing temporary construction easements which have already been cleared. Utility impacts have been investigated and all necessary relocations will be completed per the special provision in the contract.

Fixed Completion Date: September 13, 2024

H13

BR8B-968-636, N501

Staunton District-wide

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Fixed Completion Date: September 30, 2024