



## 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 18, 2024, 9:00 a.m.

Or upon adjournment of the June 17, 2024, Workshop Session if that session carries over to the morning of June 18, 2024.

### **Public Comments:**

### **Approval of Minutes:**

**May 14, 2024**

### **OFFICE OF LAND USE:**

***Presenting: Robert Hofrichter***  
***Division Director***

1. Action on Discontinuance in the Primary System of State Highway, Route 123, Fairfax County Located Within the Northern Virginia District.

### **MAINTENANCE DIVISION:**

***Presenting: Robbie Prezioso***  
***State Maintenance Engineer***

2. Action on Commemorative naming, at the request of the Town of Broadway, of the bridge on State Route 259, Lee Street, over Linville Creek, Town of Broadway Located within the Staunton District, as the "William "Billy" M. Pangle Memorial Bridge".
3. Action on Commemorative naming of the bridge on State Routes 80/83, Dickenson Highway, over Russell Prater Creek, Town of Haysi, Located within the Bristol District, as the "Rocky S. Wood Memorial Bridge".

**LOCATION AND DESIGN:**

***Presenting: Emmett Heltzel***  
***State Location & Design Engineer***

4. Action on Limited Access Control Changes (LACCs) for the Route 1 STARS Project, City of Fredericksburg.

**FINANCIAL PLANNING DIVISION:**

***Presenting: Laura Farmer***  
***Chief Financial Officer***

5. Action on Authorizing the Ongoing Issuance and Sale of Revenue Refunding Bonds.

**ANNUAL BUDGETS:**

***Presenting: Laura Farmer***  
***Chief Financial Officer***  
***VDOT***

***Presenting: Deanna Oware***  
***Chief Financial Officer***  
***DRPT***

6. Action on Action on Fiscal Year 2025 Annual Budgets Commonwealth Transportation Fund, Department of Rail and Public Transportation and the Virginia Department of Transportation.

**INFRASTRUCTURE INVESTMENT DIVISION:**

***Presenting: Kimberly Pryor***  
***Division Director***

7. Action on FY24-29 Six-Year Improvement Program Transfers for April 20, 2024, through May 17, 2024.
8. Action on Six-Year Improvement Program and Rail and Public Transportation Allocations for Fiscal Years 2025 – 2030.

**LOCAL ASSISTANCE DIVISION:**

***Presenting: Russell Dudley***  
***Division Director***

9. Action on FY2025 Arlington and Henrico Counties Maintenance Payments.
10. Action on Payments to Cities, Certain Towns, and Warren County for Maintenance to Certain Roads and Streets - FY 2025.

**SCHEDULING AND CONTRACT:**

***Presenting: Bart Thrasher***  
***Chief Engineer***

11. Bids

**NEW BUSINESS:**

**ADJOURNMENT:**

###



# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

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Chairperson

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*Agenda item # 1*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 18, 2024

#### MOTION

Made By: \_\_\_\_\_ Seconded By:

Action:

#### Title: Discontinuance – Primary System of State Highways Route 123 in Fairfax County

**WHEREAS**, Project 0123-029-F11, C501 constructed a new alignment resulting in a relocation of Route 123 in Fairfax County; and

**WHEREAS**, a segment of Route 123, located in Fairfax County, measuring approximately 0.20 of a mile, is no longer necessary for the uses of the Primary state highway system, and therefore no longer provides a public convenience that warrants maintenance at public expense, rendering it eligible for discontinuance; and

**WHEREAS**, the Fairfax County Board of Supervisors has approved a resolution dated April 16, 2024, attached hereto as Exhibit A, requesting the discontinuance of a portion of Route 123, described as Segment A1-B1-B2, and measuring approximately 0.20 mile, as seen in the map attached hereto as Exhibit B; and

**WHEREAS**, pursuant to § 33.2-901 of the *Code of Virginia*, a section of highway may be discontinued from the Primary state highway system by the Commissioner of Highways, with the approval of the Commonwealth Transportation Board, if the highway is deemed to be no longer necessary for the uses of the primary state highway system when a part of the highway has been or is straightened or the location of a part of it is altered; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Commonwealth Transportation Board approves the discontinuance of the roadway segment identified below and as depicted on Exhibit B attached hereto, as part of the primary system of state highways, pursuant to §33.2-901, *Code of Virginia*, as the roadway is no longer necessary for the uses of the Primary state highway system and is no longer providing sufficient public convenience to warrant maintenance at public expense.

**Primary System of State Highways**

**Discontinuance**

Northern Virginia District

Fairfax County

- Route 123

0.20 Mi.

**Total Mileage Discontinued from the Primary System:**

**0.20 Mi.**

#####

## CTB Decision Brief

### Discontinuance – Primary System of State Highways Portion of Route 123 in Fairfax County

**Issue:** The Virginia Department of Transportation (VDOT), with the support of the Fairfax County Board of Supervisors, proposes to discontinue a portion of Route 123 in Fairfax County, totaling 0.20 of a mile in length. This proposed discontinuance is a result of VDOT Project 0123-029-F11, C501. Pursuant to §33.2-901 of the *Code of Virginia*, said discontinuance must be approved by the Commonwealth Transportation Board (Board).

**Facts:** VDOT Project 0123-029-F11, C501 includes the relocation of Route 123. Upon review of the area, VDOT staff determined that a portion of Route 123 should be discontinued as a part of the Primary System of State Highways, pursuant to § 33.2-901 of the *Code of Virginia*, as the portion of Route 123 is no longer necessary for the uses of the Primary state highway system, and therefore no longer provide a public convenience that warrants maintenance at public expense due to the construction and realignment of Route 123. This discontinuance is being requested by VDOT to maintain a shared use path and to access drainage facilities.

The Fairfax County Board of Supervisors approved a resolution on April 16, 2024 (Exhibit A, attached), supporting the Board's discontinuance of the segment of Route 123 (road noted in "Yellow" as Segment A1-B1-B2 on Exhibit B, attached), which is located in Fairfax County.

**Recommendation:** VDOT recommends the Board approve the discontinuance of the segment of Route 123 referenced above.

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

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

**Options:** Approve, Deny or Defer

**Public Comments/Reaction:** Section 33.2-901 does not include a public notification requirement, but information regarding proposed changes to the highway system inventories was made publicly available during the planning and construction phases of VDOT Project 0100-077-105. VDOT (Commonwealth of Virginia) is the only property owner that is affected by the proposed discontinuance. This discontinuance is being requested by VDOT to maintain a shared use path and to access drainage facilities. The Department has received no objections regarding the proposed discontinuance.

**Exhibit A**

**Fairfax County Board of Supervisors' Resolution**

**RESOLUTION**

**FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION  
ABANDONMENTS, ADDITIONS, DISCONTINUANCE, AND TRANSFER  
OX ROAD, AVERETT DRIVE**

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium of the Government Center at 12000 Government Center Parkway, Fairfax, Virginia, on April 16, 2024, at which a quorum was present and voting, the following resolution was adopted:

**WHEREAS**, the Virginia Department of Transportation has completed the Project #0123-029- F11 C501, Ox Road Realignment, which improved Ox Road (Route 123); and

**WHEREAS**, the project sketch and link sheet, attached and incorporated herein as attachments, defines adjustments required in the Primary and Secondary System of State Highways as a result of Project #0123-029-F11 C501; and

**WHEREAS**, Ox Road was realigned and various roads were relocated, extended, or realigned as a result of the completion of the Virginia Department of Transportation project; and such roads are identified on the project sketch and link sheet to be abandoned, discontinued, transferred, and added, due to the improvement project of Ox Road;

**NOW THEREFORE, BE IT RESOLVED**, that this Board hereby requests that the Virginia Department of Transportation abandon the portion of Route 8511, identified on the project sketch and link sheet, from the Secondary System of State Highways, pursuant to §33.2-912 of the Code of Virginia; add the portion of Route 8511, identified on the project sketch and link sheet, to the Secondary System of State Highways, pursuant to §33.2-705 of the Code of Virginia and add the portion of Route 123, identified on the project sketch and link sheet, to the Primary System of State Highways, pursuant to §33.2-310 and §33.2-314; ~~discontinue~~ the portion of Route 123, identified on the project sketch and link sheet, from the Primary System of State Highways, pursuant to §33.2-901; and transfer the portion of Route 123, identified on the project sketch and link sheet, from the Primary System of State Highways to the Secondary System of State Highways as Route 8475, pursuant to §33.2-315B. A copy of this resolution will be forwarded to the Resident Engineer for the Virginia Department of Transportation.

**ADOPTED** this 16th day of April, 2024.

A Copy Teste:

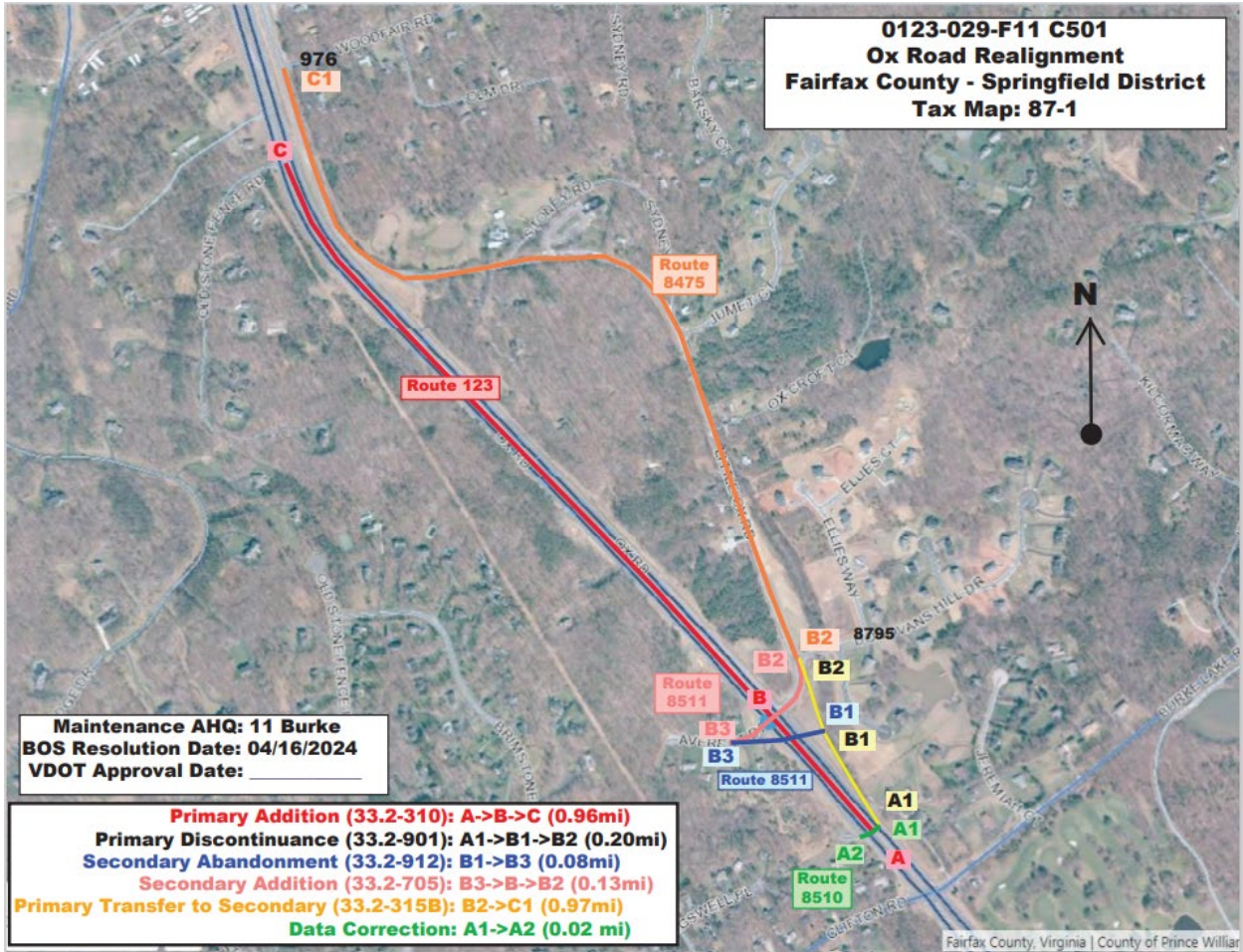


Jill G. Cooper

Clerk for the Board of Supervisors

## Exhibit B

### Sketch Including Proposed Road Segment to be Discontinued Route 123, Segment A1-B1-B2, noted in Yellow







## COMMONWEALTH of VIRGINIA

### Commonwealth Transportation Board

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Chairperson

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*Agenda item # 2*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 18, 2024

#### MOTION

Made By: \_\_\_\_\_ Seconded By:

#### Action:

#### Title: Bridge Naming: "William "Billy" M. Pangle Memorial Bridge"

**WHEREAS**, in accordance with § 33.2-213 of the *Code of Virginia*, the Town of Broadway Town Council has requested, by resolution dated May 7, 2024, and the Rockingham County Board of Supervisors has requested, by resolution dated April 24, 2024, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life, service and ultimate sacrifice of Mr. William "Billy" M. Pangle, name the bridge on State Route 259, Lee Street, over Linville Creek, Town of Broadway, as the "William "Billy" M. Pangle Memorial Bridge"; and

**WHEREAS**, the Town of Broadway, by resolution dated May 7, 2024, has agreed to be responsible for payment of all sign costs billed by the Virginia Department of Transportation calling attention to this naming, which will include the costs to produce, place, and maintain the signs; and

**WHEREAS**, § 33.2-213 provides that 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 State Route 259, Lee Street, over Linville Creek, Town of Broadway, as the "William "Billy" M. Pangle Memorial Bridge".

Resolution of the Board

Bridge Naming: "William "Billy" M. Pangle Memorial Bridge"

June 18, 2024

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 Broadway for these costs as required by law.

####

## **CTB Decision Brief**

### **Bridge Naming: “William “Billy” M. Pangle Memorial Bridge”**

**Issue:** Commemorative naming, at the request of the Town of Broadway, of the bridge on State Route 259, Lee Street, over Linville Creek, Town of Broadway as the “William “Billy” M. Pangle Memorial Bridge”.

**Facts:** The Town of Broadway Town Council enacted a resolution on May 7, 2024, and the Rockingham County Board of Supervisors also enacted a resolution on April 24, 2024, to honor the life, service, and ultimate sacrifice of William “Billy” M. Pangle to his country and his community.

According to those resolutions, Mr. Pangle was the only graduate of Broadway High School to have died during the Vietnam War. He passed away at the age of 19 on April 23, 1968, in the Da Nang U.S. Naval Hospital. He was mortally wounded by an improvised explosive device after volunteering for a nighttime mission. His friends and family describe him as a brave American hero who made the ultimate sacrifice.

**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 State Route 259, Lee Street, over Linville Creek, Town of Broadway, will be known as the “William “Billy” M. Pangle Memorial Bridge”. In accordance with law, and by resolution dated May 7, 2024, the Town of Broadway 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 has not received any public comments on this proposal.



STEPHEN G. KING  
County Administrator



## ROCKINGHAM COUNTY

### BOARD OF SUPERVISORS

DEWEY L. RITCHIE  
Election District No. 1  
SALLIE WOLFE-GARRISON  
Election District No. 2  
RICK L. CHANDLER  
Election District No. 3  
LEILA C. LONGCOR  
Election District No. 4  
JOEL L. HENSLEY  
Election District No. 5

### RESOLUTION

#### WILLIAM "BILLY" M. PANGLE MEMORIAL BRIDGE

**WHEREAS**, Mr. William "Billy" M. Pangle is the only graduate of Broadway High School to have died during the Vietnam War. He passed away at the age of 19 on April 23, 1968, in the Da Nang U.S. Naval Hospital. He was mortally wounded by an improvised explosive device after volunteering for a nighttime mission. His friends and family describe him as a brave American hero who made the ultimate sacrifice.

**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 Rockingham 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 259, Lee Street, over Linville Creek, in the Town of Broadway in Rockingham County as the "William "Billy" M. Pangle Memorial Bridge".

Adopted this 24th day of April 2024.

Dewey L. Ritchie, Chairman

ATTEST:

Stephen G. King, Clerk



P.O. Box 156 • 116 BROADWAY AVENUE • BROADWAY, VA

PHONE (540) 896-5152 • FAX (540) 896-6460

**Town of Broadway Recommends Naming of Route 259 Bridge  
in Honor of William “Billy” M. Pangle**

**Resolution**

Title: Bridge Naming on Route 259, Lee Street, over Linville Creek, in the Town of Broadway, as the William “Billy” M. Pangle Memorial Bridge.

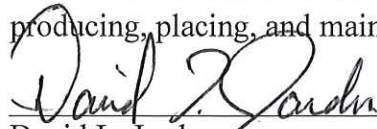
**WHEREAS**, Mr. William “Billy” M. Pangle is the only graduate of Broadway High School to have died during the Vietnam War. He passed away at the age of 19 on April 23, 1968, in the Da Nang U.S. Naval Hospital. He was mortally wounded by an improvised explosive device after volunteering for a nighttime mission. His friends and family describe him as a brave American hero who made the ultimate sacrifice.


**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 Town of Broadway, 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 259, Lee Street, over Linville Creek, in the Town of Broadway as the “William “Billy” M. Pangle Memorial Bridge”;

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

  
\_\_\_\_\_  
David L. Jordan  
Mayor, Town of Broadway

  
\_\_\_\_\_  
Date



Rockingham County

Proposed Bridge Naming  
"William "Billy" M. Pangle  
Memorial Bridge"

Town of Broadway

42

259



**VDOT**  
Virginia Department of Transportation  
Maintenance Division  
CTB MEETING: June 18, 2024

Town of Broadway / Rockingham County

Proposed Bridge Naming:  
**"William "Billy" M. Pangle Memorial Bridge"**



# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

W. Sheppard Miller, III  
Chairperson

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*Agenda item # 3*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 18, 2024

#### MOTION

Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_

#### Action:

#### Title: Bridge Naming: "Rocky S. Wood Memorial Bridge"

**WHEREAS**, in accord with § 33.2-213 of the *Code of Virginia*, Robert W. Farrell, State Forester of the Virginia Department of Forestry, has requested, by letter dated May 8, 2024, that the Commonwealth Transportation Board (CTB) name the bridge on State Routes 80/83, Dickenson Highway, over Russell Prater Creek, Town of Haysi, after veteran Department of Forestry official Rocky S. Wood, to honor the life, service to the Commonwealth and his community, and ultimate sacrifice of Rocky S. Wood; and

**WHEREAS**, § 33.2-213 provides that any naming for a state official killed during the performance of his official duties 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**, the Dickenson County Board of Supervisors, on March 26, 2024, and the Haysi Town Council, on April 18, 2024, have also passed resolutions requesting 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

**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: "Rocky S. Wood Memorial Bridge"  
June 18, 2024  
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 State Routes 80/83, Dickenson Highway, over Russell Prater Creek, Town of Haysi, as the "Rocky S. Wood 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: “Rocky S. Wood Memorial Bridge”

**Issue:** Commemorative naming of the bridge on State Routes 80/83, Dickenson Highway, over Russell Prater Creek, Town of Haysi, as the “Rocky S. Wood Memorial Bridge”.

**Facts:** 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 §33.2-213, "state official" includes [but is not limited to] law-enforcement officers employed by the Department of State Police and state highway transportation workers.

Pursuant to the rules of statutory construction set out in Title 1, Article 2 of the Code of Virginia, § 1-218 defines "Includes" to mean "includes, but not limited to".

In accord with §33.2-213, Robert W. Farrell, State Forester of the Department of Forestry, on May 8, 2024, submitted a letter requesting the CTB to name the bridge on State Routes 80/83, Dickenson Highway, over Russell Prater Creek in the Town of Haysi for veteran Department of Forestry official Rocky S. Wood, who lost his life in the line of duty with the Department of Forestry.

According to that letter, on March 9, 2023, while scouting an active wildfire and attempting to determine how to employ a bulldozer for fire suppression, Mr. Wood was involved in a fatal all-terrain vehicle accident.

The Dickenson County Board of Supervisors, on March 26, 2024, and the Haysi Town Council, on April 18, 2024, passed resolutions in support of this naming.

Mr. Wood was a veteran wildland firefighter who had responded to hundreds of fires across the Commonwealth during a 20-plus year career as first a part-time firefighter and then a full-time employee of the Virginia Department of Forestry. In addition to his wildland firefighting work, Mr. Wood was an active member of the local community, having served as a volunteer structural firefighter, chief of the local fire department and as Vice Mayor of the Town of Haysi.

**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 State Routes 80/83, Dickenson Highway, over Russell Prater Creek, Town of Haysi, will be known as the “Rocky S. Wood Memorial Bridge”. 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 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 has not received any public comments on this proposal.



## DICKENSON COUNTY BOARD OF SUPERVISORS

SHELBY WILLIS, Chair  
Kenady District

RICHARD THACKER  
Sandlick District

CHRIS HALL  
Willis District

County Administrator  
LARRY K. BARTON

PEGGY KISER, Vice Chair  
Ervinton District

RHONDA SLUSS  
Clintwood District

County Attorney  
WILLIAM J. STURGILL

### RESOLUTION

**WHEREAS**, Rocky Wood lived a life of service to Dickenson County; and

**WHEREAS**, Rocky Wood served as Vice Mayor to the Town of Haysi, Chairman of the Building Code Committee of Dickenson County and Chief of the Haysi Volunteer Fire Department; and

**WHEREAS**, Rocky Wood gave his life in the line of duty with the Virginia Department of Forestry on March 9, 2023.


**NOW THEREFORE BE IT RESOLVED**, to commemorate and honor the life of Rocky Wood, the Dickenson County Board of Supervisors respectfully requests the Commonwealth Transportation Board and the Virginia Department of Transportation formally designate the bridge on Route 80 that is over Prater Creek, at the Haysi Volunteer Fire Department, as the "Rocky Wood Memorial Bridge".

**BE IT FURTHER RESOLVED**, the County of Dickenson, Virginia will assume the costs for the fabrication, installation, and maintenance of signs for this naming.


ADOPTED this 26th day of March, 2024.

DICKENSON COUNTY BOARD OF SUPERVISORS

By:

  
Shelby Willis, Chairwoman

Attest:

  
Teresa Lyall, Clerk

# Proposed Bridge Naming

Rocky Wood Memorial Bridge

GPS: 37.121599, -82.172942

Route 80 - Sandlick Road

Structure No.: 1040

Over: Prater Creek

## Legend

-  Haysi Volunteer Fire Department
-  Proposed Bridge Naming



Google Earth

Image © 2024 Airbus

300 ft





# TOWN OF HAYSI

## Mayor

Larry D. Yates



## Council Members

Wm. "Billy" Counts  
Michael Harris  
Tim Wallace  
Carter Branham  
Debbie Wood  
Susan Tiller

## Resolution for Rocky S. Wood Memorial Bridge

The governing body of the Town of Haysi, consisting of six members, in a duly called meeting held on the eighteenth day of April, two-thousand and twenty-four, at which a quorum was present RESOLVED as follows:

WHEREAS, Rocky S. Wood served the Town of Haysi as Vice Mayor and Town Council Member for many years and;

WHEREAS, Rocky S. Wood served the Town of Haysi, the Haysi area, Dickenson County and all of Southwest Virginia as a Volunteer Firefighter and;

WHEREAS, Rocky S. Wood served many years as Chief of Haysi's Volunteer Fire Department and;

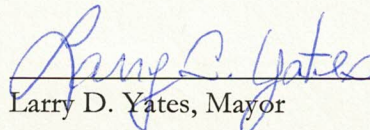
WHEREAS, Rocky S. Wood gave his life in the line of duty with the Virginia Department of Forestry on March 9, 2023.

NOW THEREFORE BE IT RESOLVED, that to commemorate and honor this life of service and the life of Rocky S. Wood, the Town Council of the Town of Haysi, Virginia does respectfully express profound gratitude toward the memory of Rocky S. Wood and respectfully requests the Commonwealth Transportation Board and the Virginia Department of Transportation to formally designate the bridge on State Route 80/83 which crosses over Russell Prater Creek in the Town of Haysi near the Haysi Volunteer Fire Department, as the "Rocky S. Wood Memorial Bridge."

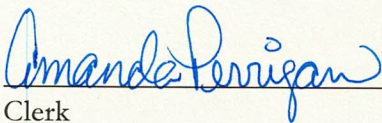
BE IT FURTHER RESOLVED, the County of Dickenson in Virginia will assume the costs for the fabrication, installation, and maintenance of signs for this naming.

ADOPTED this 18th day of April, 2024. This resolution is hereby entered into the permanent minutes of the meeting of the Haysi Town Council.

Town of Haysi

  
Larry D. Yates, Mayor

Attest:

  
Clerk

CERTIFICATION

I hereby certify that the above Resolution was duly adopted by the Town of Haysi, at a duly assembled meeting on the eighteenth day of April, two-thousand and twenty-four.

A handwritten signature in blue ink that reads "Amanda Perigan". The signature is written in a cursive style and is positioned above a horizontal line.

Clerk

Rob Farrell  
State Forester



# COMMONWEALTH of VIRGINIA

## Department of Forestry

900 Natural Resources Drive, Suite 800 • Charlottesville, Virginia 22903  
(434) 977-6555 • Fax: (434) 296-2369 • [www.dof.virginia.gov](http://www.dof.virginia.gov)

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May 8, 2024

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

Dear Chairman Miller:

In accordance with §33.2-213 of the *Code of Virginia*, I write to the Commonwealth Transportation Board on behalf of the family of Special Forest Warden Rocky S. Wood, The Town of Haysi, Virginia, and Dickenson County, Virginia, who jointly request that the bridge on State Route 80/83 which crosses over Russell Prater Creek in the Town of Haysi near the Haysi Volunteer Fire Department be named in honor of Virginia Department of Forestry Forest Technician Rocky S. Wood.

On March 9, 2023, while scouting an active wildfire and attempting to determine how to employ a bulldozer for fire suppression, Mr. Wood was involved in a fatal all-terrain vehicle accident. Mr. Wood was a veteran wildland firefighter who had responded to hundreds of fires across the Commonwealth during a 20+ year career as first a part-time firefighter and then a full-time employee of the Virginia Department of Forestry.

In addition to his wildland firefighting work, Mr. Wood was an active member of the local community, having served as a volunteer structural firefighter and chief of the local fire department and as Vice Mayor of the Town of Haysi.

On Behalf of the Virginia Department of Forestry, I fully support naming this bridge in honor of Forest Technician Wood's many years of dedicated service to the citizens of Virginia.

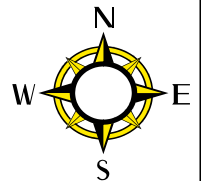
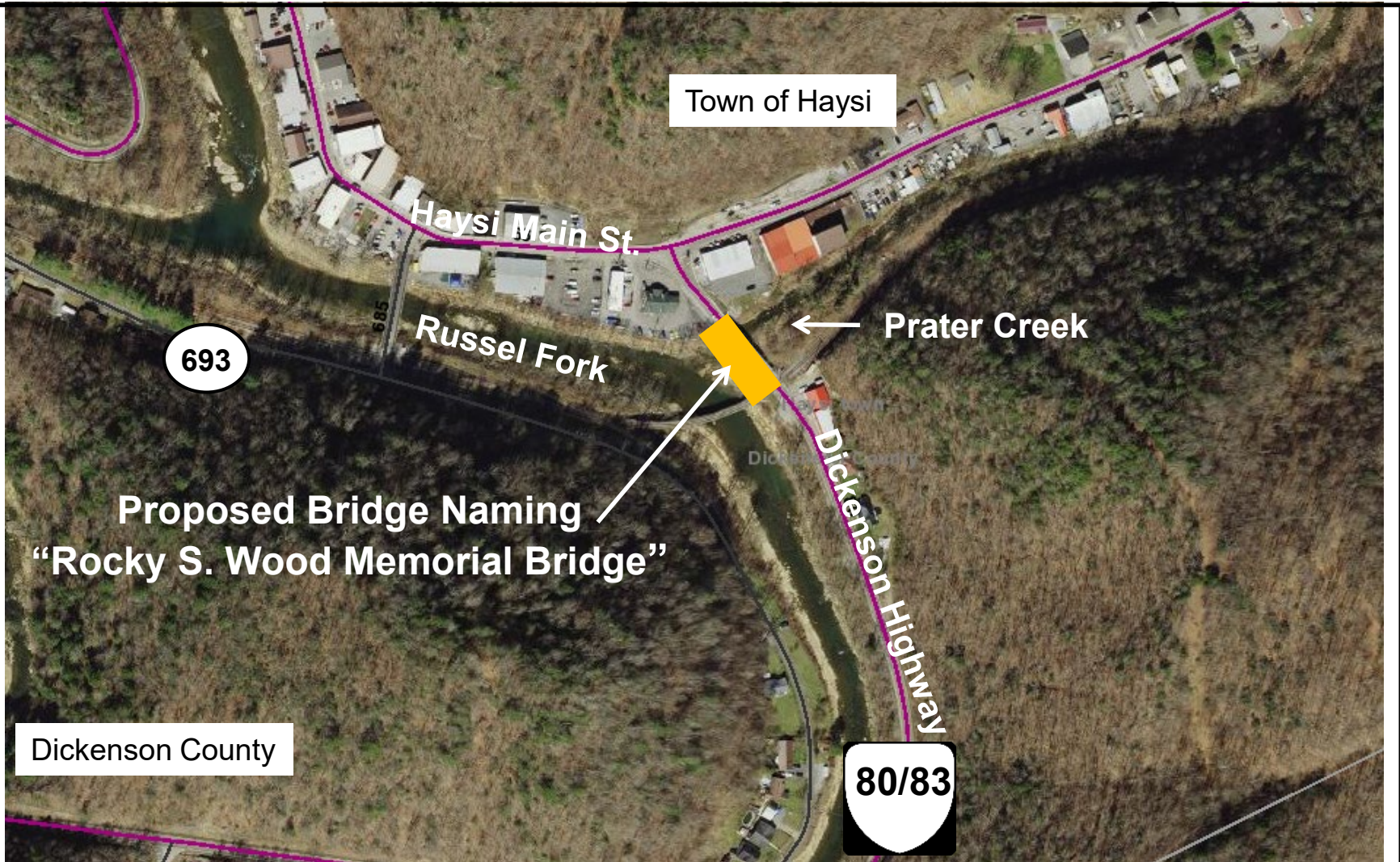
Sincerely,

A handwritten signature in black ink, appearing to read "Rob Farrell".

Robert W. Farrell  
State Forester

cc: File Copy







# 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 18, 2024**

#### MOTION

**Made By:            Seconded By:            Action:**

**Title: Limited Access Control Changes (LACCs) for the Route 1 STARS Project,  
City of Fredericksburg**

**WHEREAS**, on October 1, 1947, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Fredericksburg By-pass (Alternative Route 1), to be a Limited Access Highway; and

**WHEREAS**, on March 18, 1976, the State Highway Commission, established limited access control lines for Route 3 (East-West Connector), from 0.95 miles west of the Route 1 By-pass to the then existing Route 3 southeast of Fredericksburg in the City of Fredericksburg and Stafford County, in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia; and

**WHEREAS**, State Highway Project 0001-111-343,P101; UPC# 120644 developed through the Virginia Department of Transportation's (VDOT's) Strategically Targeted Affordable Roadway Solutions (STARS) Program provides for intersection improvements at the Route 1 and Route 3 interchange, including the widening of the westbound Route 3 off-ramp to northbound Route 1 and the widening of northbound Route 1 (the "Project"); and

**WHEREAS**, the Project will adjust the existing limited access line to match proposed right of way line from an approved City of Fredericksburg Site Development plan and end the limited access line prior to an existing intersection at Olde William Street, as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached); and

**WHEREAS**, a Notice of Willingness to Hold a Public Hearing (“Willingness”) for the Project was posted in Fredericksburg’s *Free Lance-Star* from February 7, 2024, to February 22, 2024, and allowed public input to be collected concerning the proposed design and limited access control line changes; the Willingness expired on February 22, 2024, with no comments or other input from the public; and

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

**WHEREAS**, VDOT’s Fredericksburg District Office, has reviewed and approved the STARS Study on October 16, 2020, and found that the traffic analysis adequately addresses the impacts from the Project; and

**WHEREAS**, the Project is in compliance with National Environmental Policy Act requirements and a Programmatic Categorical Exclusion (PCE) was prepared under an agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) signed on July 21, 2023; and

**WHEREAS**, the Project is located within an attainment area for ozone, and an interagency consultation for conformity was not required for a PCE; and

**WHEREAS**, the Project is in the City of Fredericksburg and the proposed LACCs are supported by a letter from the City Manager dated May 7, 2024; and

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with §33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the Route 1 and Route 3 interchange continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the attached exhibits.

Resolution of the Board  
Proposed Limited Access Control Change (LACC)  
Route 1 Stars Project  
City of Fredericksburg  
June 18, 2024  
Page 3 of 3

**BE IT FURTHER RESOLVED**, that the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement the LACCs described herein.

#####

**CTB Decision Brief**  
**Limited Access Control Changes (LACCs) for the Route 1 STARS Project,**  
**City of Fredericksburg**

**Issues:** The area designated as limited access previously approved for the intersection of Route 1 and Route 3 in the City of Fredericksburg requires changes to accommodate the widening of the westbound Route 3 off-ramp to northbound Route 1 and the widening of northbound Route 1. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to §33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

**Facts:**

- Limited access control for the Fredericksburg By-pass (Alternative Route 1) was established on October 1, 1947, by the State Highway Commission, predecessor to the CTB.
- Limited access control for Route 3 (East-West Connector) from 0.95 miles west of the Route 1 Bypass to the then existing Route 3 southeast of Fredericksburg in the City of Fredericksburg and Stafford County, was established by the State Highway Commission on March 18, 1976.
- State Highway Project 0001-111-343, P101 (UPC 120644), developed through the Virginia Department of Transportation's (VDOT's) Strategically Targeted Affordable Roadway Solutions (STARS) Program, provides for intersection improvements at the Route 1 and Route 3 interchange. Including the widening of the westbound Route 3 off ramp to northbound Route 1 and the widening of Route 1 northbound (the "Project").
- The Project will adjust the limited access line to match proposed right of way line from an approved City of Fredericksburg Site Development Plan and end Limited Access Line prior to an existing intersection at Olde William Street.
- VDOT posted a Notice of Willingness for Public Comment ("Willingness") from February 7, 2024, to February 15, 2024, in *The Free Lance-Star*, for the project including the changes in limited access control. The Willingness expired on February 22, 2024, with no opposition from the public or request for a public hearing.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration, and this evidence, along with all other relevant evidence has been carefully reviewed.
- The VDOT's Fredericksburg District Office has reviewed and approved the STARS Study analysis for the signalization of the off-ramp and found that the traffic analysis adequately addresses the impacts from the Project.
- The Project is in compliance with National Environmental Policy Act requirements and a Programmatic Categorical Exclusion (PCE) was completed July 21, 2023.

- The Project is located within an attainment area for all National Ambient Air Quality Standards. An air quality conformity review is not required for a PCE.
- The Project is in the City of Fredericksburg and is supported by a Resolution from the City Council dated August 11, 2020, and the LACCs are supported by letter from the City Manager dated May 7, 2024.
- VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with §33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 et seq.

**Recommendations:** It is recommended, pursuant to §33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 et seq., that the Route 3 and Route 1 corridor in the City of Fredericksburg continue to be designated as a limited access highway with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB's predecessor, the State Highway Commission on October 1, 1947, and modified March 18, 1976.

**Action Required by CTB:** The *Code of Virginia* §33.2-401 and 24 VAC 30-401-10 et seq. require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

**Result, if Approved:** The Commissioner of Highways will be authorized to execute any and all documents needed to implement the LACCs and the Project will move forward.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** There were no comments on the project or proposed Limited Access Control Change received as a result of the posting of the Willingness.



## 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, 2024

The Honorable W. Sheppard Miller, III  
The Honorable E. Scott Kasprovicz  
The Honorable Greg Yates  
The Honorable Mary Hughes Hynes  
The Honorable Raymond D. Smoot, Jr.  
The Honorable Mark H. Merrill  
The Honorable Frederick T. Stant, III  
The Honorable Tom Fowlkes  
The Honorable Burwell W. Coleman  
The Honorable H. Randolph Laird  
The Honorable Thomas Moore Lawson  
The Honorable Darrell R. Byers  
The Honorable Laura A. Sellers  
The Honorable J. Rex Davis  
The Honorable Linda Green  
The Honorable Stephen C. Brich, P. E.  
The Honorable Jennifer DeBruhl

Subject: Approval of Limited Access Control Changes (LACCs) for the STARS Route 1 Interchange at Route 3 (William Street) in the City of Fredericksburg

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0001-111-343, P101; (UPC# 120644) have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

*Bart Thrasher*

Barton A. Thrasher, P.E.  
Chief Engineer

**Timothy J. Baroody**  
City Manager

**D. Mark Whitley**  
Assistant City Manager

**David T. Brown, P.E.**  
Assistant City Manager



**City of Fredericksburg**  
P.O. Box 7447  
Fredericksburg, VA 22404-7447  
Telephone: 540 372-1010  
Fax: 540 372-1201

May 7, 2024

Ms. Marcie Parker, P.E., District Engineer  
Virginia Department of Transportation  
Fredericksburg District  
87 Deacon Road  
Fredericksburg, VA 22405

Project: US-1/Route 3 WB Ramp – Cowan Blvd. Intersection Improvement STARS project  
UPC 120644 - Route 3 STARS UPC 120644

Re: Limited Access Control Change

Dear Ms. Parker,

I am writing to confirm the City of Fredericksburg supports the change in limited access control along US-1 at the Route 3 westbound ramp as presented in the attached Exhibit in support of the ongoing advancement of the subject project.

Should you have any questions or need further assistance, please contact Mr. David Brown, Assistant City Manager in this Office at [dtbrown@fredericksburgva.gov](mailto:dtbrown@fredericksburgva.gov) or (540)372-1010, Ext. 367.

Sincerely,

A handwritten signature in black ink, appearing to read 'Timothy J. Baroody'. The signature is written in a cursive style with a large initial 'T' and 'B'.

Timothy J. Baroody  
City Manager

Attachment: 1) Limited Access Control Change Exhibit: US-1/Route 3 WB Ramp – Cowan Blvd. Intersection Improvement STARS project

Cc: D. Brown, P.E. Assistant City Manager  
C. Holloway, P.E., VDOT



## **Koscinski, Jr., Joseph P., P.E. (VDOT)**

---

**From:** Snider, Lori A. (VDOT)  
**Sent:** Thursday, May 23, 2024 11:32 AM  
**To:** Leckner, Kimberly M. (VDOT)  
**Cc:** Koscinski, Jr., Joseph P., P.E. (VDOT)  
**Subject:** Re: LACC for UPC 120644 - Fredericksburg District

I approve of this limited access control change from a Right of Way and Utilities standpoint.

Thank you,  
Lori

Sent from my Verizon, Samsung Galaxy smartphone  
Get [Outlook for Android](#)

---

**From:** Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>  
**Sent:** Monday, May 13, 2024 9:50:27 AM  
**To:** Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>  
**Cc:** Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>  
**Subject:** Fw: LACC for UPC 120644 - Fredericksburg District

Lori,

I have received and reviewed the attached project related LACC request from L&D. I recommend your approval from a Right of Way and Utilities perspective. If you concur, please indicate your approval with a response to Joe, who is cc'd. Thank you



**Kimberly Leckner**  
*Program Manager / Right of Way and Utilities Division*  
Virginia Department of Transportation  
(o) (804) 786-4079  
(c) (703) 853-5619  
[Kimberly.Leckner@VDOT.Virginia.gov](mailto:Kimberly.Leckner@VDOT.Virginia.gov)

---

**From:** Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>  
**Sent:** Wednesday, May 8, 2024 2:00 PM  
**To:** Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>; Porter, Ellen (VDOT) <Ellen.Porter@vdot.virginia.gov>  
**Cc:** Garrett, Michael L. (VDOT) <Michael.Garrett@VDOT.Virginia.gov>; Maxwell, JoAnne P (VDOT) <joanne.maxwell@vdot.virginia.gov>; Williams, Jason, P.E. (VDOT) <Jason.Williams@VDOT.Virginia.gov>  
**Subject:** LACC for UPC 120644 - Fredericksburg District

All,

I have attached the LACC documents for the above-mentioned project for review and comments for the **June 18, 2024, CTB Meeting**. If you have no comments, please let me know.

Kim- If you have no comments, please send an email to Lori recommending your approval of the LACC.

Please provide comments no later than the **COB May 17, 2024**.

If you have any questions or concerns, please contact me.

Thank you,  
Joe



**Joseph P. Koscinski Jr.**

*State Geometric Design Engineer Location and Design Division*

Virginia Department of Transportation

(804) 225-3934

[joseph.koscinski@vdot.virginia.gov](mailto:joseph.koscinski@vdot.virginia.gov)

**Minutes of the Meeting of the State Highway  
Commission of Virginia, Held in  
Roanoke and Richmond, September  
30-October 1, 1947.**

At 1:00 P.M. Monday, September 29th, the following members of the Commission left the Central Highway Office Building by automobile - J. A. Anderson, E. P. Barrow, Geo. P. DeBardit, J. P. Harpine, S. T. Rawls, and Howard C. Rogers. In Lynchburg Mr. Wayles R. Harrison joined the Commission and they proceeded to Roanoke where the night was spent.

At 9:00 A.M. Tuesday, September 30, the Commission met in the City Market Auditorium and held public hearings on the tentative allocation of funds for fiscal year 1948-1949. Mr. Wyszor joined the Commission for the hearings. All those from the Salem, Bristol, Staunton and Lynchburg Districts who were present and so desired were heard by the Commission.

After the hearings were completed Mr. Wyszor returned home and the other members of the Commission drove to Richmond and spent the night. At 9:00 o'clock Wednesday morning October first, the Commission held public hearings on the tentative allocation of funds for the fiscal year 1948-1949 for the Richmond, Fredericksburg, Culpeper and Suffolk Districts. The Commission heard all those who were present and wished to be heard.

The Commission transacted the following business in executive session.

Moved by Mr. DeBardit, seconded by Mr. Rawls, that the minutes of the August meeting be approved. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that permits cancelled by the Commissioner, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. DeBardit, seconded by Mr. Barrow, that the Commission approve the permits issued from August 26 to October 1 inclusive, as recorded in the Auditing Division. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rogers, that the Commission confirm rejection of bids received September 18th for the construction of a new ferry boat for the White Stone-Greys Point run; and the forwarding of a report on bids to Mr. Mertens, who made the estimate, with request that he advise what further procedure might be undertaken to secure a bid in line with his estimate of April 22, 1947. Motion carried.

The Chairman gave the Commission a report on the condition of Mr. J. B. Wampler, who is recovering from an operation, to the effect that he is improving rapidly and leaving the hospital September 30.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids received September 25rd, for the construction of Project 1380 F, Route 683, Intersection Route 625 (Alanthus)-Intersection Route 16 (Brandy), Culpeper County, to the low bidder, Highway Paving Co., Richmond, Va., at the bid of \$87,150.79 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$40,600.00 chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received September 23rd, for the construction of Project 1377 N, Route 734, Intersection Route 626 (Near Blumont)-Intersection Route 719, Loudoun County, to the low bidder, Sam Finley, Inc., Roanoke, Va., at the bid of \$11,573.60 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$12,700.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Harpne that the Commission confirm award of contract on bids received September 23rd, for the construction of Project 1377 J, Route 719, 0.015 Mi. S. Intersection Route 712 (1.019 Mi. S. Intersection Route 7)- Intersection Route 734 (Airmont), Loudoun County, to the low bidder, Sam Finley, Inc., Roanoke, Va., at the bid of \$15,260.32 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$16,750.00 chargeable to this project. Motion carried.

Moved by Mr. Harrison, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received September 23rd, for the construction of Project 1369 H1,2,31, Route 603, 0.353 Mi. S. King & Queen--Middlesex County Line - 0.30 Mi. 7. Middlesex--King & Queen County Line, to the low bidder, Perkins-Barnes Construction Co. Inc., Blackstone, Va., at the bid of \$39,710.02 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$42,550.00 chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rogers, that the Commission confirm award of contract on bids received September 23rd for the construction of Project 1300 A1,2-10, Route 606, 1.723 Mi. W. of Intersection Route 612-1.845 Mi. E. of Intersection Route 612 (Near Hollybrook), Bland County, to the low bidder, Pendleton Construction Corp., Wytheville, Va., at the bid of \$87,354.65, that 10% additional be set aside to cover the cost of engineering and additional work and \$440.00 for work by State Forces, making a total of approximately \$96,500.00 chargeable to this project; financed with \$15,248.29 contribution by the Bland County Board of Supervisors and the balance to be paid with Federal Aid Secondary and State Funds. Motion carried.

Moved by Mr. DeBardit, seconded by Mr. Rawls, that the Commission confirm REJECTION of bids on Project S 1311 B2, Route 636, Bridge over New River at Austinville, the low bid being 78.5% over the approximate estimate. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of old location of Alternate 460 in Roanoke County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof; Sections 1, 2 and 5 shown on plat dated April 16, 1947, Project 1002 D, B-3. Sections 1 and 2 to revert to the Secondary System and the right of way on Section 5 to be retained. That as provided by Chapter 415, Section 8, Act approved March 31, 1932, Sections 3 and 4 be added to the Secondary System as connections, all as shown on plat referred to. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of old Route 24 in Bedford County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof and revert to the secondary system: Sections 1 and 2 shown on plat dated April 25, 1947, Project 1002-F-G-B5. That as provided by Chapter 415, Section 8, Act approved March 31, 1932, Sections 3 and 4 shown on the plat referred to be abandoned and Section 5 also shown be added to the secondary system as a connection. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the closing of the Old Location of Route 501, from the new location at Station 36/25.9 looping westerly 0.106 Mi. to the new location at Station 41/36, length 0.106 miles, having been advertised and no objection filed, the same is hereby declared abandoned and eliminated from the Primary Highway System, all as provided by Chapter 212, Section 2, Act approved March 19, 1926. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that the request of Mr. H. S. Hudgins, Contractor, Roanoke, Va., for an extension of time on Project 1315 G, Routes 621 and 679, Int. Route 114 to 0.906 Mi. S. of Int. Route 114 (Entrance to Viscose Plant) Pulaski County, be granted for 14 days and the return of \$140.00 liquidated damages, as recommended by the Chief Engineer. Motion carried.

The Commission considered the letter of August 19th from Mr. A. H. Graham, Chairman of the North Carolina State Highway and Public Works Commission, and the letter of September 5th from Mr. C. W. Phillips, Commissioner, Department of Highways of Tennessee, and decided to protest against the placing of a fee or toll for the use of the Blue Ridge Parkway.

Moved by Mr. Rawls, seconded by Mr. Harpino, that the request of Thompson-Arthur Construction Co. for an extension of time on Project S 144 A47, B2 and 1445 A, M1, B1, Routes 58 and Alternate 58, Main Street in Danville to 0.936 Mi. W. of TCL Danville, be approved for 30 days and the return of \$200.00 liquidated damages, as recommended by the Chief Engineer. Motion carried.

Moved by Mr. Harpino, seconded by Mr. Barrow, that Route 260 between Harrisburg and Route 59, and Route 59 from Columbia Furnace to Woodstock be designated as, and made a continuance of Route 42; the change to be effective the date of the next revision of the standard Highway map. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rogers, that the Fredericksburg By-pass (Alternate Route 1) and the portion of Route 1 from Four Mile Fork to a point 0.4 mile south, be designated as a Limited Access Highway, as recommended by the Department's engineers. Motion carried.

Moved by Mr. Harpino, seconded by Mr. Rawls, that the work on Route 56, Warren County, Front Royal-East, for which tentative allocation of \$8,000. was set up for drainage, being urgent and essential, it be authorized from the existing reserve fund in the Staunton District in the 1947-1948 allocations; the item on the tentative 1948-1949 allocations be deleted and the \$8,000. thrown into reserve. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that the tentative allocation set up for 1948-1949 on Route 20, Orange County, West Orange-West of \$75,000.00, be changed to road "Route 20, Orange County, Underpass in Orange, \$180,000.00"; and that the item reading "Route 350, Fairfax County, Henry G. Shirley Memorial Highway (State Matching Funds), \$405,770." be reduced to \$380,770.00. Motion carried.

Moved by Mr. Harrison, seconded by Mr. Barrow, that the tentative allocation of \$100,000. in the Lynchburg District, to the Burkeville Underpass, be withdrawn and reallocated to Route 43, Campbell County, Grade Separation in Altavista. The present item - Route 43, Campbell County, Bedford Avenue in Altavista, \$25,000. be changed to road Route 43, Campbell County, Grade Separation in Altavista \$125,000. The item on Route 360, Richmond District, relocation of NE Underpass, West of Burkeville, Hottoway County, \$150,000. be increased to \$250,000. and the reserve in the Richmond District be reduced by \$100,000.00. Motion carried.

Moved by Mr. Barrow, seconded by General Anderson that an allocation of \$298,852.00, set up for work from Clarksville-East on Route 58 be transferred to Route 58 from Route 1 to Boydton; authority having already been given to correct the inadequate sight distance at the intersection of the Bugge Island access road and Route 58. Motion carried.

Moved by General Anderson, seconded by Mr. Barrow, that the Commission allocate \$50,000. to Route 154, Prince George County, from Route 301-North toward Route 460. Motion carried.

Moved by Mr. Sharpine, seconded by Mr. Rawls, that no action be taken on the drainage situation on Route 11 Project 875 E at the J. Henkel Henry property in Frederick County. Motion carried.

Letter of September 11 from Dr. Walter S. Newman, President of V.P.I., Blacksburg, Va., was read to the Commission, which was an expression of appreciation and thanks for the work done on the roads to the parade grounds of the Institution.

Message from Mr. Carter M. Keane, Chairman of the Rappahannock Ferry Association, Kilmarnock, Va., was read to the Commission, expressing appreciation for the allocation to construct the Grays Point-White Stone Bridge.

Moved by General Anderson, seconded by Mr. Rawls, that Permit No. 12188, Routes 10 and 668, Isle of Wight County, be issued to The Smithfield Terminal Railway Company, 31 Virginia Avenue, Newport News, Va., to lay a single permanent track with standard guage crossings to run along Route 10 for a distance of approximately 400 ft., thence crossing Route 668, running along Route 10 for a distance of approximately 800 ft., and again crossing Route 10 for a spur track to the plant of The Gwaltney Packing House on Route 1109. The work to be completed in 180 days. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit that the item "New Snow Fence and Posts" for each district set up in the allocations for 1949-1950 be changed to read as follows:-

<u>District</u>	<u>From</u>	<u>To</u>
Bristol	\$11,300.	\$38,000.
Salem	13,100.	44,000.
Lynchburg	5,700.	19,000.
Culpeper	13,100.	44,000.
Staunton	13,100.	44,000.

Motion carried.

**CONSTRUCTION FUNDS - FISCAL YEAR 1948 - 1949**

Annual Allocation of	
State Funds	\$13,604,195.
Third Post War Year, 1948 Regular Federal Aid	4,009,889.
Third Post War Year, 1948 Secondary Federal Aid (30% of Apportionment)	983,072.
Third Post War Year, 1948 Urban Federal Aid	<u>1,455,034.</u>
<b>Total Funds</b>	<b><u><u>\$20,000,000.</u></u></b>

**APPORTIONMENT OF ABOVE CONSTRUCTION FUNDS FOR YEAR 1948-1949**

District	Apportionment of \$16,646,966. Based on Factors of Area, Population and Mileage		Percentage to be used in application of \$2,000,000. Fund on the Basis of the Uncompleted Mileage in the Primary System as Provided for in Chapter 172, Acts of Legislature 1938.		Apportionment of \$1,455,034. Urban Federal Aid Funds. Based on Factor of Popu- lation of 5,000 or more (1940 Census) in Accordance with Federal Aid Highway Act of 1944.		Total Combined Funds
	Percentage	Amount	Percentage	Amount	Percentage	Amount	
Bristol	13.69	\$ 2,298,374.	17.63	352,600.	1.73	25,137.	\$ 2,676,111.
Salem	13.27	2,195,782.	14.15	282,600.	11.70	170,005.	2,648,387.
Lynchburg	12.16	2,012,111.	12.39	247,800.	9.57	139,056.	2,398,967.
Richmond	14.86	2,458,879.	10.21	204,200.	26.94	391,448.	3,054,527.
Suffolk	13.65	2,268,661.	13.66	277,000.	29.84	433,685.	2,969,246.
Fredericksburg	7.78	1,287,354.	8.81	176,200.	1.17	17,000.	1,440,554.
Culpeper	12.14	2,008,802.	10.42	208,400.	12.76	185,262.	2,402,464.
Staunton	12.25	2,027,003.	14.56	291,200.	6.30	91,541.	2,409,744.
<b>TOTAL</b>	<b>100.00</b>	<b>\$16,646,966.</b>	<b>100.00</b>	<b>\$ 2,000,000.</b>	<b>100.00</b>	<b>\$ 1,455,034.</b>	<b>\$20,000,000.</b>



Moved by Mr. Ezels, seconded by Mr. Harpina, that the final allocation of funds for the Bristol District be as follows:

<u>Bristol District</u>			<u>Amount</u>
		City Street Funds -	\$61,557.00
		Urban Federal Aid -	25,137.00
		Matching Urban Federal Aid - 20%	12,568.00
		Planning 1% -	26,761.00
		Landscaping 1% -	26,761.00
<u>Route</u>	<u>County</u>	<u>Description</u>	
18	Smyth and Tazewell	Int. Route 42-North	100,000.00
19	Russell	Hansonville-Washington Co. Line	50,000.00
19	Washington	Int. Route 11 in Abingdon- Alternate Route 19	29,577.00
21	Wythe	Wytheville-North	225,000.00
42	Washington	Mandota-Scott Co. Line	22,760.00
52	Wythe	Wythe-Carroll Co. Line-North	200,000.00
58	Grayson & Washington	Veinoy-Damascus	100,000.00
68	Lee	Bridge and Approaches Town Branch at Jonesville	15,000.00
68	Scott	Fort Blackmore-Dungannon	225,000.00
67	Russell	Int. Route 80-Northeast	300,000.00
70	Wise	West of Virginia City-West	225,000.00
71	Scott	Gate City-East	225,000.00*
72	Dickenson	Georges Fork-Wise Co. Line	60,000.00
78	Wise	Appalachia-North	125,000.00
80	Russell	Honaker-South	135,000.00
85	Buchanan	Grundy-East	65,000.00
83	Dickenson	Bridge over McClure River at Fremont	60,000.00
91	Washington	Damascus-Tennessee Line	125,000.00
94	Grayson	North Fries-North	35,000.00
460	Tazewell	Bridge and Approaches Clinch River in Richlands	75,000.00
		New Snow Fence and Posts Reserve	39,000.00
			<u>87,000.00</u>
		1948-1949 Bristol District Total	\$2,876,111.00
		* Funds Expended or Underway.	
		Motion carried.	

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the final allocation of funds for the Salem District be as follows:

<u>Salem District</u>			<u>Amount</u>
		City Street Funds -	\$130,978.00
		Urban Federal Aid -	170,005.00
		Matching Urban Federal Aid - 25%	85,003.00
		Planning 1% -	26,484.00
		Landscaping 1% -	26,484.00
<u>Route</u>	<u>County</u>	<u>Description</u>	
11	Montgomery	Elleston East and West	341,028.00
11	Roanoke	Traffic Signal at Int. Route 1512 (Huntington Blvd.) North Roanoke	3,000.00 *
24	Bedford	Gambell County Line-West	42,482.00 *
40	Patriot	Woolwine-East	135,000.00
42	Craig	West New Castle-West	142,000.00 *
52	Carroll	Nythe Co. Line-Hillsville	90,000.00
61	Giles	Bridge and Approaches New River at Narrows	600,000.00
99	Pulaski	Pulaski (To be matched by City)	25,000.00
116	Roanoke	Int. Route 605 North and South	30,000.00
122	Bedford	Franklin Co. Line-North	12,000.00
221	Floyd	Floyd-Copper Hill	75,000.00
297	Bedford	Bedford - East	150,000.00
311	Roanoke	Catawba Mountain Revision	250,000.00
601	Bedford	Lynchburg-West	63,925.00 *
		New Snow Fence and Posts Reserve	44,000.00
			<u>206,000.00</u>
		1948-1949 Salem District Total	\$2,645,387.00
		+ Funds Expended or Underway	

Motion carried.

Moved by Mr. Harrison, seconded by Mr. Barrow, that the final allocation of funds for the Lynchburg District be as follows:

<u>Lynchburg District</u>			<u>Amount</u>
		City Street Funds -	\$76,863.00
		Urban Federal Aid -	139,056.00
		Matching Urban Federal Aid - 25%	69,528.00
		Planning 1% -	23,890.00
		Landscaping 1% -	23,990.00
<u>Route</u>	<u>County</u>	<u>Description</u>	
16	Prince Edward	Overpasses & Approaches Norfolk and Western and Virginian Railways N. of Keysville	100,000.00
16	Prince Edward & Charlotte	Kingsville-South	150,000.00
29	Campbell	South Lawyers Road-South	200,000.00
29	Pittsylvania	Bridge and Approaches Banister River	30,000.00
34 & 304	Halifax	South Boston By-pass and Bridge over Dan River	575,000.00
45	Campbell	Grade Separation in Altavista	125,000.00
60	Amherst	Rockbridge County Line-East	180,000.00
60	Cumberland	W. Int. Route 45-West	109,540.00
120	Amherst	Int. Route 29-Madison Heights	60,000.00
460	Appomattox & Campbell	Revision at Concord	200,000.00
601	Halifax	Int. Route 380 in Halifax-South	75,000.00 *
601	Campbell	Int. Route 24-South	180,000.00
		New Snow Fence and Posts	19,000.00
		Reserve	<u>101,000.00</u>
1948-1949 Lynchburg District Total			\$2,398,987.00
* Funds Expended or Underway			

Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the final allocation of funds for the Richmond District be as follows:

<u>Richmond District</u>			<u>Amount</u>
		City Street Funds -	\$175,136.00
		Urban Federal Aid -	391,448.00
		Matching Urban Federal Aid - 25%	106,724.00
		Planning 1% -	30,545.00
		Landscaping 1% -	30,545.00
<u>Route</u>	<u>County</u>	<u>Description</u>	
1	Hanover,		
	Henrico &		
	Chesterfield	Widen Bridges	50,000.00
1	Hanover	Ashland-North	150,000.00
6	Henrico &		
	Cocke	Richmond-West	200,000.00
33	New Kent	Eltham Bridge	16,000.00 *
40 &			
137	Lunenburg	Kembridge (Sidewalk and Curb and Gutter)	25,600.00
45	Brunswick	Approaches to Meherrin River Bridge	44,000.00
60	New Kent	Diasound Creek Bridge-West	632,550.00 *
60	New Kent	West Providence Forge-West	8,047.00 *
60	New Kent	East Providence Forge-East	260,805.00
60 &	Henrico &		
33	New Kent	Bottoms Bridge-East and West	286,727.00 *
184	Prince George	Route 301-North	50,000.00
181	Henrico	Richmond-Hilliard Road	100,000.00
181	Chesterfield	Int. Route 60 West of Richmond	70,000.00
301 &			
480	Prince George	Grater Road in Petersburg (To be matched by city)	37,600.00
380	Hottoway	Relocation of Present HST Underpass W. of Burkeville	250,000.00
480	Hottoway	Overpass and Approaches HST Railway at Hottoway Court House	148,500.00
		Reserve	82,600.00
		1948-1949 Richmond District Total	\$5,064,827.00
		* Funds Expended or Underway	

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the final allocation of funds for the Suffolk District be as follows:

Suffolk District

	<u>Amount</u>
City Street Funds -	\$181,871.00
Urban Federal Aid -	435,585.00
Matching Urban Federal Aid - 25%	218,792.00
Planning 1% -	89,692.00
Landscaping 1% -	29,692.00

<u>Route</u>	<u>County</u>	<u>Description</u>	
10	Wenham & Isle of Wight	Between Elephant Fork and Smithfield	80,000.00
15	Norfolk & Princess Anne	Norfolk By-pass toward Route 60 (Little Creek)	200,000.00
18	Accomack	Oak Hall-South	260,000.00
17	Norfolk	Bridge and Approaches Western Branch Elizabeth River	250,000.00
17	Warwick & York	Int. Route 188-Tabbs	150,000.00
58	Southampton	West Courtland-West	508,871.00 *
58	Princess Anne	Int. Route 13 (Near Norfolk)- East	273,043.00
58 & 460	Norfolk	Shoulder Stabilization	3,000.00
80	Elizabeth City and Warwick	Shoulder Stabilization	3,000.00
308	Southampton	Int. Route 58-North (Southampton Farm)	100,000.00 *
	Jamez City	Primary Highways in Williamsburg ( To be matched by City)	90,000.00
		Esserve	<u>200,000.00</u>
		1948-1949 Suffolk District Total	\$2,589,245.00
		* Funds Expended or Underway	

Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the final allocation of funds for the Fredericksburg District be as follows:

<u>Fredericksburg District</u>	<u>Amount</u>
City Street Funds -	\$11,678.00
Urban Federal Aid -	17,000.00
Matching Urban Federal Aid - 25%	8,500.00
Planning 1% -	14,408.00
Landscaping 1% -	14,408.00

<u>Route</u>	<u>County</u>	<u>Description</u>	
1	Caroline Spotsylvania & Stafford	Widen Bridges	75,000.00
1	Caroline & Spotsylvania	North Anna River-North	350,000.00
14 & 198	Mathews	Mathews Court House-West	200,000.00
17	Stafford	West Falmouth-West	150,000.00
33	King William	Eltham Bridge	16,000.00 *
202	Westmoreland	Bridge over Nomini Creek	25,000.00
205-Y	Westmoreland	Colonial Beach (Curb and Gutter and Sidewalks)	50,000.00
225	Mathews & Middlesex	Bridge over Piankatank River (Twiggs Ferry)	459,564.00
		Reserve	<u>50,000.00</u>
1948-1949 Fredericksburg District Total			\$1,440,564.00
* Funds Expended or Underway			

Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that the final allocation of funds for the Culpeper District be as follows:

<u>Culpeper District</u>	<u>Amount</u>
City Street Funds -	\$44,000.00
Urban Federal Aid -	185,282.00
Matching Urban Federal Aid - 25% (Including Arlington County's 50%)	140,654.00
Planning 1% -	24,025.00
Landscaping 1% -	24,025.00

<u>Route</u>	<u>County</u>	<u>Description</u>	
7	Loudoun	Broad Run-West	100,000.00 *
7	Fairfax	Int. Route 380-East and West	238,777.00 *
15	Prince William	Haymarket-North and South	100,000.00
17	Fauquier	Stafford Co. Line-West	100,000.00
20	Albemarle	Charlottesville-South	150,000.00
20	Orange	Underpass in Orange	100,000.00
55	Albemarle	Bridge and Approaches Buck Island Creek	90,000.00
130	Arlington	Glebe Road, Int. Route 1-West	185,489.00
230	Albemarle & Greene	North Crozet-North	150,000.00 *
236	Fairfax	West Holmes Run-West	279,077.00 *
287	Loudoun	Lovettsville-North and South	55,000.00
302	Albemarle	Copeley Hills, University Grounds	25,000.00
350	Fairfax	Henry G. Shirley Memorial Highway	380,770.00
		New Snow Fences and Posts Reserve	44,000.00
		1948-1949 Culpeper District Total	\$2,402,484.00
		* funds Expended or Underway	

Motion carried.

Moved by Mr. Harpine, seconded by Mr. Rawls, that the final allocation of funds for the Staunton District be as follows:

<u>Staunton District</u>	<u>Amount</u>
City Street Funds -	\$97,645.00
Urban Federal Aid -	91,541.00
Matching Urban Federal Aid - 25%	45,771.00
Planning 1% -	24,097.00
Landscaping 1% -	24,097.00

<u>Route</u>	<u>County</u>	<u>Description</u>	
11	Augusta	Steeles Tavern-North	180,000.00
11	Rockbridge	South Steeles Tavern-South	265,000.00
11	Rockingham & Shenandoah	New Market-North and South	200,000.00
12	Page	Bridge and Approaches South Fork Shenandoah River at Alma	50,000.00
33	Rockingham	Swift Run Gap-West	70,000.00
220	Bath	Warm Springs-North	26,000.00
220	Bath	Warm Springs-South	88,000.00
250	Augusta	Waynesboro-Staunton	35,000.00
251	Rockbridge	Murat-West	38,000.00
254	Augusta	Bridge over Christians Creek	3,500.00
256	Augusta	Middle River Bridge at Mt. Meridian	6,000.00
259	Rockingham	Bridge over Runyon Creek	20,000.00
280	Rockingham	Harrisonburg-North	187,500.00
288	Alleghany	Bath County Line-2.5 Miles So.	50,000.00
288	Bath	Alleghany County Line-North	56,000.00
288	Alleghany	Bridge and Approaches-Jackson River	75,000.00
289	Highland	South of McDowell-South	75,595.00
522	Warren	North Riverton-North	250,000.00
		New Snow Fence and Posts	44,000.00
		Reserve	<u>184,000.00</u>

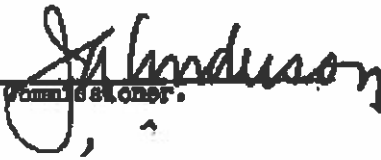
1948-1949 Staunton District Total \$2,409,744.00

Motion carried.



There being no further business the Commission adjourned  
at noon.

Approved-

  
\_\_\_\_\_  
J. Linderson  
Chairman

Attested-

  
\_\_\_\_\_  
S. H. Rauls  
Secretary

**MINUTES  
OF  
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION**

**Richmond, Virginia**

**March 18, 1976**

The monthly meeting of the State Highway and Transportation Commission was held at the Central Highway Office in Richmond, Virginia, on March 18, 1976, at 10 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

**Present:** Messrs. Fugate, Beeton, Crowe, Fralin, Glass, Hall, Hassell, Hooper, Janney and Roos.

**Absent:** Mr. Landes

On motion of Mr. Crowe, seconded by Mr. Hooper, minutes of the meeting of February 19, 1976, were approved.

On motion of Mr. Crowe, seconded by Mr. Hooper, permits issued from February 19, 1976, to March 17, 1976, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Crowe, seconded by Mr. Hooper, that cancellation of permits from February 19, 1976, to March 17, 1976, inclusive, as shown by records of the Department, be approved. Motion carried.

The Chairman told the Commission of the recently adjourned session of the General Assembly, stating that the highway budget had been left practically intact, with the only change being in the field of mass transit. He also said that the Department had received no additional funds from the General Assembly this session.

On motion of Mr. Hassell, seconded by Mr. Janney, the Commission approved a recommendation by the Department that property damage insurance on the Hampton Roads Bridge Tunnel, the James River Bridge, the Robert O. Norris Bridge and the George P. Coleman Bridge be discontinued June 1, 1976, the date on which the tolls will be removed from these facilities. After that date, the Department will be self-insured for these structures.

A discussion followed relative to the limits of liability insurance carried by the Department, and a request was made by Mr. Fugate that Mr. Roos's Toll Road Committee study these limits to see if an increase is in order.

On motion of Mr. Beeton, seconded by Mr. Janney, the Commission voted to permit access by car pools of four or more persons on the Shirley Highway Reversible Lanes at Eads Street.

3-18-76

Moved by Mr. Crowe, seconded by Mr. Hooper,  
that the Commission confirm letter ballot action on bids received  
February 24 and 25, 1976, and March 3, 1976, on the following projects:

S. Delphina Avenue, Project U000-136-103, C-501, B-603; 102, C-501;  
0624-007-170, C-501

0.721 MI. S. SCL Waynesboro - 0.093 MI. N. Int. 250, Augusta County and  
City of Waynesboro. Award of contract to low bidder, Rock Excavators,  
Inc., Amherst, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$2,433,968.63	\$1,550.00
10% for engineering and additional work	243,396.86	155.00
Work by State Forces	13,110.00	
Railroad	33,500.00	
Flagging	300.00	
Amount chargeable to project	2,725,980.00	
Acct. Rec. City of Waynesboro - \$386,675.70		
\$253,000.00 to be provided for in 1976-77 & Subsequent Years' Budgets.		

Route 17, Project 0017-046-102, B-601 CONTR. 6

Demolition of Approach Trestles - Route 17 over James River, Isle of  
Wight County. Award of contract to low bidder, McLean Contracting  
Company, Baltimore, Maryland.

Bid	\$1,362,800.00
10% for engineering and additional work	136,280.00
Amount chargeable to project	1,499,080.00

Route 50, Project 0050-000-109, C-501, B-605

0.288 MI. E. Int. George Mason Dr. - 0.239 MI. W. Int. George Mason Dr.,  
Arlington County. Award of contract to low bidder, Warren Brothers Company,  
A Division of Ashland Oil, Inc., Richmond, Virginia, and Moore Brothers  
Company, Inc., Verona, Virginia, and Wiley N. Jackson Company, Roanoke,  
Virginia, and Talbott-Marks Company, Inc., Clarksville, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$3,166,200.15	\$128,390.00
10% for engineering and additional work	316,620.01	12,839.00
Work by State Forces	6,327.00	
Amount chargeable to project	3,630,376.00	
Acct. Rec. County of Arlington - \$135,575.00		
\$994,801.00 to be provided for in Future Urban Construction Allocations.		

3-18-76

Route 64, Project 0064-965-102, C-501, B-601, B-602, B-603, B-604, B-605, B-606, B-607, B-608, B-609

Tidewater Drive, Chesapeake Blvd. & North Hampton Blvd. Interchanges, City of Norfolk. Award of contract to low bidder, E. V. Williams Company, Inc., and Williams Paving Company, Inc., Norfolk, Virginia.

Bid	\$2,666,786.11
10% for engineering and additional work	266,678.61
Work by State Forces	11,054.00
Amount chargeable to project	2,944,519.00

Route 77, Project 0077-017-101, B-620, B-624, B-625, B-630, B-633, B-642

Bridges over Reloc. 705, 58 and 620 over 77, Carroll County. Award of contract to low bidder, Pendleton Construction Corp., Mytheville, Virginia.

Bid	\$1,637,498.90
10% for engineering and additional work	163,749.89
Amount chargeable to project	1,801,249.00

\$1,801,249.00 to be provided for in future Interstate Construction Allocations.

Route 77, Project 0077-098-101, B-611, B-612

Bridges over N & W Rwy., New River & Rte. 52, Mythe County. Award of contract to low bidder, J. Lawson Jones Construction Co., Inc., Clarksville, Virginia, and Bowers Construction Company, Raleigh, North Carolina.

Bid	\$8,384,983.80
10% for engineering and additional work	838,498.38
Work by State Forces	550.00
Railroad	1,103.90
Flagging	6,154.00
Amount chargeable to project	9,231,290.00

\$5,698,244.00 to be provided for in future Interstate Construction Allocations.

Route 81, Project 0081-034-701, M-800

Addition to and Renovation of Information Center Rest Area Building - Approx. 3.9 Mi. S. of Virginia-West Virginia State Line, Frederick County. Award of contract to low bidder, H & W Construction Company, Inc., Winchester, Virginia.

Bid (Capital Outlay)	\$37,850.00
10% for engineering and additional work	3,785.00
Amount chargeable to project	41,635.00

3-18-76

Route 123, Project 0123-076-106, C-501

Int. 123 & 641, Prince William County. Award of contract to low bidder, A. N. Johnston Construction Company, Fredericksburg, Virginia.

Bid	\$101,224.80
10% for engineering and additional work	10,122.48
Work by State Forces	2,656.00
Amount chargeable to project	114,003.00

\$11,003.00 to be provided for in 1976-77 Primary Construction Allocations.

Route 161, Project 0161-043-103, C-501

Drainage Improvements Lakeside Avenue - Clark Street - Oakwood Lane, Henrico County. Award of contract to low bidder, A. N. Johnston Construction Company, Fredericksburg, Virginia.

Bid	\$88,356.20
10% for engineering and additional work	8,835.62
Amount chargeable to project	97,192.00
Acct. Rec. City of Richmond - \$176.00	

\$39,516.00 to be provided for in 1976-77 and 1977-78 Primary Construction Allocations.

Route 460, Project 6460-035-113, C-506, B-610, B-611

0.765 Mi. W. New River Bridge - 0.459 Mi. W. Int. 100, Giles County. Award of contract to low bidder, Fairfield Bridge Company, Inc., Staunton, Virginia.

Bid	\$2,689,314.12
10% for engineering and additional work	268,931.41
Work by State Forces	11,000.00
Railroad	34,590.00
Flagging	7,756.00
Amount chargeable to project	3,011,592.00

Route 644, Project 0644-029-197, C-503

1.629 Mi. E. Int. 95 - 0.033 Mi. E. Int. S. Van Dorn Street (613), Fairfax County. Award of contract to low bidder, Shirley Contracting Corp., Alexandria, Virginia.

Bid	\$778,163.05
10% for engineering and additional work	77,816.30
Work by State Forces	1,060.00
Utilities	46,933.00
Amount chargeable to project	903,972.00
Acct. Rec. Co. of Fairfax - \$55,437.22	

3-18-76

Route 686, Project 0685-071-202, C-501, B-636

0.129 Mi. W. Int. 686 & 682 - 0.061 Mi. E. Int. 686 & 682, Pittsylvania County. Award of contract to low bidder, Vecellio & Associates, Inc., Salem, Virginia.

Bid	\$177,007.18
10% for engineering and additional work	17,700.71
Work by State Forces	3,245.00
Amount chargeable to project	197,953.00

\$148,465.00 provided from Federal Bridge Replacement Funds.

Project 5501-128-101, C-501

Traffic Signal System - Central Business District, Various Streets, City of Roanoke. Award of contract to low bidder, Fischbach & Moore, Inc., New York, New York.

Bid	\$1,176,729.00
10% for engineering and additional work	117,672.90
Utilities	12,310.00
Project Coordinator	15,000.00
Amount chargeable to project	1,321,712.00

\$736,712.00 to be provided for in future Urban Construction Allocations.

Main Street, Project 5503-121-103, C-501

0.107 Mi. W. Int. Jefferson Avenue - 0.029 Mi. N. Int. McLawhorne Dr. and three additional Intersections, City of Newport News. Award of contract to low bidder, E. W. Muller Contractor, Inc., Newport News, Virginia.

Bid	\$427,619.80
10% for engineering and additional work	42,761.98
Work by State Forces	7,480.00
Amount chargeable to project	477,862.00

Acct. Rec. City of Newport News - \$71,679.26

## MOTION CARRIED

Moved by Mr. Crowe, seconded by Mr. Hooper, that the Commission confirm letter ballot action rejecting bids received February 25, 1976, and authorize readvertisement of these projects:

Route 81, Project 0081-082-112, L-801

Rest Area Buildings and Related Items - S. of Shenandoah-Rockingham CL, Rockingham County. Low bid - 11.8% over estimate.

3-18-76

Route 633, Project 0633-040-134, M-501, B-622

Bridge & Approaches over Fontaine Creek, Greensville County. Low bid - 24.2% over estimate.

**MOTION CARRIED**

that Moved by Mr. Beeton, seconded by Mr. Hall,

WHEREAS, Route 15-29 in Culpeper County has been altered and reconstructed as shown on plans for Project 6016-023-106, C-501; and

WHEREAS, one section of the old road is recommended to be transferred to the Secondary System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 2.59 miles of old location of Route 15-29, shown in red and designated as Section 10 on the plat dated January 10, 1975, Project 6016-023-106, C-501, be transferred from the Primary System to the Secondary System of Highways.

**MOTION CARRIED**

that Moved by Mr. Hall, seconded by Mr. Beeton,

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Petersburg for additions and deletions of streets subject to maintenance payments, and meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Petersburg on additional streets, totaling 2.34 miles, and meeting required standards under the aforementioned section of the Code, effective October 1, 1975, for the quarterly payment due after December 31, 1975. The additions and deletions are described on attached tabulation sheets numbered 1 and 2, dated October 1, 1975.

These additions, totaling 2.34 miles and deletions of 0.50 mile, for a net addition of 1.84 miles, increase the total mileage in the City of Petersburg from 145.51 miles to 147.35 miles of approved streets subject to payment.

**MOTION CARRIED**

**ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT**

MUNICIPALITY City of Petersburg  
LANE

TOTAL ADDITIONAL/MILEAGE REQUESTED 5.03

1975

SUBMITTED BY THE CITY OR TOWN (Date SEPT. 5.) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 9-15-75)

NAME OF STREET	FROM TO		R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
	(If widths vary list each change)					RT.	LT.			
Bermuda St.	Varina Ave.	Chuckatuck Ave.	50'	30'	.025	No	No	6" Gr.	PM	2
Bradford La.	Normandy Dr.	Francis St.	50'	36'	.136	No	No	6" Gr.	ST	2
Brierwood Rd.	Bogese Dr.	South end	50'	20'	.400	No	No	6" Gr.	ST	2
Flynn La.	Normandy Dr.	Francis St.	50'	36'	.151	No	No	6" Gr.	ST	2
Francis St.	North end	South end	50'	36'	.184	No	No	6" Gr.	ST	2
Homestead Dr.	Johnson Rd.	Anderson Elem.	50'	36'	.350	Yes	Yes	6" Gr.	PM	3
Normandy Dr.	Wagner Rd.	Bradford La.	60'	36'	.379	No	No	6" Gr.	ST	2
Oakwood Cir.	East end	South end	50'	36'	.278	No	No	6" Gr.	ST	2
Oakwood Ct.	Oakwood Cir.	West end	60'R	36'	.038	No	No	6" Gr.	ST	2
Roberson St.	Normandy Dr.	Francis St.	50'	36'	.208	No	No	6" Gr.	ST	2
Sedgwick St.	Morton Ave.	South end	50'	30'	.113	No	No	6" Gr.	ST	2
Walta Cir.	Roberson St.	North end	50'R	36'	.072	No	No	6" Gr.	ST	2

SIGNED [Signature]  
Dept. of Highways Engineer



**DELETION  
ADDITION TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT**

MUNICIPALITY City of Petersburg

DELETION LANE  
TOTAL SURFACE MILEAGE REQUESTED 39 1.00

1975

SUBMITTED BY THE CITY OR TOWN (Date Aug. 18) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 8-25-75)

NAME OF STREET	FROM TO		R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
	(If widths vary list each change)					RT.	LT.			
Homestead Dr.	Johnson Rd.	Anderson Elca.	50'	36'	.35	Yes	Yes	6" Gr.	PA	2
Mt. Erin Pl.	Sycamore St.	S. Adams St.	65'	42'	.06	- -	- -	4" Gr.	ST	2
S. Adams St.	Apollo St.	Mt. Erin Pl.	50'	28'	.09	- -	- -	4" Gr.	ST	2

SIGNED [Signature]  
Dept. of Highways' Engineer

3-18-76

Moved by Mr. Beeton, seconded by Mr. Hall.  
that

WHEREAS, Route 19 in Russell County has been altered and reconstructed as shown on plans for Project 6019-083-105, C-501; and

WHEREAS, two sections of the old road are no longer necessary for purposes of the State Highway System, a new road having been constructed in lieu thereof, and two sections of the old road are to be transferred to the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.36 mile of old Route 19, shown in yellow and designated as Sections 1 and 4 on the plat dated July 14, 1975, Project 6019-083-105, C-501, be discontinued as a part of the State Highway System; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 2.43 miles of old Route 19, shown in red and designated as Sections 2 and 3 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

Moved by Mr. Hall, seconded by Mr. Beeton,  
that

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Galax for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Galax on additional streets, totaling 2.66 miles, and meeting required standards under the aforementioned section of the Code, effective January 1, 1976, for the quarterly payment due after March 31, 1976. The additional streets and mileage eligible for payments are described on attached tabulation sheets numbered 1 and 2, dated January 1, 1976.

These additions, totaling 2.66 miles, increase the total mileage in the City of Galax from 41.48 miles to 44.14 miles of approved streets subject to payment.

MOTION CARRIED

**ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT**

MUNICIPALITY City of Galax

TOTAL ADDITIONAL MILEAGE REQUESTED 2.66 Mi.  
(5.32 Lane Miles)

SUBMITTED BY THE CITY OR TOWN (Date \_\_\_\_\_) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 1-5-76)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
						RT. (Yes or No)	LT. (Yes or No)			
(1) <u>Mt. View Ave.</u>	<u>Int. Sexton Street.</u> <u>Int. Fries Rd.</u>		<u>50'</u>	<u>24'</u>	<u>0.20</u>	<u>Yes</u>	<u>Yes</u>	<u>6" C.R.</u>	<u>2" plant mix</u>	<u>2</u>
(2) <u>Ash St.</u>	<u>Int. Matthews St.</u> <u>Int. E. Grayson St.</u>		<u>30'</u>	<u>16'</u>	<u>0.08</u>	<u>Yes</u>	<u>Yes</u>	<u>"</u>	<u>Double P. &amp; S.</u>	<u>2</u>
(3) <u>Taylorwood Rd.</u>	<u>Int. Hazelwood Dr. Southeast</u> <u>Corp Limits</u>		<u>30'</u>	<u>16'</u>	<u>0.15</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>2</u>
(4) <u>Mill Creek Rd.</u>	<u>Glendale Rd.</u> <u>N. Corp. Limits</u>		<u>30'</u>	<u>16'</u>	<u>0.35</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>2</u>
(5) <u>E. Grayson St.</u>	<u>Int. Ash St.</u> <u>Int. Elm St.</u>		<u>30'</u>	<u>16'</u>	<u>0.06</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>2" plant mix</u>	<u>2</u>
(6) <u>Holly St.</u>	<u>Int. Dogwood St.</u> <u>0.02 mi. N. Int. Dogwood St.</u>		<u>50'</u>	<u>30'</u>	<u>0.02</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>Double P. &amp; S.</u>	<u>2</u>
(7) <u>Dogwood St.</u>	<u>Int. Cedar St.</u> <u>Int. Holly St.</u>		<u>50'</u>	<u>30'</u>	<u>0.02</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>2</u>
(8) <u>Moore La.</u>	<u>Int. Hwy St.</u> <u>Int. John St.</u>		<u>50'</u>	<u>30'</u>	<u>0.11</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>2</u>
(9) <u>Rhody St.</u>	<u>Int. Kipling La.</u> <u>Int. Moore La.</u>		<u>50'</u>	<u>30'</u>	<u>0.08</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>2</u>
(10) <u>Skyview Dr.</u>	<u>Int. Oldtown Rd.</u> <u>Int. Country View Dr.</u>		<u>50'</u>	<u>30'</u>	<u>0.20</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>2</u>
(11) <u>Greenhaven Dr.</u>	<u>Int. Fries Rd.</u> <u>Int. Scotland Dr.</u>		<u>50'</u>	<u>30'</u>	<u>0.26</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>2</u>
(12) <u>Scotland Dr.</u>	<u>Int. Greenhaven Dr.</u> <u>Int. Kenbrook Dr.</u>		<u>50'</u>	<u>30'</u>	<u>0.07</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>2</u>
(13) <u>Windsor Dr.</u>	<u>Int. Taylorwood Rd. South to</u> <u>Dead End</u>		<u>50'</u>	<u>30'</u>	<u>0.18</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>2" plant mix</u>	<u>2</u>

SIGNED

*W. M. K. [Signature]*

Dept. of Highways' Engineer

**ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT**

MUNICIPALITY - City of Galax

TOTAL ADDITIONAL MILEAGE REQUESTED 2.66 MI.  
(5.32 Lane Miles)

SUBMITTED BY THE CITY OR TOWN (Date \_\_\_\_\_) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date \_\_\_\_\_)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
						RT. (Yes or No)	LT. (Yes or No)			
(14) Hospital Dr.	Int. Valley St. 0.32 mi. W. Int. Valley St.		50'	30'	0.32	Yes	Yes	6" C.P.	4" plant mix	2
(15) Middleton St.	Int. Poplar Knob Rd. Int. High St.		50'	30'	0.25	"	"	"	Double P. & S. 2" Plant Mix	2
(16) Wilson Ave.	Int. Gillespie La. 0.12 mi. W. Int. Gillespie La.		30'	18'	0.12	"	"	"	Double P. & S.	2
(17) Rock Rd.	Int. S. Main St. E. Corp. Limits		40'	18'	0.17	"	"	"	"	2

SIGNED M. Williams  
Dept. of Highways Engineer

269

3-18-76

that Moved by Mr. Hooper, seconded by Mr. Glass,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location and design public hearing was held in the Cumberland County Courthouse, Cumberland, Virginia, on November 25, 1975, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 60 from 0.460 mile west of the Cumberland County Courthouse to 0.108 mile west of the west intersection of Relocated Route 45 in Cumberland County, State Project 0060-024-103, C-501; Federal Project F-040-2( ); and

WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's engineers.

MOTION CARRIED

that Moved by Mr. Hall, seconded by Mr. Beeton,

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Buena Vista for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Buena Vista on additional streets, totaling 2.15 miles, and meeting required standards under the aforementioned section of the Code, effective October 1, 1975, for the quarterly payment due after December 31, 1975. The additional streets and mileage eligible for payments are described on attached tabulation sheets numbered 1 through 3, dated October 1, 1975.

These additions, totaling 2.15 miles, increase the total mileage in the City of Buena Vista from 30.67 miles to 32.82 miles of approved streets subject to payment.

MOTION CARRIED

October 1, 1975

ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY Buena Vista, Va.

TOTAL ADDITIONAL MILEAGE REQUESTED  $\frac{1.68 \times 2 = 3.36 \text{ lane miles}}{3.14}$

SUBMITTED BY THE CITY OR TOWN (Date 7/18/75) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 10/15/75)

NAME OF STREET	FROM TO (if widths vary list each change)	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. LT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
✓ 13th St.	Maple Ave - Birch Avenue	60	18	0.05	yes yes	stone	S.T.	two
✓ 13th St.	Pine Ave - E. Corp. limits	60	20	0.06	yes yes	stone	S.T.	two
✓ 11th St.	Cedar - Hawthorn Alley between	60	20	0.06	yes yes	stone	S.T.	two
✓ 20th St.	Hawthorn - Spruce - Holly	60	22	0.16	yes yes	stone	P.M.	two
✓ Birch	25th - 26th	60	30	0.08	yes yes	stone	P.M.	two
✓ Pine	23rd - 25th	60	21	0.17	yes yes	stone	S.T.	two
✓ 32nd.	300 ft. East of Catalpa - Locust Ave.	60	19	0.20	yes yes	stone	S.T.	two
✓ 35th	Catalpa - Locust	60	36	0.11	No. no	stone	S.T.	two
✓ 38th	Lombardy - Catalpa	60	30	0.11	yes yes	stone	S.T.	two
<del>39th</del>	<del>Lombardy - Catalpa</del>	<del>60</del>	<del>18</del>	<del>0.11</del>	<del>yes yes</del>	<del>stone</del>	<del>S.T.</del>	<del>two</del>
✓ 36th	Locust - Catalpa	60	30	0.11	yes no	stone	S.T.	two
✓ Locust	34th - 36th	60	20	0.12	yes yes	stone	S.T.	two
✓ 25th	alley between Spruce - Laurel & Hickory	60	30	0.16	no yes	stone	P.M.	two

SIGNED M. C. The Council  
Dept. of Highways' Engineer

**ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1971 AMENDMENT**

MUNICIPALITY Buena Vista, Va.

TOTAL ADDITIONAL MILEAGE REQUESTED 1.57  
~~1.60~~ X 2 = 3.14  
~~3.36~~ lane miles  
3.14

SUBMITTED BY THE CITY OR TOWN (Date 7/18/75) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 10/15/75)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
						RT. (Yes or No)	LT.(Yes or No)			
<u>Laurel</u>	<u>24th - 26th</u>		<u>60</u>	<u>36</u>	<u>0.16</u>	<u>no</u>	<u>no</u>	<u>stone</u>	<u>P.M.</u>	<u>two</u>
<u>Holly</u>	<u>25th - 100 ft. North</u>		<u>60</u>	<u>36</u>	<u>0.02</u>	<u>no</u>	<u>no</u>	<u>stone</u>	<u>P.M.</u>	<u>two</u>

SIGNED M. C. The Connors  
Dept. of Highways Engineer

**ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT**

MUNICIPALITY Buena Vista, Va.

TOTAL ADDITIONAL MILEAGE REQUESTED 9.50 x 2 = 19  
Lane Miles

SUBMITTED BY THE CITY OR TOWN (Date 10/13/75) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 10/15/75)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of L available for peak hour Tr
						RT. (Yes or No)	Lt.			
✓ Cedar Avenue	400 ft. North 14th Street	16th St.	60	24'	0.23	yes	yes	stone	S.T.	two
✓ 15th Street	Cedar	Hawthorne	60	20'	0.05	yes	yes	stone	S.T.	two
✓ Woodland Ave.	4th St.	9th St.	50	22'	0.25	yes	yes	stone	S.T.	two
✓ 6th Street	Woodland Ave.	Poplar Ave.	50	20'	0.09	yes	yes	stone	S.T.	two
✓ 5th Street	Linden Ave.	Elm Ave.	50	30'	0.06	yes	yes	stone	S.T.	two

SIGNED M. C. McLaughlin  
Dept. of Highways' Engineer



3-18-76

Moved by Mr. Hall, seconded by Mr. Beeton,  
that

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the Town of Blacksburg for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Blacksburg on additional streets, totaling 1.51 miles, and meeting required standards under the aforementioned section of the Code, effective January 1, 1976, for the quarterly payment due after March 31, 1976. The additional streets and mileage eligible for payment are described as follows:

- Murphy Street - From Giles Road to East Corporate Limits 0.14 Mile
- Price Street - From Murphy Street South to Blacksburg Heights Subdivision 0.11 Mile
- Neil Street - From Giles Road to East Corporate Limits 0.10 Mile
- University City Boulevard - From End of Present Maintenance to Beginning of Present Maintenance 0.05 Mile
- Prisrose Drive - From Carroll Drive to Walnut Drive 0.21 Mile
- Cambridge Road - From Tall Oaks Drive to Methwood Boulevard 0.29 Mile
- Elizabeth Drive - From Broce Drive to Lora Lane 0.22 Mile
- Lora Lane - From Elizabeth Drive to Broce Drive 0.18 Mile
- Summit Drive - From Lora Lane East to Dead End 0.11 Mile
- Golfview Drive - From Elizabeth Drive Southeast to Dead End 0.10 Mile

These additions, totaling 1.51 miles, increase the total mileage in the Town of Blacksburg from 68.91 miles to 70.42 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Beeton, seconded by Mr. Hall,  
that

WHEREAS, Route 250 in Augusta County has been altered and reconstructed as shown on plans for Project 0250-007-105, C-501; and

WHEREAS, five sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.46 mile of old Route 250, shown in blue and designated as Sections 1, 2, 3, 4 and 5 on the plat dated October 8, 1975, Project 0250-007-105, C-501, be abandoned as a part of the State Highway System.

MOTION CARRIED

3-18-76

that Moved by Mr. Fralin, seconded by Mr. Glass,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location and design public hearing was held in the James River High School, Buchanan, Virginia, on February 17, 1976, at 2:00 p.m., for the purpose of considering the proposed Bridge and Approaches over James River on Route 630 at Springwood, Virginia, in Botetourt County, State Project 0630-011-150, C-501, B-635; Federal Project RS-1525( ); and

WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's engineers.

MOTION CARRIED

that Moved by Mr. Hall, seconded by Mr. Baeton,

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Richmond for additions and deletions of streets subject to maintenance payments, and meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be reduced for a net reduction of 0.03 mile from the "Other Streets" mileage applicable to the aforementioned section of the Code, in the City of Richmond, effective January 1, 1976, for the quarterly payment due after March 31, 1976. The additions and deletions are described on attached tabulation sheets numbered 1 through 3, dated January 1, 1976.

These additions, totaling 0.43 mile and deletions of 0.46 mile, for a net deletion of 0.03 mile, decrease the total mileage in the City of Richmond from 697.50 miles to 697.47 miles of approved streets subject to payment.

MOTION CARRIED

**ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1971 AMENDMENT**

MUNICIPALITY: City of Richmond

TOTAL ADDITIONAL MILEAGE REQUESTED See X-

SUBMITTED BY THE CITY OR TOWN (Date 1/25/70) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date JAN 27 1970)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
						RT. (Yes or No)	LT. (Yes or No)			
Bellevue Ave Extension	Old Brook (Relocated)	Forest Lawn Rd	66'	44'	0.11	No	No	Aggr.	Asphalt	2
Cheatwood Ave	Bellevue Extension	Old Piney Rd	50'	32'	0.10	No	No	Aggr.	Asphalt	2
Lincoln Ave	Piney Rd - 172' E. of Piney Rd		50'	31'	0.03	No	No	Aggr.	Asphalt	2
Lincoln Ave	250' E. of <del>Piney</del> <sup>Mass Side Ave</sup> - 368 E. of <del>Piney</del> <sup>Mass Side Ave</sup>		50'	31'	0.02	No	No	Aggr.	Asphalt	2
Maqqie Walker Ave	Piney Rd (Relocated)	86' E. of Piney Rd	50'	32'	0.02	No	No	Aggr.	Asphalt	2
Piney Rd (Relocated)	Maqqie Walker	Lincoln	50'	32'	0.05	No	No	Aggr.	Asphalt	2
Piney Rd (Relocated)	Lincoln	Cheatwood	50'	32'	0.05	No	No	Aggr.	Asphalt	2
Piney Rd (Relocated)	Cheatwood	Acrion	50'	32'	0.05	No	No	Aggr.	Asphalt	2
					0.93					

Deletional Mileage 0.92 - Additional Mileage 0.86 = 0.06 Deletional Mileage  
 SIGNED M. Browder  
 Dept. of Highways Engineer

MUNICIPALITY City of Richmond

TOTAL ~~ADDITIONAL~~ MILEAGE REQUESTED 0.08

SUBMITTED BY THIS CITY OR TOWN (Date 11-20-75) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date Jan 27 1976)

MILEAGE	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
							RT. (Yes or No)	LT.			
0.38	Akron St.	Moss Side - ECL				0.19					
0.02	Cheatwood Ave.	End of St. east of Moss Side				0.01					
0.04	Corbin St.	End of St. north of Jasper				0.02					
0.04	Jasper St.	Moss Side - Forest Lawn Rd.				0.02					
0.04	Maggie Walker Ave.	End of St. - Horse Swamp Creek				0.02					
0.16	Piney Rd.	Akron - Ross St.				0.08					
0.12	Rosemary St.	Taft St. - North end of St.				0.06					
0.12	Ross St.	Piney Rd. - end of St.				0.06					
0.92						0.46					

SIGNED *D. Bowler*  
 Dept. of Highways Engineer

**ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT**

*Note!* Streets to be widened  
 MUNICIPALITY City of Richmond  
 No TOTAL ADDITIONAL MILEAGE REQUESTED \_\_\_\_\_

SUBMITTED BY THE CITY OR TOWN (Date \_\_\_\_\_) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date \_\_\_\_\_)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
						RT. (Yes or No)	LT. (Yes or No)			
Axron St	Piney Rd - Corbin		50'	31'	0.19	No	No	Aggr.	Asphalt	2
Chestwood Ave	Piney Rd - 400' E. Moss Side Ave		50'	32'	0.36	No	No	Aggr.	Asphalt	2
Corbin St	North Ave - End of St		50'	32'	0.41	No	No	Aggr.	Asphalt	2
Jasper St	Alley W. of Corbin - Moss Side		50'	32'	0.09	No	No	Aggr.	Asphalt	2
Lincoln Ave	Booker St. - 250' E. of Moss Side		50'	31'	0.29	No	No	Aggr.	Asphalt	2
Maggie Walker Ave	Booker - End of St.		50'	32'	0.48	No	No	Aggr.	Asphalt	2
Moss Side Ave	North Ave - Jasper		50'	32'	0.42	No	No	Aggr.	Asphalt	2
Oak Park Ave	Piney Rd - Corbin		50'	31'	0.14	No	No	Aggr.	Asphalt	2
Piney Rd	North Ave - Axron		50'	32'	0.19	No	No	Aggr.	Asphalt	2
Rex Ave	Piney Rd - Corbin		50'	31'	0.17	No	No	Aggr.	Asphalt	2

SIGNED *J. Brantley*  
 Dept. of Highways Engineer

3-18-76

that Moved by Mr. Hall, seconded by Mr. Benton,

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the Town of Herndon for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Herndon on additional streets, totaling 0.86 mile, and meeting required standards under the aforementioned section of the Code, effective January 1, 1976, for the quarterly payment due after March 31, 1976. The additional streets and mileage eligible for payment are described as follows:

- Redwood Place - From Sterling Road to Redwood Court 0.05 Mile
- Redwood Court - From Northwest of Redwood Court to Southeast of Redwood Court 0.14 Mile
- Dulles Place - From Herndon Parkway to Magnolia Lane 0.16 Mile
- Dulles Court - From Dulles Place North to End 0.03 Mile
- Bond Street - From Crestview Drive Northwest to End 0.20 Mile
- Ferris Avenue - From Crestview Drive West to End 0.06 Mile
- Autumn Place - From Alabama Drive to Summerfield Drive 0.07 Mile
- Herndon Parkway - From 215' South of Dulles Place to 576' North of Dulles Place 0.15 Mile

These additions, totaling 0.86 mile, increase the total mileage in the Town of Herndon from 20.51 miles to 21.37 miles of approved streets subject to payment.

NOTION CARRIED

that Moved by Mr. Janney, seconded by Mr. Fralin,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location public hearing was held in the Maury Elementary School, Fredericksburg, Virginia, on February 12, 1976, at 7:30 p.m., for the purpose of considering the proposed location of Route 3 (East-West Connector) from 0.95 mile west of the Route 1 Bypass to existing Route 3 southeast of Fredericksburg in the City of Fredericksburg and Stafford County, State Projects 0003-111-102, C-501; 0003-089-104, C-501; Federal Projects US-112-2(1); RS-156(7); and

WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed projects as presented, and their statements being duly recorded; and

3-18-76

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

NOW, THEREFORE, BE IT RESOLVED, that the location of these projects be approved in accordance with the plan as proposed and presented for Line 1 at the said location public hearing by the Department's engineers, including the realignment of Westmont and Westwood Drives at their intersection with Route 3; and

BE IT FURTHER RESOLVED, that these projects, as described above, be designated as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and in accordance with the Highway and Transportation Commission's policy; and

BE IT ALSO FURTHER RESOLVED, that pursuant to Section 33.1-34 of the 1950 Code of Virginia, as amended, the proposed new location herein approved, approximately 2.3 miles, be added to the Primary System of Highways.

**MOTION CARRIED**

Moved by Mr. Hall, seconded by Mr. Beeton,  
that

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Bedford for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Bedford on additional streets, totaling 0.56 mile, and meeting required standards under the aforementioned section of the Code, effective January 1, 1976, for the quarterly payment due after March 31, 1976. The additional streets and mileage eligible for payments are described as follows:

Bowling Drive	- From Lyle Street Northwest to End	0.12 Mile
Morgan Street	- From Original End to Bowling Drive	0.03 Mile
Watson Place	- From Original End West to Cul-de-sac	0.03 Mile
Woodhaven Drive	- From Route 460 West to SCL	0.28 Mile
Grandview Road	- From North Hills Road to NCL	0.02 Mile
Foot Hill Road	- From North Hills Road to NCL	0.04 Mile
Industrial Access Road	- From Macon Street to Wheelabrator Frye Entrance	0.04 Mile

These additions, totaling 0.56 mile, increase the total mileage in the City of Bedford from 27.09 miles to 27.65 miles of approved streets subject to payment.

**MOTION CARRIED**

3-18-76

Moved by Mr. Hall, seconded by Mr. Beeton,  
that

WHEREAS, under authority of Section 33.1-27 of the Code of Virginia of 1950, as amended, the Highway and Transportation Commission is authorized, at its discretion, to assume the maintenance and control of any extension of the arterial network of highways within a municipality of 3,500 or more population, when such extension has been constructed without contribution by the municipality and such action is deemed by the Commission to be in the best interest of the Commonwealth; and

WHEREAS, maintenance payments cannot be paid to any city or town for street or road mileage maintained in the Arterial System by the Virginia Department of Highways and Transportation;

NOW, THEREFORE, BE IT RESOLVED, that the following section of Route 211 within the limits of the Town of Warrenton on Project 6211-156-701, C-501, in the Arterial System be dropped from maintenance payments under Section 33.1-41 of the Code, effective January 1, 1976, for quarterly payment due after March 31, 1976:

Primary Extension Deletion

Route 211 - From Rappahannock Street to WCL Warrenton 0.44 Mile  
(Frost Avenue)

This deletion of 0.44 mile will decrease the total Primary Extension mileage in the Town of Warrenton from 8.17 miles to 7.73 miles of approved primary routes subject to payment.

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Beeton,  
that

WHEREAS, by proper resolution, the Board of Supervisors of Russell County has requested that certain roads which no longer serve as a public necessity be discontinued as parts of the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-150 of the Code of Virginia of 1950, as amended, the following roads be discontinued as parts of the Secondary System of Highways, effective this date:

Russell County - Sections 5 and 6 of old location Routes 614  
and 657 at Station 739+50 and Station 883+00,  
Project 6019-083-105, C-501 0.15 Mile

MOTION CARRIED



3-18-76

that Moved by Mr. Hooper, seconded by Mr. Beeton,

WHEREAS, by proper resolutions, the Boards of Supervisors of Goochland, Loudoun, Pittsylvania, Prince William and Sussex Counties have requested that certain roads which no longer serve as a public necessity be discontinued as parts of the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-150 of the Code of Virginia of 1950, as amended, the following roads be discontinued as parts of the Secondary System of Highways, effective this date:

Goochland County	- Route 624 from 0.35 mile south of Route 650 to dead end	0.36 Mile
Loudoun County	- Route 1494 (East Holly Avenue) from Route 1496 to Route 679	0.02 Mile
Pittsylvania County	- Section 2 of old location Route 869 from Station 69+00 to Station 92+40, Project 0869-071-173, C-501	0.49 Mile
Prince William County	- Sections 1, 2, 3, 4, 5 and 6 of old location Route 663 from Station 63+00 to Station 146+00, Project 0663-076-156, C-501	1.63 Miles
	Section 7 of old location Route 770 from Station 44+50 to the new connection opposite Station 41+80, Project 0663-076-156, C-501	0.06 Mile
	Section 8 of old location Route 610 from Station 164+80 to the new connection opposite Station 163+20, Project 0663-076-156, C-501	0.04 Mile
	Section 9 of old location Route 706 from Station 166+35 to the new connection opposite Station 167+25, Project 0663-076-156, C-501	0.05 Mile
	Section 10 of old location Route 642 from Station 208+00 to the new connection opposite Station 204+50, Project 0663-076-156, C-501	0.09 Mile

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- Prince William County - Section 2 of old location Route 674 from Station 59+00 northwesterly 0.07 mile to the new connection opposite Station 57+20, Project 0674-076-155, C-501 0.07 Mile
- Section 3 of old location Route 621 from Station 59+00 southwesterly 0.09 mile to the new connection opposite Station 57+20, Project 0674-076-155, C-501 0.09 Mile
- Sussex County - Section 1 of old location Route 653 from Station 30+00 northeasterly 0.12 mile, Project 0653-091-135, C-501 0.12 Mile

MOTION CARRIED

that Moved by Mr. Hall, seconded by Mr. Jannay,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a design public hearing was held in the John I. Burton High School Auditorium on Kentucky Avenue, Norton, Virginia, on October 9, 1975, at 7:30 p.m., for the purpose of considering the proposed design of Alternate Route 5B from 0.573 mile west of proposed Route 23 to 0.612 mile east of the East Corporate Limits of Norton in the City of Norton and Wise County, State Projects 6058-146-104, C-501; 6058-097-108, C-501; Federal Project RF-RFG-05-1(29); and

WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed projects as presented, and their statements being duly recorded; and

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

NOW, THEREFORE, BE IT RESOLVED, that the major design features of these projects be approved in accordance with the plan as proposed and presented at the said design public hearing by the Department's engineers.

MOTION CARRIED

3-18-76

Moved by Mr. Hooper,                      seconded by Mr. Crowe,  
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Danieltown Community Center located on Route 46 in Danieltown on February 20, 1974, at 10:00 a.m., for the purpose of considering the proposed improvement of Route 46 from 0.92 mile north of the Norfolk and Western Railway to 0.92 mile south of the Norfolk and Western Railway in Brunswick County, State Project 0046-012-104, C-501; Federal Project S-252( ); and

WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's engineers, amended to use Alternate "A" which is to shift the alignment so as to cross the Norfolk and Western Railway about 900 feet further east and with reversed curves tie back to Route 46 just south of the existing underpass and to shift the Route 137 connection to the south to tie into proposed Route 46 about 700 feet south of the Norfolk and Western Railway with a stop condition.

MOTION CARRIED

Moved by Mr. Hall,                      seconded by Mr. Janney,  
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FPM 7-7-5, a design public hearing was held in the John I. Burton High School Auditorium on Kentucky Avenue, Norton, Virginia, on October 9, 1975, at 7:30 p.m., for the purpose of considering the proposed design of Route 23 from 0.858 mile east of the West Corporate Limits of Norton to 1.23 miles south of the South Corporate Limits of Wise in the City of Norton and Wise County, State Projects 6023-146-102, C-501; 6023-097-114, C-503; Federal Project APD-020-1(23); and

WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed projects as presented, and their statements being duly recorded; and

3-18-76

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

NOW, THEREFORE, BE IT RESOLVED, that the major design features of these projects be approved in accordance with the plan as proposed and presented at the said design public hearing by the Department's engineers, amended to include an interchange with existing Route 23 (Esserville) south of Wise.

MOTION CARRIED

Moved by Mr. Crowe, seconded by Mr. Hooper.

that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location and design public hearing was held in the McKenney Town Hall, McKenney, Virginia, on January 28, 1976, at 10:00 a.m., for the purpose of considering the proposed Bridge and Approaches over Nottoway River on Route 610 from 0.371 mile south of the Dinwiddie-Brunswick County Line to 0.633 mile north of the Dinwiddie-Brunswick County Line in Brunswick and Dinwiddie Counties, State Projects 0610-012-147, C-501, C-502, 0610-026-171, C-501, C-502; 0610-026-172, B-640; Federal Projects RS-1681( ) and BR-RS-1681(1); and

WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed projects as presented, and their statements being duly recorded; and

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of these projects be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's engineers, amended to change the alignment to follow more closely along the existing road.

MOTION CARRIED

Moved by Mr. Hall, seconded by Mr. Baeton,

that

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Alexandria for maintenance payments on additional streets meeting required standards;

3-18-76

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Alexandria on additional streets, totaling 1.00 mile, and meeting required standards under the aforementioned section of the Code, effective January 1, 1976, for quarterly payment due after March 31, 1976. The additional streets and mileage eligible for payments are described as follows:

Louis Place	- From Howard Street West to Cul-de-sac	0.08 Mile
Drive "B"	- From Dawes Avenue to Fillmore Avenue	0.16 Mile
Drive "C"	- From Dawes Avenue to North Beauregard Street	0.30 Mile
North Union Street	- From Oronoco Street to Pendleton Street	0.07 Mile
Pendleton Street	- From Union Street to North Fairfax Street	0.12 Mile
Maris Avenue	- From North Van Dorn Street South to End	0.15 Mile
Moss Place	- From South Fort Worth Avenue North to Cul-de-sac	0.12 Mile

These "Other Streets" additions, totaling 1.00 mile, increase the total "Other Streets" mileage in the City of Alexandria from 177.79 miles to 178.79 miles of approved streets subject to payment.

**MOTION CARRIED**

that Moved by Mr. Hall, seconded by Mr. Beeton,

WHEREAS, the Highway and Transportation Commission is authorized to make certain payments to cities for street purposes; and

WHEREAS, the Highway and Transportation Commission has selected certain streets within the corporate limits of the City of Poquoson for such payments; and

WHEREAS, due to the construction of Project 0171-147-102, C-501, in the City of Poquoson the rerouting of Routes 171 and 172 needs to be revised;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia of 1950, as amended, the addition and deletion of mileage for payment on the Primary Route Extensions within the City of Poquoson be approved as follows, effective January 1, 1976, for quarterly payment due after March 31, 1976:

**Primary Extension Addition**

Relocated Route 171 - From WCL Poquoson to Messick Point 5.95 Miles

3-18-76

Primary Extension Deletions

Existing Route 171 - From WCL Poquoson to Route 172	1.60 Miles
Existing Route 172 - From Old Route 171 to Messick Point	5.28 Miles

This Primary Extension addition of 5.96 miles and deletions of 6.78 miles, with a net deletion of 0.83 mile, will decrease the Primary Extension mileage from 8.96 miles to 8.12 miles of approved streets subject to payment; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia of 1950, as amended, mileage adjustments for the additions and deletion subject to payments on "Other Streets" to the City of Poquoson, due to the Primary Extension changes, be approved as follows, effective January 1, 1976, for quarterly payment due after March 31, 1976:

"Other Streets" Additions

Old Route 171 - From WCL Poquoson to Poquoson Road	1.50 Miles
Poquoson Road - From Mythe Creek Road to Little Florida Road	1.56 Miles

"Other Streets" Deletion

Little Florida Road - From Mythe Creek Road to Poquoson Road 1.44 Miles

These "Other Streets" additions, due to the primary changes, of 3.06 miles and deletion of 1.44 miles, with a net addition of 1.62 miles, will increase the "Other Streets" mileage in the City of Poquoson from 28.95 miles to 30.57 miles of approved streets subject to payment.

NOTION CARRIED

that Moved by Mr. Hall, seconded by Mr. Glass,

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1975-76 to "... be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Washington County has by resolution requested the use of industrial access funds to provide adequate access to the new facilities of HBA Cast Products Company, Vermont American, Owens Manufacturing Company, and Carboloy (GE) Systems, located within the Bristol-Washington County Industrial Park off Route 1717 in Washington County, estimated to cost \$47,500; and

3-18-76

WHEREAS, it appears that this request falls within the intent of Section 33.1-221 and has complied with the provisions of the Highway and Transportation Commission's policy on the use of industrial access funds;

NOW, THEREFORE, BE IT RESOLVED, that \$47,500 from the 1975-76 industrial access fund be allocated to provide adequate access to the new facilities of HBA Cast Products Company, Vermont American, Owens Manufacturing Company, and Carboloy (GE) Systems, located within the Bristol-Washington County Industrial Park off Route 1717 in Washington County, Project 1717-095-174, C-501, contingent upon the right of way and adjustment of utilities being provided at no cost to the Commonwealth.

**MOTION CARRIED**

Moved by Mr. Hall, seconded by Mr. Beeton,  
that

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Winchester for additions of streets meeting required standards subject to maintenance payments and deletions of previously approved streets;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Winchester on additional streets, totaling 2.04 miles, and meeting required standards under the aforementioned section of the Code, and the deletions of 0.24 mile of two sections of approved streets which are a part of a new street, effective January 1, 1976, for quarterly payment due after March 31, 1976. The additions and deletions are described as follows:

"Other Streets" Additions

First Street	- From Papermill Road to Summit Avenue	0.15 Mile
Second Street	- From Papermill Road to Summit Avenue	0.25 Mile
Butler Avenue	- From Beau Street to 110' North of Green Street	0.15 Mile
Green Street	- From End Existing Street to 104' West of Butler Avenue	0.06 Mile
Hillman Avenue	- From Cedar Creek Grade South to End	0.16 Mile
Pleasant Valley Road	- From Berryville Avenue to Millwood Avenue	1.27 Miles

"Other Streets" Deletions

East Street	- From National Avenue South to Cul-de-sac	0.01 Mile
Greenwalt Avenue	- From Woodstock Lane to Cork Street	0.23 Mile

These "Other Streets" additions, totaling 2.04 miles and "Other Streets" deletions of 0.24 mile, for a net addition of 1.80 miles, increase the total "Other Streets" mileage in the City of Winchester from 59.08 miles to 60.88 miles of approved streets subject to payment.

**MOTION CARRIED**

3-18-76

Moved by Mr. Roos, seconded by Mr. Hassell,  
that

WHEREAS, the Highway and Transportation Commission is authorized to make certain payments to cities for street purposes; and

WHEREAS, the Highway and Transportation Commission has selected certain streets within the Corporate Limits of the City of Williamsburg for such payments; and

WHEREAS, the City of Williamsburg has requested the Virginia Department of Highways and Transportation to transfer a section of Route 5 to "Other Streets" status within the City;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia of 1950, as amended, the deletion of mileage for payment on the Primary Route Extensions within the City of Williamsburg be approved as follows, effective January 1, 1976:

Primary Extension Deletion

Existing Route 5 - From WCL Williamsburg east to Route 31 0.40 Mile

The Primary Extension mileage due to this deletion decreases by 0.40 mile, from 10.67 miles to 10.27 miles effective January 1, 1976, for the quarterly payment due after March 31, 1976; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia of 1950, as amended, mileage adjustments for the addition subject to payment on "Other Streets" to the City of Williamsburg due to the Primary Extension deletion be approved as follows, effective January 1, 1976, for the quarterly payment due after March 31, 1976:

"Other Streets" Addition

Existing Route 5 - From WCL Williamsburg east to Route 31 0.40 Mile

This addition, due to the primary changes, of 0.40 mile will increase the "Other Streets" mileage in the City of Williamsburg from 23.52 miles to 23.92 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Roos, seconded by Mr. Hassell,  
that

WHEREAS, a request has been made by the City of Williamsburg Officials to reroute a section of State Route 5 over State Route 199 in James City County and the City of Williamsburg; and



3-18-76

WHEREAS, approval of this requested change would necessitate a section of existing State Route 5 between State Route 199 and the West Corporate Limits of the City of Williamsburg being transferred to the Secondary System of Highways; and

WHEREAS, the City of Williamsburg Officials, the James City County Board of Supervisors and our Highway engineers concur in these changes;

NOW, THEREFORE, BE IT RESOLVED, that State Route 5 shall be rerouted over State Route 199 from its intersection with State Route 199 in James City County southeasterly to intersect with State Route 31 in the City of Williamsburg and for continuity shall thence extend over State Route 31 northeasterly to intersect with existing State Route 5 in the City of Williamsburg; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the 1950 Code of Virginia, as amended, the portion of existing State Route 5 between State Route 199 and the West Corporate Limits of the City of Williamsburg and located in James City County, length 0.08 mile, shall be transferred to the Secondary System of Highways.

MOTION CARRIED

Moved by Mr. Frahn, seconded by Mr. Glass,  
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1975-76 to "... be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the City Council of Bedford has by resolution requested the use of industrial access funds to provide access to the proposed new facility of Armour Food Company, located off Route 122 in the City of Bedford, estimated to cost \$37,000; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221 and has complied with the provisions of the Highway and Transportation Commission's policy on the use of industrial access funds;

NOW, THEREFORE, BE IT RESOLVED, that \$37,000 from the 1975-76 industrial access fund be allocated to provide access to the proposed new facility of Armour Food Company, located off Route 122 in the City of Bedford, Project 9999-141-102, C-501, contingent upon the industry's entering into a firm contract for the construction of its facility, and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

3-18-76

Moved by Mr. Roos, seconded by Mr. Beeton,  
that

WHEREAS, Section 33.1-223 of the Code of Virginia sets forth that the General Assembly of Virginia has found and declared that it is "... in the public interest that access roads and bikeways to public recreational areas and historical sites be provided by using highway funds ..."; provides highway funds for such purpose; and further provides that "The State Highway and Transportation Commission and the Commission of Outdoor Recreation are hereby authorized to make regulations to carry out the provisions of this section."; and

WHEREAS, the Commission of Outdoor Recreation and the State Highway and Transportation Commission have adopted a joint policy to govern the use of recreational access funds pursuant to Section 33.1-223 of the Code of Virginia; and

WHEREAS, the Board of Supervisors of Surry County has by resolution requested the use of recreational access funds to provide adequate access to the Chippokes State Park, located off Route 634 in Surry County, estimated to cost \$320,000; and

WHEREAS, this request has been considered by the Commission of Outdoor Recreation and has been found to comply fully with the provisions of Section 33.1-223; and

WHEREAS, the Commission of Outdoor Recreation has recommended the construction of the aforementioned access;

NOW, THEREFORE, BE IT RESOLVED, that \$260,000 from the 1975-76 recreational access fund be allocated to assist in providing adequate access to the Chippokes State Park, located off Route 634 in Surry County, Project 0634-090-141, C-501, contingent upon (1) the right of way and adjustment of utilities being provided at no cost to the recreational access fund, and (2) the Commission of Outdoor Recreation's furnishing \$60,000 from other sources as its share of matching on a dollar-for-dollar basis for that portion of the estimated cost of the project over and above \$200,000, which sum is estimated to be \$60,000.

**MOTION CARRIED**

Moved by Mr. Hall, seconded by Mr. Beeton,  
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1975-76 to "... be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

3-18-76

WHEREAS, the Board of Supervisors of Scott County has by resolution requested the use of industrial access funds to provide access to the proposed new facility of Norris Industries, to be located in the Duffield Industrial District Park off Route 5B-421 in Scott County west of Duffield, estimated to cost \$77,000; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221 and has complied with the provisions of the Highway and Transportation Commission's policy on the use of industrial access funds;

NOW, THEREFORE, BE IT RESOLVED, that \$77,000 from the 1975-76 industrial access fund be allocated to provide access to the proposed new facility of Norris Industries, to be located in the Duffield Industrial District Park off Route 5B-421 in Scott County west of Duffield, Project 0772-084-145, C-501, contingent upon the industry's entering into a firm contract for the construction of its facility, and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Glass,  
that

WHEREAS, Harold Gordon Blundon, Jr., devoted his life to the development and maintenance of an adequate highway system in the Commonwealth of Virginia; and

WHEREAS, in the more than 40 years of his service with the Virginia Department of Highways and Transportation he rose through the ranks to such responsible positions as Secondary Roads Engineer and Director of Program Management; and

WHEREAS, throughout his career he demonstrated the highest levels of personal integrity and professional competence, and set examples of excellence which remain as standards for others; and

WHEREAS, the citizens of the Commonwealth have better highway transportation facilities today because of the dedicated public service of Harold Gordon Blundon, Jr.; and

WHEREAS, Harold Gordon Blundon, Jr., passed away unexpectedly on February 14, 1976; and

WHEREAS, the Members of the Virginia Highway and Transportation Commission share with his family and other friends a deep sense of loss and grief;

NOW, THEREFORE, BE IT RESOLVED, that this Commission does extend to the family its heart-felt sympathy and expresses in this manner its belief that the family and all of his friends should find strength and inspiration in the exceptional life of Harold Gordon Blundon, Jr.

MOTION CARRIED

3/18/76

Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, in connection with Route 7, State Highway Projects 6007-021-107, RW-201 and 6007-053-109, RW-201, the Commonwealth acquired certain lands from Della M. Hunter by deed dated May 20, 1970 as recorded in Deed Book 519, Page 102 in the Office of the Clerk of the Circuit Court of Loudoun County; and

WHEREAS, a portion of the land so acquired lies outside the normal right of way and the adjoining landowners are interested in purchasing same in order that they may more fully develop their property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the north proposed right of way line of Route 7 and the north revised proposed right of way line of Route 7 from a point 68 feet opposite Station 396+04 (proposed WBL centerline Route 7) to a point 68 feet opposite Station 397+32 (proposed WBL centerline Route 7) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same to the adjoining landowners of record for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, in connection with Route 616, State Highway Project 0616-087-160, C-501 the Commonwealth acquired certain land from H. W. Wade and Lizzie M. Wade by deed dated August 10, 1972 and recorded in Deed Book 204, Page 193 in the Office of the Clerk of the Circuit Court of Southampton County; and

WHEREAS, a section of Route 616 was relocated in an eastern direction from a point opposite approximate Station 26+80 (centerline Route 616) to a point opposite approximate Station 38+85 (centerline Route 616) and the new location serves the same citizens as the old location; and

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WHEREAS, at the regular meeting of the County Board of Supervisors of Southampton County held on April 28, 1975 a resolution was passed abandoning as a public road a portion of the old location of Route 616; and

WHEREAS, in order to more fully develop his land, the adjoining landowner of record has requested that the land lying between the northwest proposed right of way line of Route 616 and the northwest normal right of way line of Route 616 be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the northwest proposed right of way line of Route 616 and the northwest normal right of way line of Route 616 from a point approximately 35 feet opposite approximate Station 34+00 (centerline Route 616) to a point 30 feet opposite Station 38+85 (centerline Route 616) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said land, in accordance with the provisions of § 33.1-154 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to the adjoining landowner of record at a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall.

that

WHEREAS, in connection with Route 460, State Highway Project 1935-08, the Commonwealth acquired certain lands and easements from Ripplemead Line Company, Incorporated by deed dated July 15, 1952 and recorded in Deed Book 86, Page 255; and from Ripplemead Line Company, Inc. by agreement dated November 13, 1952 and recorded in Deed Book 87, Page 183. These instruments are of record in the Office of the Clerk of the Circuit Court of Giles County; and

WHEREAS, Route 460 has been relocated and the old location of Route 460 will be incorporated into the secondary system of State Highways; and

WHEREAS, the adjoining landowner has requested that the land lying outside of a 50 foot wide right of way be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the west side of and adjacent to the west revised proposed right of way line from a point 25 feet opposite approximate survey Station 170+00 (centerline Route 460) to a point 25 feet opposite survey Station 185+04.32 (centerline Route 460) and that the land lying on the east side of and adjacent to the east revised proposed right of

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way line from a point 25 feet opposite approximate survey Station 176+00 (centerline Route 460) to a point 25 feet opposite survey Station 185+04.32 (centerline Route 460) do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the said land so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed without warranty, in the name of the Commonwealth conveying same to the adjoining landowner for a consideration satisfactory to the State Right of Way Engineer, and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, in connection with Pierce Street, now Morrison Boulevard, State Highway Project UD00-102-101, RW-201, the Commonwealth acquired certain lands from Louise H. Sproles and Norman J. Sproles by deed dated October 6, 1970 as recorded in Deed Book 166, Page 22 in the Clerk's Office of the Corporation Court for the City of Bristol; and

WHEREAS, in order that they may more fully develop their property, the adjoining landowners have requested that we convey to them a portion of the land, so acquired, lying outside the normal right of way limits of Morrison Boulevard; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the southwest proposed right of way line of Morrison Boulevard and the southwest normal right of way line of Morrison Boulevard at a point 50 feet opposite Station 29+77.5 (office revised centerline) to a point approximately 15 feet opposite approximate Station 10+44 (centerline McNeil Street) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the land, so certified, to the adjoining landowners is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, for a consideration

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satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, in connection with Route 81, State Highway Project 0081-081-101, RW-201, the Commonwealth acquired certain land from Cora Jackson Weaver Pultz, et al, by Certificate No. C-6398 dated July 6, 1964, case for which has been concluded, and recorded in Deed Book 280, Page 60 in the Office of the Clerk of the Circuit Court of Rockbridge County; and

WHEREAS, a portion of the land so acquired lies outside the normal right of way and contains approximately 1.86 acres, which is large enough for independent development; and

WHEREAS, in order to secure the best offer, the land is to be advertised for sale by the receipt of sealed bids with the right reserved to reject any and all bids and provided the high bid received is not satisfactory to this Department, we propose to negotiate a sale with anyone willing to pay a price that is satisfactory; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the southeast limited access line of Route 81 and the northwest normal right of way limits of Route 700 from a point 100 feet opposite approximate Station 1084+95 (N.B.L. centerline) to a point 100 feet opposite Station 1095+90 (N.B.L. centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia as amended, to the person or persons making an offer satisfactory to this Department, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, the Commonwealth acquired certain lands from John W. Rosenberger and Company, Incorporated by deed dated February 4, 1953 and

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recorded in Deed Book 226, Page 321 in the Office of the Clerk of the Circuit Court of Frederick County for use as the Winchester Headquarters Lot; and

WHEREAS, located across this lot at the time of purchase, was a ten foot wide sanitary sewer line easement belonging to the City of Winchester; and

WHEREAS, in order to enlarge the garage located on this property it is necessary for the sewer line to be relocated from manhole #2 to manhole #4, as shown on Plat R/W File #579, a distance of 139.65 feet; and

WHEREAS, the City of Winchester is agreeable to the exchange of easements and the relocation of the sewer line; and

WHEREAS, the State Highway and Transportation Commissioner has certified to the Commission that he deems it expedient to convey to the City of Winchester an easement for the relocation of the said sewer line.

NOW, THEREFORE, in accordance with the provisions of § 2.1-6 of the 1950 Code of Virginia, as amended, the State Highway and Transportation Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying such easement to the City of Winchester in such form and subject to such restrictions and conditions as he may deem proper.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, in connection with Route 42, State Highway Project 0042-086-103, RW-201, the Commonwealth acquired certain land from Virgie C. Maloyed by deed dated March 29, 1974 and recorded in Deed Book 262, Page 455 in the Office of the Clerk of the Circuit Court of Smyth County; and

WHEREAS, in order to fulfill our option agreement with Mrs. Maloyed which was to provide her with sufficient area for watering her cattle, we propose to convey her the necessary land with water to accomplish this purpose; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying north of the connection of Routes 42 and 630 from a point on the northeast revised proposed right of way line of



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Route 42, 50 feet opposite survey Station 227+21 (office revised centerline Route 42) to a point on the west existing right of way line of Route 630, 15 feet opposite survey Station 124+50 (centerline Route 630) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed, without warranty, in the name of the Commonwealth conveying same to the adjoining landowner subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, in connection with State Highway Project U000-104-101, RW-201, the Commonwealth acquired certain lands, portions and/or all of which lie outside the normal right of way, from Helen Updike by deed dated April 17, 1973 and recorded in Deed Book 346, Page 67; from Lloyd E. Shifflette and Lucy M. Shifflette by deed dated November 5, 1971 and recorded in Deed Book 332, Page 206; from Heirs at Law of John Lewis Hayes, deceased, by Certificate No. C-21528, case for which has been concluded, and recorded in Deed Book 337, Page 67; from Lucian J. Luck and Agnes T. Luck by deed dated November 11, 1971 and recorded in Deed Book 332, Page 458; from Otis L. Lee and Rosa M. Lee by Certificate No. C-20840, case for which has been settled by an Agreement after Certificate, and recorded in Deed Book 332, Page 89; from Mabel S. Henderson and George E. Henderson by deed dated August 7, 1972 and recorded in Deed Book 340, Page 26; from James N. Fleming by deed dated April 25, 1972, and recorded in Deed Book 338, Page 257; from Mamie Jacobs and Alexander Jacobs by deed dated April 11, 1972 and recorded in Deed Book 338, Page 537; from Rosemary J. Byers by deed dated January 21, 1972 and recorded in Deed Book 333, Page 524; from Mamie Jacobs and Alexander Jacobs by deed dated April 11, 1972 and recorded in Deed Book 338, Page 535; and from Martha Winston by deed dated August 18, 1972 and recorded in Deed Book 341, Page 275. These instruments are recorded in the Office of the Clerk of the Corporation Court of the City of Charlottesville; and

WHEREAS, the City of Charlottesville has shown an interest in acquiring the residue parcels for the amount of money the Commonwealth has invested in them; and

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WHEREAS, it is proposed to advertise the parcels for public sale provided the City decides not to acquire the parcels, reserving the right to reject any and all bids; and provided the highest bid received is unsatisfactory, it is proposed to negotiate a sale with anyone willing to pay a price that is satisfactory; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the southeast side of and adjacent to the southeast revised proposed right of way and/or proposed right of way line from a point 46 feet opposite approximate survey Station 230+57 (prop. med. centerline) to a point 46 feet opposite approximate survey Station 232+18 (prop. med. centerline) from a point 46 feet opposite approximate survey Station 232+57 (prop. med. centerline) to a point approximately 85 feet opposite approximate survey Station 234+54 (prop. med. centerline); and lying on the northwest side of and adjacent to the northwest proposed right of way line from a point 46 feet opposite approximate survey Station 235+30 (prop. med. centerline) to a point 46 feet opposite approximate survey Station 237+13 (prop. med. centerline), from a point 46 feet opposite approximate survey Station 237+66 (prop. med. centerline) to a point 46 feet opposite approximate survey Station 238+27 (prop. med. centerline), from a point approximately 53 feet opposite approximate survey Station 240+15 (prop. med. centerline) to a point approximately 55 feet opposite approximate survey Station 241+27 (ult. med. centerline) and from a point approximately 52 feet opposite approximate survey Station 242+38 (ult. med. centerline) to a point approximately 41 feet opposite approximate survey Station 242+92 (ult. med. centerline) do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, the sale of the said lands are approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed or deeds conveying same, without warranty, to the City of Charlottesville or to any person or persons making an offer satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beaton, seconded by Mr. Hall.

that

WHEREAS, in connection with Route 612, State Highway Project 0612-007-161, C-501, the Commonwealth acquired certain lands from Clarence W.

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Switzer and Bernice Switzer by Certificate No. C-23306, case for which has been settled by an Agreement after Certificate, and recorded in Deed Book 610, Page 138 in the Office of the Clerk of the Circuit Court of Augusta County; and

WHEREAS, the plans are being revised to shift the northeast proposed right of way line in a southwestern direction; and

WHEREAS, the adjoining landowner has requested that any land no longer needed be conveyed to him in order that he may more fully develop his property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying northeast of and adjacent to the northeast revised proposed right of way line from a point 67 feet opposite survey Station 120+02.18 (survey centerline) to a point 48 feet opposite survey Station 122+65 (office revised survey centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said land, so certified, in accordance with the provisions of §33.1-154 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to the adjoining landowner of record for a consideration acceptable to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, the Commonwealth is the apparent holder of an old prescriptive easement for right of way adjacent to the east proposed right of way line of Route 311, State Highway Project 2880-01 in Roanoke County; and

WHEREAS, Route 311 was relocated in a western direction and the new location serves the same citizens as the old location and the said new location has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, in order to clear the title to his lands, the adjoining landowner has requested that the portion of the old prescriptive easement no

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longer needed for road purposes be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the prescriptive easement lying on the east side of and adjacent to the east proposed right of way line from a point 40 feet opposite approximate survey Station 189+45 (centerline Route 311) to a point 40 feet opposite approximate survey Station 193+35 (centerline Route 311) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-148 of the 1950 Code of Virginia, as amended, the said section of the prescriptive easement is hereby declared abandoned; and in accordance with the provisions of Section 33.1-149, being of the same code, the conveyance of the said prescriptive easement is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a quitclaim deed conveying same to the adjoining landowner at a price satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, in connection with Route 11, State Highway Project 1681-06, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way from Frank Falls and Rosa Falls by deed dated March 1, 1951 and recorded in Deed Book 210, Page 298 in the Office of the Clerk of the Circuit Court of Rockbridge County; and

WHEREAS, as the portion of the land outside the normal right of way is large enough for independent development, we propose to advertise it for public sale, reserving the right to reject any and all bids; and

WHEREAS, provided the highest bid received is not satisfactory, we propose to convey the land to anyone willing to pay a price that is satisfactory to this Department; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the southeast side of and adjacent to the southeast proposed right of way line of Route 11 from a point approximately 60 feet opposite approximate survey Station 386+90 (N.B.L.

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centerline) to a point approximately 60 feet opposite approximate survey Station 388+90 (N.B.L. centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land, in accordance with provisions of §33.1-149 of the 1950 Code of Virginia, as amended, to the person or persons making an offer satisfactory to the Department, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, subject to such restrictions as may be deemed requisite.

Motion carried.

Mr. Fugate introduced to the Commission Mr. Leo E. Busser, III, who had recently been promoted to fill the position of Director of Program Management left vacant by the death of Mr. K. Gordon Blundon. Also introduced was Mr. R. J. Boyd, Jr., recently appointed Personnel Officer.

The Chairman mentioned that the statewide preallocation hearings would start next week and urged the members of the Commission to attend.

The next meeting of the Commission will be held in Richmond on April 15, 1976, at 10 a.m.

The meeting was adjourned at 11:35 a.m.

Approved:

  
Chairman

Attested:

  
Secretary



Fredericksburg District Traffic Engineering

**MEMORANDUM**

**TO: Stephen Haynes, District Planner**

**FROM: Peter Hedrich, PE, PTOE, District Traffic Engineer**

**Peter A Hedrich**

**2020.10.16**

**08:15:46-04'00'**

**DATE: October 16, 2020**

**SUBJECT: SSRD4 City of Fredericksburg App 6739, SJR requirement**

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**Reference:**

The City of Fredericksburg has submitted a Smart Scale application proposing signalization of the Route 3 WB to Route 1 NB ramp intersection at Route 1. This improvement was recommended in a completed STARs study from 2018.

**Discussion:**

I participated in the development of the STARs study and selection of recommended improvements. Analysis for the subject ramp junction included unsignalized control, ramp realignment and different signal options. Based on this knowledge, the STARs report provides sufficient justification for installation of a traffic signal at this ramp junction and providing the best operations and safety. No further analysis or justification is necessary.

Please contact me with any questions.

**From:** Williams, Heather (VDOT) <Heather.Williams@VDOT.Virginia.gov>  
**Sent:** Friday, February 2, 2024 8:53 AM  
**To:** Holloway, Byrd, P.E. (VDOT)  
**Subject:** RE: Conformity language

Byrd,

I think the approval date is the June 14, 2023 date provided by Dan. The project air conformity was approved by FHWA as part of the FMPO constrained long range plan.

Please reach out if you would like to discuss in greater detail.

Thank you,  
-Heather



**Heather Williams**

*Fredericksburg District Environmental Manager*  
Virginia Department of Transportation  
804-912-3406

[Heather.Williams@VDOT.Virginia.gov](mailto:Heather.Williams@VDOT.Virginia.gov)

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**From:** Holloway, Byrd, P.E. (VDOT) <Curtis.Holloway@vdot.virginia.gov>  
**Sent:** Thursday, February 1, 2024 10:01 AM  
**To:** Williams, Heather (VDOT) <Heather.Williams@VDOT.Virginia.gov>  
**Subject:** RE: Conformity language

Heather,

I'm still confused. I highlighted what is confusing me below.

The checklist says "*Is the project in a non-attainment or attainment area?*" Answer: Attainment area.

Then it says "*The date that the air quality conformity report was completed and approved by the District Environmental Manager and FHWA, if applicable.*". Was an air quality report completed? If so, what was the date you approved it? Did FHWA review? I'm guessing the approval dates would be NEPA document approval but please let me know.



**Byrd Holloway, P.E., P.M.P.**

*Senior Project Manager / Location & Design*  
Virginia Department of Transportation  
540-374-3367

[curtis.holloway@VDOT.Virginia.gov](mailto:curtis.holloway@VDOT.Virginia.gov)

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**From:** Williams, Heather (VDOT) <Heather.Williams@VDOT.Virginia.gov>  
**Sent:** Wednesday, January 31, 2024 2:31 PM  
**To:** Holloway, Byrd, P.E. (VDOT) <Curtis.Holloway@vdot.virginia.gov>  
**Subject:** FW: Conformity language

Byrd,

Here is the information that you needed for the Route 1 STARS study regarding air quality attainment area.

Please let me know if you need any additional information.  
-Heather



**Heather Williams**  
*Fredericksburg District Environmental Manager*  
Virginia Department of Transportation  
804-912-3406  
[Heather.Williams@VDOT.Virginia.gov](mailto:Heather.Williams@VDOT.Virginia.gov)

**From:** Grinnell, Daniel T. (VDOT) <Daniel.Grinnell@VDOT.Virginia.gov>  
**Sent:** Wednesday, January 31, 2024 2:04 PM  
**To:** Williams, Heather (VDOT) <Heather.Williams@VDOT.Virginia.gov>  
**Subject:** Conformity language

Heather,

Below is the conformity language we discussed. let me know if you need anything else or have any questions.

The study area is located in the City of Fredericksburg. At the time of preparation of this technical report, the United States Environmental Protection Agency's (EPA) Green Book shows the City of Fredericksburg to be designated as an attainment area for all criteria pollutants. Notwithstanding that listing in the EPA Green Book, federal conformity requirements, including specifically 40 CFR 93.114 and 40 CFR 93.115, apply for the project as the area in which it is located is one affected by a court decision that reinstated conformity requirements nationwide associated with the 1997 ozone NAAQS that had previously been eliminated with the revocation by EPA of that NAAQS in 2015.

The project is currently included in the Fredericksburg Area Metropolitan Planning Organization (FAMPO) FY 2024 – 2027 Transportation Improvement Program (UPC # T25116) and the FAMPO 2050 Long-Range Transportation Plan, which received a joint FTA/FHWA conformity finding for the 1997 ozone standard, dated June 14,2023.

Typically for PCE's air review is only required for the below:

**Air Quality**



For projects that qualify for a CE per the current CE Agreement, only the following types of projects require an air determination task to be assigned and completed prior to completion of the form:

- 1) Any project that adds capacity to the roadway, such as adding auxiliary lanes, the addition or extension of turn lanes, and the extension of acceleration and deceleration lanes, any minor intersection improvements or reconfigurations, and any interchange ramp extensions or modifications;
- 2) Construction and/or modification of a Park and Ride or bus transfer facility; and
- 3) Any project that meets the criteria for a CE under bullet #22 and/or #23 of Appendix A of the CE Agreement and that also meets the criteria in any of the above two (2) bullets, will require that an air determination task be completed prior to completion of the CE form

Thanks

-Dan

Dan Grinnell

Environmental Specialist Sr. | Environmental Division | Virginia Department of Transportation | 1401 E. Broad Street, Richmond, VA 23219 | (804) 371-2614 phone | [daniel.grinnell@vdot.virginia.gov](mailto:daniel.grinnell@vdot.virginia.gov)



**Environmental Division**  
**NEPA Programs**  
*Programmatic Categorical Exclusion (PCE)*

**Project Information**

<b>Project Name:</b>	US Rte 1 STARS-Rte 3 off-ramp/Spotsylvania Ave improvements	<b>Federal Project#:</b>	
<b>Project Number:</b>	0001-111-343, P101	<b>Project Type:</b>	Construction
<b>UPC:</b>	120644	<b>Charge Number:</b>	120644
<b>Project Number(Assoc)(UPC):</b>			
<b>Route Number:</b>	1	<b>Route Type:</b>	Primary
<b>Project Limit--From:</b>	INT RT. 3 AND RT. 1	<b>To:</b>	INT RT. 3 AND RT. 1
<b>IPM Project Description:</b>	PTF RT 1 STARS - RT. 3 OFF-RAMP / SPOTSY AVE IMPROV		
<b>Additional Project Description:</b>	This project will convert the free-flowing westbound Route 3 off-ramp to a signalized triple right onto northbound US 1 and signalize the northbound US 1 approach to the Route 3 off-ramp. The project will also add an auxiliary through lane on northbound US 1 from the Route 3 off-ramp which becomes a left turn lane at Cowan Boulevard. An additional right turn lane will be added from Cowan Boulevard onto southbound US 1 and a new right turn lane will be added from northbound Route 1 onto Spotsylvania Avenue.		
<b>Purpose And Need:</b>	The purpose of this project is to improve vehicular safety, relieve congestion and update pedestrian facilities at the Route 1 and Route 3 interchange near Cowan Boulevard. These improvements were identified as needs through the SmartScale process and the Route 1 STARS Study.		
<b>District:</b>	<b>City/County:</b>	<b>Residency:</b>	
Fredericksburg	Fredericksburg	Fredericksburg	

The subject project meets the criteria for a Programmatic Categorical Exclusion in accordance with:

X 23 CFR 771.117

**Description of PCE Category:**

- c26 Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section.

**UNUSUAL CIRCUMSTANCES:**

- NO** Significant environmental impacts  
*Determination: Based on a review of the scope and location of this project by the Fredericksburg District Environmental Planner, the context and intensity of the impacts to the natural and human environment are not significant.*
- NO** Substantial controversy on environmental grounds  
*Determination: Based on the review of the scope and location of this project by the Fredericksburg District Environmental Planner, no substantial controversy is anticipated.*
- NO** Significant impact on properties protected by Section 4(f) of the Department of Transportation Act or Section 106 of the National Historic Preservation Act  
*Determination: Based on the review of the scope and location of this project by the Fredericksburg District Environmental Planner, no significant impact to Section 4(f) or Section 106 properties will occur.*
- NO** Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action  
*Determination: Based on the review of the scope and location of this project by the Fredericksburg District Environmental Planner, there are no inconsistencies with any Federal, State or local law, requirement or administrative determination anticipated.*

**IMPACTS:**

- NO** Involves acquisition of more than minor amounts of temporary or permanent right of way acquisition  
*Determination: Based on a review of the scope, location, and current Right of Way Plan Sheet for this project by the Fredericksburg District Environmental Planner only minor amounts of right of way are being acquired, including approximately 0.32 acres of fee simple right of way, approximately 0.05 acres of permanent easements, and approximately 0.29 acres of temporary easements.*
- NO** Involves acquisitions that result in more than limited residential and non-residential displacements, based on the context and intensity of the impact  
*Determination: Based on a review of the scope, location, and the current Right of Way Plan Sheet for this project by the Fredericksburg District Environmental Planner only minor amounts of right of way are being acquired, including approximately 0.32 acres of fee simple right of way, approximately 0.05 acres of permanent easements, and approximately 0.29 acres of temporary easements. This results in no residential or non-residential displacements.*
- NO** Results in capacity expansion of a roadway by addition of through lanes  
*Determination: The scope of this project does not include the addition of through lanes.*
- NO** Involves the construction of temporary access, or the closure of an existing road, bridge, or ramps, that would result in major traffic disruptions, based on the context and intensity of the impact  
*Determination: Based on a review of the scope and location of this project by the Fredericksburg District Environmental Planner, this site will have temporary lane closures as needed to effect repairs. However, this will not result in major traffic disruptions.*
- NO** Results in a determination of adverse effect on historic properties pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. §306108)  
*Determination: The Fredericksburg District Cultural Resources Staff made a "No Effect" Determination for this project.*
- NO** Requires the use of properties protected by Section 4(f) (49 U.S.C. § 303/23 U.S.C. § 138) that cannot be documented with an FHWA de minimis determination, or a programmatic Section 4(f) evaluation signed by FHWA  
*Determination: A review of the project scope and location by the Fredericksburg District Environmental Planner indicates that there is no use of any Section 4(f) properties.*

- NO** Requires the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act of 1965 (54 U.S.C. § 200305) or other unique areas or special lands that were acquired in fee or easement with federal public-use-money and have deed restrictions or covenants on the property  
*Determination: A review of the project scope and location by the Fredericksburg District Environmental Planner indicates that there is no conversion of use of any Section 6(f) properties or other unique areas or special lands on this project.*
- NO** Requires a U.S. Army Corps of Engineers Section 404 (33 U.S.C. § 1344 permit other than a Nationwide or a General Permit)  
*Determination: A review of the project scope and location by the Fredericksburg District Environmental Planner indicates that an individual permit will not be required for this project.*
- NO** Requires a U.S. Coast Guard bridge permit (33 U.S.C. § 401)  
*Determination: A review of the project scope and location by the Fredericksburg District Environmental Planner indicates that the project does not require a U.S. Coast Guard bridge permit.*
- NO** Requires work that will cause an increase of the flood level by more than one foot within a regulatory floodway of water courses or water bodies or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to 23 CFR §650 subpart A  
*Determination: A review of the project scope and location by the Fredericksburg District Environmental Planner indicates that this project will not cause an increase of the flood levels in or adjacent to the project area.*
- NO** Is defined as a "Type I project" per 23 CFR §772.5 and the VDOT noise manual for purposes of a noise analysis  
*Determination: Per VDOT Noise Section guidance this project is not Type I and does not require a noise analysis.*
- NO** Is likely to adversely affect federally listed species or designated critical habitat, with the exception of a "may affect, likely to adversely affect" (MALAA) determination for a species with a Section 7 programmatic biological opinion.  
*Determination: A review for impacts to federally listed species or designated critical habitat was completed by the Fredericksburg Natural Resources Staff. No Federally listed species or habitats are likely to be adversely affected. There is a time of year restriction on tree cutting from April 1st through November 14th.*
- NO** Involves any known or potential hazardous materials issues that represent a substantial liability or require substantial regulatory negotiation to resolve. Sites representing substantial liability would not include minor issues such as low-level petroleum impacts or minimal solid waste  
*Determination: A review of the project scope and location by the Fredericksburg District Hazardous Materials Staff produced a hazmat summary sheet which indicates that no known or potentially hazardous materials are likely present.*
- NO** Does not meet the provisions of the "Planning Documents and NEPA Approvals" document. In accordance with 23 CFR §450 and the FHWA/VDOT/Federal Transit Administration/Virginia Department of Rail and Public Transportation MOA Statewide Transportation Improvement Program (STIP) Procedures MOA, actions listed in 23 CFR §771.117(c) and 23 CFR §771.117(d) may be grouped  
*Determination: The activities to be performed during this project meet fiscal constraint parameters and are grouped under "Construction: Safety/ITS/Operational Improvements."*
- NO** Causes disproportionately high and adverse effects on any minority or low-income populations  
*Determination: EJSscreen identifies minority and low income populations within the project vicinity. Although this project involves temporary lane closures, those disruptions will be temporary and not considered major. This project will not cause any disproportionately high and adverse effects on any minority or low-income populations since there will be no major traffic disruptions, no more than minor amounts of temporary or permanent right-of-way acquisition that does not result in any displacements, no community disruptions, or no disruption of emergency services. Therefore, in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23, no further EJ analysis is required.*
- NO** Involves consideration of multiple NEPA alternatives  
*Determination: The scope of this project does not require the consideration of alternatives.*
- NO** Is an action listed in 23 CFR §771.115(a)  
*Determination: This project is not one of, or similar to, any of the six actions listed under 23 CFR §771.115(a).*

**NO** Involves unusual circumstances, pursuant to 23 CFR §771.117(b)

*Determination: This project does not involve any of the unusual circumstances enumerated under 23 CFR §771.117(b).*

**Williams, Heather L.**

---

**Environmental Manager, CE Determination**

**07/21/2023**

---

**Date**





## **Route 1 Safety Improvements at Route 3 Westbound Off-Ramp City of Fredericksburg Notice of Willingness**

Find out about proposed safety improvements in the area of Route 1 (Emancipation Highway) northbound at the intersection with the Route 3 (William Street) westbound off-ramp in the City of Fredericksburg.

This project would convert the free-flowing westbound Route 3 off-ramp to a signalized intersection with Route 1 northbound. The off-ramp would be rebuilt to have triple right turn lanes onto northbound Route 1. On northbound Route 1, an auxiliary through travel lane would start at the intersection with the westbound Route 3 off-ramp and become a left turn lane at Cowan Boulevard. A new right turn lane would be added from northbound Route 1 onto Spotsylvania Avenue. On Cowan Boulevard, an additional right turn lane will be added for traffic turning onto southbound Route 1.

During construction, the Route 3 westbound off-ramp to Route 1 northbound will be closed overnight for up to an estimated six months. The off-ramp would remain open during daytime hours. An overnight detour route would be posted during nighttime off-ramp closures. Construction would also require the temporary closure of the shared use path on the southern side of Cowan Boulevard between Route 1 and the Cowan Crossing service road. The path would be rebuilt and shifted slightly south to accommodate the new right turn lane on Cowan Boulevard. During the temporary path closure pedestrian traffic would be detoured to the northern side of Cowan Boulevard to use the sidewalk available on the opposite side of the road. A crosswalk and signalized pedestrian crossing would be provided prior to the closure of the shared use path.

The project's purpose is to reduce conflict points that can result in crashes and injuries, reduce congestion, and improve pedestrian facilities at the Route 1 and Route 3 interchange near Cowan Boulevard.

This project will involve a change and/or break in limited access control.

Project information, including the National Environmental Policy Act document in the form of a Programmatic Categorical Exclusion, can be viewed online at the project page at <http://vdot.virginia.gov/Route1Fredericksburg>, or at the VDOT Fredericksburg District office located at 87 Deacon Road, Fredericksburg, VA 22405, 540-899-4288, or TTY/TDD 711. Please call ahead to ensure the availability of appropriate staff to answer your questions.

If there are concerns that cannot be satisfied through this process, VDOT is willing to hold a public hearing. You may request that a public hearing be held by sending a written request to Mr. Byrd Holloway, Senior Project Manager, VDOT, 87 Deacon Road, Fredericksburg, VA 22405 on or prior to **February 22, 2024**. If a request for a public hearing is received, notice of date, time and place of the hearing will be posted.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need special assistance for persons with disabilities or limited English proficiency, contact the project manager listed above at 540-899-4032 or TTY/TDD 711.

State Project: 0001-111-343  
Federal Project: NHPP-5111(422)  
UPC: 120644

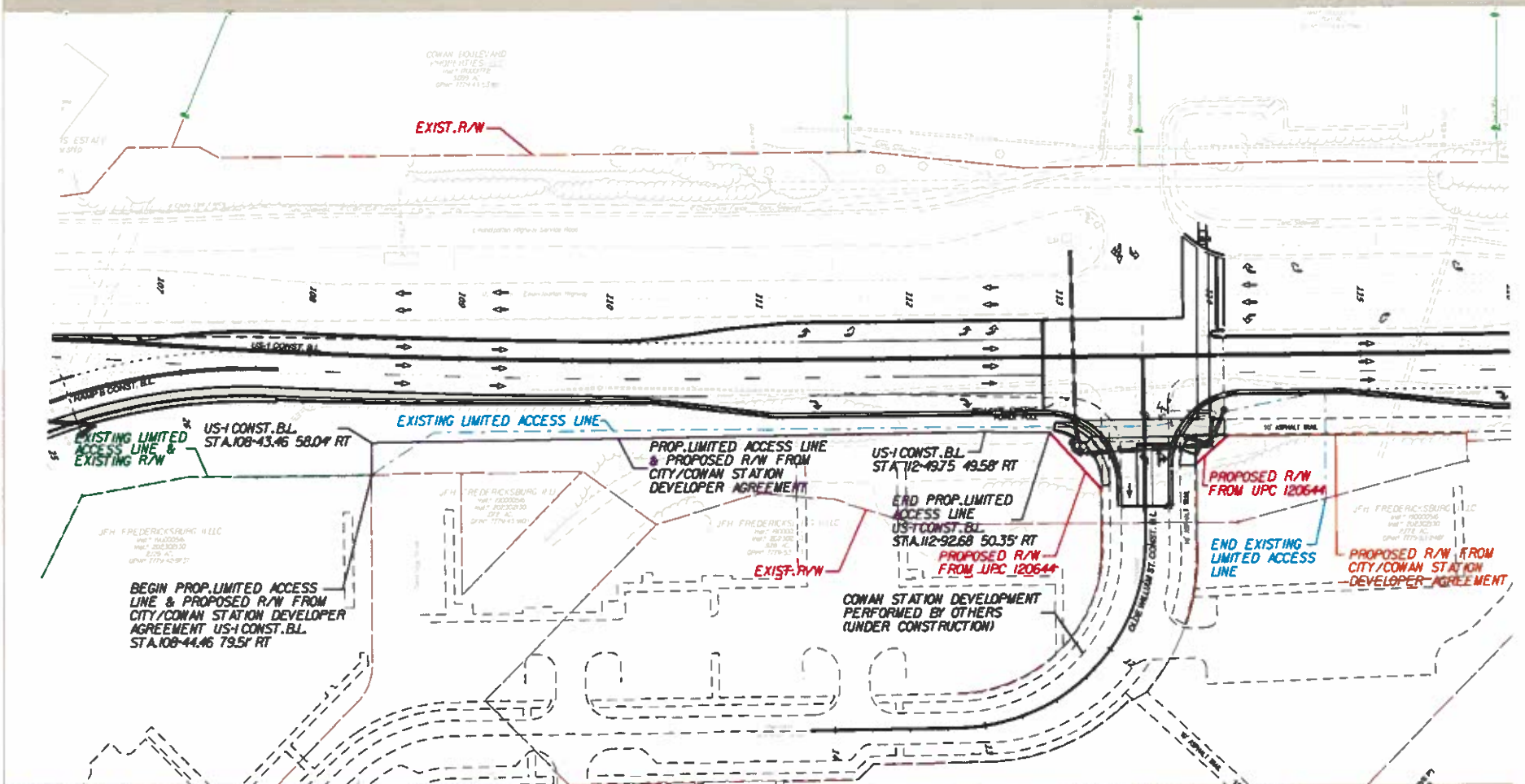
FROM 0.047 mi. north of Route 3 TO 0.036 mi. north of Cowan Boulevard



Virginia Department of Transportation

# Limited Access Control Changes Exhibit

## US-1 / ROUTE 3 WB RAMP - COWAN BLVD. INTERSECTION IMPROVEMENTS



Project Location

Notes

North Arrow and Scale

City of Fredericksburg



- LIMITED ACCESS CONTROL APPROVED BY THE HIGHWAY COMMISSION BY RESOLUTION DATED OCTOBER 1, 1947
- LIMITED ACCESS CONTROL MODIFICATION APPROVED BY THE HIGHWAY COMMISSION BY RESOLUTION DATED MARCH 18, 1978 AND COUNCIL OF CITY OF FREDERICKSBURG DATED SEPTEMBER 25, 1973

- CITY OF FREDERICKSBURG AND COWAN STATION DEVELOPER ARE PLANNING TO REVISE THE EXISTING RIGHT OF WAY LIMITS ALONG THE FRONTAGE WITH US ROUTE 1 AS PART OF THE COWAN STATION PROPERTY REDEVELOPMENT.



SCALE



US-1 / Route 3 WB Ramp - Cowan Blvd. Intersection Improvements - City of Fredericksburg, Virginia - State Project 0001-111-343, P101, R201, C501 - UPC 120844 - Federal Project NHPP-5111(422)

Disclaimer: These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of Right of Way. Additional Easements for Right of Way may be required beyond the proposed right-of-way shown on these plans.

## Limited Access Control Point Stations & Offsets

**US-1 / ROUTE 3 WB RAMP - COWAN BLVD. INTERSECTION IMPROVEMENTS**

**Proposed Right of Way and Limited Access**

**Commonwealth Transportation Board Meeting May XX, 2024**

**VDOT Proj. 0001-111-343, P101, R201, C501 - UPC 120644**

Corresponding Page Number on CTB Exhibits	Alignment	Station	Offset		Type
3	US-1	108+44.46	79.51'	RT	Proposed Limited Access and Proposed Right of Way from City/Cowan Station Developer Agreement
3	US-1	108+43.46	58.04'	RT	Proposed Limited Access and Proposed Right of Way from City/Cowan Station Developer Agreement
3	US-1	112+49.75	49.58'	RT	Proposed Limited Access and Proposed Right of Way from City/Cowan Station Developer Agreement
3	US-1	112+92.68	50.35'	RT	Proposed Limited Access and Proposed Right of Way from City/Cowan Station Developer Agreement



FOR INDEX OF SHEETS SEE SHEET 1B

THIS PROJECT WAS DEVELOPED UTILIZING THE DEPARTMENT'S ENGINEERING DESIGN PACKAGE (OpenRoads Designer).  
OPENROADS COMPUTER IDENTIFICATION NO. 120844

COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED  
STATE HIGHWAY

CITY OF FREDERICKSBURG  
US-1 NB / ROUTE 3 WB RAMP - COWAN BLVD. INTERSECTION IMPROVEMENTS  
FROM: 0.047 MI. NORTH OF ROUTE 3  
TO: 0.036 MI. NORTH OF COWAN BLVD.

FHWA	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
534 DATA 3303	VA.	NHPP-51114221	01	000111-343 (SEE TABULATION BELOW FOR SECTION NUMBERS)	1

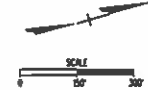
FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA	
US ROUTE 1 - URBAN OTHER PRINCIPAL ARTERIAL - DIVIDED - 40 MPH MIN. DESIGN SPEED	
From: 0.047 MI. NORTH OF ROUTE 3 To: 0.036 MI. NORTH OF COWAN BOULEVARD	
ADT (2025)	31,400
ADT (2047)	40,600
DHV (2047)	5,000
D (X) (design hour)	56%
T (X) (design hour)	4.5%
V (MPH)	40 MPH

SEE PLAN AND PROFILE SHEETS FOR HORIZONTAL AND VERTICAL CURVE DESIGN SPEEDS.  
SEE SHEET 2B FOR ADDITIONAL TRAFFIC DATA INFORMATION.

PH PLANS

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-OF-WAY SHOWN ON THESE PLANS.



TER 1 PROJECT

RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION
DISTRICT PLANNING AND ENGINEERING MANAGER
DISTRICT PROJECT DEVELOPMENT CHIEF
APPROVED FOR RIGHT OF WAY ACQUISITION
DISTRICT ENGINEER/ADMINISTRATOR

REVISED

RECOMMENDED FOR APPROVAL FOR CONSTRUCTION
DISTRICT PLANNING AND ENGINEERING MANAGER
DISTRICT PROJECT DEVELOPMENT CHIEF
APPROVED FOR CONSTRUCTION
DISTRICT ENGINEER/ADMINISTRATOR

CONVENTIONAL SIGNS	
STATE LINE	
COUNTY LINE	
CITY/TOWN/VILLAGE	
ROUTE OF WAY LINE	
PROPOSED PROPERTY LINE	
POWER PROPERTY LINE	
WATER LINE	
SEWAGE LINE	
ELECTRIC OVERHEAD CABLE	
TELEPHONE WIRE	
GUARD RAIL	
RETAINING WALL	
RAILROAD	
RAIL OR STREET LINE	
LEVEL OR EMBANKMENT	
BRIDGE	
ROAD WASH	
POSSIBLE GRADE	
TELEPHONE OR TELEGRAPH POLE	
TELEPHONE OR TELEGRAPH LINE	
WIRE	
TRUSS	
EMPTY CROSS	
GRADE ELEVATION	
GRADE ELEVATION	

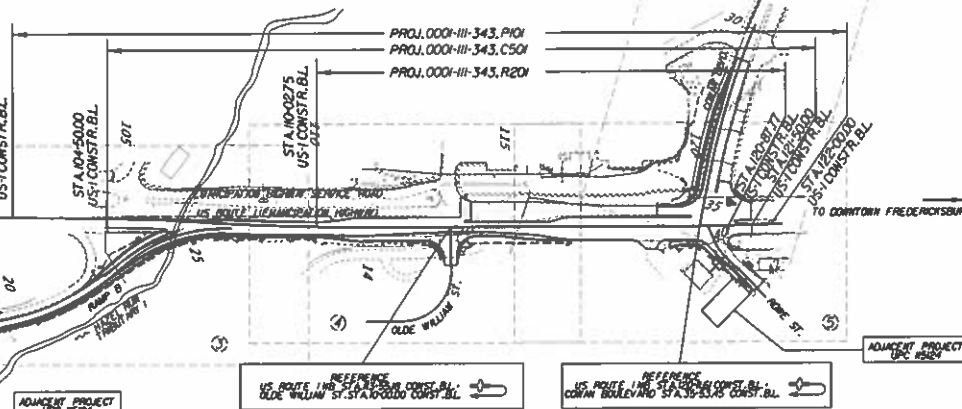
THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY AS AWARDED, HAS BEEN SEALED AND SIGNED USING DIGITAL SIGNATURES AND THE OFFICIAL PLAN ASSEMBLY IN ELECTRONIC FORMAT IS STORED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY. INCLUDING ALL SUBSEQUENT REVISIONS, WILL BE THE OFFICIAL CONSTRUCTION PLANS. FOR INFORMATION RELATIVE TO ELECTRONIC FILES AND LAYERED PLANS, SEE THE GENERAL NOTES.

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT.

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT'S 2020 ROAD AND BRIDGE SPECIFICATIONS, 2016 ROAD AND BRIDGE STANDARDS, 2009 MIXED, 2011 VIRGINIA SUPPLEMENT TO THE MUTCD, 2011 VIRGINIA ROAD AREA CONSTRUCTION MANUAL, AND AS MANDATED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.

ALL CURVES ARE TO BE SUPERELEVATED, TRANSITIONED AND WIDENED IN ACCORDANCE WITH STANDARD TC-5.11U, EXCEPT WHERE OTHERWISE NOTED.

THE ORIGINAL APPROVED TITLE SHEET(S), INCLUDING ORIGINAL SIGNATURES, ARE FILED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY. ANY USE OF ELECTRONIC FILES, INCLUDING SCANNED SIGNATURES, IS ILLEGAL AND ENFORCED TO THE FULL EXTENT OF THE LAW.



CITY OF FREDERICKSBURG POPULATION 27,982 (2020 CENSUS)

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	LPC NO.	EQUALITIES		LENGTH INCLUDING BRIDGES		LENGTH EXCLUDING BRIDGES		BRIDGE PROJECT NO.	TYPE PROJECT	DESCRIPTION
					FEET	MILES	FEET	MILES	FEET	MILES			
000111-343	P101	NHPP-51114221		120844			2000.00	0.379	2000.00	0.379		PRELIMINARY ENGINEERING	FR-0.047 MI. NORTH OF ROUTE 3 TO-0.036 MI. NORTH OF COWAN BOULEVARD
	C101	NHPP-51114221	1000	120844			1700.00	0.322	1700.00	0.322		CONSTRUCTION	FR-0.036 MI. NORTH OF ROUTE 3 TO-0.045 MI. NORTH OF COWAN BOULEVARD
	R201	NHPP-51114221		120844			1085.02	0.205	1085.02	0.205		RIGHT OF WAY	FR-0.045 MI. NORTH OF ROUTE 3 TO-0.032 MI. NORTH OF COWAN BOULEVARD

Project Lengths are based on US-1 Northbound Construction Baseline.

PROJECT MANAGER: BRAD HOLLOWAY, P.E. (540) 724-1352, FREDERICKSBURG DISTRICT  
SUPERVISED BY: DATE MOULBERT, INC. (800) 724-2000 (12/2022)  
DESIGN BY: ESB&E, INC. (800) 724-2000  
SUBSURFACE UTILITY BY: DATE MOULBERT, INC. (800) 724-2000 (12/2022)



# 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 18, 2024**

#### **MOTION**

**Made By:**

**Action:**

#### **AUTHORIZING THE ONGOING 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 be (i) no less than three percent (3%) savings on a present value basis compared to the existing debt service

Resolution of the Commonwealth Transportation Board  
Authorizing the Issuance and Sale of  
Revenue Refunding Bonds  
June 18, 2024  
Page 2 of 5

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 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 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.

Resolution of the Commonwealth Transportation Board  
Authorizing the Issuance and Sale of  
Revenue Refunding Bonds  
June 18, 2024  
Page 5 of 5

**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 July 1, 2024. The authority to issue Bonds pursuant to this Resolution shall terminate on June 30, 2026.

####



# 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 18, 2024

#### MOTION

Made By: \_\_\_\_\_ Seconded By:

#### Action:

**Title: Action on Fiscal Year 2025 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

Resolution of the Board

FY 2025 Annual Budgets – Commonwealth Transportation Fund, Department of Rail and Public Transportation and the Virginia Department of Transportation

June 18, 2024

Page 2 of 2

**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 2025 through 2030 in the Six-Year Improvement Program; 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 2025 are approved.

#####



## CTB Decision Brief

### Fiscal Year 2025 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 2025 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 2025 Annual Budgets  
June 18, 2024  
Page Two

**Recommendations:** VDOT and DRPT recommend the approval of the Fiscal Year 2025 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 2025 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.

# FY 2025

## Commonwealth Transportation Fund Budget June 2024



**Virginia Department of Transportation**

Financial Planning Division


1221 E. Broad Street, 2nd Floor

Richmond, VA 23219

Internet Address: <https://www.vdot.virginia.gov/about/budget-finance/>

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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 amended 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.

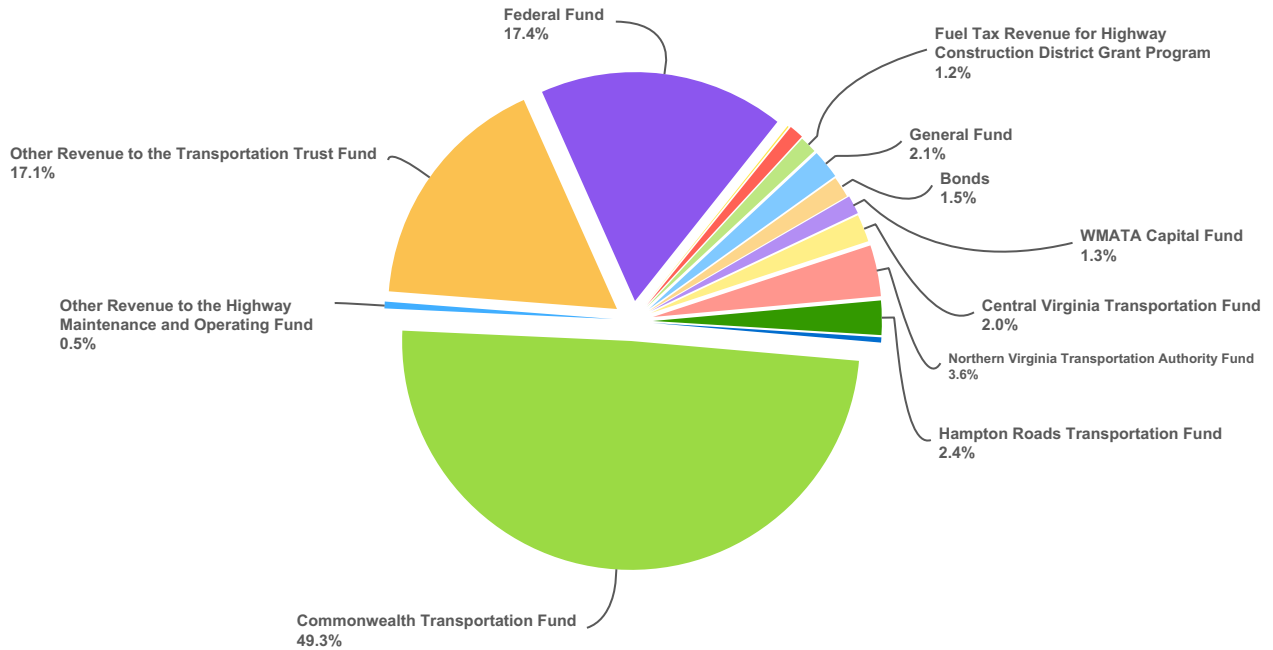
The remaining funds in the Commonwealth Transportation Fund are allocated 51% to the HMO Fund and 49% to the Transportation Trust Fund. Chapter 1230 directs the following distribution of funds from the Transportation Trust Fund: (i) 53% for construction programs; (ii) 23% to the Commonwealth Mass Transit 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.

The Fiscal Year 2025 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 December 2023 and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA). The FY 2025 CTF Budget totals \$10,045,056,875.



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

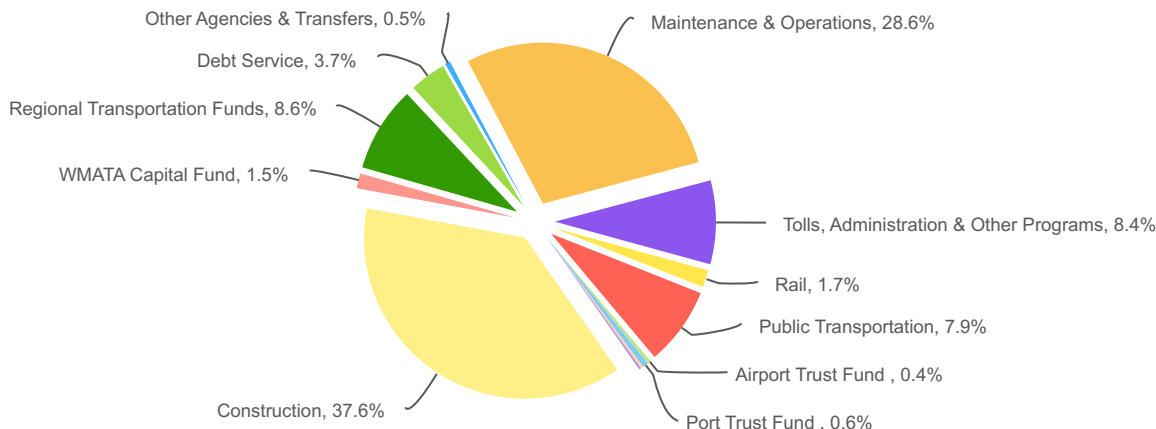


Commonwealth Transportation Fund	\$4,957,000,000
Other Revenue to the Highway Maintenance and Operating Fund	49,732,511
Other Revenue to the Transportation Trust Fund	1,718,079,828
Federal Fund	1,744,069,628
Priority Transportation Fund	12,000,000
Interstate 81 Corridor Improvement Fund & Financing	103,553,395
Fuel Tax Revenue for Highway Construction District Grant Program	124,001,513
General Fund	207,200,000
Bonds	152,200,000
<b>Total Operating Revenues</b>	<b>\$9,067,836,875</b>
Pass Through Revenues	
WMATA Capital Fund	132,120,000
Central Virginia Transportation Fund	197,300,000
Northern Virginia Transportation Authority Fund	364,900,000
Hampton Roads Transportation Fund	244,200,000
Hampton Roads Regional Transit Fund	38,700,000
<b>Subtotal</b>	<b>977,220,000</b>
<b>TOTAL</b>	<b>\$10,045,056,875</b>



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.



<b>Debt Service</b>	<b>\$370,151,989</b>
<b>Other Agencies &amp; Transfers</b>	<b>54,106,450</b>
<b>Maintenance &amp; Operations</b>	<b>2,870,906,624</b>
<b>Tolls, Administration &amp; Other Programs</b>	<b>845,501,519</b>
<b>Public Transportation</b>	<b>790,385,909</b>
<b>Rail</b>	<b>175,195,911</b>
<b>Airport Trust Fund</b>	<b>35,735,182</b>
<b>Port Trust Fund</b>	<b>59,391,970</b>
<b>Department of Motor Vehicles</b>	<b>23,356,788</b>
<b>Space Flight Fund</b>	<b>23,361,788</b>
<b>Construction</b>	<b>3,779,742,745</b>
<b>Total Operating Programs</b>	<b>\$9,027,836,875</b>
<b>Pass Through Programs</b>	
<b>WMATA Capital Fund</b>	<b>152,120,000</b>
<b>Regional Transportation Funds</b>	<b>865,100,000</b>
<b>TOTAL RECOMMENDED DISTRIBUTIONS</b>	<b>\$10,045,056,875</b>



<b>STATE REVENUE SOURCES</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>INCREASE (DECREASE)</b>	
<b>Commonwealth Transportation Fund</b>	\$ 4,804,000,000	\$ 4,957,000,000	\$ 153,000,000	1
<b>Highway Maintenance &amp; Operating Fund (HMOF)</b>	124,541,002	49,732,511	(74,808,491)	2
<b>General Fund</b>	110,000,000	207,200,000	97,200,000	3
<b>Transportation Trust Fund (TTF) and Other State Revenue</b>				
Interest Earnings	15,670,000	14,925,000	(745,000)	
Toll Facilities	52,293,843	59,595,800	7,301,957	
Local Revenue Sources	650,606,418	816,844,893	166,238,475	
Project Participation - Regional Entities	636,187,813	728,576,172	92,388,359	
GARVEE Bonds/ Interest Earnings	—	—	—	
Route 58 Bonds/ Interest Earnings	1,333,623	154,860,544	153,526,921	
I-66 Outside the Beltway Concession Fee Payment/Interest	47,500,000	11,000,000	(36,500,000)	
Interstate 81 Corridor Improvement Fund	324,677,638	103,553,395	(221,124,243)	4
Special Fund Account for the Highway Construction District Grant Program	123,814,178	124,001,513	187,335	1
Other Trust Fund Revenue	76,248,174	84,477,419	8,229,245	
<b>Total TTF and Other Revenue</b>	<b>1,928,331,687</b>	<b>2,097,834,736</b>	<b>169,503,049</b>	
<b>Priority Transportation Fund (PTF)</b>				
State Revenue	1,275,381	12,000,000	10,724,619	
<b>Total PTF</b>	<b>1,275,381</b>	<b>12,000,000</b>	<b>10,724,619</b>	
<b>Pass Through Revenues</b>				
Revenue Dedicated to WMATA Capital Fund	152,320,000	132,120,000	(20,200,000)	1
State Revenue for Regional Entities	1,006,900,000	845,100,000	(161,800,000)	1
<b>Total Pass Through Revenues</b>	<b>1,159,220,000</b>	<b>977,220,000</b>	<b>(182,000,000)</b>	
<b>TOTAL STATE REVENUES</b>	<b>8,127,368,070</b>	<b>8,300,987,247</b>	<b>173,619,177</b>	
<b>Federal Funding Sources</b>				
Federal Highway Administration (FHWA)	1,615,825,612	1,678,357,199	62,531,587	5
Federal Transit Administration (FTA)	56,095,987	65,712,429	9,616,442	
<b>Total Federal Funding</b>	<b>1,671,921,599</b>	<b>1,744,069,628</b>	<b>72,148,029</b>	
<b>TOTAL COMMONWEALTH TRANSPORTATION FUNDS</b>	<b>\$ 9,799,289,669</b>	<b>\$ 10,045,056,875</b>	<b>\$ 245,767,206</b>	



<b>DISTRIBUTION OF REVENUE SOURCES</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>INCREASE (DECREASE)</b>
<b>Debt Service</b>			
Northern Virginia Transportation District	\$ 11,867,238	\$ 7,562,400	\$ (4,304,838)
Route 28	8,644,519	8,105,000	(539,519)
Route 58	46,358,694	29,571,644	(16,787,050)
Interstate 81	5,173,690	5,343,592	169,902
GARVEE Bonds	133,577,767	133,697,128	119,361
CPR Bonds	193,035,670	185,872,225	(7,163,445)
<b>Total Debt Service</b>	<b>398,657,578</b>	<b>370,151,989</b>	<b>(28,505,589)</b>
<b>Other Agencies &amp; Transfers</b>			
Trust Fund Management	3,174,982	3,161,015	(13,967)
Support to Other State Agencies (excludes DRPT)	43,349,176	44,483,111	1,133,935
Indirect Costs	2,802,811	6,462,324	3,659,513
<b>Total State Agencies</b>	<b>49,326,969</b>	<b>54,106,450</b>	<b>4,779,481</b>
<b>Maintenance &amp; Operations</b>			
Highway System Maintenance	2,129,291,986	2,253,248,429	123,956,443
Financial Assist. to Localities for Ground Transportation - Cities	511,715,254	526,283,488	14,568,234
Financial Assist. to Localities for Ground Transportation - Counties	86,316,968	91,374,707	5,057,739
<b>Total Maintenance &amp; Operations</b>	<b>2,727,324,208</b>	<b>2,870,906,624</b>	<b>143,582,416</b> 6
<b>Tolls, Administration &amp; Other Programs</b>			
Ground Transportation System Planning and Research	144,354,106	153,278,798	8,924,692 7
Environmental Monitoring & Compliance	19,985,858	21,336,888	1,351,030
Administrative and Support Services	344,405,762	373,693,618	29,287,856 8
Program Management and Direction	51,818,489	63,496,415	11,677,926
Toll Facilities Operations	52,293,843	59,595,800	7,301,957 9
Toll Facility Revolving Account	41,750,000	134,100,000	92,350,000 9
Capital Outlay	60,000,000	40,000,000	(20,000,000) 10
<b>Total Tolls, Administration &amp; Other Programs</b>	<b>714,608,058</b>	<b>845,501,519</b>	<b>130,893,461</b>

<b>DISTRIBUTION OF REVENUE SOURCES</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>INCREASE (DECREASE)</b>
<b>Transit and Rail Funds</b>			
Share of TTF Distribution for Transit	\$ 522,681,667	\$ 537,933,160	\$ 15,251,493
Transit - Share of administrative costs	(680,793)	(727,033)	(46,240)
Other Revenue dedicated to Transit	16,557,193	16,971,123	413,930
Share of TTF Distribution for Rail	170,439,674	175,412,987	4,973,313
Rail - Share of administrative costs	(170,401)	(237,076)	(66,675)
Federal Transit Authority (FTA)	56,095,987	65,712,429	9,616,442
CMAQ (without State Match)	18,660,577	25,942,897	7,282,320
STP Regional (without State Match)	6,280,091	6,686,085	405,994
Interest Earnings	1,270,000	520,000	(750,000)
Mass Transit Fund-Support from Construction	6,235,169	8,157,248	1,922,079
Rail Fund - Support from Construction	4,000,000	4,000,000	—
Priority Transportation	4,500,000	53,100,000	48,600,000
General Fund for WMATA	—	60,200,000	60,200,000
Other	48,385,000	11,910,000	(36,475,000)
<b>Subtotal Transit and Rail Funds</b>	<b>854,254,164</b>	<b>965,581,820</b>	<b>111,327,656</b>
<b>Pass Through Revenue for WMATA Capital</b>			
Dedicated Revenue for WMATA Capital Fund	152,320,000	132,120,000	(20,200,000)
Transfer from NVTD Fund for WMATA Capital Fund	20,000,000	20,000,000	—
<b>Subtotal WMATA Capital Fund</b>	<b>172,320,000</b>	<b>152,120,000</b>	<b>(20,200,000)</b>
Airports - Share of TTF Distribution	34,087,935	35,082,597	994,662
Airports - Share of administrative costs	(47,061)	(47,415)	(354)
Airports - Interest Earnings	700,000	700,000	—
<b>Total Airport Trust Fund</b>	<b>34,740,874</b>	<b>35,735,182</b>	<b>994,308</b>
Ports - Share of TTF Distribution	56,813,225	58,470,996	1,657,771
Ports - Share of administrative costs	(84,582)	(79,026)	5,556
Ports - Interest Earnings	1,000,000	1,000,000	—
<b>Total Port Trust Fund</b>	<b>57,728,643</b>	<b>59,391,970</b>	<b>1,663,327</b>
Department of Motor Vehicles - Share of TTF Distribution	22,725,290	23,388,398	663,108
DMV - Share of administrative costs	(15,580)	(31,610)	(16,030)
<b>Total DMV</b>	<b>22,709,710</b>	<b>23,356,788</b>	<b>647,078</b>
Virginia Commercial Space Flight Authority - Share of TTF Distribution	22,725,290	23,388,398	663,108
Space Flight Authority - Share of administrative costs	(28,618)	(31,610)	(2,992)
<b>Total Space Flight Authority</b>	<b>22,696,672</b>	<b>23,361,788</b>	<b>665,116</b>



<b>DISTRIBUTION OF REVENUE SOURCES</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>INCREASE (DECREASE)</b>
<b>Pass Through Revenue Allocations</b>			
Central Virginia Transportation Authority Fund	\$ 258,300,000	\$ 197,300,000	\$ (61,000,000)
Northern Virginia Transportation Authority Fund	460,074,354	401,644,248	(58,430,106)
Hampton Roads Transportation Fund	284,500,000	244,200,000	(40,300,000)
Hampton Roads Regional Transit Fund	41,300,000	38,700,000	(2,600,000)
<b>Total Regional Transportation Programs</b>	<b>1,044,174,354</b>	<b>881,844,248</b>	<b>(162,330,106)</b>
<b>Construction</b>			
Financial Assistance to Localities for Ground Transportation	18,529,377	19,049,816	520,439
State of Good Repair Program	295,376,605	288,693,940	(6,682,665)
High Priority Projects Program	196,299,471	192,462,626	(3,836,845)
Construction District Grant Programs	320,113,649	316,464,139	(3,649,510)
Specialized State and Federal Programs	2,188,710,536	2,418,492,241	229,781,705
Virginia Highway Safety Improvement Program	98,149,736	96,231,314	(1,918,422)
Interstate Operations and Enhancement Program	498,529,065	343,928,181	(154,600,884)
<b>Total Construction</b>	<b>3,615,708,439</b>	<b>3,675,322,257</b>	<b>59,613,818</b>
<b>Special Structures</b>	<b>85,040,000</b>	<b>87,676,240</b>	<b>2,636,240</b>
<b>DISTRIBUTION OF COMMONWEALTH TRANSPORTATION FUNDS</b>			
	<b>\$ 9,799,289,669</b>	<b>\$10,045,056,875</b>	<b>\$ 245,767,206</b>
<b>Agency Funding Summary:</b>			
<b>VDOT</b>	<b>\$ 8,669,574,775</b>	<b>\$ 8,870,766,575</b>	<b>\$ 201,191,800</b>
<b>Less Support to DRPT/VPRA</b>	<b>(34,735,169)</b>	<b>(85,257,248)</b>	<b>(50,522,079)</b>
<b>VDOT (Net)</b>	<b>8,634,839,606</b>	<b>8,785,509,327</b>	<b>150,669,721</b>
<b>DRPT/VPRA</b>	<b>1,026,574,164</b>	<b>1,117,701,820</b>	<b>91,127,656</b>
<b>Ports</b>	<b>57,728,643</b>	<b>59,391,970</b>	<b>1,663,327</b>
<b>Aviation</b>	<b>34,740,874</b>	<b>35,735,182</b>	<b>994,308</b>
<b>DMV</b>	<b>22,709,710</b>	<b>23,356,788</b>	<b>647,078</b>
<b>Space Flight Authority</b>	<b>22,696,672</b>	<b>23,361,788</b>	<b>665,116</b>
<b>Grand Total</b>	<b>\$ 9,799,289,669</b>	<b>\$10,045,056,875</b>	<b>\$ 245,767,206</b>

# CTF State Revenue Details

<b>STATE REVENUE SOURCES</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>INCREASE (DECREASE)</b>
State Tax on Motor Fuels	\$1,499,500,000	\$1,504,300,000	\$4,800,000
Road Tax	71,200,000	85,100,000	13,900,000
Retail Sales & Use Tax	1,388,200,000	1,392,200,000	4,000,000
Motor Vehicle Sales and Use Tax	1,078,200,000	1,193,500,000	115,300,000
International Registration Plan	118,200,000	119,600,000	1,400,000
Motor Vehicle Licenses	218,400,000	219,500,000	1,100,000
Miscellaneous Revenues	17,600,000	18,600,000	1,000,000
Motor Vehicle Rental Tax	38,800,000	41,500,000	2,700,000
Aviation Fuels Tax	2,000,000	2,000,000	—
Highway Use Fee	64,400,000	65,400,000	1,000,000
Insurance Premium	214,500,000	221,300,000	6,800,000
Recordation Tax	52,400,000	55,900,000	3,500,000
<b>Total</b>	<b>\$4,763,400,000</b>	<b>\$4,918,900,000</b>	<b>\$155,500,000</b>

# Endnotes

Endnote Number	Description
1	Reflects impact of updated state revenue forecast.
2	Additional funding made available from remaining balance of fuel reserves established in FY 2023 and made available for allocation in FY 2024. This balance was \$77,439,086.
3	General Fund dollars made available in Chapters 1 and 2 (2022 Special Session I) in Fiscal Years 2023 and 2024 for Transportation Initiatives. Additional General Fund dollars provided in FY 2025 for Washington Metropolitan Area Transit Authority (\$60.2 million), Interstate 81 Corridor Improvement Program (\$70 million), and Toll Relief for eligible drivers on Elizabeth River Tunnels (\$77 million).
4	Reflects change in funds available for the Interstate 81 Corridor Improvement Program and the planned use of debt to deliver projects.
5	Federal revenue update with implementation of Infrastructure Investment and Jobs Act. FY 2025 reflects the addition of federal earmarks totaling \$83.7 million.
6	Allocation adjustments reflect program growth and supplemental funding for the impact of paving costs on the Maintenance Programs.
7	Change in funding beginning in FY 2024 for studies and advance procurement activities.
8	Program growth, impact of salary increases, and additional Information Technology and Physical Plant investments necessary.
9	Toll facility operations adjusted for facility revenue performance and E-ZPass Operations/Violation Enforcement Services and Toll Relief for Elizabeth River Tunnels provided by the General Fund (\$77 million).
10	Additional funding provided for Capital Outlay for Hampton Roads District Operational Facilities in previous year.
11	Allocation change based on the Six-Year Improvement Program.
12	Reflects the allocation of federal earmarks totaling \$83.7 million, project participation from others totaling \$728 million, and an allocation to the Transportation Partnership Opportunity Fund totaling \$15 million in FY 2025.



# FY 2025

VDOT Annual Budget  
June 2024





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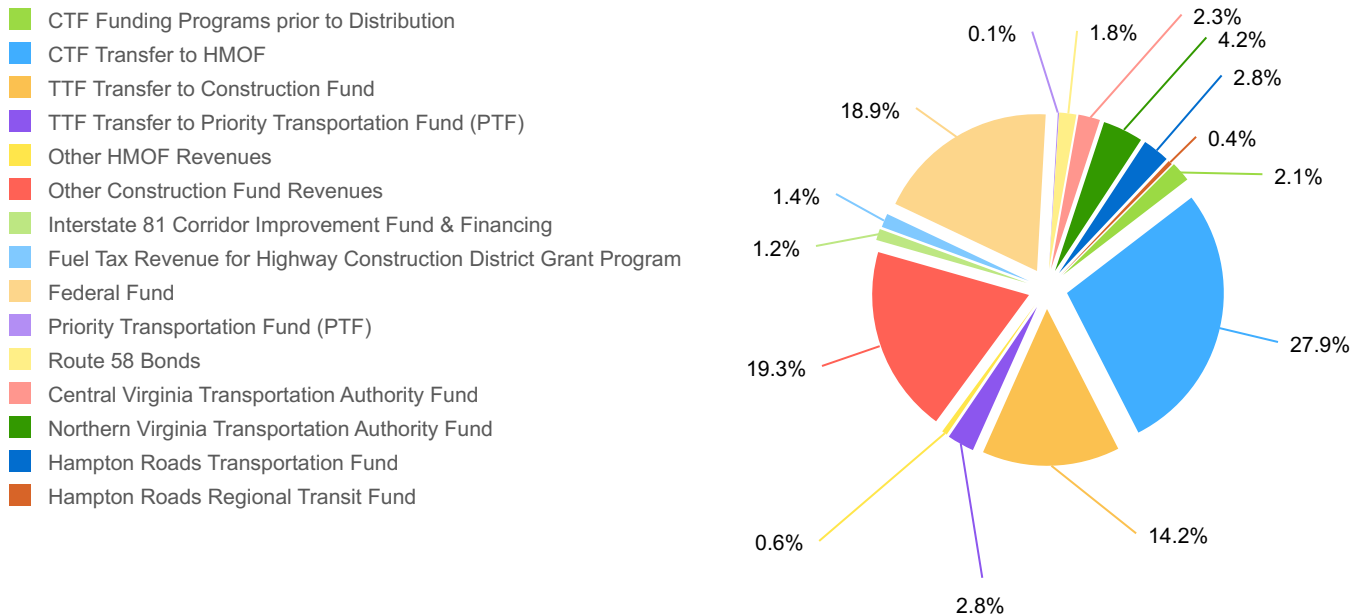
# Overview

The Fiscal Year 2025 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 December 2023 and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA). The VDOT Budget for FY 2025 totals \$8,870,766,575 a 2.3% increase over the FY 2024 VDOT Budget of \$8,669,574,775.

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

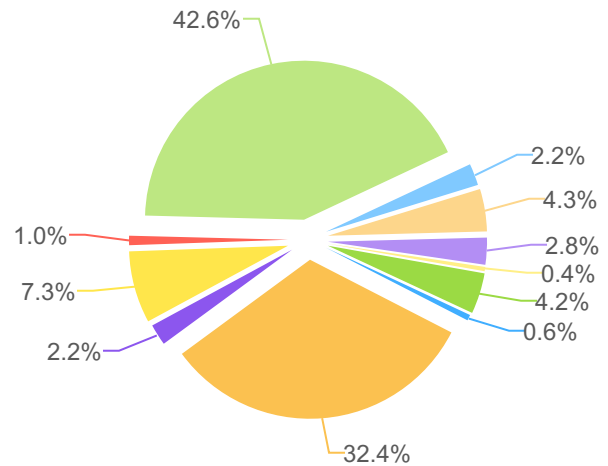
CTF Funding Programs prior to Distribution	\$ 182,676,240
CTF Transfer to HMOF	2,434,302,674
TTF Transfer to Construction Fund	1,239,585,106
TTF Transfer to Priority Transportation Fund (PTF)	245,578,182
Other HMOF Revenues	49,732,511
Other Construction Fund Revenues	1,686,648,193
Interstate 81 Corridor Improvement Fund & Financing	103,553,395
Fuel Tax Revenue for Highway Construction District Grant Program	124,001,513
Federal Fund	1,645,728,217
Priority Transportation Fund (PTF)	12,000,000
General Funds	147,000,000
Route 58 Bonds	154,860,544
<b>Subtotal</b>	<b>\$ 8,025,666,575</b>
<b>Pass Through Revenues</b>	
Central Virginia Transportation Authority Fund	197,300,000
Northern Virginia Transportation Authority Fund	364,900,000
Hampton Roads Transportation Fund	244,200,000
Hampton Roads Regional Transit Fund	38,700,000
<b>TOTAL</b>	<b>\$ 8,870,766,575</b>

# 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	FY 2024	FY 2025	INCREASE (DECREASE)
Debt Service	\$ 398,657,578	\$ 370,151,989	\$ (28,505,589)
Other Agencies and Transfers	49,326,969	54,106,450	4,779,481
Maintenance & Operations	2,727,324,208	2,870,906,624	143,582,416
Toll Facility Operations	94,043,843	193,695,800	99,651,957
Administration & Other Programs	620,564,215	651,805,719	31,241,504
Public Transportation & Rail	34,735,169	85,257,248	50,522,079
Construction Program	3,718,022,793	3,779,742,745	61,719,952
<b>Subtotal</b>	<b>\$7,642,674,775</b>	<b>\$8,005,666,575</b>	<b>\$362,991,800</b>
<b>Pass Through Revenues</b>			
Central Virginia Transportation Authority Fund	258,300,000	197,300,000	(61,000,000)
Northern Virginia Transportation Authority Fund	442,800,000	384,900,000	(57,900,000)
Hampton Roads Transportation Fund	284,500,000	244,200,000	(40,300,000)
Hampton Roads Regional Transit Fund	41,300,000	38,700,000	(2,600,000)
<b>TOTAL</b>	<b>\$8,669,574,775</b>	<b>\$8,870,766,575</b>	<b>\$ 201,191,800</b>

- 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 returned in the FY 2023 recommendations.

HMOF Revenue Sources	FY 2024	FY 2025	Difference
CTF Transfer to HMOF	\$ 2,365,285,271	\$ 2,434,302,674	\$ 69,017,403
Miscellaneous Revenues	17,600,000	18,600,000	1,000,000
Other Revenue	106,941,002	31,132,511	(75,808,491)
<b>Subtotal</b>	<b>\$ 2,489,826,273</b>	<b>\$ 2,484,035,185</b>	<b>\$ (5,791,088)</b>
Transfer from Construction	363,025,379	509,882,302	146,856,923
<b>Total</b>	<b>\$ 2,852,851,652</b>	<b>\$ 2,993,917,487</b>	<b>\$ 141,065,835</b>

# 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. The following table provides details on revised distributions for Fiscal Year 2025.

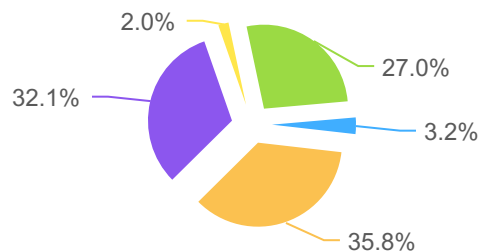
Construction Fund Revenue Sources	FY 2024	FY 2025	Difference
Distributed to Route 58 Corridor Fund	\$ 40,000,000	\$ 40,000,000	\$ —
Distributed to Northern Virginia Transportation District Fund	40,000,000	40,000,000	—
Distributed to TTF for Support	1,145,744	1,181,262	35,518
Distributed to Special Structures	85,040,000	87,676,240	2,636,240
<b>Total</b>	<b>\$ 166,185,744</b>	<b>\$ 168,857,502</b>	<b>\$ 2,671,758</b>

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

Construction Fund Revenue Sources	FY 2024	FY 2025	Difference
State Revenue from TTF Distribution	\$ 1,204,440,361	\$ 1,239,585,106	\$ 35,144,745
General Fund	110,000,000	147,000,000	37,000,000
Federal Revenues	1,590,884,944	1,645,728,217	54,843,273
Local Revenues	1,214,622,360	1,474,920,884	260,298,524
Other Revenues	129,338,091	92,029,186	(37,308,905)
<b>Total</b>	<b>\$ 4,249,285,756</b>	<b>\$ 4,599,263,393</b>	<b>\$ 349,977,637</b>

### Construction Fund Revenue by Source

- State Revenue from TTF Distribution
- General Fund
- Federal Revenues
- Local Revenues
- Other Revenues
- GARVEE Bonds & Interest



# 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.

<b>Other Fund Revenues</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>Difference</b>
Regional Transportation Funds	\$ 1,002,900,000	\$ 845,100,000	\$ (157,800,000) <sup>1</sup>
Interstate 81 Corridor Improvement Fund	324,677,638	103,553,395	(221,124,243) <sup>4</sup>
Fuel Tax Revenue for the Special Fund Account for the Highway Construction District Grant Program	123,814,178	124,001,513	187,335 <sup>1</sup>
Powhite Parkway Extension Toll Revenue	11,000,000	11,675,600	675,600
Coleman Bridge Toll Revenue	6,000,000	6,070,200	70,200
I-66 Inside the Beltway Toll Revenue	32,544,993	35,950,000	3,405,007
I-64 Express Lanes Toll Revenue	2,748,850	5,900,000	3,151,150
Northern VA Transportation District (NVTD)	10,300,694	7,833,414	(2,467,280)
Priority Transportation Fund (PTF)	238,615,543	245,578,182	6,962,639 <sup>1</sup>
Transportation Partnership Opportunity Fund	5,000,000	5,000,000	—
Route 58	1,333,623	154,860,544	153,526,921
Route 28	8,644,519	8,105,000	(539,519)
Other	54,451,741	64,800,000	10,348,259
<b>Total</b>	<b>\$ 1,822,031,779</b>	<b>\$ 1,618,427,848</b>	<b>\$ (203,603,931)</b>
<b>Total Construction Major Sources (page 7)</b>	<b>4,249,285,756</b>	<b>4,599,263,393</b>	<b>349,977,637</b>
<b>Transfer to HMOF</b>	<b>(363,025,379)</b>	<b>(509,882,302)</b>	<b>(146,856,923)</b>
<b>Total Construction Fund</b>	<b>\$ 5,708,292,156</b>	<b>\$ 5,707,808,939</b>	<b>\$ (483,217)</b>

# VDOT Program Descriptions and Allocations



# Summary of Allocations by Program

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

	FY 2024	FY 2025	INCREASE (DECREASE)
Environmental Monitoring and Evaluation (514) \$	19,985,858	\$ 21,336,888	\$ 1,351,030
Ground Transportation Planning and Research (602)	144,354,106	153,278,798	8,924,692
Highway Construction Programs (603)	3,648,997,551	3,719,768,856	70,771,305
Highway System Maintenance (604)	2,129,291,986	2,253,248,429	123,956,443
Commonwealth Toll Facilities (606)	94,043,843	193,695,800	99,651,957
Financial Assistance to Localities (607)	1,660,735,953	1,518,552,259	(142,183,694)
Non-Toll Supported Transportation Debt Service (612)	398,657,578	370,151,989	(28,505,589)
Special Structures (614)	85,040,000	87,676,240	2,636,240
Administrative and Support Services (699)	344,405,762	373,693,618	29,287,856
VDOT Capital Outlay (998)	60,000,000	40,000,000	(20,000,000)
Support to Other State Agencies	49,326,969	54,106,450	4,779,481
Support to DRPT Programs	34,735,169	85,257,248	50,522,079
<b>Total</b>	<b>\$ 8,669,574,775</b>	<b>\$ 8,870,766,575</b>	<b>\$ 201,191,800</b>

# 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.

<b>ENVIRONMENTAL MONITORING &amp; EVALUATION (514)</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>INCREASE (DECREASE)</b>
Environmental Monitoring & Compliance for Highway Projects (514008)	\$ 11,758,640	\$ 12,467,830	\$ 709,190
Environmental Monitoring Program Management (514009)	4,221,254	4,606,181	384,927
Municipal Separate Storm Sewer System Compliance Activities (514010)	4,005,964	4,262,877	256,913
<b>TOTAL ENVIRONMENTAL MONITORING &amp; EVALUATION</b>	<b>\$ 19,985,858</b>	<b>\$ 21,336,888</b>	<b>\$ 1,351,030</b>
TTF	19,985,858	21,336,888	1,351,030

# 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.

<b>PLANNING &amp; RESEARCH (602)</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>INCREASE (DECREASE)</b>
Ground Transportation System Planning (602001)	\$ 124,832,247	\$ 132,667,645	\$ 7,835,398
Ground Transportation System Research (602002)	14,945,599	15,549,795	604,196
Ground Transportation Program Management (602004)	4,576,260	5,061,358	485,098
<b>TOTAL PLANNING &amp; RESEARCH</b>	<b>\$ 144,354,106</b>	<b>\$ 153,278,798</b>	<b>\$ 8,924,692</b>
HMOF	18,873,216	19,779,352	906,136
CONSTRUCTION	99,151,913	105,975,115	6,823,202
FEDERAL	26,328,977	27,524,331	1,195,354

# Highway Construction Programs (603)

For Fiscal Year 2025, 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. The following table provides details on distributions for Fiscal Year 2025.

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.

<b>CONSTRUCTION (603)</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>INCREASE (DECREASE)</b>
State of Good Repair Program (603020)	\$ 295,282,234	\$ 288,693,940	\$ (6,588,294) <sup>6</sup>
High Priority Projects Program(603021)	196,299,471	192,462,626	(3,836,845) <sup>6</sup>
Construction District Grant Programs (603022)	320,113,649	316,464,139	(3,649,510) <sup>6</sup>
Specialized State and Federal Programs (603023)	2,190,086,707	2,419,774,468	229,687,761 <sup>7</sup>
Virginia Highway Safety Improvement Program (603017)	134,783,478	96,231,314	(1,918,422) <sup>6</sup>
Interstate Operations and Enhancement Program (603018)	274,702,353	342,645,954	(154,601,311) <sup>6</sup>
Construction Management (603015)	51,818,489	63,496,415	11,677,926
<b>TOTAL CONSTRUCTION</b>	<b>\$3,648,997,551</b>	<b>\$3,719,768,856</b>	<b>\$ 70,771,305</b>
CONSTRUCTION	1,882,606,832	2,041,186,049	158,579,217
FEDERAL	1,138,549,767	1,154,863,376	16,313,609
I-81 CORRIDOR IMPROVEMENT FUND	319,503,948	168,209,803	(151,294,145)
SPECIAL FUND ACCOUNT FOR CONSTRUCTION DGP	123,814,178	124,001,513	187,335
PTF	48,723,360	18,274,050	(30,449,310)
TPOF	4,988,788	19,974,151	14,985,363
VTIB	7,700,000	7,700,000	—
GENERAL FUND	110,000,000	—	(110,000,000)
ROUTE 58	14,974,929	185,288,900	170,313,971

# 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)	FY 2024	FY 2025	INCREASE (DECREASE)
<b>TOTAL STATE OF GOOD REPAIR</b>	<b>\$ 295,282,234</b>	<b>\$ 288,693,940</b>	<b>\$ (6,588,294)</b>
CONSTRUCTION	69,999,778	121,698,031	51,698,253
FEDERAL	225,282,456	166,995,909	(58,286,547)

## 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)	FY 2024	FY 2025	INCREASE (DECREASE)
<b>TOTAL HIGH PRIORITY PROJECTS</b>	<b>\$ 196,299,471</b>	<b>\$ 192,462,626</b>	<b>\$ (3,836,845)</b>
CONSTRUCTION	59,042,498	37,222,315	(21,820,183)
FEDERAL	137,256,973	155,240,311	17,983,338
GARVEE	—	—	—

## 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)	FY 2024	FY 2025	INCREASE (DECREASE)
<b>TOTAL CONSTRUCTION DISTRICT GRANT</b>	<b>\$ 320,113,649</b>	<b>\$ 316,464,139</b>	<b>\$ (3,649,510)</b>
CONSTRUCTION	82,076,153	87,294,823	5,218,670
SPECIAL FUND ACCOUNT FOR CONSTRUCTION DGP	123,814,178	124,001,513	187,335
FEDERAL	114,223,318	105,167,803	(9,055,515)
GARVEE	—	—	—

# 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)	FY 2024	FY 2025	INCREASE (DECREASE)
CMAQ & State Match	\$ 52,938,775	\$ 56,003,034	\$ 3,064,259
Participating Project Costs	60,000,000	60,000,000	—
Project Participation from CVTA	4,741,319	1,180,504	(3,560,815)
Project Participation from HRTAC	415,694,426	695,901,157	280,206,731
HRTAC Participation for Hampton Roads Bridge-Tunnel Expansion Project	494,553,029	247,528,950	(247,024,079)
Project Participation from NVRTA	81,634,784	421,047,222	339,412,438
Revenue Sharing	416,133,296	200,000,000	(216,133,296)
STP Set-aside	34,905,648	38,110,219	3,204,571
STP Regional & State Match	128,475,152	130,799,075	2,323,923
Tele Fees	9,431,154	8,562,051	(869,103)
PTF for Multimodal Improvements	32,700,000	—	(32,700,000)
PTF for Construction Projects	10,782,561	14,224,050	3,441,489
Carbon Reduction Program and State Match	33,144,241	34,640,380	1,496,139
PROTECT	37,687,377	39,388,593	1,701,216
Bridge	98,252,567	98,252,567	—
Bridge - Off System	17,338,688	17,338,688	—
Electric Vehicles	24,039,940	24,039,940	—
I-64 Gap	110,000,000	—	(110,000,000)
Route 58 Bonds	—	152,200,000	152,200,000
HIP - Community Project Grants	56,670,806	87,753,133	31,082,327
Other	72,811,905	92,804,905	19,993,000
<b>TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)</b>	<b>\$ 2,191,935,668</b>	<b>\$ 2,419,774,468</b>	<b>\$ 227,838,800</b>

# Highway Construction Programs (603)

<b>SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>INCREASE (DECREASE)</b>
CONSTRUCTION	1,518,971,794	1,672,281,306	153,309,512
FEDERAL	485,215,916	514,702,820	29,486,904
GENERAL FUND	110,000,000	—	(110,000,000)
PTF	48,723,360	18,274,050	(30,449,310)
CONCESSION FEE FUND	—	—	—
I-81 CORRIDOR IMPROVEMENT FUND	1,281,800	1,282,227	427
OTHER BOND PROGRAMS/FUNDS	14,974,929	185,288,900	170,313,971
NVTD	—	271,014	271,014
VTIB	7,700,000	7,700,000	—
TPOF	4,988,788	19,974,151	14,985,363
<b>TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (60323)</b>	<b>\$ 2,191,856,587</b>	<b>\$ 2,419,774,468</b>	<b>\$ 227,917,881</b>

# Highway Construction Programs (603)

## VIRGINIA HIGHWAY SAFETY IMPROVEMENT PROGRAM (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)

VIRGINIA HIGHWAY SAFETY IMPROVEMENT PROGRAM (603017)	FY 2024	FY 2025	INCREASE (DECREASE)
<b>TOTAL VHSIP</b>	<b>\$ 98,149,736</b>	<b>\$ 96,231,314</b>	<b>\$ (1,918,422)</b>
TTF	1,296,353	—	(1,296,353)
FEDERAL	96,853,383	96,231,314	(622,069)

## INTERSTATE OPERATIONS & ENHANCEMENT PROGRAM (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)

INTERSTATE OPERATIONS & ENHANCEMENT PROGRAM (603018)	FY 2024	FY 2025	INCREASE (DECREASE)
<b>TOTAL IOEP</b>	<b>\$ 497,247,265</b>	<b>\$ 342,645,954</b>	<b>\$ (154,601,311)</b>
TTF	99,307,396	59,193,159	(40,114,237)
FEDERAL	79,717,721	116,525,219	36,807,498
I-81	318,222,148	166,927,576	(151,294,572)

## 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)	FY 2024	FY 2025	INCREASE (DECREASE)
<b>TOTAL CONSTRUCTION MANAGEMENT</b>	<b>\$ 51,818,489</b>	<b>\$ 63,496,415</b>	<b>\$ 11,677,926</b>
TTF	51,818,489	63,496,415	11,677,926



# 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)	FY 2024	FY 2025	INCREASE (DECREASE)
Interstate Maintenance (604001)	\$ 447,747,230	\$ 484,098,515	\$ 36,351,285
Primary Maintenance (604002)	615,349,027	648,176,255	32,827,228
Secondary Maintenance (604003)	633,555,458	664,423,848	30,868,390
Transportation Operations Services (604004)	341,573,969	362,029,227	20,455,258
Highway Maintenance Program Management & Direction (604005)	91,066,302	94,520,584	3,454,282
<b>TOTAL HIGHWAY SYSTEM MAINTENANCE</b>	<b>\$2,129,291,986</b>	<b>\$2,253,248,429</b>	<b>\$ 123,956,443</b>
HMOF	1,847,239,992	1,934,449,881	87,209,889
FEDERAL	282,051,994	318,798,548	36,746,554

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# 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.

**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)	FY 2024	FY 2025	INCREASE (DECREASE)
Acquisition & Construction (606001)	\$ —	\$ —	\$ —
Debt Service (606002)	—	—	—
Maintenance & Operations (606003)	52,293,843	59,595,800	7,301,957
Toll Facilities Revolving (606004)	41,750,000	134,100,000	92,350,000
<b>TOTAL TOLL FACILITIES</b>	<b>\$ 94,043,843</b>	<b>\$ 193,695,800</b>	<b>\$ 99,651,957</b>
POWHITE	11,000,000	11,675,600	675,600
COLEMAN	6,000,000	6,070,200	70,200
I-66 INSIDE THE BELTWAY	32,544,993	35,950,000	3,405,007
I-64 EXPRESS LANES	2,748,850	5,900,000	3,151,150
GENERAL FUND	—	77,000,000	77,000,000
TOLL FACILITIES REVOLVING	41,750,000	57,100,000	15,350,000

# 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)	FY 2024	FY 2025	INCREASE (DECREASE)	
Financial Assistance for City Road Maintenance (607001)	\$ 511,715,254	\$ 526,283,488	\$ 14,568,234	12
Financial Assistance for County Road Maintenance (607002)	86,316,968	91,374,707	5,057,739	12
Financial Assistance for Planning, Access Roads, & Special Projects (607004)	18,529,377	19,049,816	520,439	
Distribution of Northern Virginia Transportation Authority Fund Revenues (607006)	460,074,354	401,644,248	(58,430,106)	1
Distribution of Hampton Roads Transportation Fund Revenues (607007)	325,800,000	282,900,000	(42,900,000)	1
Distribution of Central Virginia Transportation Authority Fund Revenues (607010)	258,300,000	197,300,000	(61,000,000)	1

**TOTAL FINANCIAL ASSISTANCE TO LOCALITIES** **\$1,660,735,953 \$1,518,552,259 \$ (142,183,694)**

HMOF	598,032,222	617,658,195	19,625,973
CONSTRUCTION	25,427,292	24,949,230	(478,062)
FEDERAL	10,376,439	10,844,834	468,395
CENTRAL VIRGINIA TRANSPORTATION FUND	258,300,000	197,300,000	(61,000,000)
NORTHERN VIRGINIA TRANSPORTATION FUND	442,800,000	384,900,000	(57,900,000)
HAMPTON ROADS TRANSPORTATION FUND	284,500,000	244,200,000	(40,300,000)
HAMPTON ROADS REGIONAL TRANSIT FUND	41,300,000	38,700,000	(2,600,000)

# 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, 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).

**Interstate 81 Corridor Improvement Program 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)	FY 2024	FY 2025	INCREASE (DECREASE)
Highway Transportation Improvement Debt Service (612001)	\$ 8,644,519	\$ 8,105,000	\$ (539,519)
Designated Highway Corridor Debt Service (612002)	58,225,932	37,134,044	(21,091,888)
Commonwealth Transportation Capital Projects Bond Act Debt Service (612004)	193,035,670	185,872,225	(7,163,445)
Federal Transportation Grant Anticipation Revenue Notes Debt Service (612005)	133,577,767	133,697,128	119,361
Interstate 81 Corridor Improvement Program Debt Service (612006)	5,173,690	5,343,592	169,902
<b>TOTAL NON-TOLL SUPPORTED DEBT SERVICE</b>	<b>\$ 398,657,578</b>	<b>\$ 370,151,989</b>	<b>\$ (28,675,491)</b>
NVTD	11,867,238	7,562,400	(4,304,838)
ROUTE 28	8,644,519	8,105,000	(539,519)
CPR BONDS	193,035,670	185,872,225	(7,163,445)
ROUTE 58	46,358,694	29,571,644	(16,787,050)
I-81	5,173,690	5,343,592	169,902
FEDERAL	133,577,767	133,697,128	119,361

# 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	FY 2024	FY 2025	INCREASE (DECREASE)
<b>TOTAL VDOT SPECIAL STRUCTURES</b>	<b>\$ 85,040,000</b>	<b>\$ 87,676,240</b>	<b>\$ 2,636,240</b>
SPECIAL STRUCTURES	85,040,000	87,676,240	2,636,240

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# 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.

<b>ADMINISTRATIVE &amp; SUPPORT SERVICES (699)</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>INCREASE (DECREASE)</b>
General Management & Direction (699001)	\$ 179,534,839	\$ 196,694,126	\$ 17,159,287
Information Technology Services (699002)	129,834,995	141,065,441	11,230,446
Facilities and Grounds Management Services (699015)	22,962,691	23,349,307	386,616
Employee Training & Development (699024)	12,073,237	12,584,744	511,507
<b>TOTAL ADMINISTRATIVE &amp; SUPPORT SERVICES</b>	<b>\$ 344,405,762</b>	<b>\$ 373,693,618</b>	<b>\$ 29,287,856</b>
HMOF	343,260,018	372,512,356	29,252,338
CTF	1,145,744	1,181,262	35,518

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# 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)	FY 2024	FY 2025	INCREASE (DECREASE)
<b>TOTAL VDOT CAPITAL OUTLAY</b>	<b>\$ 60,000,000</b>	<b>\$ 40,000,000</b>	<b>\$ (20,000,000)</b>
CONSTRUCTION	60,000,000	40,000,000	(20,000,000)

<sup>15</sup>

# 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	FY 2024	FY 2025	INCREASE (DECREASE)
<b>Transportation Appropriation to Other Agencies</b>			
Department of Education	\$ 283,854	\$ 301,676	\$ 17,822
Marine Resources Commission	313,768	313,768	—
Secretary of Transportation	1,023,114	1,068,986	45,872
Department of State Police	9,179,045	9,637,997	458,952
Department of Minority Business Enterprise	1,682,629	1,800,567	117,938
Department of Historic Resources	210,000	226,807	16,807
Department of Emergency Management	1,359,475	1,360,549	1,074
Department of Motor Vehicles	14,958,864	15,332,836	373,972
Department of Treasury	185,187	185,188	1
Virginia Liaison Office	173,248	199,891	26,643
Office of the State Inspector General	2,179,339	2,254,194	74,855
SUBTOTAL	31,548,523	32,682,459	1,133,936
<b>Transfers to the General Fund</b>			
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	2,802,811	6,462,324	3,659,513
Department of Taxation	2,989,795	2,975,827	(13,968)
SUBTOTAL	16,278,446	19,923,991	3,645,545
<b>Transfers to Other Agencies</b>			
Department of Motor Vehicles (fuel tax evasion)	1,500,000	1,500,000	—
SUBTOTAL	1,500,000	1,500,000	—
<b>TOTAL SUPPORT TO OTHER STATE AGENCIES</b>			
	<b>\$ 49,326,969</b>	<b>\$ 54,106,450</b>	<b>\$ 4,779,481</b>
HMOF	45,446,204	49,517,703	4,071,499
CONSTRUCTION	2,439,003	3,077,221	638,218
TPOF	11,212	25,849	14,637
DMV	15,580	31,610	16,030
RAIL	170,401	237,076	66,675
PTF	403,515	331,907	(71,608)
PORTS	84,582	79,026	(5,556)
AIRPORTS	47,061	47,415	354
DRPT	680,793	727,033	46,240
SPACE	28,618	31,610	2,992



# 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)	\$ —	\$ 21,336,888	\$ —	\$ —	\$ —	\$ 21,336,888
Ground Transportation Planning & Research (602)	19,779,352	105,975,115	27,524,331	—	—	153,278,798
Highway Construction Programs (603)	—	2,150,322,704	1,049,776,721	—	519,669,431	3,719,768,856
Highway System Maintenance (604)	1,934,449,881	—	318,798,548	—	—	2,253,248,429
Commonwealth Toll Facilities (606)	—	—	—	—	193,695,800	193,695,800
Financial Assistance to Localities (607)	617,658,195	8,204,982	10,844,834	—	881,844,248	1,518,552,259
Non-Toll Supported Transportation Debt Service (612)	—	—	133,697,128	—	236,454,861	370,151,989
Special Structures (614)	—	87,676,240	—	—	—	87,676,240
Administrative and Support Services (699)	372,512,356	—	—	—	1,181,262	373,693,618
VDOT Capital Outlay (998)	—	40,000,000	—	—	—	40,000,000
Support to Other State Agencies	49,517,703	3,077,221	—	—	1,511,526	54,106,450
Support to DRPT Programs	—	12,157,248	—	—	73,100,000	85,257,248
<b>TOTAL</b>	<b>\$2,993,917,487</b>	<b>\$ 2,428,750,398</b>	<b>\$ 1,540,641,562</b>	<b>\$ —</b>	<b>\$1,907,457,128</b>	<b>\$8,870,766,575</b>

\* - 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 2025

## Revenues

Revenue provided by the General Fund of the Commonwealth	\$ 147,000,000
Taxes	1,091,001,513
Rights and privileges	16,076,108
Sale of property and commodities	—
Interest, dividends, and rents	32,022,903
Fines, forfeitures, court fees	—
Penalties and escheats	17,100,000
Receipts from localities and private sector	1,535,304,833
Federal grants and contracts	1,645,728,217
Toll revenues	99,595,800
Other	40,406,572
<b>Total Revenues</b>	<b><u>4,624,235,946</u></b>

## Other Financing Sources

Other financing sources	134,035,032
Bond proceeds	10,353,395
Note proceeds	—
Transfers from other state agencies and General Fund	—
Transfers in	4,102,142,202
<b>Total Other Financing Sources</b>	<b><u>4,246,530,629</u></b>

**Total Revenues and Other Sources** **\$8,870,766,575**

# Budget Comparison Schedule for FY 2025

## Expenditures

Administrative and support services	\$ 373,693,618
Ground transportation system planning and research	153,278,798
Highway system acquisition and construction	3,711,891,137
Highway system maintenance	2,253,248,429
Financial assistance to localities	1,518,552,259
Environmental monitoring and compliance	21,336,888
Toll facility operations and construction	201,573,519
Special Structures	87,676,240
Capital Outlay	40,000,000
Debt Service	370,151,989
<b>Total Expenditures</b>	<b><u>8,731,402,877</u></b>

## Other Financing Uses

Other financing uses	—
Transfers to other state agencies and General Fund	139,363,698
Transfers out	—
<b>Total Other Financing Uses</b>	<b><u>139,363,698</u></b>

**Total Expenditures and Other Uses** **\$8,870,766,575**

**Revenues and Other Sources Over (Under) Expenditures and** **\$ —**

# Appendix I - Powhite Parkway Extension (0436) FY 2025

## FY 2025 ESTIMATED REVENUE

Toll Revenues	\$ 11,675,600
<b>TOTAL ESTIMATED REVENUES</b>	<b>\$ 11,675,600</b>
Toll Facility Revolving Account Loan Repayment	2,896,271
<b>TOTAL ESTIMATED REVENUE AVAILABLE FOR EXPENDITURES</b>	<b>\$ 8,779,329</b>

## FY 2025 EXPENDITURE BUDGET

Revenue Fund	
Operations	5,779,329
Maintenance Replacement Fund	3,000,000
<b>TOTAL ESTIMATED EXPENDITURES</b>	<b>\$ 8,779,329</b>

Details of Operating Expenditures	ALLOCATION FY 2024	RECOMMENDED FY 2025	INCREASE (DECREASE)
Personal Services	1,622,856	1,702,376	79,520
Contractual Services	1,404,800	1,448,349	43,549
Supplies and Materials	60,550	62,427	1,877
Transfer Payments	2,290,093	2,400,000	109,907
Continuous Charges	131,500	135,577	4,077
Property and Improvements	—	—	—
Equipment	30,600	30,600	—
Obligations	—	—	—
<b>TOTAL - Operating Expenditures</b>	<b>\$ 5,540,399</b>	<b>\$ 5,779,329</b>	<b>\$ 238,930</b>

# Appendix I - Coleman Bridge (0437) FY 2025

**FY 2025 ESTIMATED REVENUE**

Toll Revenues	\$ 6,070,200
<b>TOTAL ESTIMATED REVENUE AVAILABLE</b>	<b>\$ 6,070,200</b>
Toll Facility Revolving Account Loan Repayment	2,844,829
<b>TOTAL ESTIMATED REVENUE AVAILABLE FOR EXPENDITURES</b>	<b>\$ 3,225,371</b>

**FY 2025 EXPENDITURE BUDGET**

Revenue Fund	
Operations	3,225,371
Maintenance Replacement Fund	—
<b>TOTAL ESTIMATED EXPENDITURES</b>	<b>\$ 3,225,371</b>

Details of Operating Expenditures	ALLOCATION FY 2024	RECOMMENDED FY 2025	INCREASE (DECREASE)
Personal Services	671,612	704,521	32,909
Contractual Services	1,548,400	1,596,400	48,000
Supplies and Materials	53,450	55,107	1,657
Transfer Payments	440,000	440,000	—
Continuous Charges	80,200	82,686	2,486
Property and Improvements	—	—	—
Equipment	343,600	346,657	3,057
Obligations	—	—	—
<b>TOTAL - Operating Expenditures</b>	<b>\$ 3,137,262</b>	<b>\$ 3,225,371</b>	<b>\$ 88,109</b>

# Appendix I - I-66 Inside the Beltway (0446) FY 2025

## FY 2025 ESTIMATED REVENUE

Toll Revenues	\$	35,750,000
Court Payments		200,000
<b>TOTAL ESTIMATED REVENUES</b>	<b>\$</b>	<b>35,950,000</b>

## FY 2025 EXPENDITURE BUDGET

Revenue Fund		
Operations	\$	32,950,000
Maintenance Replacement Fund		3,000,000
<b>TOTAL ESTIMATED EXPENDITURES</b>	<b>\$</b>	<b>35,950,000</b>

		<b>RECOMMENDED FY 2025</b>
<b>Details of Operating Expenditures</b>		
Personal Services	\$	683,000
Contractual Services		10,400,000
Supplies and Materials		25,100
Transfer Payments		21,831,900
Continuous Charges		—
Property and Improvements		—
Equipment		—
Obligations		10,000
<b>TOTAL - Operating Expenditures</b>	<b>\$</b>	<b>32,950,000</b>

## Memorandum of Agreement Waterfall Budget

Tolling Operation and Maintenance	\$	14,118,100
Debt Service on Rail Component Debt		—
NVTC Payment		11,038,129
Pay go for Rail Components		8,753,771
Toll Facilities Revolving Account (TFRA) Repayment		2,040,000
Debt Service on NVTC Debt		—
Additional Repayments to TFRA		—
Remaining to Components selected by NVTC/ Approved by CTB		—
	<b>\$</b>	<b>35,950,000</b>

# Appendix I - I-64 Express Lanes (0447) FY 2025

## FY 2025 ESTIMATED REVENUE

Toll Revenues	\$ 5,900,000
<b>TOTAL ESTIMATED REVENUES FOR EXPENDITURES</b>	<b>\$ 5,900,000</b>
<i>Less: Toll Facility Revolving Account Loan Repayment</i>	<i>1,500,000</i>
<b>TOTAL ESTIMATED REVENUE AVAILABLE</b>	<b>\$ 4,400,000</b>

## FY 2025 EXPENDITURE BUDGET

Revenue Fund	
Operations	4,400,000
Maintenance Replacement Fund	—
<b>TOTAL ESTIMATED EXPENDITURES</b>	<b>\$ 4,400,000</b>

Details of Operating Expenditures	ALLOCATION FY 2024	RECOMMENDED FY 2025	INCREASE (DECREASE)
Personal Services	485,775	509,578	23,803
Contractual Services	2,042,825	3,659,864	1,617,039
Supplies and Materials	250	258	8
Transfer Payments	220,000	220,000	—
Continuous Charges	—	300	300
Property and Improvements	—	—	—
Equipment	—	10,000	10,000
Obligations	—	—	—
<b>TOTAL - Operating Expenditures</b>	<b>\$ 2,748,850</b>	<b>\$ 4,400,000</b>	<b>\$ 1,651,150</b>

# Index: Acronyms and Terminology

Term	Description
BROS	Bridge Off-System
CMAQ	Congestion Mitigation and Air Quality
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
NHPP	National Highway Performance Program
NVTD	Northern Virginia Transportation District
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	Reflects impact of updated state revenue forecast.
2	The previous fiscal year included a one-time General Fund allocation for the Interstate 64 Widening Project (I-64 Gap). Additional General Fund dollars provided in FY 2025 for Washington Metropolitan Area Transit Authority (\$60.2 million), Interstate 81 Corridor Improvement Program (\$70 million), and Toll Relief for eligible drivers on Elizabeth River Tunnels (\$77 million).
3	Federal revenue update based on Infrastructure Investment and Jobs Act. FY 2025 reflects the addition of federal earmarks totaling \$83.7 million.
4	Reflects change in funds available for the Interstate 81 Corridor Improvement Program and the planned use of debt to deliver projects.
5	Change in funding beginning in FY 2024 for studies and advance procurement activities.
6	Adjustment reflects change in funds available to program areas as prescribed in the Code of Virginia, §33.2-358. Interstate Operations and Enhancement Program adjustments also include updates to funds directly allocated for the Interstate 81 Corridor Improvement Program.
7	Reflects the allocation of federal earmarks totaling \$83.7 million, project participation from others totaling \$728 million, and an allocation to the Transportation Partnership Opportunity Fund totaling \$15 million in FY 2025.
8	Includes updated revenue estimate for the Fuel Tax dedicated to the Special Fund Account for the Construction District Grant Program.
9	Changes to assumptions related to project participation for funds provided by other entities.
10	General Fund dollars made available in Chapters 1 and 2 (2022 Special Session I) in Fiscal Years 2023 and 2024 for Transportation Initiatives.
11	Reflects change in funds available for the Interstate 81 Corridor Improvement Program and the planned use of debt to deliver projects.
12	Allocation adjustments reflect program growth and supplemental funding for the impact of paving costs anticipated within the Maintenance Programs.
13	Update reflects prescribed change in Special Structure Funding.
14	Program growth, impact of salary increases, and additional Information Technology and Physical Plant investments necessary. Program growth and additional Information Technology investment necessary.
15	Additional funding provided for Capital Outlay for Hampton Roads District Operational Facilities in prior fiscal year.
16	Additional funding made available from remaining balance of fuel reserves established in FY 2023 and made available for allocation in FY 2024. This balance was \$77,439,086 for the previous fiscal year.
17	Toll facility operations adjusted for facility revenue performance and E-ZPass Operations/ Violation Enforcement Services and Toll Relief for Elizabeth River Tunnels provided by the General Fund (\$77 million).
18	Revenue Sharing returns to \$100 million state share and \$100 million local share in FY 2025, following the re-allocation of funds through FY2024 as granted by the flexibility provided during the COVID period.



**DRPT**

VIRGINIA DEPARTMENT OF RAIL  
AND PUBLIC TRANSPORTATION

# Annual Budget

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**Fiscal Year 2025**

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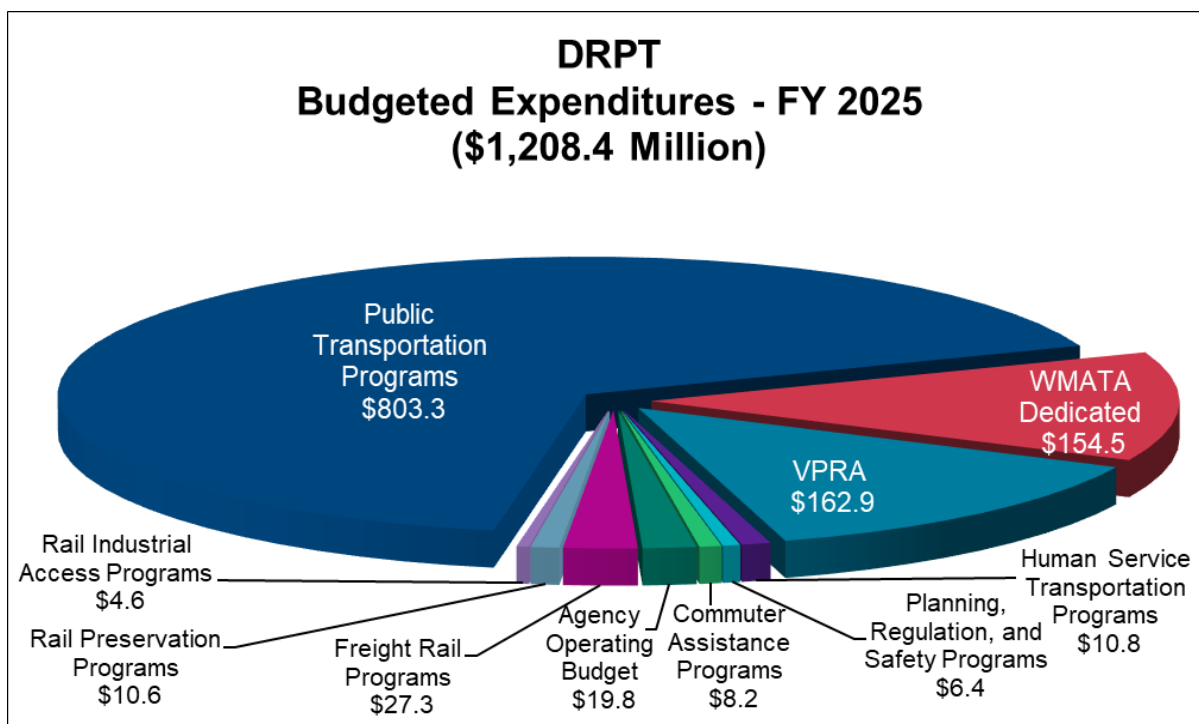
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# Summary of Programs

## Summary of FY 2025 Budget

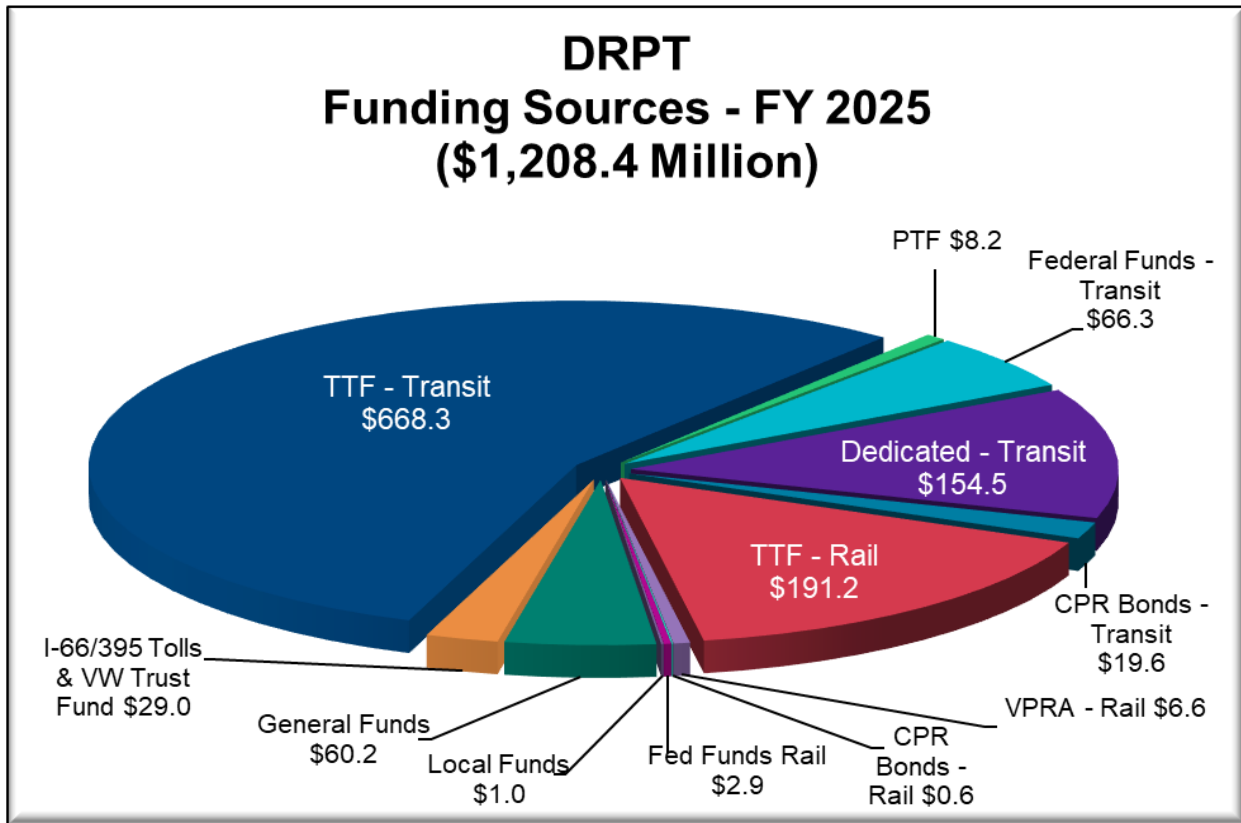
In FY25, DRPT will invest \$1,208.4 million in state, federal, and local resources towards improving public transportation and rail capacity across the Commonwealth of Virginia. The overwhelming majority of these funds are directed to a variety of recipients, including public transportation providers, local and regional government entities, freight railroads, and the Virginia Passenger Rail Authority (VPRA). The VPRA was established in section §33.2-288.B. of the *Code of Virginia* to oversee passenger rail projects within the Commonwealth, including the state-supported Amtrak service. The VPRA receives ongoing funding from DRPT of 93% of the revenues of the Commonwealth Rail Fund. The VPRA share is estimated at \$162.9 million for FY25.

Expenditures for FY25 are estimated to be \$167.8 million more than FY24. Additional detail is included in the specific program sections of this document.



The chart depicts the FY25 DRPT budget across the agency’s service areas and payments to the VPRA. The budgeted expenditures for each are discussed in more detail later in this report.

The following chart depicts the source of funds for DRPT’s annual budgeted expenditures. It is not based on the annual estimated revenues for each funding source; rather, the funding source is derived from over 2,000 projects included in the cash flow projections used to estimate the budgeted expenditures. Additional information concerning the DRPT FY25 funding sources can be found in the Annual Budget section of this report.



## FY 2025 Service Area Budget Highlights

### Agency Operating Budget

The DRPT program management and administrative budget increased 1.0% or \$0.2 million. DRPT has elected to use only 3.9% of the 5.0% allowable under the Appropriations Act of the Rail Preservation Fund, Commonwealth Rail Fund, and Commonwealth Mass Transit Fund in FY25 for project oversight. Over the past several years, the transit programs managed by DRPT have grown significantly as have the associated revenues. This growth has been accompanied by increased demand by the General Assembly for accountability over the funds in these programs. The agency's operating budget will be used to develop and expand the program oversight requested by the General Assembly related to state transit funding.

The nature of the large-scale projects that DRPT now manages is highly diverse in their scope and service, changing dramatically over the last 15 years. Examples of these projects include the following: the Virginia Breeze intercity bus, WMATA oversight, transit way improvements related to the Amazon headquarters arrival, as well as I-95 and I-81 freight rail corridor programs.

DRPT is also currently completing studies on future transportation demand management (TDM) strategies in the heavily congested I-66 and I-395 corridors. This focuses on measuring person throughput (rather than vehicle) and redirects toll revenue collected on highways to critical transit projects.

The Appropriations Act authorizes the Commonwealth Transportation Board (CTB) to approve up to 5.0% per year of the Commonwealth Mass Transit Fund (§33.2-1526), Rail Preservation and Development Fund (§33.2-1602), and the revenues allocated to the Department from the Commonwealth Rail Fund (§33.2-1526.4) to be used to support the DRPT costs of project development, project administration, and project compliance. In FY25, it is forecast that \$19.8 million or 3.9% of the revenues from these funds will be used to support the programs' ongoing administrative costs. A summarized list of these estimated administrative costs is included in the footnotes of the budget statement at the end of this document. Despite the increase in demands on the agency, the DRPT operating budget only represents 1.6% of the \$1,208.4 million of total funds administered.

## Public Transportation Programs

The state funding for Public Transportation is comprised of revenues from the Commonwealth Mass Transit Fund (CMTF) and the Commonwealth Transit Capital Fund (CTCF). Effective July 1, 2020, HB 1414 adopted numerous structural changes to the transportation funding system in the Commonwealth. Most state transportation revenues are directed to the Commonwealth Transportation Fund and the Highway Maintenance and Operating Fund, which are administered by the Virginia Department of Transportation (VDOT). Revenues are then disbursed from the Commonwealth Transportation Fund to the Transportation Trust Fund and then distributed to meet the varying transportation needs of different modes of transportation. The CMTF receives 23% of the Transportation Trust Fund. This structure allocates the net impact of upturns and downturns in specific revenues so no one mode is adversely affected.

Chapter 854 of the 2018 Acts of Assembly established a separate allocation for the Washington Metropolitan Area Transit Authority (WMATA) and set allocation percentages for DRPT's Operating, Capital, and Special programs in FY19 and beyond. It is important to note that these bills did not create additional transportation revenues. Instead, they built on the new revenues generated by HB 2313 in 2013 by changing the distribution of existing revenues.

Beginning in FY21, these funds were distributed in accordance with the *Code of Virginia* and specific Appropriations Act language as follows:

- Up to 5.0% of the CMTF to support costs of project development, project administration, and project compliance (current Appropriation Act language)
- \$2.0 million (current Appropriation Act language) of the MTTF for state safety oversight
- \$1.5 million (current Appropriations Act language) of the MTTF for paratransit capital projects and enhanced transportation services for the elderly and disabled

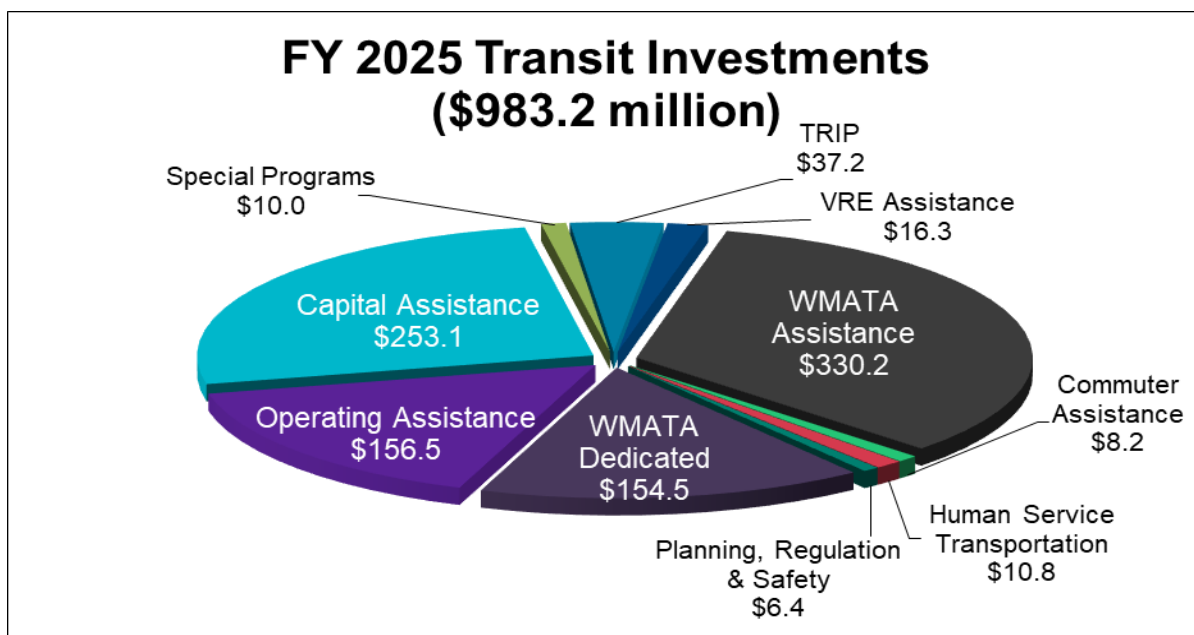
The remaining funds are allocated by statute (§33.2-1526.1) with a minimum of 24.5% for state operating assistance grants, 17.0% awarded as capital assistance grants, 46.5% for distribution to WMATA for capital purposes and operating assistance, 6.0% for the Transit Ridership Incentive Program (TRIP), 3.5% for distribution to the Virginia Railway Express, and the balance of up to 2.5% awarded as special projects grants, subject to CTB approval.

The CTCF is made up of the CPR bonds authorized under Chapter 896 of the 2007 Acts of Assembly allocated to transit capital. The major revenue source for these bond authorizations is the tax on insurance premiums. Beginning in FY19, these bond funds completed the 10-year period under the original bond authorization and the \$60 million annual amount available ended. Current year allocations of these funds represent monies deobligated from prior year projects.

By the close of FY21 when the WMATA state of good repair funding grant ended, the state transit capital assistance program lost an additional \$50 million of annual bond funding. However, section §33.2-1526.1.B of the *Code of Virginia* allocates up to \$50 million off the top of the CMTF starting in FY22 for the WMATA State of Good Repair program.

In 2018, the General Assembly directed the CTB to develop a separate prioritization process for state of good repair projects and major expansion projects. The process for state of good repair projects is based upon transit asset management principles, including federal requirements for Transit Asset Management pursuant to 49 U.S.C. § 5326 while the process for major expansion projects is based on Smart Scale factors. Over 85% of the transit capital program has historically been utilized for maintenance of existing assets, which highlights the importance of finding a solution to this problem.

The FY25 budget for Transit Programs is depicted in the following chart. This chart represents FY25 anticipated expenditures across the ten major Transit programs.



The FY25 budget of \$983.2 million for Transit investments represents an increase of \$146.8 million from \$836.4 million in the FY24 Budget.

As compared to the FY24 Budget, capital projects increased \$71.3 million due to an increase in large bus purchases and facility construction needs as supply constraints from COVID are easing. Virginia Railway Express (VRE) Assistance of \$16.3 million is a new program established by the 2023 Legislative Assembly for FY25 carved out of the Capital and Operating Assistance programs. Transit Operating Assistance decreased \$9.4 million from FY24 partially due to this carve out of the VRE operating expenses.

WMATA Assistance includes an allocation of \$50.0 million of CMTF funding, which was funded from bond proceeds prior to FY22, to match the federal funds WMATA is receiving under the federal state of good repair program. In addition, the 2024 Special Session I Acts of Assembly allocated an additional \$60.2M in FY25 and \$84.5 million in FY26 to WMATA to cover budget shortfalls. The Transit programs are discussed in more detail in the following sections.

### Public Transportation Operating Funds

The budgeted amounts in this report include anticipated expenditures on all the projects and grants that DRPT manages for FY25, not just amounts allocated in FY25 by the CTB in the SYIP (See note 1 for more information). The budgeted FY25 transit operating expenditures are \$156.5 million or a decrease of \$9.4 million from FY24. Section §33.2-1526.1 of the *Code of Virginia* provides that the CTB shall allocate 24.5% of the CMTF to support operating costs of transit providers and that the CTB shall establish service delivery factors, based on effectiveness and efficiency, to guide the relative distribution of such funding. Such measures and their relative weight shall be evaluated every three years.

DRPT has worked in consultation with the Transit Service Delivery Advisory Committee (TSDAC) and other stakeholders to develop the necessary policies and procedures to implement a performance-based state transit operating allocation. The TSDAC adopted the following policy objectives to guide their deliberations: promoting fiscal responsibility, incentivizing efficient operations, supporting robust transit service, rewarding higher patronage, promoting mobility, supporting a social safety net, and utilizing data that exists for all agencies.

The CTB adopted the allocation policy for transit operating funding based on performance factors as follows:

System Sizing Metrics:

Bus Systems:

- Operating Cost (50%)
- Ridership (30%)
- Revenue Vehicle Hours (10%)
- Revenue Vehicle Miles (10%)

Performance Adjustment:

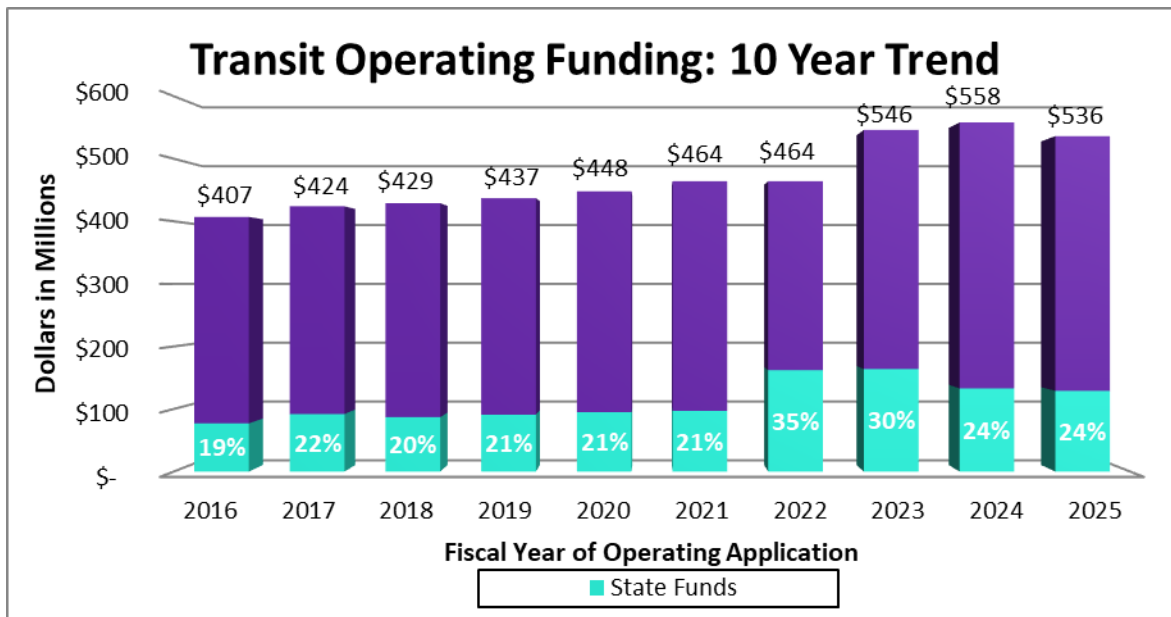
All Systems:

- Passengers per Revenue Vehicle Hour (20%)
- Passengers per Revenue Vehicle Mile (20%)
- Operating Cost per Revenue Vehicle Hour (20%)
- Operating Cost per Revenue Vehicle Mile (20%)
- Operating Cost per Passenger (20%)

To ensure an even distribution of funding, the share of state operating assistance is capped at 30% of an agency's operating cost. A one-time exception was made when mid-year FY22 revenue collections were significantly higher than estimates and the State allocated 35% of agency operating costs. Unallocated balances remaining after applying the cap are run through the performance-based formula to ensure full allocation of the available operating funding. Agencies that receive an increase in state assistance because of the performance-based formula are encouraged to invest the increased allocation into sustaining and expanding service options.

DRPT's FY25 state share of operating funding covers 24.0% of transit agency expenditures which is an increase of 0.1% from the prior year. The following chart provides a history of the state's participation in the cost of transit operations in the Commonwealth. Prior years in the chart have been restated to exclude operating payments made to WMATA. In FY19 and beyond funding for WMATA operating and capital are reported as WMATA Assistance. In FY25 and beyond, funding for VRE operating and capital are reported as VRE Assistance.





**Public Transportation Capital Funds**

Section §33.2-1526.1 of the *Code of Virginia* provides that the CTB shall allocate 17.0% of the Commonwealth Mass Transit Fund for capital purposes distributed utilizing the transit capital prioritization process established by the Board pursuant to Section 33.2-214.4 of the *Code of Virginia*. Capital program grants from the CMTF are funded based on the total cost of the project. Effective July 1, 2019, capital projects are prioritized in three different categories:

**State of Good Repair (SGR):** Capital projects or programs to replace or rehabilitate an existing asset. SGR is based on transit asset management principles, including federal requirements for Transit Asset Management. Projects are prioritized based on asset condition score and service impact score.

**Minor Enhancement (MIN):** Projects or programs to add capacity, new technology, or a customer enhancement meeting the following criteria:

- Project cost is up to \$2 million, OR
- For expansion vehicles, a minor enhancement entails a fleet increase of no more than 5 vehicles or less than 5% of the fleet size, whichever is greater

Minor enhancement projects are prioritized solely on service impact scores.

**Major Expansion (MAJ):** Projects or programs that add, expand, or improve service with a cost exceeding \$2 million or for expansion vehicles, an increase of greater than 5 vehicles or 5% of fleet size, whichever is greater. Projects are prioritized based on the following SMART SCALE factors:

- Congestion Mitigation
- Economic Development
- Accessibility
- Safety
- Environmental Quality
- Land Use

In FY25, the budget for public transportation capital expenditures is \$253.1 million, which is an increase of \$71.3 million from FY24. This increase is mainly attributable to the adverse effect of the Coronavirus on the ability of transit agencies and localities to fund and engage in longer-term capital projects in prior years and the anticipated reductions in the industry-wide supply chain issues in the future. In addition, many capital facility projects and bus purchases have experienced cost increases due to inflation. Some of the major projects that will be supported by these funds include replacement transit vehicles, expansion transit vehicles, vehicles for elderly and disabled services, service support vehicles, transit facility and station construction and renovation, and transit facility planning and design.

### **Public Transportation Special Program Funds**

Section §33.2-1526.1 of the *Code of Virginia* provides that the CTB shall allocate 2.5% of the Commonwealth Mass Transit Fund for special programs. The Special Programs budget is estimated at \$10.0 million for FY25. These funds are used to award discretionary grants for ridesharing, public transportation promotion, operation studies, technical assistance projects, as well as programs that enhance the provision and use of public transportation services.

### **Public Transportation Ridership Incentive**

Section §33.2-1526.1 of the *Code of Virginia* provides that the CTB shall allocate 6.0% of the Commonwealth Mass Transit Fund for the Transit Ridership Incentive Program established pursuant to Section §33.2-1526.3 of the *Code of Virginia*. The Board shall establish the Transit Ridership Incentive Program to promote improved transit service in urbanized areas of the Commonwealth with a population exceeding 100,000 and to reduce barriers to transit use for low-income individuals. The FY25 budget includes \$37.2 million to support projects such as free fare programs and regional connectivity routes, which is an increase of \$12.6 million from FY24. Most of the increase is because of the greater access to these funds due to the expansion of the scope of projects that can utilize the incentives.

### **VRE Assistance Funds**

HB 1496 of the 2023 Legislative Assembly established a funding stream beginning in FY25 to the Virginia Railway Express. Section §33.2-1526.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board (CTB) shall allocate 3.5% of the Commonwealth Mass Transit Fund to the Northern Virginia Transportation Commission for distribution to VRE for capital purposes and operating assistance. The budgeted state assistance provided to VRE is \$16.3 million for FY25.

### **WMATA Assistance Funds**

The budgeted state assistance provided to WMATA increased \$62.0 from \$268.2 in FY24. Section §33.2-1526.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board (CTB) shall allocate 46.5% of the Commonwealth Mass Transit Fund to the Northern Virginia Transportation Commission for distribution to WMATA for capital purposes and operating assistance. In FY18 and prior years, WMATA received a share of the funds available for the operating and capital assistance based on program allocation guidance. Under the new process, greater oversight responsibility is required of the Northern Virginia Transportation Commission for these state funds dedicated to WMATA. In addition, the 2024 Special Session I Acts of Assembly allocated an additional \$60.2M in FY25 and \$84.5 million in FY26 to WMATA to assist with budget shortfalls.

## Commuter Assistance Programs

The Commuter Assistance Programs budget of \$8.2 million includes \$3.9 million of CMTF funds for FY 2025 to support Transportation Demand Management (TDM) projects. The budget also includes Federal Highway Administration (FHWA) funds of \$3.3 million and state funding of \$1.0 million for projects included in the VDOT SYIP that DRPT will administer, such as the Arlington County Commuter Services program, Hampton Roads Transit TRAFFIX program, Telework, RideFinders, and various Transportation Management Plans.

The TDM program is a discretionary grant program that provides state funds to support up to 80% of the costs of TDM projects and other special projects that are designed to reduce single-occupant vehicle travel. These funds are used to support vanpooling, ridesharing, and marketing and promotional efforts across the Commonwealth that encourage travel in shared ride modes.

## Human Service Transportation Programs

The Human Service Transportation Programs budget is estimated at \$10.8 million for FY25. Human service transportation programs are operated by local government social service agencies or private non-profit human service agencies for the benefit of their clients. These clients are elderly or disabled individuals and economically disadvantaged children who are enrolled to receive publicly funded social services.

Human service transportation differs from public transportation in that it is designed to serve the very specific needs of human service agency clients and in most cases, service is restricted to the clients of those agencies who often have no other transportation service available to them. It is not open to the general public. The funding for this program consists of \$7.9 million from the Federal Transit Administration, \$0.8 million of local provider match, and \$2.1 million of CMTF funds for enhanced transportation services for the elderly and disabled.

## Planning, Regulation, and Safety Programs

DRPT's FY25 budget includes \$6.4 million of estimated expenditures for Planning, Regulation, and Safety Programs, which include long-term planning and regional corridor studies. The budget for these programs consists of the FTA 5303/5304 planning funds of \$5.7 million and CMTF state match allocations of \$0.7 million.

## WMATA Dedicated Funds

Chapter 854 of the 2018 Acts of Assembly established the WMATA Capital Fund. It also established a Restricted and Non-Restricted account within the WMATA Capital Fund. Monies in the Restricted Account may be used for capital purposes other than for the payment of, or security for, debt service on bonds or other indebtedness of WMATA. Monies in the Non-Restricted account may be used for capital purposes including the payment of debt service on bonds or other indebtedness. The expected revenues budgeted to the Dedicated WMATA Capital Fund are estimated at \$154.5 million for FY25.

### **Restricted Account** – (capital purposes excluding debt service)

The underlying revenues come from local recordation tax and statewide motor vehicle rental tax. For FY25, DRPT is allocating \$33.4 million that will be accounted for in the Restricted Account.

### **Non-Restricted Account** – (capital purposes including debt service)

The underlying revenues come from regional gas taxes, grantor's taxes, transient occupancy tax, local taxes, or other contributions from Northern Virginia local jurisdictions and a supplement from the CMTF. For FY25, DRPT is allocating \$121.1 million that will be accounted for in the Non-Restricted Account.

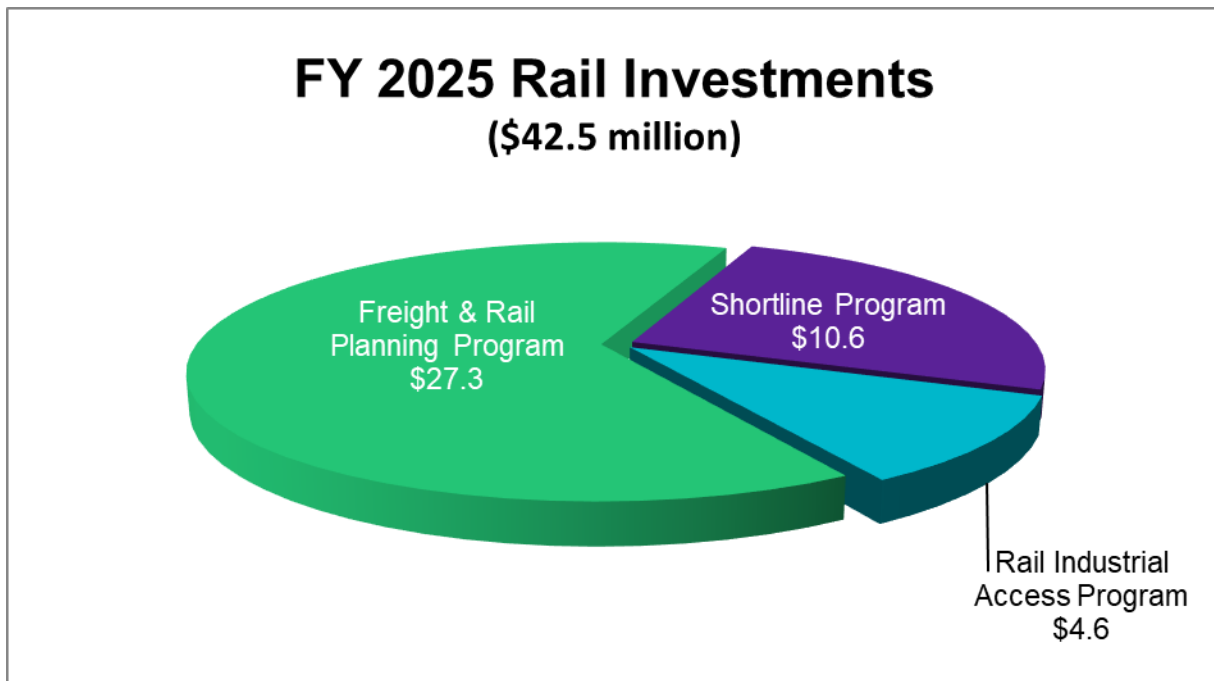
This funding is contingent on Maryland and the District of Columbia taking action to provide dedicated funding to WMATA. The percentage of funding provided by the Commonwealth shall be proportional to the amount of funding provided by the District of Columbia and Maryland relative to their respective share of WMATA funding each fiscal year.

## Rail Programs

DRPT's FY25 budget for rail service areas is \$42.5 million, including the funding of freight and rail planning projects, shortline preservation, and rail industrial access programs. In prior years, DRPT administered passenger rail projects within the state including the state-supported Amtrak service. In FY21, the Virginia Passenger Rail Authority (VPRA) was established to oversee passenger rail projects within the state including intercity passenger service.

Effective July 1, 2020, the VPRA and the Commonwealth Rail Fund came into existence pursuant to Section §33.2-1526.4 of the *Code of Virginia*. The new legislation implemented numerous structural changes to the transportation funding system in the Commonwealth. Most State transportation revenues are directed to the Commonwealth Transportation Fund and the Highway Maintenance and Operating Fund. Revenues are then disbursed from the Commonwealth Transportation Fund to the Transportation Trust Fund and then distributed to meet the varying transportation needs of different modes of transportation. The Commonwealth Rail Fund receives 7.5% of the Transportation Trust Fund. This structure consolidates the net impact of upturns and downturns in specific revenues. This serves to mitigate the year-to-year impacts on the revenue streams of the various modes of transportation. In FY21, the Commonwealth Rail Fund replaced the Intercity Passenger Rail Operating and Capital Fund (IPROC) and Rail Enhancement Fund (REF) with 93% of the fund going to the VPRA while 7% of the funds are retained by DRPT to support freight and rail planning projects.

The distribution of anticipated expenditures falls into three categories as displayed in the following chart:



Funding for DRPT’s rail programs is supported through seven federal, state, and local funding sources:

**Federal**

- Federal Railroad Administration (FRA) grant funds of \$2.9 million

**State**

- Commonwealth Rail Fund of \$17.6 million
- Shortline Railway and Development funds of \$10.0 million
- VPRA Transfers of \$6.6 million
- Rail Industrial Access (RIA) funds of \$4.6 million
- Transportation Capital Projects Revenue (CPR) Bond funds of \$0.6 million
- Local Match of \$0.2 million

**Transportation Bond Funds**

Chapter 896 of the 2007 Acts of Assembly provides for CPR bonds to be issued annually with a minimum of 4.3% of the proceeds going to either the Rail Enhancement Fund or the Shortline Railway Preservation and Development Fund. The final bond allocation for rail was made in FY18. For FY25, budgeted expenditures from prior year’s bond proceeds are expected to be \$0.6 million for freight rail infrastructure improvements and improvement to the tracks of shortline railroads.

**Rail Preservation Fund**

As part of the Rail Preservation Program, the Shortline Railway Preservation and Development Fund will support 15 projects for Virginia’s shortline railroads in FY25. These Rail Preservation projects consist primarily of bridge and track upgrades, yard improvements, siding enhancements, and tie and rail replacement, as well as the related ballast, tamping, and surfacing of existing rail lines operated by the shortline railroads in Virginia. These projects are

funded through the annual Transportation Fund allocation and related interest revenues, and the CPR bonds.

DRPT may use up to \$4 million of the 7% share of the Commonwealth Rail Fund for the purposes of the Shortline Railway Preservation and Development Fund pursuant to §33.2-1526.4.

### **Rail Industrial Access Program**

This program funds the construction of industrial access railroad tracks for the purpose of connecting industries to the rail network and creating jobs. These projects are funded through the Commonwealth Transportation Fund as they are approved by the CTB.

### **Planning and Freight Rail Program**

DRPT is the state agency responsible for rail planning and the freight rail program in the Commonwealth. Every four years, the Federal Railroad Administration requires states to submit an updated State Rail Plan. This is required for Virginia to be eligible for federal rail funding. DRPT also works closely with the two major Class I railroads operating in Virginia concerning freight projects and shortline railroads. Virginia's Class I railroads, shortline railroads, and the Port of Virginia are typical recipients of grants.

### **Virginia Passenger Rail Authority**

The VPRA was established in section §33.2-288.B of the *Code of Virginia* to oversee passenger rail projects within the Commonwealth including the state-supported Amtrak service. The VPRA receives ongoing funding from DRPT of 93% of the revenues of the Commonwealth Rail Fund. In FY25 the estimated revenues of the Commonwealth Rail Fund are \$175.2 million, of which \$162.9 million be distributed to the VPRA.

# Annual Budget Statement

## Budgeted Expenditures - FY 2025

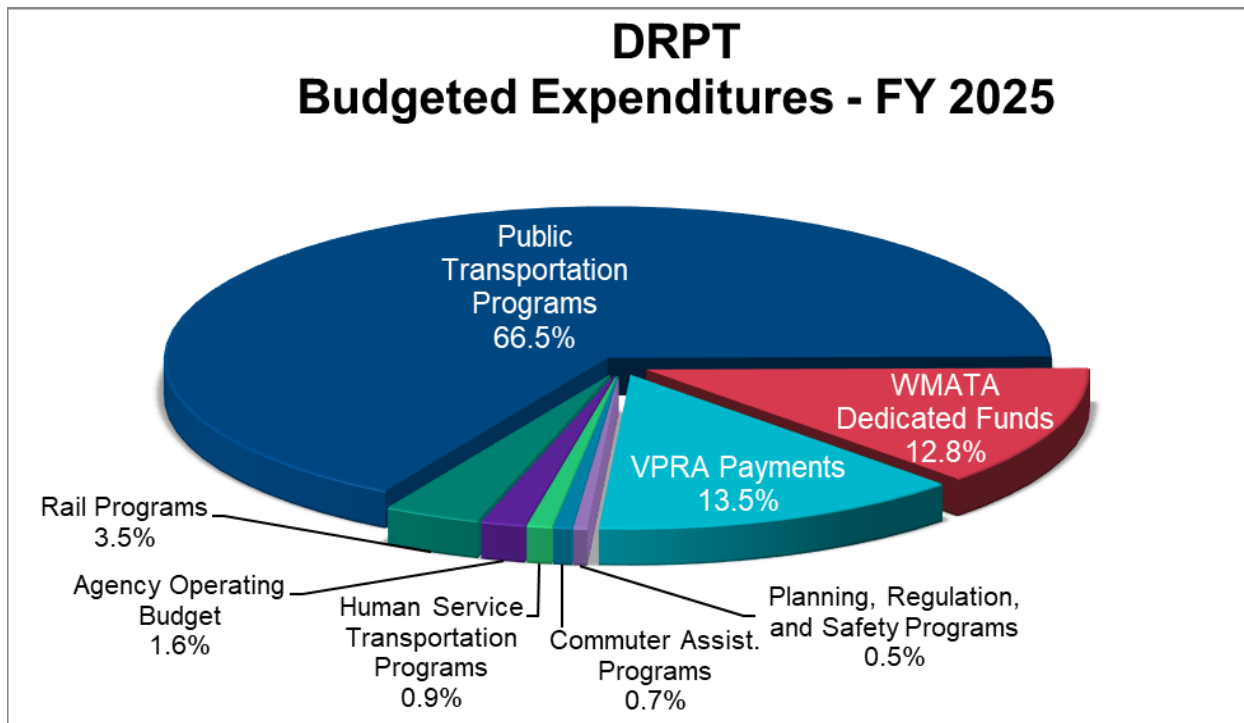
	(\$ in millions)			
	Adopted FY 2024	Recommended FY 2025	Increase / (Decrease)	Percentage Change
<b>Public Transportation Programs</b>				
Operating Assistance [Notes 1, 2, 3]	\$ 165.9	\$ 156.5	\$ (9.4)	-5.7%
Capital Assistance [Notes 1, 2, 4]	181.8	253.1	71.3	39.2%
Special Programs [Notes 1, 2, 5]	10.4	10.0	(0.4)	-3.8%
Ridership Incentive Programs [Notes 1, 2, 6]	24.6	37.2	12.6	51.2%
VRE Assistance [Notes 1, 2, 7]	-	16.3	16.3	100.0%
WMATA Assistance [Note 2, 8, 13]	268.2	330.2	62.0	23.1%
<b>Total Public Transportation Programs</b>	<b>650.9</b>	<b>803.3</b>	<b>152.4</b>	<b>23.4%</b>
<b>Commuter Assistance Programs [Notes 1, 9]</b>	11.8	8.2	(3.6)	-30.5%
<b>Human Service Transportation Pgm [Notes 1, 10]</b>	13.4	10.8	(2.6)	-19.4%
<b>Planning, Regulation, &amp; Safety Pgm [Notes 1, 11]</b>	5.8	6.4	0.6	10.3%
<b>WMATA Dedicated Funding [Note 12]</b>	154.5	154.5	-	0.0%
<b>Total Transit Programs</b>	<b>836.4</b>	<b>983.2</b>	<b>146.8</b>	<b>17.6%</b>
<b>Rail Programs</b>				
Rail Preservation Programs [Notes 1, 14]	11.2	10.6	(0.6)	-5.4%
Rail Industrial Access [Notes 1, 15]	4.3	4.6	0.3	7.0%
Planning and Freight Rail Programs [Notes 1, 16]	10.0	27.3	17.3	173.0%
<b>Total Rail Programs</b>	<b>25.5</b>	<b>42.5</b>	<b>17.0</b>	<b>66.7%</b>
<b>Agency Operating Budget [Note 19]</b>	19.6	19.8	0.2	1.0%
<b>Agency Total Before VPRA Payments</b>	<b>881.5</b>	<b>1,045.5</b>	<b>164.0</b>	<b>18.6%</b>
<b>VPRA Payments [Note 17]</b>	159.1	162.9	3.8	2.4%
<b>Agency Total</b>	<b>\$ 1,040.6</b>	<b>\$ 1,208.4</b>	<b>\$ 167.8</b>	<b>16.1%</b>

### Funding Sources - FY 2025

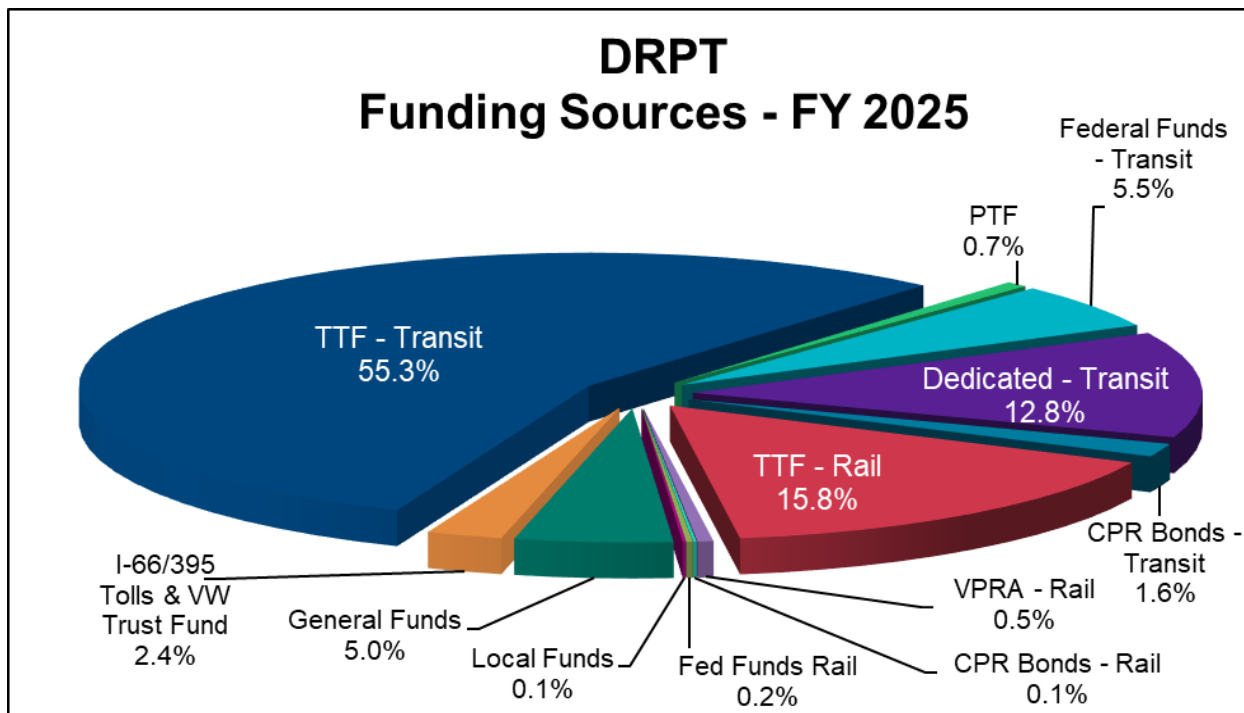
	(\$ in millions)			
	Adopted FY 2024	Recommended FY 2025	Increase / (Decrease)	Percentage Change
<b>TRANSPORTATION TRUST FUND</b>				
Commonwealth Mass Transit Fund [Notes 3, 4, 5, 6, 7, 8, 9, 10, 11, 19]	\$ 545.6	\$ 633.4	\$ 87.8	16.1%
Special Programs - VDOT Transfers [Notes 4, 5, 9, 10]	28.7	30.3	1.6	5.6%
Rail Industrial Access [Note 15]	4.3	4.6	0.3	7.0%
Commonwealth Rail Programs [Notes 16, 17, 18]	161.8	181.0	19.2	11.9%
Rail Preservation Program [Notes 14, 19]	10.5	10.2	(0.3)	-2.9%
<b>Total</b>	<b>750.9</b>	<b>859.5</b>	<b>108.6</b>	<b>14.5%</b>
<b>2018 CHAPTER 854 DEDICATED FUNDING - Transit [Note 12]</b>	<b>154.5</b>	<b>154.5</b>	<b>-</b>	<b>0.0%</b>
<b>GENERAL FUND - Transit [Note 13]</b>	<b>-</b>	<b>60.2</b>	<b>60.2</b>	<b>100.0%</b>
<b>BOND PROCEEDS - Transit Capital and Rail [Notes 4, 10, 14]</b>	<b>24.2</b>	<b>20.2</b>	<b>(4.0)</b>	<b>-16.5%</b>
<b>PRIORITY TRANSPORTATION FUNDS [Note 18]</b>	<b>22.4</b>	<b>8.2</b>	<b>(14.2)</b>	<b>-63.4%</b>
<b>FEDERAL REVENUE</b>				
FHWA Funding (CMAQ/RSTP) [Notes 4, 9]	0.9	18.4	17.5	1944.4%
Federal Transit Administration [Notes 3, 4, 10, 11]	45.5	47.9	2.4	5.3%
Federal Railroad Administration [Note 16]	1.9	2.9	1.0	52.6%
<b>Total</b>	<b>48.3</b>	<b>69.2</b>	<b>20.9</b>	<b>43.3%</b>
<b>LOCAL REVENUES [Notes 10, 16]</b>	<b>1.1</b>	<b>1.0</b>	<b>(0.1)</b>	<b>-9.1%</b>
<b>TRANSFERS FROM OTHER AGENCIES</b>				
VDOT I-66/I-395 Tolls Transfers [Note 4]	35.4	26.2	(9.2)	-26.0%
DEQ VW Trust Fund Transfers [Note 4]	0.5	2.8	2.3	460.0%
Virginia Passenger Rail Authority [Note 17]	3.3	6.6	3.3	100.0%
<b>TOTAL SOURCES</b>	<b>\$ 1,040.6</b>	<b>\$ 1,208.4</b>	<b>\$ 167.8</b>	<b>16.1%</b>



### DRPT Budgeted Expenditures - FY 2025



### DRPT Funding Sources - FY 2025



## Footnotes to the FY 2025 Annual Budget

- (1) The budgeted amounts in this report include anticipated expenditures on all the projects and grants that DRPT manages for FY25 and the revenue sources to cover these anticipated expenditures. A cash basis of accounting is utilized to develop the budgeted amounts. Unless the entire amount of an allocation in the SYIP will be expended in FY25, the budgeted amounts will not agree to allocations in the SYIP due to the timing of the related cash expenditures. The actual cash outlays of many capital projects may lag the related allocation of resources by as much as five years. Therefore, many capital expenditures allocated in the SYIP will be expended in future years, whereas many capital amounts included in the Budget were allocated in prior Six Year Improvement Plans.

There are line items required to be approved by the CTB in the SYIP that do not result in actual cash expenditures through DRPT and are not included in the budget. These items include Federal 5307 fund allocations with grantee FTA contracting and a portion of VPRA allocations for the Transforming Rail in Virginia project. Likewise, there are cash expenditures made by DRPT that are included in the budget that are not included in the DRPT SYIP. These include such items as a portion of the 93% or \$162.9 million of revenues from the Commonwealth Rail Fund paid to the VPRA, \$19.8 million of off-the-top State funding for support of the Agency's on-going administrative costs, and \$4.6 million for the Rail Industrial Access projects which are approved in separate resolutions.

It is important to note that DRPT's reliance on our transportation partners for accurate information will impact the accuracy of our budgeted expenditures. The vast majority of the DRPT budgeted expenditures are initiated by a reimbursement request from one of our project partners who controls the actual project development. As such, DRPT must gather information from these partners about the timing of almost 2,000 projects to estimate cash basis expenditures each year. Based on this operating format for DRPT, a variance of up to 15% would not be unreasonable. Ultimately, the goal for DRPT is to work with our project partners to attain a variance of 10% or less by each year end.

- (2) Funds are allocated by statute (§33.2-1526.1) with 46.5% for distribution to WMATA for capital purposes and operating assistance, a minimum of 24.5% for state operating assistance grants, 17.0% awarded as capital assistance grants, 6.0% for transit ridership incentives, 3.5% for distribution to VRE for capital purposes and operating assistance, and the balance of up to 2.5% awarded as special projects grants subject to CTB approval.
- (3) Public Transportation Programs - Operating Assistance decreased by \$9.4 million from FY24 to FY25 to \$156.5 million. This was mainly due to the 2.5% reduction of CMTF operating funds that were re-allocated in FY25 to VRE Assistance. The Operating Assistance line is made up of Commonwealth Mass Transit Funds of \$130.0 million, \$23.1 million in Federal assistance through the FTA 5311 Rural Assistance program, \$2.2 million on projects administered by DRPT with funding allocated through VDOT's SYIP (CMAQ, RSTP, and related state match), and \$1.2 million of I-66 toll funds.
- (4) Public Transportation Programs - Capital Assistance increased by \$71.3 million to \$253.1 million. This increase is mainly attributable to the adverse effect of the Coronavirus on the ability of transit agencies and localities to fund and engage in longer-term capital projects in prior years and the anticipated reductions in the industry-wide

supply chain issues in the future. Most capital facility and bus purchase projects have experienced cost increases due to inflation. This line item consists of \$144.2 million of Commonwealth Mass Transit funds, \$19.6 million of Transportation Capital Projects bond proceeds, \$11.2 million of FTA funding, \$15.1 million of FHWA funding, \$8.1 million of priority transportation funds, \$2.8 million of VW trust fund proceeds, and \$25.0 million of I-66 & I-395 tolls. Additionally, \$27.1 million in projects administered by DRPT with funding allocated through VDOT's SYIP (CMAQ, RSTP, and related state match) is included in this Service Area.

- (5) Public Transportation Programs – Special Programs decreased \$0.4 million from FY24 to FY25 to \$10.0 million. Funding of \$10.0 million comes from the Commonwealth Mass Transit Fund. This service area includes Metrorail State Safety Oversight.
- (6) Public Transportation Programs - Ridership Incentive Programs increased \$12.6 million from FY24 to FY25 to \$37.2 million. This line item consists of \$37.1 million of Commonwealth Mass Transit Funds, and \$0.1 million of priority transportation funds. The FY25 budget supports projects such as zero-fare and reduced-fare programs, improved transit connectivity projects in urbanized areas of the Commonwealth with a population exceeding 100,000, and to projects that reduce barriers to transit use for low-income individuals.
- (7) VRE Assistance is \$16.3 million in FY25. This Funding comes from the Commonwealth Mass Transit Fund and goes to the Northern Virginia Transportation Commission for distribution to VRE for capital purposes and operating assistance. HB 1496 of the 2023 Legislative Assembly established this funding stream beginning in FY25.
- (8) WMATA Assistance increased \$62.0 million to \$330.2 million. This Funding comes from the Commonwealth Mass Transit Fund and goes to the Northern Virginia Transportation Commission for distribution to WMATA for capital purposes and operating assistance. Also included in FY22 and beyond is \$50.0 million of CMTF funding to replace the bond program that was used in prior years for the Federal State of Good Repair Program. FY25 includes \$60.2 million of additional General Funds allocated in the 2024 Special Session I Acts of Assembly HB 6001 Chapter 2 Item 443 to cover budgetary shortfalls.
- (9) The budgeted Commuter Assistance Programs line item decreased by \$3.6 million to \$8.2 million from FY24 to FY25. Commuter Assistance Programs include Commonwealth Mass Transit Funds of \$3.9 million and FHWA funding of \$3.3 million. Additionally, \$1.0 million in projects administered by DRPT with funding allocated through VDOT's SYIP (CMAQ, RSTP, Telework and related state match) is included in this service area.
- (10) The budgeted Human Service Transportation Programs line item decreased by \$2.6 million to \$10.8 million from FY24 to FY25. Funding includes \$7.9 million of FTA 5310 and 5311 awards. The match to these federal awards consists of \$2.1 million of Commonwealth Mass Transit State matching funds for the paratransit capital projects and enhanced transportation services for the elderly and disabled, as well as \$0.8 million of local match to the FTA 5310 funds.
- (11) Planning, Regulation, and Safety Programs of \$6.4 million in FY25 consist of FTA 5303/5304 planning funds of \$5.7 million and Commonwealth Mass Transit state match allocations of \$0.7 million.

- (12) Chapter 854 of the 2018 Acts of Assembly established dedicated capital funding for WMATA. Anticipated expenditures for FY25 are \$154.5 million.
- (13) The 2024 Special Session I Acts of Assembly HB 6001 Chapter 2 Item 433 established General Fund appropriations of \$60.2 million for FY25 and \$84.5 million for FY26 for WMATA Assistance to cover budget shortfalls.
- (14) The 2006 General Assembly passed legislation (§33.2-1602) to establish the Shortline Railway Preservation and Development fund. The fund was created to support the retention, maintenance, and improvement of shortline railways in Virginia and to assist with the development of railway transportation facilities. This line item decreased \$0.6 million to \$10.6 million from FY24 to FY25. The source of funding for the Shortline Railway Preservation fund is the Transportation Trust Fund of \$10.0 million. The additional \$0.6 million of planned expenditures is funded by Transportation Capital Projects Bond proceeds allocated by the CTB.
- (15) The Rail Industrial Access Program funds construction of industrial access railroad tracks. The activities budgeted in this line item consist of Transportation Trust Fund allocations through VDOT of \$4.6 million.
- (16) The budgeted Planning and Freight Rail Programs line item of \$27.3 million represents an increase of \$17.3 million from FY24 to FY25. The source of funding to cover these expenditures includes \$17.6 million from the 7% allocation of the Commonwealth Rail Fund. The Commonwealth Rail Fund is funded by a 7.5% allocation from the Transportation Trust Fund. Additionally, this line item includes Federal Railroad Administration funds of \$2.9 million, expected VPRA transfers of \$6.6 million, and local matching funds of \$0.2 million.
- (17) The budget includes an estimate of \$162.9 million of Commonwealth Rail Funds to be transferred to the VPRA in FY25. This represents 93% of the estimated CRF revenues expected to be collected over the course of the fiscal year.
- (18) In December 2021, the Commonwealth Transportation Board restored \$39.8 million of Priority Transportation Funds to the Commonwealth Mass Transit Fund. In FY25, it is estimated that \$8.2 million of project funding will be used for zero-fare projects and transportation facilities.
- (19) The CTB is authorized by §33.2-1604 of the *Code of Virginia* to approve up to 3.5% per year of the Rail Preservation Fund and Commonwealth Rail Fund and by §33.2-1526.1 G of the *Code of Virginia* to approve up to 3.5% per year of the Commonwealth Mass Transit Fund to support costs of project development, project administration, and project compliance. The Appropriation's Act language allows the CTB to allocate up to 5% of the Rail Preservation Fund, Commonwealth Mass Transit Fund, and Commonwealth Rail Fund for use to support the DRPT costs of project development, project administration, and project compliance. DRPT forecasts that \$25.2 million (5.0%) of revenues from these funds are available to support the programs' ongoing administrative costs. However, DRPT is forecasting that only \$19.8 million (3.9%) will be used to support the operating budget. The DRPT operating budget represents only 1.6% of the total \$1,208.4 million FY25 budget.

<b>Major Components of Agency Operating Budget</b>	
Payroll and Fringe Benefits	\$ 10,550,000
Operations Program Support	5,100,000
Information Technology Costs	1,150,000
Central Service Agencies Indirect Costs	900,000
Rent	565,000
Attorney Services	400,000
Finance Support	375,000
Travel and Training	320,000
Office Expansion	45,000
Other Program and Project Management Initiatives	368,204
<b>Total</b>	<b><u>\$ 19,773,204</u></b>
<b>Source of Funding for Agency Operating Budget</b>	
Commonwealth Mass Transit Fund	\$ 19,136,706
Commonwealth Rail Fund	480,108
Shortline Railway Preservation and Development Fund	156,390
<b>Total</b>	<b><u>\$ 19,773,204</u></b>



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III  
Chairperson

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Richmond, Virginia 23219

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Agenda item # 7

RESOLUTION  
OF THE  
COMMONWEALTH TRANSPORTATION BOARD

June 18, 2024

MOTION

Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_

Action: \_\_\_\_\_

**Title: FY2024-2029 Six-Year Improvement Program Transfers**  
**April 20, 2024 through May 17, 2024**

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

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

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

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

Resolution of the Board

FY2024-2029 Six-Year Improvement Program Transfers for April 20, 2024 through May 17, 2024

June 18, 2024

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requests for transfers of allocations exceeding the established thresholds to the Board on a monthly basis for its approval prior to taking any action to record or award such action; and

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

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

###

## CTB Decision Brief

### FY2024-2029 Six-Year Improvement Program Transfers

April 20, 2024 through May 17, 2024

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

**Facts:** On June 21, 2023, the CTB granted authority to the Commissioner of Highways (Commissioner), or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2024 through 2029 (the Program) to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the Program consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

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

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from April 20, 2024 through May 17, 2024 is attached.

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

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

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

**Options:** Approve, Deny, or Defer.



Decision Brief

FY2024-2029 Six-Year Improvement Program Transfers for April 20, 2024 through May 17, 2024

June 18, 2024

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**Public Comments/Reactions:** None

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
1	Northern Virginia	VAN DORN METRORAIL STATION AREA IMPROVEMENTS; NORTHERN VIRGINIA (NOVA) REGIONAL STP (RSTP) BALANCE ENTRY	110470, 70717	Northern Virginia	MOUNT VERNON AVE MULTI-MODAL & SAFETY IMPV	114864	CMAQ State Match - Northern Virginia (CNS214), CMAQ TERMS (CF5100), CMAQ TERMS Match (CS5101), Northern Virginia (CNF214), RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$740,000	\$2,490,000	\$4,539,573	42.3%	Transfer of surplus funds recommended by District and MPO from a completed project and the District RSTP Balance Entry line item to a scheduled project.
2	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Richmond	TAP - APPOMATTOX RIVER TRAIL - Phase 5	107533	Local Funds for Enhancement Projects (NPL206), TAP >200K : Tri-Cities (CF6MB0)	\$580,615	\$2,000,584	\$2,863,857	40.9%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to fund an underway project.
3	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Richmond	Replace Two Small Bridges on Rtes 611 & 624 in Dinwiddie Co	113373	CTB Formula - Bridge State (CS0110)	\$7,509,773	\$9,684,773	\$9,684,773	> 100%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a scheduled project.
4	Statewide	Revenue Sharing Balance Entry-LAD	T24702	Staunton	JACKSON RIVER TRAIL PHASE-5	112935	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$1,252,649	\$3,160,649	\$3,160,649	65.7%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Revenue Sharing Balance Entry line item to a completed project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
A	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Culpeper	Remington Depot - C502 Exterior and Interior Restoration	111975	Local Funds for Enhancement Projects (NPL206), TAP Statewide (CF6100)	\$68,712	\$500,624	\$500,624	15.9%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to an underway project.
B	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Culpeper	INT. CONFLICT WARNING SYSTEMS & ADVANCED ACTUATED FLASHER	122878	Open Container Funds - Statewide (CNF221), VA Safety State - State (CS3SS0)	\$54,016	\$1,164,000	\$1,164,000	4.9%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Safety Balance Entry line item to a scheduled project.
C	Fredericksburg	SAFETY PRESCOPING FOR HIGH RISK RURAL ROAD - FREDERICKSBURG	113231	Fredericksburg	RT 635 INTERSECTION IMPROVEMENT AT RT 1035	110900	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641)	\$5,000	\$850,172	\$850,172	0.6%	Transfer of surplus funds recommended by District and Traffic Operations Division from a completed project to an underway project.
D	Fredericksburg	#SGR Fredericksburg-VDOT SGR Bridge-Balance Entry	T13913	Fredericksburg	#SGR19VB - BRIDGE SUPERSTRUCTURE REPLACE. RT 3 W BURKE MILL	111391	SGR Formula Discretionary - State (CSSGR9)	\$70,888	\$5,961,390	\$6,902,208	1.2%	Transfer of surplus funds recommended by District from the District VDOT SGR Bridge Balance Entry line item an underway project.
E	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Fredericksburg	PED SIGNALS / ACTUATED WARNING DEVICES - DISTRICTWIDE NNHS	122825	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$143,044	\$1,183,163	\$1,183,153	13.8%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Safety Balance Entry line item to a scheduled project.
F	Fredericksburg	SAFETY PRESCOPING FOR HIGH RISK RURAL ROAD - FREDERICKSBURG	113231	Fredericksburg	HRRR - DISTRICTWIDE SAFETY IMPROVEMENTS (RURAL ROADS)	122883	High Risk Rural - Soft Match (CF3641)	\$4,210	\$1,640,884	\$1,640,884	0.3%	Transfer of surplus funds recommended by District and Traffic Operations Division from a completed project to an underway project.
G	Hampton Roads	HAMPTON ROADS MPO CMAQ BALANCE ENTRY	70714	Hampton Roads	Traffic Signal System Retimings Phase II	109410	CMAQ Federal - Urban : Hampton Roads MPO (CNF214), CMAQ Match - Urban : Hampton Roads MPO (CNS214), Local Project Contributions – Urban (NOP723)	\$77,757	\$1,578,859	\$1,578,859	5.2%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to an underway project.
H	Hampton Roads	HAMPTON ROADS MPO CMAQ BALANCE ENTRY	70714	Hampton Roads	Dam Neck Road/Holland Road Intersection Improvements	110802	CMAQ Federal Hampton Roads (CNF214), Local Project Contributions - Urban (NOP723)	\$136,408	\$3,330,760	\$3,471,500	4.3%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to a scheduled project.
I	Hampton Roads	HAMPTON ROADS MPO CMAQ BALANCE ENTRY	70714	Hampton Roads	Install Emergency Vehicle Preemption Software & Hardware	113830	CMAQ Federal - Urban : Hampton Roads MPO (CNF214), CMAQ Match - Urban : Hampton Roads MPO (CNS214)	\$7,679	\$355,612	\$347,933	2.2%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to a scheduled project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
J	Hampton Roads	HAMPTON ROADS MPO CMAQ BALANCE ENTRY,	70714	Hampton Roads	HRT Bus Vehicle Replacement	T16054	CMAQ - DRPT : Hampton Roads (NP5M30), CMAQ : Hampton Roads (CF5M30), CMAQ Match - DRPT : Hampton Roads (NP5M31), CMAQ Match : Hampton Roads (CS5M31), RSTP - DRPT : Hampton Roads (NP2M30), RSTP Match - DRPT : Hampton Roads (NP2M31)	\$106,627	\$58,600,372	\$10,870,710	0.2%	Transfer of surplus funds recommended by District and MPO from a completed project to fund an underway project.
K	Statewide	IOEP - OPERATIONS PLAN SYIP BALANCE ENTRY	124578	Richmond	#I95CIP - INSTALL ITS DEVICES, NORTHERN REGION	116726	I-95 Corridor Funds - State (CS9195)	\$749,138	\$8,907,281	\$8,907,281	9.2%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Interstate Corridor Program-Operations Balance Entry line item to a scheduled project.
L	Richmond	#SGR Richmond - VDOT SGR Paving - Balance Entry	T13515	Richmond	#SGR22VP F22 SGR Plant Mix Richmond Dist. PM4S-043-F22	118857	SGR Formula Discretionary - State (CSSGR9)	\$29,373	\$4,347,316	\$4,347,316	0.7%	Transfer of surplus funds recommended by District from the District VDOT Paving Balance Entry line item to a completed project.



# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

W. Sheppard Miller, III  
Chairperson

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*Agenda item # 8*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 18, 2024

#### MOTION

**Made By:** \_\_\_\_\_ **Seconded By:** \_\_\_\_\_

**Action:** \_\_\_\_\_

#### **Title: Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2025 – 2030**

**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 up to \$4 million of their portion for the purposes of the Shortline Railway Preservation and Development Fund pursuant to Section 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**, Item 438 L of Chapter 2 of the 2024 Acts of the Assembly Special Session I provides that the Board may advance preliminary engineering and right-of-way activities prior to full funding for construction for projects in the Interstate 81 Corridor Improvement Program as adopted by the Board provided that the anticipated funding for the construction of the project must be planned for within the subsequent three years after the Six-Year Improvement Program and provided that the Department of Transportation shall report to the Chairs of the House Appropriations, House Transportation, Senate Finance and Appropriations, and Senate Transportation Committees on any projects advanced in this manner; 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 to make 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 2025 – 2030 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 2025 – 2030 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 2025 – 2030 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; and

**WHEREAS**, on May 14, 2024, the Board was presented recommended Revenue Sharing Program allocations, pursuant to 33.2-357, for purposes of preparing the Final 2025 – 2030 Six-Year Improvement Program; and

**WHEREAS**, on May 14, 2024, the Board was presented recommended Transportation Alternatives Program allocations, pursuant to § 11109 of the Infrastructure Investment and Jobs Act (IIJA); 23 U.S.C. 133, for purposes of preparing the Final 2025 – 2030 Six-Year Improvement Program; 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**, at its April 16, 2024 Workshop, the Board was presented the Draft FY 2025 – 2030 Six-Year Improvement; and

**WHEREAS**, the Draft Six-Year Improvement Program for Fiscal Years 2025 – 2030 was made available for review and comment; and

**WHEREAS**, ten public meetings were held, April 18, 2024 for Richmond, April 24, 2024 for Staunton, April 25, 2024 for Northern Virginia, May 1, 2024 for Lynchburg, May 2,

Resolution of the Board

Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2025 – 2030

June 18, 2024

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2024 for Hampton Roads, May 6, 2024 for Bristol, May 7, 2024 for Salem, May 8, 2024 for Culpeper, and May 9, 2024 for Fredericksburg, and May 16, 2024 virtually; 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 2025 – 2030 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 2024, attached hereto as Attachment A.

**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 2025 – 2030 as amended herein are approved.

**BE IT FURTHER RESOLVED**, by the Commonwealth Transportation Board that the Six-Year Improvement Program of projects and programs for Fiscal Years 2025 – 2030 as amended herein 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 2025 and prior within the Six-Year Improvement Program satisfactory to the Commissioner and the Director, to the extent otherwise consistent with authorities set forth in the Code of Virginia.

**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 or their designees, in order to effectively maximize the use of federal transportation funds, are hereby delegated the authority to enter into federal grant agreements with federal entities that fund, in whole or in part, respective programmed projects.

**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 2025 – 2030, 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 2025 – 2030 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 2025 – 2030 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

<b>Total Cost Estimate</b>	<b>Threshold</b>
<\$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.

#####

**ATTACHMENT A**



## COMMONWEALTH of VIRGINIA

**Jennifer B. DeBruhl**  
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 3, 2024

**TO:** Commonwealth Transportation Board Members

**FROM:** Deanna J. Oware, 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 a reconciliation process monthly and reports the results to the Commonwealth Transportation Board (CTB) each quarter, identifying all unobligated funds by funding source. DRPT manages projects according to department policies that require 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.

**Deanna J. Oware**  
Digitally signed by  
Deanna J. Oware  
Date: 2024.05.03  
13:22:03 -04'00'

Deanna J. Oware

Cc: Jen DeBruhl, Director  
Ashley Nusbaum, Controller



## 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

May 28, 2024

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 projects 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 2024.

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

## CTB Decision Brief

### Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2025 – 2030

**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 2025 – 2030 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.

CTB approval is sought for the Resolution setting out the Six-Year Improvement Program and Rail and Public Transportation Allocations for Fiscal Years 2025 – 2030 and related matters.

#### **Facts:**

The CTB must adopt a Six-Year Improvement Program of anticipated projects and programs by July 1<sup>st</sup> 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.

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.

Item 438 M of Chapter 2 of the 2024 Acts of the Assembly Special Session I provides that the Board may advance preliminary engineering and right-of-way activities prior to full funding for construction for projects in the Interstate 81 Corridor Improvement Program as adopted by the Board provided that the anticipated funding for the construction of the project must be planned for within the subsequent three years after the Six-Year Improvement Program and provided that the Department of Transportation shall report to the Chairs of the House Appropriations, House Transportation, Senate Finance and Appropriations, and Senate Transportation Committees on any projects advanced in this manner.

The Final Six-Year Improvement Program for Fiscal Years 2025 – 2030 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,

Decision Brief

Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2025 – 2030

June 18, 2024

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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 2025 – 2030 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).

The Final Six-Year Improvement Program for Fiscal Years 2025 – 2030 accounts for and includes allocations to projects selected through the Revenue Sharing Program, pursuant to 33.2-357 and Transportation Alternatives Program allocations, pursuant to § 11109 of the Infrastructure Investment and Jobs Act (IIJA); 23 U.S.C. 133.

Nine public meetings were held, April 18, 2024 for Richmond, April 24, 2024 for Staunton, April 25, 2024 for Northern Virginia, May 1, 2024 for Lynchburg, May 2, 2024 for Hampton Roads, May 6, 2024 for Bristol, May 7, 2024 for Salem, May 8, 2024 for Culpeper, and May 9, 2024 for Fredericksburg, to receive public comments prior to the Board’s adoption of a Final Six-Year Improvement Program. Additionally, the Virginia Department of Rail and Public Transportation hosted a virtual public meeting on May 16, 2024.

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 Program and that authority be granted to the Commissioner and Director, or their designees, (i) to enter into federal grant agreements with federal entities that fund, in whole or in part, respective programmed projects and (ii) 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:

<b>Total Cost Estimate</b>	<b>Threshold</b>
<\$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

Decision Brief

Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2025 – 2030

June 18, 2024

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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. It is recommended that the Board 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 Six-Year Improvement Program of Construction funds, Maintenance and Operations funds, and Rail and Public Transportation funds for Fiscal Years 2025 – 2030, including approval of the transfers of previous allocations completed as part of the update. The resolution will include authorization for the Commissioner and Director or their designees (i) to make transfers of allocations programmed to projects in the Six-Year Improvement Program of projects and programs for Fiscal Years 2025 – 2030 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 and (ii) authority to enter into federal grant agreements with federal entities that fund, in whole or in part, respective programmed projects.

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 Six-Year Improvement Program and Rail and Public Transportation allocations for Fiscal Years 2025 – 2030.



# 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 18, 2024

#### MOTION

Made By:

Seconded By:

Action:

**Title: Arlington and Henrico Counties Maintenance Payments FY 2025**

**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 2025 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 2025

**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 2025 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 are 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 2025 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 2025  
CONSTRUCTION AND MAINTENANCE ALLOCATION**

**MAINTENANCE PAYMENT**

<u>LANE MILES</u>	<u>RATE</u>	
1058.04	\$	24,662.443472

TOTAL MAINTENANCE PAYMENT

TOTAL ANNUAL CONSTRUCTION AND MAINTENANCE PAYMENT

**QUARTERLY PAYMENT**

↓

\$26,093,851.69

\$26,093,851.69

**\$6,523,462.92**

**ATTACHMENT A-2  
HENRICO COUNTY  
FY 2025  
CONSTRUCTION AND MAINTENANCE ALLOCATION**

**MAINTENANCE PAYMENT**

<u>LANE MILES</u>	<u>RATE</u>	
3636.69	\$	17,945.720781

TOTAL MAINTENANCE PAYMENT

TOTAL ANNUAL CONSTRUCTION AND MAINTENANCE PAYMENT

**QUARTERLY PAYMENT**

↓

\$65,263,023.31

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\$65,263,023.31

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**\$16,315,755.83**

**ATTACHMENT B - FY25  
 PERMIT FEE REVENUES - ARLINGTON/HENRICO COUNTIES**

<b>DISTRICT</b>	<b>LOCALITY</b>	<b>TOTAL LANE MILEAGE</b>	<b>PERMIT REVENUE</b>	<b>QUARTERLY PAYMENT</b>
	Arlington County	1058.04	\$ 4,018.75	\$ 1,004.69
	Henrico County	3636.69	\$ 13,813.24	\$ 3,453.31
<b>County Total</b>		<b>4,694.73</b>	<b>\$ 17,832.00</b>	<b>\$ 4,458.00</b>



# 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

June 18, 2024

#### MOTION

Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_

#### Action:

#### Title: Payments to Cities, Certain Towns, and Warren County for Maintenance to Certain Roads and Streets – FY 2025

**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



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

**WHEREAS**, the Appropriations Act includes a provision (Item 442 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 Towns and Cities for Principal/Minor Arterial Roads and Collector Roads and Local Streets listed in Attachment A be increased by 25.05 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, 2024, 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 2025 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 2025

**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 2025 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, 2024.
  - 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 FY25 payment rate for principal and minor arterials of \$29,094.20 per moving-lane mile available to peak hour traffic.
  - For collectors and locals, the proposed FY25 rate is \$17,082.15 per such moving-lane-mile.
- The Appropriations Act includes a provision (Item 442.E.) 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 to Cities, Certain Towns, and Warren County for Maintenance of Certain Roads and Streets - FY 2025

June 18, 2024

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. The maintenance payments represent a 2.9% overall budget increase from FY24. 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 25**

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	0	0
Lebanon	0	0	0	0
Marion	0	0	0	0
Norton	0	0	0	0
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	9.38	9.38	18.76
Blacksburg	0	-0.07	-0.07	-0.14
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	0	0	0
Rocky Mount	0	0.2	0.2	0.4
Salem	0	0	0	0
Vinton	0	0	0	0
Altavista	0	0	0	0
Danville	0	0.15	0.15	0.3
Farmville	0	0	0	0
Lynchburg	1.36	0.42	1.78	3.78
South Boston	0	0	0	0
Ashland	0	0	0	0
Blackstone	0	0.15	0.15	0.3
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	0	0	0
Chesapeake	0	1.17	1.17	2.22
Chincoteague	0	0	0	0

Emporia	0	0	0	0
Franklin	0	0	0	0
Hampton	0	0	0	0
Newport News	0	0	0	0
Norfolk	0	0.06	0.06	0.09
Poquoson	0	0	0	0
Portsmouth	0	1.4	1.4	2.77
Smithfield	0	0	0	0
Suffolk	-5.01	10.12	5.11	10.22
Virginia Beach	0	0.79	0.79	1.84
Williamsburg	0	1.23	1.23	2.7
Colonial Beach	0	0	0	0
Fredericksburg	0	0.07	0.07	0.14
Charlottesville	0	0	0	0
Culpeper	0.29	0.87	1.16	2.52
Orange	0.23	0	0.23	0.46
Warrenton	0	0	0	0
Berryville	0	2.27	2.27	4.54
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	-0.03	-0.03	-0.06
Staunton	0	0	0	0
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	0	0
Manassas	0	0	0	0
Manassas Park	0	0	0	0
Purcellville	0	0	0	0
Vienna	0	0	0	0
<b>Total</b>	<b>-3.13</b>	<b>28.18</b>	<b>25.05</b>	<b>50.84</b>

## Attachment B - FY25

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
BRISTOL DISTRICT						
Abingdon						
	Principal Arterials	1.94	6.68	\$ 29,094.20	\$48,587.31	\$194,349.25
	Minor Arterials	5.55	16.13	\$ 29,094.20	\$117,322.36	\$469,289.43
	Collectors	6.04	12.54	\$ 17,082.15	\$53,552.53	\$214,210.12
	Locals	43.00	86.37	\$ 17,082.15	\$368,846.25	\$1,475,385.02
	Totals:	56.53	121.72		\$588,308.45	\$2,353,233.81
	Comb PA/MA	7.49	22.81	\$ 29,094.20	\$165,909.67	\$663,638.67
	Comb COL/LOC	49.04	98.91	\$ 17,082.15	\$422,398.78	\$1,689,595.14
	Totals:	56.53	121.72		\$588,308.45	\$2,353,233.81
Big Stone Gap						
	Principal Arterials	0.00	0.00	\$ 29,094.20	\$0.00	\$0.00
	Minor Arterials	5.02	10.04	\$ 29,094.20	\$73,026.44	\$292,105.76
	Collectors	1.85	3.66	\$ 17,082.15	\$15,630.16	\$62,520.66
	Locals	23.93	49.09	\$ 17,082.15	\$209,640.65	\$838,562.59
	Totals:	30.80	62.79		\$298,297.25	\$1,193,189.00
	Comb PA/MA	5.02	10.04	\$ 29,094.20	\$73,026.44	\$292,105.76
	Comb COL/LOC	25.78	52.75	\$ 17,082.15	\$225,270.81	\$901,083.24
	Totals:	30.80	62.79		\$298,297.25	\$1,193,189.00

Bluefield

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	4.72	10.84	\$	29,094.20	\$78,845.28	\$315,381.12
Collectors	8.18	16.80	\$	17,082.15	\$71,745.02	\$286,980.07
Locals	25.52	50.86	\$	17,082.15	\$217,199.50	\$868,797.99
Totals:	38.42	78.50			\$367,789.79	\$1,471,159.17
Comb PA/MA	4.72	10.84	\$	29,094.20	\$78,845.28	\$315,381.12
Comb COL/LOC	33.70	67.66	\$	17,082.15	\$288,944.51	\$1,155,778.05
Totals:	38.42	78.50			\$367,789.79	\$1,471,159.17

Bristol

Principal Arterials	6.32	23.08	\$	29,094.20	\$167,873.53	\$671,494.11
Minor Arterials	13.17	32.39	\$	29,094.20	\$235,590.27	\$942,361.10
Collectors	12.81	25.91	\$	17,082.15	\$110,649.61	\$442,598.42
Locals	96.83	193.66	\$	17,082.15	\$827,032.14	\$3,308,128.55
Totals:	129.13	275.04			\$1,341,145.54	\$5,364,582.18
Comb PA/MA	19.49	55.47	\$	29,094.20	\$403,463.80	\$1,613,855.21
Comb COL/LOC	109.64	219.57	\$	17,082.15	\$937,681.74	\$3,750,726.97
Totals:	129.13	275.04			\$1,341,145.54	\$5,364,582.18

Lebanon

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	6.30	14.14	\$	29,094.20	\$102,847.99	\$411,391.97
Collectors	0.89	1.78	\$	17,082.15	\$7,601.56	\$30,406.22
Locals	23.62	46.04	\$	17,082.15	\$196,615.51	\$786,462.04
Totals:	30.81	61.96			\$307,065.06	\$1,228,260.23
Comb PA/MA	6.30	14.14	\$	29,094.20	\$102,847.99	\$411,391.97
Comb COL/LOC	24.51	47.82	\$	17,082.15	\$204,217.06	\$816,868.26
Totals:	30.81	61.96			\$307,065.06	\$1,228,260.23

Marion

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	4.58	16.04	\$	29,094.20	\$116,667.74	\$466,670.95
Collectors	8.42	16.84	\$	17,082.15	\$71,915.84	\$287,663.35
Locals	29.31	58.62	\$	17,082.15	\$250,338.86	\$1,001,355.44
Totals:	42.31	91.50			\$438,922.44	\$1,755,689.74
Comb PA/MA	4.58	16.04	\$	29,094.20	\$116,667.74	\$466,670.95
Comb COL/LOC	37.73	75.46	\$	17,082.15	\$322,254.70	\$1,289,018.80
Totals:	42.31	91.50			\$438,922.44	\$1,755,689.74



Norton

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	3.56	8.46	\$	29,094.20	\$61,534.23	\$246,136.92
Collectors	7.23	15.05	\$	17,082.15	\$64,271.58	\$257,086.31
Locals	19.79	39.89	\$	17,082.15	\$170,351.71	\$681,406.83
Totals:	30.58	63.40			\$296,157.52	\$1,184,630.07
Comb PA/MA	3.56	8.46	\$	29,094.20	\$61,534.23	\$246,136.92
Comb COL/LOC	27.02	54.94	\$	17,082.15	\$234,623.29	\$938,493.14
Totals:	30.58	63.40			\$296,157.52	\$1,184,630.07

Richlands

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	3.80	7.88	\$	29,094.20	\$57,315.57	\$229,262.29
Collectors	3.49	7.28	\$	17,082.15	\$31,089.51	\$124,358.03
Locals	28.35	55.32	\$	17,082.15	\$236,246.09	\$944,984.36
Totals:	35.64	70.48			\$324,651.17	\$1,298,604.67
Comb PA/MA	3.80	7.88	\$	29,094.20	\$57,315.57	\$229,262.29
Comb COL/LOC	31.84	62.60	\$	17,082.15	\$267,335.60	\$1,069,342.39
Totals:	35.64	70.48			\$324,651.17	\$1,298,604.67

Saltville

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	3.33	6.66	\$	29,094.20	\$48,441.84	\$193,767.36
Collectors	0.00	0.00	\$	17,082.15	\$0.00	\$0.00
Locals	13.00	24.36	\$	17,082.15	\$104,030.27	\$416,121.10
Totals:	16.33	31.02			\$152,472.11	\$609,888.46
Comb PA/MA	3.33	6.66	\$	29,094.20	\$48,441.84	\$193,767.36
Comb COL/LOC	13.00	24.36	\$	17,082.15	\$104,030.27	\$416,121.10
Totals:	16.33	31.02			\$152,472.11	\$609,888.46

Tazewell

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	11.01	23.24	\$	29,094.20	\$169,037.30	\$676,149.18
Collectors	1.28	2.56	\$	17,082.15	\$10,932.57	\$43,730.30
Locals	22.76	44.13	\$	17,082.15	\$188,458.78	\$753,835.14
Totals:	35.05	69.93			\$368,428.65	\$1,473,714.61

Comb PA/MA	11.01	23.24	\$	29,094.20	\$169,037.30	\$676,149.18
Comb COL/LOC	24.04	46.69	\$	17,082.15	\$199,391.36	\$797,565.43
Totals:	35.05	69.93			\$368,428.65	\$1,473,714.61

Wise

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	5.51	12.91	\$	29,094.20	\$93,901.53	\$375,606.11
Collectors	1.00	2.00	\$	17,082.15	\$8,541.07	\$34,164.29
Locals	10.78	20.66	\$	17,082.15	\$88,229.29	\$352,917.15
Totals:	17.29	35.57			\$190,671.89	\$762,687.55
Comb PA/MA	5.51	12.91	\$	29,094.20	\$93,901.53	\$375,606.11
Comb COL/LOC	11.78	22.66	\$	17,082.15	\$96,770.36	\$387,081.45
Totals:	17.29	35.57			\$190,671.89	\$762,687.55

Wytheville

Principal Arterials	3.06	11.18	\$	29,094.20	\$81,318.29	\$325,273.14
Minor Arterials	6.11	19.57	\$	29,094.20	\$142,343.37	\$569,373.47
Collectors	19.22	39.42	\$	17,082.15	\$168,344.56	\$673,378.23
Locals	59.59	118.67	\$	17,082.15	\$506,784.59	\$2,027,138.36
Totals:	87.98	188.84			\$898,790.80	\$3,595,163.20
Comb PA/MA	9.17	30.75	\$	29,094.20	\$223,661.65	\$894,646.61
Comb COL/LOC	78.81	158.09	\$	17,082.15	\$675,129.15	\$2,700,516.58
Totals:	87.98	188.84			\$898,790.80	\$3,595,163.20

BRISTOL DISTRICT TOTALS

Principal Arterials	11.32	40.94	\$	29,094.20	\$297,779.12	\$1,191,116.50
Minor Arterials	72.66	178.30	\$	29,094.20	\$1,296,873.91	\$5,187,495.65
Collectors	70.41	143.84	\$	17,082.15	\$614,274.00	\$2,457,095.99
Locals	396.48	787.67	\$	17,082.15	\$3,363,773.64	\$13,455,094.55
Totals:	550.87	1150.75			\$5,572,700.67	\$22,290,802.69
Comb PA/MA	83.98	219.24	\$	29,094.20	\$1,594,653.04	\$6,378,612.15
Comb COL/LOC	466.89	931.51	\$	17,082.15	\$3,978,047.64	\$15,912,190.55
Totals:	550.87	1150.75			\$5,572,700.67	\$22,290,802.69

SALEM DISTRICT

Bedford

Principal Arterials	2.16	6.40	\$	29,094.20	\$46,550.72	\$186,202.87
Minor Arterials	7.64	17.94	\$	29,094.20	\$130,487.48	\$521,949.93
Collectors	9.03	18.06	\$	17,082.15	\$77,125.89	\$308,503.57
Locals	37.86	74.93	\$	17,082.15	\$319,991.31	\$1,279,965.26
Totals:	56.69	117.33			\$574,155.41	\$2,296,621.63
Comb PA/MA	9.80	24.34	\$	29,094.20	\$177,038.20	\$708,152.80
Comb COL/LOC	46.89	92.99	\$	17,082.15	\$397,117.21	\$1,588,468.83
Totals:	56.69	117.33			\$574,155.41	\$2,296,621.63

Blacksburg

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	8.32	28.55	\$	29,094.20	\$207,659.84	\$830,639.38
Collectors	15.35	36.72	\$	17,082.15	\$156,814.11	\$627,256.43
Locals	92.10	184.77	\$	17,082.15	\$789,067.07	\$3,156,268.26
Totals:	115.77	250.04			\$1,153,541.02	\$4,614,164.07
Comb PA/MA	8.32	28.55	\$	29,094.20	\$207,659.84	\$830,639.38
Comb COL/LOC	107.45	221.49	\$	17,082.15	\$945,881.17	\$3,783,524.69
Totals:	115.77	250.04			\$1,153,541.02	\$4,614,164.07

Christiansburg

Principal Arterials	5.83	18.06	\$	29,094.20	\$131,360.31	\$525,441.23
Minor Arterials	9.64	28.76	\$	29,094.20	\$209,187.29	\$836,749.16
Collectors	4.68	10.04	\$	17,082.15	\$42,876.19	\$171,504.75
Locals	103.60	206.47	\$	17,082.15	\$881,737.71	\$3,526,950.85
Totals:	123.75	263.33			\$1,265,161.50	\$5,060,645.99
Comb PA/MA	15.47	46.82	\$	29,094.20	\$340,547.60	\$1,362,190.39
Comb COL/LOC	108.28	216.51	\$	17,082.15	\$924,613.90	\$3,698,455.60
Totals:	123.75	263.33			\$1,265,161.50	\$5,060,645.99

Dublin

Principal Arterials	1.11	3.61	\$	29,094.20	\$26,257.51	\$105,030.06
Minor Arterials	1.22	4.88	\$	29,094.20	\$35,494.92	\$141,979.69
Collectors	2.39	4.78	\$	17,082.15	\$20,413.17	\$81,652.66
Locals	15.79	31.58	\$	17,082.15	\$134,863.55	\$539,454.20
Totals:	20.51	44.85			\$217,029.15	\$868,116.60
Comb PA/MA	2.33	8.49	\$	29,094.20	\$61,752.44	\$247,009.75
Comb COL/LOC	18.18	36.36	\$	17,082.15	\$155,276.71	\$621,106.86
Totals:	20.51	44.85			\$217,029.15	\$868,116.60

Galax

Principal Arterials	5.04	20.16	\$	29,094.20	\$146,634.76	\$586,539.05
Minor Arterials	7.67	15.34	\$	29,094.20	\$111,576.25	\$446,305.01
Collectors	8.46	16.92	\$	17,082.15	\$72,257.48	\$289,029.92
Locals	39.07	77.66	\$	17,082.15	\$331,649.88	\$1,326,599.52
Totals:	60.24	130.08			\$662,118.38	\$2,648,473.50
Comb PA/MA	12.71	35.50	\$	29,094.20	\$258,211.01	\$1,032,844.06
Comb COL/LOC	47.53	94.58	\$	17,082.15	\$403,907.36	\$1,615,629.44
Totals:	60.24	130.08			\$662,118.38	\$2,648,473.50

Martinsville

Principal Arterials	5.04	17.90	\$	29,094.20	\$130,196.54	\$520,786.16
Minor Arterials	16.77	48.21	\$	29,094.20	\$350,657.83	\$1,402,631.32
Collectors	8.51	18.27	\$	17,082.15	\$78,022.71	\$312,090.82
Locals	69.29	139.36	\$	17,082.15	\$595,141.99	\$2,380,567.97
Totals:	99.61	223.74			\$1,154,019.07	\$4,616,076.28

Comb PA/MA	21.81	66.11	\$	29,094.20	\$480,854.37	\$1,923,417.48
Comb COL/LOC	77.80	157.63	\$	17,082.15	\$673,164.70	\$2,692,658.80
Totals:	99.61	223.74			\$1,154,019.07	\$4,616,076.28

Narrows

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	0.12	0.24	\$	29,094.20	\$1,745.65	\$6,982.61
Collectors	0.30	0.60	\$	17,082.15	\$2,562.32	\$10,249.29
Locals	15.65	30.35	\$	17,082.15	\$129,610.79	\$518,443.15
Totals:	16.07	31.19			\$133,918.76	\$535,675.05
Comb PA/MA	0.12	0.24	\$	29,094.20	\$1,745.65	\$6,982.61
Comb COL/LOC	15.95	30.95	\$	17,082.15	\$132,173.11	\$528,692.44
Totals:	16.07	31.19			\$133,918.76	\$535,675.05

Pearisburg

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	0.93	1.86	\$	29,094.20	\$13,528.80	\$54,115.21
Collectors	1.02	2.04	\$	17,082.15	\$8,711.89	\$34,847.58
Locals	18.22	36.24	\$	17,082.15	\$154,764.25	\$619,057.00
Totals:	20.17	40.14			\$177,004.95	\$708,019.79
Comb PA/MA	0.93	1.86	\$	29,094.20	\$13,528.80	\$54,115.21
Comb COL/LOC	19.24	38.28	\$	17,082.15	\$163,476.14	\$653,904.58
Totals:	20.17	40.14			\$177,004.95	\$708,019.79

Pulaski

Principal Arterials	3.85	12.08	\$	29,094.20	\$87,864.48	\$351,457.92
Minor Arterials	6.46	17.54	\$	29,094.20	\$127,578.06	\$510,312.25
Collectors	10.36	20.72	\$	17,082.15	\$88,485.52	\$353,942.08
Locals	45.24	90.06	\$	17,082.15	\$384,604.53	\$1,538,418.14
Totals:	65.91	140.40			\$688,532.60	\$2,754,130.39
Comb PA/MA	10.31	29.62	\$	29,094.20	\$215,442.54	\$861,770.17
Comb COL/LOC	55.60	110.78	\$	17,082.15	\$473,090.06	\$1,892,360.22
Totals:	65.91	140.40			\$688,532.60	\$2,754,130.39

Radford

Principal Arterials	9.58	27.69	\$	29,094.20	\$201,404.59	\$805,618.37
Minor Arterials	3.45	6.90	\$	29,094.20	\$50,187.49	\$200,749.97
Collectors	9.54	18.64	\$	17,082.15	\$79,602.80	\$318,411.22
Locals	50.06	100.51	\$	17,082.15	\$429,231.64	\$1,716,926.57
Totals:	72.63	153.74			\$760,426.53	\$3,041,706.13
Comb PA/MA	13.03	34.59	\$	29,094.20	\$251,592.08	\$1,006,368.34
Comb COL/LOC	59.60	119.15	\$	17,082.15	\$508,834.45	\$2,035,337.79
Totals:	72.63	153.74			\$760,426.53	\$3,041,706.13

Roanoke

Principal Arterials	17.42	64.43	\$	29,094.20	\$468,634.81	\$1,874,539.23
Minor Arterials	51.18	148.04	\$	29,094.20	\$1,076,776.30	\$4,307,105.19
Collectors	41.86	93.33	\$	17,082.15	\$398,569.19	\$1,594,276.76
Locals	380.22	760.64	\$	17,082.15	\$3,248,341.03	\$12,993,364.13
Totals:	490.68	1066.44			\$5,192,321.33	\$20,769,285.31



Comb PA/MA	68.60	212.47	\$	29,094.20	\$1,545,411.11	\$6,181,644.42
Comb COL/LOC	422.08	853.97	\$	17,082.15	\$3,646,910.22	\$14,587,640.88
Totals:	490.68	1066.44			\$5,192,321.33	\$20,769,285.31

Rocky Mount

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	10.31	29.13	\$	29,094.20	\$211,878.50	\$847,514.01
Collectors	3.49	6.98	\$	17,082.15	\$29,808.35	\$119,233.38
Locals	28.92	57.75	\$	17,082.15	\$246,623.49	\$986,493.98
Totals:	42.72	93.86			\$488,310.34	\$1,953,241.37
Comb PA/MA	10.31	29.13	\$	29,094.20	\$211,878.50	\$847,514.01
Comb COL/LOC	32.41	64.73	\$	17,082.15	\$276,431.84	\$1,105,727.36
Totals:	42.72	93.86			\$488,310.34	\$1,953,241.37

Salem

Principal Arterials	11.57	37.88	\$	29,094.20	\$275,522.06	\$1,102,088.25
Minor Arterials	9.04	25.59	\$	29,094.20	\$186,130.14	\$744,520.55
Collectors	10.72	22.05	\$	17,082.15	\$94,165.33	\$376,661.34
Locals	104.26	206.28	\$	17,082.15	\$880,926.31	\$3,523,705.24
Totals:	135.59	291.80			\$1,436,743.84	\$5,746,975.37
Comb PA/MA	20.61	63.47	\$	29,094.20	\$461,652.20	\$1,846,608.80
Comb COL/LOC	114.98	228.33	\$	17,082.15	\$975,091.64	\$3,900,366.57
Totals:	135.59	291.80			\$1,436,743.84	\$5,746,975.37

Vinton

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	3.61	12.88	\$	29,094.20	\$93,683.32	\$374,733.28
Collectors	3.11	8.60	\$	17,082.15	\$36,726.62	\$146,906.46
Locals	33.44	66.57	\$	17,082.15	\$284,289.63	\$1,137,158.51
Totals:	40.16	88.05			\$414,699.56	\$1,658,798.25
Comb PA/MA	3.61	12.88	\$	29,094.20	\$93,683.32	\$374,733.28
Comb COL/LOC	36.55	75.17	\$	17,082.15	\$321,016.24	\$1,284,064.97
Totals:	40.16	88.05			\$414,699.56	\$1,658,798.25

SALEM DISTRICT TOTALS

Principal Arterials	61.60	208.21	\$	29,094.20	\$1,514,425.78	\$6,057,703.13
Minor Arterials	136.36	385.86	\$	29,094.20	\$2,806,571.89	\$11,226,287.55
Collectors	128.82	277.75	\$	17,082.15	\$1,186,141.57	\$4,744,566.27
Locals	1033.72	2063.17	\$	17,082.15	\$8,810,843.19	\$35,243,372.77
Totals:	1360.50	2934.99			\$14,317,982.43	\$57,271,929.72
Comb PA/MA	197.96	594.07	\$	29,094.20	\$4,320,997.67	\$17,283,990.69
Comb COL/LOC	1162.54	2340.92	\$	17,082.15	\$9,996,984.76	\$39,987,939.04
Totals:	1360.50	2934.99			\$14,317,982.43	\$57,271,929.72

LYNCHBURG DISTRICT

Altavista

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	3.64	7.28	\$	29,094.20	\$52,951.44	\$211,805.77
Collectors	2.56	5.12	\$	17,082.15	\$21,865.15	\$87,460.59
Locals	20.49	40.51	\$	17,082.15	\$172,999.44	\$691,997.77
Totals:	26.69	52.91			\$247,816.03	\$991,264.12
Comb PA/MA	3.64	7.28	\$	29,094.20	\$52,951.44	\$211,805.77
Comb COL/LOC	23.05	45.63	\$	17,082.15	\$194,864.59	\$779,458.36
Totals:	26.69	52.91			\$247,816.03	\$991,264.12

Danville

Principal Arterials	25.60	105.79	\$	29,094.20	\$769,468.82	\$3,077,875.29
Minor Arterials	33.13	99.02	\$	29,094.20	\$720,226.89	\$2,880,907.57
Collectors	35.04	72.44	\$	17,082.15	\$309,357.68	\$1,237,430.71
Locals	222.96	447.99	\$	17,082.15	\$1,913,157.73	\$7,652,630.94
Totals:	316.73	725.24			\$3,712,211.13	\$14,848,844.51
Comb PA/MA	58.73	204.81	\$	29,094.20	\$1,489,695.71	\$5,958,782.86
Comb COL/LOC	258.00	520.43	\$	17,082.15	\$2,222,515.41	\$8,890,061.65
Totals:	316.73	725.24			\$3,712,211.13	\$14,848,844.51

Farmville

Principal Arterials	2.39	8.18	\$	29,094.20	\$59,497.64	\$237,990.55
Minor Arterials	7.07	22.18	\$	29,094.20	\$161,327.33	\$645,309.33
Collectors	8.33	16.47	\$	17,082.15	\$70,335.74	\$281,342.96
Locals	33.01	65.53	\$	17,082.15	\$279,848.27	\$1,119,393.08
Totals:	50.80	112.36			\$571,008.98	\$2,284,035.91
Comb PA/MA	9.46	30.36	\$	29,094.20	\$220,824.97	\$883,299.88
Comb COL/LOC	41.34	82.00	\$	17,082.15	\$350,184.01	\$1,400,736.04
Totals:	50.80	112.36			\$571,008.98	\$2,284,035.91

Lynchburg

Principal Arterials	29.88	76.66	\$	29,094.20	\$557,590.32	\$2,230,361.28
Minor Arterials	50.20	131.40	\$	29,094.20	\$955,744.43	\$3,822,977.72
Collectors	37.26	75.21	\$	17,082.15	\$321,187.06	\$1,284,748.26
Locals	270.15	537.68	\$	17,082.15	\$2,319,455.09	\$9,277,820.38
Totals:	387.49	820.95			\$4,153,976.91	\$16,615,907.64
Comb PA/MA	80.08	208.06	\$	29,094.20	\$1,513,334.75	\$6,053,339.00
Comb COL/LOC	307.41	612.89	\$	17,082.15	\$2,640,642.16	\$10,562,568.64
Totals:	387.49	820.95			\$4,153,976.91	\$16,615,907.64

South Boston

Principal Arterials	1.12	4.48	\$	29,094.20	\$32,585.50	\$130,342.01
Minor Arterials	16.80	43.19	\$	29,094.20	\$314,144.61	\$1,256,578.45
Collectors	4.05	8.10	\$	17,082.15	\$34,591.35	\$138,365.39
Locals	42.36	84.48	\$	17,082.15	\$360,774.94	\$1,443,099.76
Totals:	64.33	140.25			\$742,096.40	\$2,968,385.61

Comb PA/MA	17.92	47.67	\$	29,094.20	\$346,730.11	\$1,386,920.46
Comb COL/LOC	46.41	92.58	\$	17,082.15	\$395,366.29	\$1,581,465.15
Totals:	64.33	140.25			\$742,096.40	\$2,968,385.61

LYNCHBURG DISTRICT TOTALS

Principal Arterials	58.99	195.11	\$	29,094.20	\$1,419,142.28	\$5,676,569.13
Minor Arterials	110.84	303.07	\$	29,094.20	\$2,204,394.71	\$8,817,578.83
Collectors	87.24	177.34	\$	17,082.15	\$757,336.98	\$3,029,347.91
Locals	588.97	1176.19	\$	17,082.15	\$5,022,962.55	\$20,091,850.22
Totals:	846.04	1851.71			\$9,403,836.52	\$37,615,346.09
Comb PA/MA	169.83	498.18	\$	29,094.20	\$3,623,536.99	\$14,494,147.96
Comb COL/LOC	676.21	1353.53	\$	17,082.15	\$5,780,299.53	\$23,121,198.13
Totals:	846.04	1851.71			\$9,403,836.52	\$37,615,346.09

RICHMOND DISTRICT

Ashland

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	9.35	30.56	\$	29,094.20	\$222,279.68	\$889,118.72
Collectors	7.46	17.53	\$	17,082.15	\$74,862.51	\$299,450.03
Locals	31.93	65.11	\$	17,082.15	\$278,054.64	\$1,112,218.58
Totals:	48.74	113.20			\$575,196.83	\$2,300,787.33
Comb PA/MA	9.35	30.56	\$	29,094.20	\$222,279.68	\$889,118.72
Comb COL/LOC	39.39	82.64	\$	17,082.15	\$352,917.15	\$1,411,668.61
Totals:	48.74	113.20			\$575,196.83	\$2,300,787.33

Blackstone

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	8.46	18.58	\$	29,094.20	\$135,142.55	\$540,570.21
Collectors	1.73	3.46	\$	17,082.15	\$14,776.06	\$59,104.23
Locals	26.48	52.06	\$	17,082.15	\$222,324.14	\$889,296.56
Totals:	36.67	74.10			\$372,242.75	\$1,488,971.00
Comb PA/MA	8.46	18.58	\$	29,094.20	\$135,142.55	\$540,570.21
Comb COL/LOC	28.21	55.52	\$	17,082.15	\$237,100.20	\$948,400.79
Totals:	36.67	74.10			\$372,242.75	\$1,488,971.00

Chase City

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	0.88	1.76	\$	29,094.20	\$12,801.45	\$51,205.79
Collectors	2.79	5.58	\$	17,082.15	\$23,829.59	\$95,318.38
Locals	13.78	27.43	\$	17,082.15	\$117,140.82	\$468,563.29
Totals:	17.45	34.77			\$153,771.86	\$615,087.46
Comb PA/MA	0.88	1.76	\$	29,094.20	\$12,801.45	\$51,205.79
Comb COL/LOC	16.57	33.01	\$	17,082.15	\$140,970.42	\$563,881.67
Totals:	17.45	34.77			\$153,771.86	\$615,087.46

Colonial Heights

Principal Arterials	5.16	19.97	\$	29,094.20	\$145,252.79	\$581,011.15
Minor Arterials	3.24	10.76	\$	29,094.20	\$78,263.39	\$313,053.58
Collectors	7.37	18.21	\$	17,082.15	\$77,766.47	\$311,065.89
Locals	72.57	146.21	\$	17,082.15	\$624,395.17	\$2,497,580.68
Totals:	88.34	195.15			\$925,677.83	\$3,702,711.30

Comb PA/MA	8.40	30.73	\$	29,094.20	\$223,516.18	\$894,064.73
Comb COL/LOC	79.94	164.42	\$	17,082.15	\$702,161.64	\$2,808,646.57
Totals:	88.34	195.15			\$925,677.83	\$3,702,711.30

Hopewell

Principal Arterials	6.42	24.40	\$	29,094.20	\$177,474.61	\$709,898.45
Minor Arterials	11.36	33.65	\$	29,094.20	\$244,754.95	\$979,019.79
Collectors	6.50	13.58	\$	17,082.15	\$57,993.89	\$231,975.55
Locals	102.52	205.02	\$	17,082.15	\$875,545.43	\$3,502,181.73
Totals:	126.80	276.65			\$1,355,768.88	\$5,423,075.53
Comb PA/MA	17.78	58.05	\$	29,094.20	\$422,229.56	\$1,688,918.24
Comb COL/LOC	109.02	218.60	\$	17,082.15	\$933,539.32	\$3,734,157.29
Totals:	126.80	276.65			\$1,355,768.88	\$5,423,075.53

Petersburg

Principal Arterials	17.00	59.56	\$	29,094.20	\$433,212.62	\$1,732,850.48
Minor Arterials	20.49	45.51	\$	29,094.20	\$331,019.25	\$1,324,076.99
Collectors	22.45	44.91	\$	17,082.15	\$191,789.80	\$767,159.21
Locals	124.80	246.38	\$	17,082.15	\$1,052,174.83	\$4,208,699.32
Totals:	184.74	396.36			\$2,008,196.50	\$8,032,786.00
Comb PA/MA	37.49	105.07	\$	29,094.20	\$764,231.87	\$3,056,927.47
Comb COL/LOC	147.25	291.29	\$	17,082.15	\$1,243,964.63	\$4,975,858.53
Totals:	184.74	396.36			\$2,008,196.50	\$8,032,786.00

Richmond

Principal Arterials	57.53	243.76	\$	29,094.20	\$1,773,000.48	\$7,092,001.90
Minor Arterials	89.08	271.37	\$	29,094.20	\$1,973,823.18	\$7,895,292.73
Collectors	81.23	169.91	\$	17,082.15	\$725,606.89	\$2,902,427.56
Locals	592.83	1145.53	\$	17,082.15	\$4,892,027.90	\$19,568,111.60
Totals:	820.67	1830.57			\$9,364,458.45	\$37,457,833.79
Comb PA/MA	146.61	515.13	\$	29,094.20	\$3,746,823.66	\$14,987,294.63
Comb COL/LOC	674.06	1315.44	\$	17,082.15	\$5,617,634.79	\$22,470,539.16
Totals:	820.67	1830.57			\$9,364,458.45	\$37,457,833.79

South Hill

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	13.09	27.27	\$	29,094.20	\$198,349.70	\$793,398.80
Collectors	5.11	10.22	\$	17,082.15	\$43,644.89	\$174,579.54
Locals	32.84	65.60	\$	17,082.15	\$280,147.21	\$1,120,588.83
Totals:	51.04	103.09			\$522,141.79	\$2,088,567.17
Comb PA/MA	13.09	27.27	\$	29,094.20	\$198,349.70	\$793,398.80
Comb COL/LOC	37.95	75.82	\$	17,082.15	\$323,792.09	\$1,295,168.37
Totals:	51.04	103.09			\$522,141.79	\$2,088,567.17

RICHMOND DISTRICT TOTALS

Principal Arterials	86.11	347.69	\$	29,094.20	\$2,528,940.50	\$10,115,761.98
Minor Arterials	155.95	439.46	\$	29,094.20	\$3,196,434.15	\$12,785,736.61
Collectors	134.64	283.40	\$	17,082.15	\$1,210,270.10	\$4,841,080.40
Locals	997.75	1953.34	\$	17,082.15	\$8,341,810.15	\$33,367,240.59
Totals:	1374.45	3023.89			\$15,277,454.89	\$61,109,819.58
Comb PA/MA	242.06	787.15	\$	29,094.20	\$5,725,374.65	\$22,901,498.59
Comb COL/LOC	1132.39	2236.74	\$	17,082.15	\$9,552,080.25	\$38,208,320.98
Totals:	1374.45	3023.89			\$15,277,454.89	\$61,109,819.58



HAMPTON ROADS DISTRICT

Chesapeake

Principal Arterials	56.97	227.68	\$	29,094.20	\$1,656,041.80	\$6,624,167.19
Minor Arterials	96.29	294.09	\$	29,094.20	\$2,139,078.23	\$8,556,312.93
Collectors	133.57	283.19	\$	17,082.15	\$1,209,373.29	\$4,837,493.15
Locals	796.95	1612.33	\$	17,082.15	\$6,885,514.43	\$27,542,057.71
Totals:	1083.78	2417.29			\$11,890,007.74	\$47,560,030.97
Comb PA/MA	153.26	521.77	\$	29,094.20	\$3,795,120.03	\$15,180,480.11
Comb COL/LOC	930.52	1895.52	\$	17,082.15	\$8,094,887.72	\$32,379,550.86
Totals:	1083.78	2417.29			\$11,890,007.74	\$47,560,030.97

Chincoteague

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	4.28	8.56	\$	29,094.20	\$62,261.59	\$249,046.34
Collectors	7.07	14.14	\$	17,082.15	\$60,385.39	\$241,541.56
Locals	14.27	27.13	\$	17,082.15	\$115,859.66	\$463,438.64
Totals:	25.62	49.83			\$238,506.63	\$954,026.54
Comb PA/MA	4.28	8.56	\$	29,094.20	\$62,261.59	\$249,046.34
Comb COL/LOC	21.34	41.27	\$	17,082.15	\$176,245.05	\$704,980.20
Totals:	25.62	49.83			\$238,506.63	\$954,026.54

Emporia

Principal Arterials	0.00	0.00	\$ 29,094.20	\$0.00	\$0.00
Minor Arterials	5.51	15.40	\$ 29,094.20	\$112,012.67	\$448,050.66
Collectors	8.28	17.30	\$ 17,082.15	\$73,880.28	\$295,521.14
Locals	23.98	49.30	\$ 17,082.15	\$210,537.46	\$842,149.84
Totals:	37.77	82.00		\$396,430.41	\$1,585,721.64
Comb PA/MA	5.51	15.40	\$ 29,094.20	\$112,012.67	\$448,050.66
Comb COL/LOC	32.26	66.60	\$ 17,082.15	\$284,417.74	\$1,137,670.98
Totals:	37.77	82.00		\$396,430.41	\$1,585,721.64

Franklin

Principal Arterials	0.00	0.00	\$ 29,094.20	\$0.00	\$0.00
Minor Arterials	7.70	23.37	\$ 29,094.20	\$169,982.86	\$679,931.43
Collectors	10.42	22.58	\$ 17,082.15	\$96,428.72	\$385,714.87
Locals	32.38	64.54	\$ 17,082.15	\$275,620.44	\$1,102,481.75
Totals:	50.50	110.49		\$542,032.01	\$2,168,128.05
Comb PA/MA	7.70	23.37	\$ 29,094.20	\$169,982.86	\$679,931.43
Comb COL/LOC	42.80	87.12	\$ 17,082.15	\$372,049.16	\$1,488,196.63
Totals:	50.50	110.49		\$542,032.01	\$2,168,128.05

Hampton

Principal Arterials	17.47	89.79	\$ 29,094.20	\$653,092.03	\$2,612,368.11
Minor Arterials	49.47	186.32	\$ 29,094.20	\$1,355,207.78	\$5,420,831.12
Collectors	39.92	110.23	\$ 17,082.15	\$470,741.26	\$1,882,965.04
Locals	367.82	748.53	\$ 17,082.15	\$3,196,624.83	\$12,786,499.33
Totals:	474.68	1134.87		\$5,675,665.90	\$22,702,663.60

Comb PA/MA	66.94	276.11	\$	29,094.20	\$2,008,299.81	\$8,033,199.23
Comb COL/LOC	407.74	858.76	\$	17,082.15	\$3,667,366.09	\$14,669,464.37
Totals:	474.68	1134.87			\$5,675,665.90	\$22,702,663.60

Newport News

Principal Arterials	50.37	231.77	\$	29,094.20	\$1,685,790.61	\$6,743,162.46
Minor Arterials	9.38	31.02	\$	29,094.20	\$225,625.51	\$902,502.05
Collectors	58.86	139.82	\$	17,082.15	\$597,106.44	\$2,388,425.76
Locals	389.47	794.08	\$	17,082.15	\$3,391,147.78	\$13,564,591.11
Totals:	508.08	1196.69			\$5,899,670.35	\$23,598,681.38

Comb PA/MA	59.75	262.79	\$	29,094.20	\$1,911,416.13	\$7,645,664.51
Comb COL/LOC	448.33	933.90	\$	17,082.15	\$3,988,254.22	\$15,953,016.88
Totals:	508.08	1196.69			\$5,899,670.35	\$23,598,681.38

Norfolk

Principal Arterials	44.98	216.33	\$	29,094.20	\$1,573,487.01	\$6,293,948.03
Minor Arterials	62.72	230.99	\$	29,094.20	\$1,680,117.25	\$6,720,468.98
Collectors	61.27	136.84	\$	17,082.15	\$584,380.24	\$2,337,520.97
Locals	550.56	1083.10	\$	17,082.15	\$4,625,418.29	\$18,501,673.18
Totals:	719.53	1667.26			\$8,463,402.79	\$33,853,611.15

Comb PA/MA	107.70	447.32	\$	29,094.20	\$3,253,604.25	\$13,014,417.01
Comb COL/LOC	611.83	1219.94	\$	17,082.15	\$5,209,798.54	\$20,839,194.14
Totals:	719.53	1667.26			\$8,463,402.79	\$33,853,611.15

Poquoson

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	1.89	4.58	\$	29,094.20	\$33,312.86	\$133,251.43
Collectors	10.36	22.16	\$	17,082.15	\$94,635.09	\$378,540.37
Locals	42.99	85.45	\$	17,082.15	\$364,917.36	\$1,459,669.44
Totals:	55.24	112.19			\$492,865.31	\$1,971,461.25
Comb PA/MA	1.89	4.58	\$	29,094.20	\$33,312.86	\$133,251.43
Comb COL/LOC	53.35	107.61	\$	17,082.15	\$459,552.45	\$1,838,209.81
Totals:	55.24	112.19			\$492,865.31	\$1,971,461.25

Portsmouth

Principal Arterials	11.54	50.52	\$	29,094.20	\$367,459.73	\$1,469,838.92
Minor Arterials	32.32	112.10	\$	29,094.20	\$815,364.92	\$3,261,459.69
Collectors	39.59	93.43	\$	17,082.15	\$398,996.24	\$1,595,984.97
Locals	316.43	628.34	\$	17,082.15	\$2,683,349.03	\$10,733,396.11
Totals:	399.88	884.39			\$4,265,169.92	\$17,060,679.69
Comb PA/MA	43.86	162.62	\$	29,094.20	\$1,182,824.65	\$4,731,298.61
Comb COL/LOC	356.02	721.77	\$	17,082.15	\$3,082,345.27	\$12,329,381.08
Totals:	399.88	884.39			\$4,265,169.92	\$17,060,679.69

Smithfield

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	0.44	0.88	\$	29,094.20	\$6,400.72	\$25,602.89
Collectors	4.83	9.60	\$	17,082.15	\$40,997.15	\$163,988.61
Locals	44.44	89.05	\$	17,082.15	\$380,291.29	\$1,521,165.17
Totals:	49.71	99.53			\$427,689.17	\$1,710,756.67
Comb PA/MA	0.44	0.88	\$	29,094.20	\$6,400.72	\$25,602.89
Comb COL/LOC	49.27	98.65	\$	17,082.15	\$421,288.44	\$1,685,153.78
Totals:	49.71	99.53			\$427,689.17	\$1,710,756.67

Suffolk

Principal Arterials	69.00	238.09	\$	29,094.20	\$1,731,759.45	\$6,927,037.79
Minor Arterials	62.16	132.15	\$	29,094.20	\$961,199.59	\$3,844,798.37
Collectors	119.68	240.13	\$	17,082.15	\$1,025,483.98	\$4,101,935.91
Locals	534.62	1071.57	\$	17,082.15	\$4,576,179.01	\$18,304,716.02
Totals:	785.46	1681.94			\$8,294,622.02	\$33,178,488.10
Comb PA/MA	131.16	370.24	\$	29,094.20	\$2,692,959.04	\$10,771,836.17
Comb COL/LOC	654.30	1311.70	\$	17,082.15	\$5,601,662.98	\$22,406,651.93
Totals:	785.46	1681.94			\$8,294,622.02	\$33,178,488.10

Virginia Beach

Principal Arterials	69.21	348.96	\$	29,094.20	\$2,538,177.90	\$10,152,711.62
Minor Arterials	106.72	381.56	\$	29,094.20	\$2,775,295.62	\$11,101,182.50
Collectors	153.87	359.62	\$	17,082.15	\$1,535,770.41	\$6,143,081.62
Locals	1184.94	2378.01	\$	17,082.15	\$10,155,378.96	\$40,621,515.86
Totals:	1514.74	3468.15			\$17,004,622.90	\$68,018,491.60
Comb PA/MA	175.93	730.52	\$	29,094.20	\$5,313,473.53	\$21,253,894.12
Comb COL/LOC	1338.81	2737.63	\$	17,082.15	\$11,691,149.37	\$46,764,597.48
Totals:	1514.74	3468.15			\$17,004,622.90	\$68,018,491.60

Williamsburg

Principal Arterials	5.09	16.76	\$	29,094.20	\$121,904.69	\$487,618.77
Minor Arterials	9.29	24.82	\$	29,094.20	\$180,529.50	\$722,118.01
Collectors	6.01	12.83	\$	17,082.15	\$54,790.99	\$219,163.94
Locals	34.38	68.21	\$	17,082.15	\$291,293.31	\$1,165,173.23
Totals:	54.77	122.62			\$648,518.49	\$2,594,073.96
Comb PA/MA	14.38	41.58	\$	29,094.20	\$302,434.20	\$1,209,736.79
Comb COL/LOC	40.39	81.04	\$	17,082.15	\$346,084.29	\$1,384,337.17
Totals:	54.77	122.62			\$648,518.49	\$2,594,073.96

HAMPTON ROADS DISTRICT TOTALS

Principal Arterials	324.63	1419.90	\$	29,094.20	\$10,327,713.22	\$41,310,852.89
Minor Arterials	448.17	1445.84	\$	29,094.20	\$10,516,389.10	\$42,065,556.41
Collectors	653.73	1461.87	\$	17,082.15	\$6,242,969.48	\$24,971,877.91
Locals	4333.23	8699.64	\$	17,082.15	\$37,152,131.85	\$148,608,527.40
Totals:	5759.76	13027.25			\$64,239,203.65	\$256,956,814.61
Comb PA/MA	772.80	2865.74	\$	29,094.20	\$20,844,102.33	\$83,376,409.30
Comb COL/LOC	4986.96	10161.51	\$	17,082.15	\$43,395,101.33	\$173,580,405.31
Totals:	5759.76	13027.25			\$64,239,203.65	\$256,956,814.61

FREDERICKSBURG DISTRICT

Colonial Beach

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	5.13	10.05	\$	29,094.20	\$73,099.17	\$292,396.70
Collectors	0.94	1.88	\$	17,082.15	\$8,028.61	\$32,114.44
Locals	22.31	43.23	\$	17,082.15	\$184,615.30	\$738,461.21
Totals:	28.38	55.16			\$265,743.08	\$1,062,972.34
Comb PA/MA	5.13	10.05	\$	29,094.20	\$73,099.17	\$292,396.70
Comb COL/LOC	23.25	45.11	\$	17,082.15	\$192,643.91	\$770,575.64
Totals:	28.38	55.16			\$265,743.08	\$1,062,972.34

Fredericksburg

Principal Arterials	6.22	24.88	\$	29,094.20	\$180,965.92	\$723,863.67
Minor Arterials	8.33	19.61	\$	29,094.20	\$142,634.31	\$570,537.24
Collectors	17.31	51.88	\$	17,082.15	\$221,555.44	\$886,221.77
Locals	59.00	120.70	\$	17,082.15	\$515,453.78	\$2,061,815.12
Totals:	90.86	217.07			\$1,060,609.45	\$4,242,437.80
Comb PA/MA	14.55	44.49	\$	29,094.20	\$323,600.23	\$1,294,400.91
Comb COL/LOC	76.31	172.58	\$	17,082.15	\$737,009.22	\$2,948,036.89
Totals:	90.86	217.07			\$1,060,609.45	\$4,242,437.80

FREDERICKSBURG DISTRICT TOTALS

Principal Arterials	6.22	24.88	\$	29,094.20	\$180,965.92	\$723,863.67
Minor Arterials	13.46	29.66	\$	29,094.20	\$215,733.48	\$862,933.94
Collectors	18.25	53.76	\$	17,082.15	\$229,584.05	\$918,336.21
Locals	81.31	163.93	\$	17,082.15	\$700,069.08	\$2,800,276.32
Totals:	119.24	272.23			\$1,326,352.53	\$5,305,410.14
Comb PA/MA	19.68	54.54	\$	29,094.20	\$396,699.40	\$1,586,797.60
Comb COL/LOC	99.56	217.69	\$	17,082.15	\$929,653.13	\$3,718,612.53
Totals:	119.24	272.23			\$1,326,352.53	\$5,305,410.14

CULPEPER DISTRICT

Charlottesville

Principal Arterials	12.46	37.97	\$	29,094.20	\$276,176.68	\$1,104,706.73
Minor Arterials	11.83	27.46	\$	29,094.20	\$199,731.67	\$798,926.70
Collectors	17.83	35.44	\$	17,082.15	\$151,347.82	\$605,391.28
Locals	93.23	182.63	\$	17,082.15	\$779,928.12	\$3,119,712.47
Totals:	135.35	283.50			\$1,407,184.29	\$5,628,737.18
Comb PA/MA	24.29	65.43	\$	29,094.20	\$475,908.36	\$1,903,633.43
Comb COL/LOC	111.06	218.07	\$	17,082.15	\$931,275.94	\$3,725,103.75
Totals:	135.35	283.50			\$1,407,184.29	\$5,628,737.18



Culpeper

Principal Arterials	6.51	16.84	\$	29,094.20	\$122,486.58	\$489,946.31
Minor Arterials	4.81	10.74	\$	29,094.20	\$78,117.92	\$312,471.70
Collectors	4.72	9.36	\$	17,082.15	\$39,972.22	\$159,888.89
Locals	52.78	106.59	\$	17,082.15	\$455,196.51	\$1,820,786.03
Totals:	68.82	143.53			\$695,773.23	\$2,783,092.92
Comb PA/MA	11.32	27.58	\$	29,094.20	\$200,604.50	\$802,418.00
Comb COL/LOC	57.50	115.95	\$	17,082.15	\$495,168.73	\$1,980,674.92
Totals:	68.82	143.53			\$695,773.23	\$2,783,092.92

Orange

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	9.97	22.86	\$	29,094.20	\$166,273.35	\$665,093.38
Collectors	0.00	0.00	\$	17,082.15	\$0.00	\$0.00
Locals	18.94	37.70	\$	17,082.15	\$160,999.23	\$643,996.93
Totals:	28.91	60.56			\$327,272.58	\$1,309,090.32
Comb PA/MA	9.97	22.86	\$	29,094.20	\$166,273.35	\$665,093.38
Comb COL/LOC	18.94	37.70	\$	17,082.15	\$160,999.23	\$643,996.93
Totals:	28.91	60.56			\$327,272.58	\$1,309,090.32

Warrenton

Principal Arterials	3.10	12.54	\$	29,094.20	\$91,210.31	\$364,841.25
Minor Arterials	5.30	14.05	\$	29,094.20	\$102,193.37	\$408,773.49
Collectors	2.72	5.44	\$	17,082.15	\$23,231.72	\$92,926.88
Locals	29.44	61.12	\$	17,082.15	\$261,015.20	\$1,044,060.81
Totals:	40.56	93.15			\$477,650.61	\$1,910,602.44
Comb PA/MA	8.40	26.59	\$	29,094.20	\$193,403.69	\$773,614.75
Comb COL/LOC	32.16	66.56	\$	17,082.15	\$284,246.92	\$1,136,987.69
Totals:	40.56	93.15			\$477,650.61	\$1,910,602.44

CULPEPER DISTRICT TOTALS

Principal Arterials	22.07	67.35	\$	29,094.20	\$489,873.57	\$1,959,494.29
Minor Arterials	31.91	75.11	\$	29,094.20	\$546,316.32	\$2,185,265.27
Collectors	25.27	50.24	\$	17,082.15	\$214,551.76	\$858,207.05
Locals	194.39	388.04	\$	17,082.15	\$1,657,139.06	\$6,628,556.24
Totals:	273.64	580.74			\$2,907,880.71	\$11,631,522.85
Comb PA/MA	53.98	142.46	\$	29,094.20	\$1,036,189.89	\$4,144,759.56
Comb COL/LOC	219.66	438.28	\$	17,082.15	\$1,871,690.82	\$7,486,763.29
Totals:	273.64	580.74			\$2,907,880.71	\$11,631,522.85

STAUNTON DISTRICT

Berryville

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	2.15	4.77	\$	29,094.20	\$34,694.83	\$138,779.33
Collectors	1.57	3.00	\$	17,082.15	\$12,811.61	\$51,246.44
Locals	15.81	31.42	\$	17,082.15	\$134,180.26	\$536,721.05
Totals:	19.53	39.19			\$181,686.71	\$726,746.82
Comb PA/MA	2.15	4.77	\$	29,094.20	\$34,694.83	\$138,779.33
Comb COL/LOC	17.38	34.42	\$	17,082.15	\$146,991.87	\$587,967.49
Totals:	19.53	39.19			\$181,686.71	\$726,746.82

Bridgewater

Principal Arterials	3.11	7.08	\$	29,094.20	\$51,496.73	\$205,986.93
Minor Arterials	0.70	1.92	\$	29,094.20	\$13,965.22	\$55,860.86
Collectors	2.35	4.70	\$	17,082.15	\$20,071.52	\$80,286.09
Locals	20.12	40.24	\$	17,082.15	\$171,846.40	\$687,385.59
Totals:	26.28	53.94			\$257,379.87	\$1,029,519.47
Comb PA/MA	3.81	9.00	\$	29,094.20	\$65,461.95	\$261,847.79
Comb COL/LOC	22.47	44.94	\$	17,082.15	\$191,917.92	\$767,671.68
Totals:	26.28	53.94			\$257,379.87	\$1,029,519.47

Broadway

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	2.48	4.96	\$	29,094.20	\$36,076.81	\$144,307.23
Collectors	0.10	0.20	\$	17,082.15	\$854.11	\$3,416.43
Locals	14.61	29.22	\$	17,082.15	\$124,785.08	\$499,140.33
Totals:	17.19	34.38			\$161,716.00	\$646,863.98
Comb PA/MA	2.48	4.96	\$	29,094.20	\$36,076.81	\$144,307.23
Comb COL/LOC	14.71	29.42	\$	17,082.15	\$125,639.19	\$502,556.76
Totals:	17.19	34.38			\$161,716.00	\$646,863.98

Buena Vista

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	5.60	11.78	\$	29,094.20	\$85,682.42	\$342,729.66
Collectors	6.14	12.28	\$	17,082.15	\$52,442.19	\$209,768.76
Locals	35.45	70.90	\$	17,082.15	\$302,781.05	\$1,211,124.21
Totals:	47.19	94.96			\$440,905.66	\$1,763,622.63
Comb PA/MA	5.60	11.78	\$	29,094.20	\$85,682.42	\$342,729.66
Comb COL/LOC	41.59	83.18	\$	17,082.15	\$355,223.24	\$1,420,892.97
Totals:	47.19	94.96			\$440,905.66	\$1,763,622.63

Clifton Forge

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	3.30	5.68	\$	29,094.20	\$41,313.76	\$165,255.05
Collectors	3.38	6.69	\$	17,082.15	\$28,569.89	\$114,279.56
Locals	16.52	32.20	\$	17,082.15	\$137,511.28	\$550,045.13
Totals:	23.20	44.57			\$207,394.93	\$829,579.74
Comb PA/MA	3.30	5.68	\$	29,094.20	\$41,313.76	\$165,255.05
Comb COL/LOC	19.90	38.89	\$	17,082.15	\$166,081.17	\$664,324.69
Totals:	23.20	44.57			\$207,394.93	\$829,579.74

Covington

Principal Arterials	3.04	8.28	\$	29,094.20	\$60,224.99	\$240,899.97
Minor Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Collectors	9.65	20.77	\$	17,082.15	\$88,699.05	\$354,796.19
Locals	28.75	56.46	\$	17,082.15	\$241,114.50	\$964,458.01
Totals:	41.44	85.51			\$390,038.54	\$1,560,154.16
Comb PA/MA	3.04	8.28	\$	29,094.20	\$60,224.99	\$240,899.97
Comb COL/LOC	38.40	77.23	\$	17,082.15	\$329,813.55	\$1,319,254.20
Totals:	41.44	85.51			\$390,038.54	\$1,560,154.16

Elkton

Principal Arterials	0.04	0.08	\$	29,094.20	\$581.88	\$2,327.54
Minor Arterials	1.67	3.34	\$	29,094.20	\$24,293.66	\$97,174.62
Collectors	1.71	3.42	\$	17,082.15	\$14,605.24	\$58,420.94
Locals	16.32	32.57	\$	17,082.15	\$139,091.38	\$556,365.52
Totals:	19.74	39.41			\$178,572.16	\$714,288.62
Comb PA/MA	1.71	3.42	\$	29,094.20	\$24,875.54	\$99,502.16
Comb COL/LOC	18.03	35.99	\$	17,082.15	\$153,696.62	\$614,786.46
Totals:	19.74	39.41			\$178,572.16	\$714,288.62

Front Royal

Principal Arterials	4.19	13.17	\$	29,094.20	\$95,792.65	\$383,170.60
Minor Arterials	5.30	12.00	\$	29,094.20	\$87,282.60	\$349,130.39
Collectors	9.24	21.20	\$	17,082.15	\$90,535.38	\$362,141.51
Locals	48.82	97.37	\$	17,082.15	\$415,822.16	\$1,663,288.63
Totals:	67.55	143.74			\$689,432.78	\$2,757,731.13

Comb PA/MA	9.49	25.17	\$	29,094.20	\$183,075.25	\$732,300.98
Comb COL/LOC	58.06	118.57	\$	17,082.15	\$506,357.54	\$2,025,430.14
Totals:	67.55	143.74			\$689,432.78	\$2,757,731.13

Grottoes

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	1.63	3.26	\$	29,094.20	\$23,711.77	\$94,847.09
Collectors	1.24	2.48	\$	17,082.15	\$10,590.93	\$42,363.72
Locals	19.88	39.18	\$	17,082.15	\$167,319.63	\$669,278.51
Totals:	22.75	44.92			\$201,622.33	\$806,489.32
Comb PA/MA	1.63	3.26	\$	29,094.20	\$23,711.77	\$94,847.09
Comb COL/LOC	21.12	41.66	\$	17,082.15	\$177,910.56	\$711,642.23
Totals:	22.75	44.92			\$201,622.33	\$806,489.32

Harrisonburg

Principal Arterials	9.79	38.66	\$	29,094.20	\$281,195.43	\$1,124,781.73
Minor Arterials	20.39	59.46	\$	29,094.20	\$432,485.27	\$1,729,941.06
Collectors	23.36	51.79	\$	17,082.15	\$221,171.10	\$884,684.38
Locals	89.31	183.63	\$	17,082.15	\$784,198.65	\$3,136,794.61
Totals:	142.85	333.54			\$1,719,050.45	\$6,876,201.78
Comb PA/MA	30.18	98.12	\$	29,094.20	\$713,680.70	\$2,854,722.79
Comb COL/LOC	112.67	235.42	\$	17,082.15	\$1,005,369.75	\$4,021,478.99
Totals:	142.85	333.54			\$1,719,050.45	\$6,876,201.78

Lexington

Principal Arterials	2.15	4.79	\$	29,094.20	\$34,840.30	\$139,361.21
Minor Arterials	2.31	5.00	\$	29,094.20	\$36,367.75	\$145,470.99
Collectors	6.44	12.88	\$	17,082.15	\$55,004.51	\$220,018.05
Locals	16.91	33.52	\$	17,082.15	\$143,148.39	\$572,593.56
Totals:	27.81	56.19			\$269,360.95	\$1,077,443.82
Comb PA/MA	4.46	9.79	\$	29,094.20	\$71,208.05	\$284,832.21
Comb COL/LOC	23.35	46.40	\$	17,082.15	\$198,152.90	\$792,611.61
Totals:	27.81	56.19			\$269,360.95	\$1,077,443.82

Luray

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	8.83	19.72	\$	29,094.20	\$143,434.40	\$573,737.60
Collectors	1.68	3.18	\$	17,082.15	\$13,580.31	\$54,321.23
Locals	28.16	55.48	\$	17,082.15	\$236,929.38	\$947,717.50
Totals:	38.67	78.38			\$393,944.08	\$1,575,776.33
Comb PA/MA	8.83	19.72	\$	29,094.20	\$143,434.40	\$573,737.60
Comb COL/LOC	29.84	58.66	\$	17,082.15	\$250,509.68	\$1,002,038.73
Totals:	38.67	78.38			\$393,944.08	\$1,575,776.33

Staunton

Principal Arterials	3.69	14.64	\$	29,094.20	\$106,484.77	\$425,939.07
Minor Arterials	19.91	48.28	\$	29,094.20	\$351,166.98	\$1,404,667.92
Collectors	19.66	40.95	\$	17,082.15	\$174,878.48	\$699,513.91
Locals	91.79	183.30	\$	17,082.15	\$782,789.38	\$3,131,157.50
Totals:	135.05	287.17			\$1,415,319.60	\$5,661,278.40

Comb PA/MA	23.60	62.92	\$	29,094.20	\$457,651.75	\$1,830,606.99
Comb COL/LOC	111.45	224.25	\$	17,082.15	\$957,667.85	\$3,830,671.41
Totals:	135.05	287.17			\$1,415,319.60	\$5,661,278.40

Strasburg

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	3.38	6.76	\$	29,094.20	\$49,169.20	\$196,676.78
Collectors	1.58	3.03	\$	17,082.15	\$12,939.73	\$51,758.90
Locals	19.09	38.23	\$	17,082.15	\$163,262.62	\$653,050.47
Totals:	24.05	48.02			\$225,371.54	\$901,486.16
Comb PA/MA	3.38	6.76	\$	29,094.20	\$49,169.20	\$196,676.78
Comb COL/LOC	20.67	41.26	\$	17,082.15	\$176,202.34	\$704,809.38
Totals:	24.05	48.02			\$225,371.54	\$901,486.16

Waynesboro

Principal Arterials	6.14	22.31	\$	29,094.20	\$162,272.89	\$649,091.58
Minor Arterials	12.25	30.19	\$	29,094.20	\$219,588.47	\$878,353.86
Collectors	19.16	39.08	\$	17,082.15	\$166,892.57	\$667,570.30
Locals	90.18	180.34	\$	17,082.15	\$770,148.59	\$3,080,594.35
Totals:	127.73	271.92			\$1,318,902.52	\$5,275,610.08
Comb PA/MA	18.39	52.50	\$	29,094.20	\$381,861.36	\$1,527,445.44
Comb COL/LOC	109.34	219.42	\$	17,082.15	\$937,041.16	\$3,748,164.65
Totals:	127.73	271.92			\$1,318,902.52	\$5,275,610.08



Winchester

Principal Arterials	11.81	34.52	\$	29,094.20	\$251,082.94	\$1,004,331.74
Minor Arterials	5.63	20.31	\$	29,094.20	\$147,725.79	\$590,903.18
Collectors	10.06	21.40	\$	17,082.15	\$91,389.49	\$365,557.94
Locals	73.44	146.49	\$	17,082.15	\$625,590.92	\$2,502,363.68
Totals:	100.94	222.72			\$1,115,789.14	\$4,463,156.54
Comb PA/MA	17.44	54.83	\$	29,094.20	\$398,808.73	\$1,595,234.92
Comb COL/LOC	83.50	167.89	\$	17,082.15	\$716,980.41	\$2,867,921.62
Totals:	100.94	222.72			\$1,115,789.14	\$4,463,156.54

Woodstock

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	3.74	7.48	\$	29,094.20	\$54,406.15	\$217,624.61
Collectors	3.06	6.12	\$	17,082.15	\$26,135.68	\$104,542.74
Locals	22.24	45.72	\$	17,082.15	\$195,248.94	\$780,995.75
Totals:	29.04	59.32			\$275,790.77	\$1,103,163.10
Comb PA/MA	3.74	7.48	\$	29,094.20	\$54,406.15	\$217,624.61
Comb COL/LOC	25.30	51.84	\$	17,082.15	\$221,384.62	\$885,538.49
Totals:	29.04	59.32			\$275,790.77	\$1,103,163.10

STAUNTON DISTRICT TOTALS

Principal Arterials	43.96	143.53	\$	29,094.20	\$1,043,972.59	\$4,175,890.36
Minor Arterials	99.27	244.91	\$	29,094.20	\$1,781,365.06	\$7,125,460.23
Collectors	120.38	253.17	\$	17,082.15	\$1,081,171.77	\$4,324,687.10
Locals	647.40	1296.27	\$	17,082.15	\$5,535,768.60	\$22,143,074.40
Totals:	911.01	1937.88			\$9,442,278.02	\$37,769,112.09

Comb PA/MA	143.23	388.44	\$	29,094.20	\$2,825,337.65	\$11,301,350.59
Comb COL/LOC	767.78	1549.44	\$	17,082.15	\$6,616,940.38	\$26,467,761.50
Totals:	911.01	1937.88			\$9,442,278.02	\$37,769,112.09

NORTHERN VIRGINIA DISTRICT

Alexandria

Principal Arterials	17.62	77.46	\$	29,094.20	\$563,409.16	\$2,253,636.64
Minor Arterials	27.43	98.88	\$	29,094.20	\$719,208.59	\$2,876,834.38
Collectors	23.78	56.06	\$	17,082.15	\$239,406.29	\$957,625.15
Locals	139.49	279.90	\$	17,082.15	\$1,195,323.22	\$4,781,292.88
Totals:	208.32	512.30			\$2,717,347.26	\$10,869,389.05
Comb PA/MA	45.05	176.34	\$	29,094.20	\$1,282,617.75	\$5,130,471.02
Comb COL/LOC	163.27	335.96	\$	17,082.15	\$1,434,729.51	\$5,738,918.03
Totals:	208.32	512.30			\$2,717,347.26	\$10,869,389.05

Dumfries

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Collectors	2.20	5.20	\$	17,082.15	\$22,206.79	\$88,827.16
Locals	7.98	16.12	\$	17,082.15	\$68,841.05	\$275,364.21
Totals:	10.18	21.32			\$91,047.84	\$364,191.37
Comb PA/MA	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Comb COL/LOC	10.18	21.32	\$	17,082.15	\$91,047.84	\$364,191.37
Totals:	10.18	21.32			\$91,047.84	\$364,191.37

Fairfax

Principal Arterials	9.71	44.44	\$	29,094.20	\$323,236.55	\$1,292,946.20
Minor Arterials	5.60	16.79	\$	29,094.20	\$122,122.90	\$488,491.60
Collectors	3.56	8.65	\$	17,082.15	\$36,940.14	\$147,760.57
Locals	53.01	106.54	\$	17,082.15	\$454,982.98	\$1,819,931.92
Totals:	71.88	176.42			\$937,282.57	\$3,749,130.28
Comb PA/MA	15.31	61.23	\$	29,094.20	\$445,359.45	\$1,781,437.79
Comb COL/LOC	56.57	115.19	\$	17,082.15	\$491,923.12	\$1,967,692.49
Totals:	71.88	176.42			\$937,282.57	\$3,749,130.28

Falls Church

Principal Arterials	3.74	14.96	\$	29,094.20	\$108,812.30	\$435,249.21
Minor Arterials	1.96	5.24	\$	29,094.20	\$38,113.40	\$152,453.60
Collectors	5.42	11.70	\$	17,082.15	\$49,965.28	\$199,861.12
Locals	22.11	44.14	\$	17,082.15	\$188,501.49	\$754,005.96
Totals:	33.23	76.04			\$385,392.47	\$1,541,569.89
Comb PA/MA	5.70	20.20	\$	29,094.20	\$146,925.70	\$587,702.82
Comb COL/LOC	27.53	55.84	\$	17,082.15	\$238,466.77	\$953,867.08
Totals:	33.23	76.04			\$385,392.47	\$1,541,569.89

Herndon

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	10.83	41.24	\$	29,094.20	\$299,961.19	\$1,199,844.76
Collectors	2.33	7.57	\$	17,082.15	\$32,327.96	\$129,311.85
Locals	38.94	80.92	\$	17,082.15	\$345,571.83	\$1,382,287.32
Totals:	52.10	129.73			\$677,860.98	\$2,711,443.93
Comb PA/MA	10.83	41.24	\$	29,094.20	\$299,961.19	\$1,199,844.76
Comb COL/LOC	41.27	88.49	\$	17,082.15	\$377,899.79	\$1,511,599.17
Totals:	52.10	129.73			\$677,860.98	\$2,711,443.93

Leesburg

Principal Arterials	3.37	13.89	\$	29,094.20	\$101,029.61	\$404,118.42
Minor Arterials	12.27	40.18	\$	29,094.20	\$292,251.23	\$1,169,004.91
Collectors	14.99	45.59	\$	17,082.15	\$194,693.77	\$778,775.07
Locals	80.59	168.95	\$	17,082.15	\$721,507.17	\$2,886,028.70
Totals:	111.22	268.61			\$1,309,481.77	\$5,237,927.10
Comb PA/MA	15.64	54.07	\$	29,094.20	\$393,280.83	\$1,573,123.33
Comb COL/LOC	95.58	214.54	\$	17,082.15	\$916,200.94	\$3,664,803.77
Totals:	111.22	268.61			\$1,309,481.77	\$5,237,927.10

Manassas

Principal Arterials	4.99	17.84	\$	29,094.20	\$129,760.13	\$519,040.51
Minor Arterials	18.33	69.82	\$	29,094.20	\$507,839.24	\$2,031,356.96
Collectors	8.95	20.12	\$	17,082.15	\$85,923.20	\$343,692.79
Locals	71.52	145.57	\$	17,082.15	\$621,662.03	\$2,486,648.11
Totals:	103.79	253.35			\$1,345,184.59	\$5,380,738.37
Comb PA/MA	23.32	87.66	\$	29,094.20	\$637,599.37	\$2,550,397.47
Comb COL/LOC	80.47	165.69	\$	17,082.15	\$707,585.22	\$2,830,340.90
Totals:	103.79	253.35			\$1,345,184.59	\$5,380,738.37

Manassas Park

Principal Arterials	0.31	1.24	\$	29,094.20	\$9,019.20	\$36,076.81
Minor Arterials	1.46	5.84	\$	29,094.20	\$42,477.53	\$169,910.12
Collectors	2.84	6.46	\$	17,082.15	\$27,587.67	\$110,350.67
Locals	18.64	37.86	\$	17,082.15	\$161,682.52	\$646,730.08
Totals:	23.25	51.40			\$240,766.92	\$963,067.67
Comb PA/MA	1.77	7.08	\$	29,094.20	\$51,496.73	\$205,986.93
Comb COL/LOC	21.48	44.32	\$	17,082.15	\$189,270.19	\$757,080.75
Totals:	23.25	51.40			\$240,766.92	\$963,067.67

Purcellville

Principal Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Minor Arterials	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Collectors	5.98	11.96	\$	17,082.15	\$51,075.62	\$204,302.48
Locals	20.90	42.71	\$	17,082.15	\$182,394.62	\$729,578.49
Totals:	26.88	54.67			\$233,470.24	\$933,880.96
Comb PA/MA	0.00	0.00	\$	29,094.20	\$0.00	\$0.00
Comb COL/LOC	26.88	54.67	\$	17,082.15	\$233,470.24	\$933,880.96
Totals:	26.88	54.67			\$233,470.24	\$933,880.96

Vienna

Principal Arterials	2.40	9.60	\$	29,094.20	\$69,826.08	\$279,304.31
Minor Arterials	2.89	7.57	\$	29,094.20	\$55,060.77	\$220,243.08
Collectors	9.56	19.17	\$	17,082.15	\$81,866.19	\$327,464.75
Locals	48.47	96.82	\$	17,082.15	\$413,473.36	\$1,653,893.45
Totals:	63.32	133.16			\$620,226.40	\$2,480,905.60
Comb PA/MA	5.29	17.17	\$	29,094.20	\$124,886.85	\$499,547.39
Comb COL/LOC	58.03	115.99	\$	17,082.15	\$495,339.55	\$1,981,358.20
Totals:	63.32	133.16			\$620,226.40	\$2,480,905.60

NOVA DISTRICT TOTALS

Principal Arterials	42.14	179.43	\$	29,094.20	\$1,305,093.02	\$5,220,372.09
Minor Arterials	80.77	285.56	\$	29,094.20	\$2,077,034.85	\$8,308,139.41
Collectors	79.61	192.48	\$	17,082.15	\$821,992.90	\$3,287,971.61
Locals	501.65	1019.53	\$	17,082.15	\$4,353,940.28	\$17,415,761.10
Totals:	704.17	1677.00			\$8,558,061.06	\$34,232,244.22
Comb PA/MA	122.91	464.99	\$	29,094.20	\$3,382,127.88	\$13,528,511.51
Comb COL/LOC	581.26	1212.01	\$	17,082.15	\$5,175,933.18	\$20,703,732.72
Totals:	704.17	1677.00			\$8,558,061.06	\$34,232,244.22

STATEWIDE TOTAL BY FUNC/CLASS

Principal Arterials	657.04	2627.04	\$ 29,094.20	\$19,107,906.01	\$76,431,624.04
Minor Arterials	1149.39	3387.77	\$ 29,094.20	\$24,641,113.48	\$98,564,453.91
Collectors	1318.35	2893.85	\$ 17,082.15	\$12,358,292.61	\$49,433,170.45
Locals	8774.90	17547.78	\$ 17,082.15	\$74,938,438.40	\$299,753,753.59
Totals:	11899.68	26456.44		\$131,045,750.50	\$524,183,001.99
Comb PA/MA	1806.43	6014.81	\$ 29,094.20	\$43,749,019.49	\$174,996,077.95
Comb COL/LOC	10093.25	20441.63	\$ 17,082.15	\$87,296,731.01	\$349,186,924.04
Totals:	11899.68	26456.44		\$131,045,750.50	\$524,183,001.99

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CHESAPEAKE BRIDGE MAINTENANCE				\$250,000.00	\$1,000,000.00
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<b>TOTAL</b>					<b>\$525,183,001.99</b>
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VIRGINIA PORT AUTHORITY  
PAYMENT IN LIEU OF TAXES

Norfolk				\$141,041.00	\$564,164.00
Portsmouth				\$82,134.00	\$328,536.00
Newport News				\$23,067.50	\$92,270.00
Warren				\$3,757.50	\$15,030.00
Total				\$250,000.00	\$1,000,000.00

			\$1,888,167.20	Estimated Exempt Permit Revenue
State Maintained Lane Mileage	129694.5	81%	\$1,523,549.92	
Urban Maintained Lane Mileage	26405.8	16%	\$310,194.76	
County Maintained Lane Mileage	<u>4632.8</u>	3%	\$54,422.52	
	160733.1			

\$11.7472 per lane mile (no differentiation for functional classification in urban)

Sample allocations based on statewide per lane mile rate

Virginia Beach	3422.27	\$40,202.16
Norfolk	1656.81	\$19,462.91
Dumfries	21.92	\$257.50
Arlington	1059.44	\$12,445.48
Henrico	3521.15	\$41,363.73



**ATTACHMENT C**  
**PERMIT FEE REVENUES - URBAN LOCALITIES**  
**FY25**

DISTRICT	LOCALITY	TOTAL LANE MILEAGE	PERMIT REVENUE	QUARTERLY PAYMENT
Bristol	Abingdon	121.72	\$462.31	\$115.58
	Big Stone Gap	62.79	\$238.49	\$59.62
	Bluefield	78.5	\$298.16	\$74.54
	Bristol	275.04	\$1,044.65	\$261.16
	Lebanon	61.96	\$235.33	\$58.83
	Marion	91.5	\$347.53	\$86.88
	Norton	63.4	\$240.80	\$60.20
	Richlands	70.48	\$267.69	\$66.92
	Saltville	31.02	\$117.82	\$29.45
	Tazewell	69.93	\$265.61	\$66.40
	Wise	35.57	\$135.10	\$33.78
	Wytheville	188.84	\$717.25	\$179.31
District Total		1,150.75	\$ 4,370.74	\$ 1,092.69
Salem	Bedford	117.33	\$445.64	\$111.41
	Blacksburg	250.04	\$949.69	\$237.42
	Christiansburg	263.33	\$1,000.17	\$250.04
	Dublin	44.85	\$170.35	\$42.59
	Galax	130.08	\$494.07	\$123.52
	Martinsville	223.74	\$849.80	\$212.45
	Narrows	31.19	\$118.46	\$29.62
	Pearisburg	40.14	\$152.46	\$38.11
	Pulaski	140.4	\$533.26	\$133.32
	Radford	153.74	\$583.93	\$145.98
	Roanoke	1066.44	\$4,050.52	\$1,012.63
	Rocky Mount	93.86	\$356.50	\$89.12
	Salem	291.8	\$1,108.31	\$277.08
Vinton	88.05	\$334.43	\$83.61	
District Total		2,934.99	\$ 11,147.59	\$ 2,786.90

Lynchburg	Altavista	52.91	\$200.96	\$50.24
	Danville	725.24	\$2,754.58	\$688.65
	Farmville	112.36	\$426.76	\$106.69
	Lynchburg	820.95	\$3,118.11	\$779.53
	South Boston	140.25	\$532.69	\$133.17
District Total		1,851.71	\$ 7,033.11	\$ 1,758.28

Richmond	Ashland	113.2	\$429.95	\$107.49
	Blackstone	74.1	\$281.44	\$70.36
	Chase City	34.77	\$132.06	\$33.02
	Colonial Heights	195.15	\$741.21	\$185.30
	Hopewell	276.65	\$1,050.76	\$262.69
	Petersburg	396.36	\$1,505.44	\$376.36
	Richmond	1830.57	\$6,952.81	\$1,738.20
	South Hill	103.09	\$391.55	\$97.89
District Total		3,023.89	\$ 11,485.24	\$ 2,871.31

Hampton Roads	Chesapeake	2417.29	\$9,181.27	\$2,295.32
	Chincoteague	49.83	\$189.26	\$47.32
	Emporia	82	\$311.45	\$77.86
	Franklin	110.49	\$419.66	\$104.91
	Hampton	1134.87	\$4,310.43	\$1,077.61
	Newport News	1196.69	\$4,545.23	\$1,136.31
	Norfolk	1667.26	\$6,332.53	\$1,583.13
	Poquoson	112.19	\$426.12	\$106.53
	Portsmouth	884.39	\$3,359.06	\$839.77
	Smithfield	99.53	\$378.03	\$94.51
	Suffolk	1681.94	\$6,388.29	\$1,597.07
	Virginia Beach	3468.15	\$13,172.62	\$3,293.15
Williamsburg	122.62	\$465.73	\$116.43	
District Total		13,027.25	\$ 49,479.68	\$ 12,369.92

<b>Fredericksburg</b>				
	Colonial Beach	55.16	\$209.51	\$52.38
	Fredericksburg	217.07	\$824.47	\$206.12
<b>District Total</b>		<b>272.23</b>	<b>\$ 1,033.98</b>	<b>\$ 258.49</b>

<b>Culpeper</b>				
	Charlottesville	283.5	\$1,076.78	\$269.20
	Culpeper	143.53	\$545.15	\$136.29
	Orange	60.56	\$230.02	\$57.50
	Warrenton	93.15	\$353.80	\$88.45
<b>District Total</b>		<b>580.74</b>	<b>\$ 2,205.75</b>	<b>\$ 551.44</b>

<b>Staunton</b>				
	Berryville	39.19	\$148.85	\$37.21
	Bridgewater	53.94	\$204.87	\$51.22
	Broadway	34.38	\$130.58	\$32.65
	Buena Vista	94.96	\$360.67	\$90.17
	Clifton Forge	44.57	\$169.28	\$42.32
	Covington	85.51	\$324.78	\$81.20
	Elkton	39.41	\$149.69	\$37.42
	Front Royal	143.74	\$545.95	\$136.49
	Grottoes	44.92	\$170.61	\$42.65
	Harrisonburg	333.54	\$1,266.84	\$316.71
	Lexington	56.19	\$213.42	\$53.35
	Luray	78.38	\$297.70	\$74.43
	Staunton	287.17	\$1,090.72	\$272.68
	Strasburg	48.02	\$182.39	\$45.60
	Waynesboro	271.92	\$1,032.80	\$258.20
	Winchester	222.72	\$845.93	\$211.48
	Woodstock	59.32	\$225.31	\$56.33
<b>District Total</b>		<b>1,937.88</b>	<b>\$ 7,360.39</b>	<b>\$ 1,840.10</b>

Northern Virginia	Alexandria	512.3	\$1,945.80	\$486.45
	Dumfries	21.32	\$80.98	\$20.24
	Fairfax	176.42	\$670.07	\$167.52
	Falls Church	76.04	\$288.81	\$72.20
	Herndon	129.73	\$492.74	\$123.18
	Leesburg	268.61	\$1,020.23	\$255.06
	Manassas	253.35	\$962.27	\$240.57
	Manassas Park	51.4	\$195.23	\$48.81
	Purcellville	54.67	\$207.65	\$51.91
	Vienna	133.16	\$505.76	\$126.44
District Total		1,677.00	\$ 6,369.53	\$ 1,592.38
Urban Total		26,456.44	100,486.00	\$25,121.50

## **June 2024 CTB Meeting**

**L05**

**0064-964-706, M501**

**Henrico County & City of Richmond**

The purpose of this project is to install fiber optic cable and eight CCTV towers and cameras along I-64 between I-295 and I-95 at Bryan Park Interchange.

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

Fixed Completion Date: August 3, 2026

**725**

**0015-054-803, P401**

**Louisa County**

The purpose of this project is to improve an 11 mile stretch of Route 15 in Louisa County where necessary routine maintenance will be performed in conjunction with roadway resurfacing. Work will include any routine maintenance required to meet maintenance best practices. The goal of this pilot project is to develop a sustainable routine maintenance program where resurfacing needs drive total maintenance improvements and results in improved longevity and durability.

The project is funded by three separate funding sources. Mainline resurfacing, pavement line markings, and the installation of pavement markers will be paid for by the resurfacing program. Routine Maintenance funds will be used for ditching, curb and gutter cleaning and repair, tree trimming, cross pipe flushing and replacement, sign replacement and guardrail improvements where applicable. HSIP funds are requested for shoulder widening/rehabilitation throughout project limits.

Project Limits:

From: MP 11.5 – Orange County/Louisa County Line

To: MP 1.17 – S. Freedom Trail

Fixed Completion Date: November 15, 2025

**K79****0669-046-682, C501****Isle of Wight County**

The proposed Nike Park Road Extension project will consist of constructing approximately one-mile of new two-lane collector roadway and a multi-use path that will run parallel to the new facility. The new roadway will extend Nike Park Road from its current terminus at Reynolds Drive to a new intersection location along Route 17 (Carrollton Boulevard). Improvements for the Nike Park Road Extension intersection along Route 17 will consist of: signalization and communications interconnect with the adjacent traffic signals along the corridor to enhance traffic progression; exclusive left and right-turn lanes for the eastbound approach of the Nike Park Road Extension; an exclusive right-turn lane for southbound Route 17; and an exclusive left-turn lane for northbound Route 17.

Fixed Completion Date: June 1, 2026

**K61****0058-133-459, C501, B616****City of Suffolk**

The purpose of the project is to replace the at-grade crossing on Route 13/58/460 with a flyover ramp for the eastbound traffic entering the Southeastern Public Service Authority (SPSA) Regional landfill. These improvements will increase the safety of this at-grade intersection and reduce the delay to the left turning traffic from Route 13/58/460 eastbound to SPSA.

This project is funded by the Southeastern Public Service Authority.

Fixed Completion Date: December 4, 2026

**June 2024 CTB Meeting**  
**DESIGN BUILD PROJECT AWARD**

**Project Name:** Albemarle Intersection Bundling #2

**Project Nos.:** 0020-002-011, C501, D627, D628, P101, R201; 0631-002-012, C501, P101, R201; 0631-002-036, C501, P101, R201; 0631-002-013, C501, P101, R201; 0250-002-957, C501, P101, R201

**UPCs:** 118875, 118876, 123901, 118878, 111729

**Contract No.:** C00118875DB127

**Location:** Albemarle County

The Project is located in Albemarle County, Virginia, and involves the design and construction to reconfigure five existing intersections (elements) to include converting: 1) existing signalized intersection of Route 20 South (Scottsville Road) and Route 53 (Thomas Jefferson Parkway) to a Roundabout; 2) existing signalized intersection of Route 631 (Rio Road East) and John Warner Parkway to a Roundabout; 3) existing unsignalized intersection of Route 631 (Rio Road East) and Route 1920 (Belvedere Boulevard) to a signalized Continuous Green-T; 4) existing unsignalized intersection of Route 631 (5th Street) and Route 780 (Old Lynchburg Road) to a Roundabout; and 5) existing unsignalized intersection of Route 240 (Three Notched Road), US 250 (Ivy Road/Rockfish Gap Turnpike), and Route 680 (Browns Gap Turnpike) to a Roundabout.

The Project was procured using a two-phase best-value design-build selection process.

**Funding Sources:** Smart Scale, Safety/HSIP Funds, Federal and Local Funds

**Final Completion Date:** November 11, 2027

**Offerors:**

<u>Name</u>	<u>Price</u>	<u>Combined Score</u>
Curtis Contracting Inc.	<b>\$ 37,273,889.76</b>	<b>90.64</b>
Faulconer Construction Company	\$ 37,558,996.00	89.87

**June 2024 CTB Meeting**  
**DESIGN BUILD PROJECT AWARD**

**Project Name:** Bristol and Salem Districts Bridge Bundle Project

**Project #:** 0692-022-590, P101, R201, M501, B631; 0881-17-902, P101, R201, M501, B653; 0663-060-865, P101, R201, C501, B668; 0806-092-921, P101, R201, B602; 0669-084-798, P101, R201, B653; 0671-098-872, P101, R201, B660;

**UPC:** 117011 (PE, RW, CN); 117009 (PE, RW, CN); 117012 (PE, RW, CN); 117112 (PE, RW, CN); 121212 (PE, RW, CN); 121141 (PE, RW, CN)

**Contract #:** C00117011DB130

**Location:** Scott, Tazewell, Carroll, Craig, Wythe & Montgomery Counties, Bristol and Salem Districts

The project will include complete replacements of the following bridges: Route 669 over Big Moccasin Creek in Scott County; Route 671 over Harris Branch Creek in Wythe County; Route 806 over Coal Creek in Tazewell County; Route 881 over Little Reed Island Creek in Carroll County; Route 692 over Craig Creek in Craig County; and Route 663 over Crab Creek in Montgomery County. The project scope will include limited roadway approach work and does not increase the capacity of current roads and bridges.

The Project was procured using a two-phase low-bid design-build selection process.

**Funding Sources:**

117011 (PE, RW, CN): SGR Funds  
117009 (PE, RW, CN): SGR Funds  
117012 (PE, RW, CN): SGR Funds  
117112 (PE, RW, CN): SGR Funds  
121212 (PE, RW, CN): SGR Funds  
121141 (PE, RW, CN): SGR Funds

**Final Completion Date:** July 09, 2029

**Offerors:**

<u>Name</u>	<u>Price</u>
<b>Brayman Construction Corp.</b>	<b>\$28,758,727.00</b>
Orders Construction Company, Inc.	\$30,368,885.20
Archer Western Construction, LLC	\$33,763,201.86



Bid Amount: Greater Than 5 Million

# CTB BALLOT

Report created on : 5/28/24

Letting Date: 5/22/2024

## AWARD

### INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
L05	119760	FROM: I-295 INTERCHANGE MM 178.08	RICHARDSON-WAYLAND ELECTRICAL CO. LLC	4	\$5,805,943.48	\$4,933,892.23	Exceeds
	0064-964-706, M501	TO: I-95 BRYAN PARK INTERCHANGE MM 186.92	ROANOKE				
	NHPP-064-3(544)	HENRICO, CITY OF RICHMOND	VA				
	Construction Funds	RICHMOND DISTRICT					
		ATMS INSTALLATION					

**1 Recommended for AWARD \$5,805,943.48**

Bid Amount: Greater Than 5 Million

# CTB BALLOT

Report created on : 5/28/24

Letting Date: 5/22/2024

## AWARD

### PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
725	122852, 122853, 122854	LOCATION: VARIOUS	CHEMUNG CONTRACTING CORPORATION	4	\$8,383,656.92	\$9,109,631.94	Within
	0015-054-803, P401, N501		MITCHELLS				
	STP-PM07(330),(331), (333)	LOUISA	VA				
	Maintenance Funds	CULPEPER DISTRICT					
		2025 PLANT MIX - MAINTENANCE PILOT					

**1 Recommended for AWARD \$8,383,656.92**

Bid Amount: Greater Than 5 Million

# CTB BALLOT

Report created on : 5/28/24

Letting Date: 5/22/2024

## AWARD

### SECONDARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
K79	109314	FROM: 0.052 MILES NORTH OF ROUTE 665	BRANSCOME OPERATING, LLC dba BRANSCOME	3	\$8,349,432.00	\$13,014,447.81	Within
	0669-046-682,C501	TO: 0.0018 MILES WEST OF ROUTE 17	WILLIAMSBURG				
	STP-5B03(384)	ISLE OF WIGHT	VA				
	Construction Funds	HAMPTON ROADS DISTRICT					
		NIKE PARK - NEW CONNECTOR ROAD					

**1 Recommended for AWARD \$8,349,432.00**

Bid Amount: Greater Than 5 Million

# CTB BALLOT

Report created on : 5/28/24

Letting Date: 5/22/2024

## AWARD

### URBAN

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
K61	118375	FROM: 0.429 MI EAST OF RTE. 13/58/460 BYPASS	CROWDER CONSTRUCTION COMPANY	3	\$30,017,310.00	\$29,137,448.36	Within
	0058-133-459,C501,B616	TO: 2.536 MI WEST OF SUFFOLK CITY LIMITS	CHARLOTTE				
		SUFFOLK	NC				
	Construction Funds	HAMPTON ROADS DISTRICT					
		INTERCHANGE IMPROVEMENTS					

**1 Recommended for AWARD \$30,017,310.00**

# BID RESULTS FOR THE CTB

## June 18, 2024

### DESIGN-BUILD PROJECT

UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	Estimated Construction Cost	EE Estimate Range
<b>118875, 118876, 123901, 118878, 111729</b>	Albemarle Intersection Bundling #2  Albemarle County, Culpeper District	AWARD	Curtis Contracting Inc.	2	\$37,273,890	\$27,479,881	Bid Above EE Range
<b>0020-002-011; 0631-002-012; 0631-002-036; 0631-002-013; 0250-002-957</b>  <b>Contract #</b> <b>C00118875DB127</b>	Design, ROW, Construction & QA/QC	The Project is located in Albemarle County, Virginia, and involves the design and construction to reconfigure five existing intersections (elements) to include: 1) existing signalized intersection of Route 20 South (Scottsville Road) and Route 53 (Thomas Jefferson Parkway) to a Roundabout, 2) existing signalized intersection of Route 631 (Rio Road East) and John Warner Parkway to a Roundabout, 3) existing unsignalized intersection of Route 631 (Rio Road East) and Route 1920 (Belvedere Boulevard) to a signalized Continuous Green-T, 4) existing unsignalized intersection of Route 631 (5th Street) and Route 780 (Old Lynchburg Road) to a Roundabout, and 5) existing unsignalized intersection of Route 240 (Three Notched Road), US 250 (Ivy Road/Rockfish Gap Turnpike), and Route 680 (Browns Gap Turnpike) to a Roundabout.					

**Recommended for Award: \$37,273,889.76**

# BID RESULTS FOR THE CTB

## June 18, 2024

### DESIGN-BUILD PROJECT

UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	Estimated Construction Cost	EE Estimate Range
<p><b>UPC 117011 (PE, RW, CN)</b>  <b>117009 (PE, RW, CN)</b>  <b>117012 (PE, RW, CN)</b>  <b>117112 (PE, RW, CN)</b>  <b>121212 (PE, RW, CN)</b>  <b>121141 (PE, RW, CN)</b></p> <p><b>0692-022-590, P101, R201, M501, B631; 0881-17-902, P101, R201, M501, B653; 0663-060-865, P101, R201, C501, B668; 0806-092-921, P101, R201, B602; 0669-084-798, P101, R201, B653; 0671-098-872, P101, R201, B660;</b></p> <p><b>Contract #C00117011DB130</b></p> <p>Design, ROW, Construction &amp; QA/QC</p>	<p>Bristol and Salem Districts Bridge Bundle</p> <p>Scott, Tazewell, Carroll, Craig, Wythe &amp; Montgomery Counties, Bristol and Salem Districts</p> <p>The project will include complete replacements of the following bridges: Route 669 over Big Moccasin Creek in Scott County, Route 671 over Harris Branch Creek in Wythe County, Route 806 over Coal Creek in Tazewell County, Route 881 over Little Reed Island Creek in Carroll County, Route 692 over Craig Creek in Craig County, and Route 663 over Crab Creek in Montgomery County. The project scope will include limited roadway approach work and does not increase the capacity of current roads and bridges.</p>	<p>AWARD</p>	<p>Brayman Construction Corporation Saxonburg, PA</p>	<p>3</p>	<p>\$28,758,727.00</p>	<p>\$25,364,042</p>	<p>Within</p>
<p><b><u>Recommended for Award: \$28,758,727.00</u></b></p>							



# BIDS FOR JUNE CTB ACTION MEETING

| Bart Thrasher, P.E.

June 18, 2024



# Order No. L05 – Richmond – UPC 119760

<b>SCOPE:</b>	ATMS INSTALLATION
<b>LOCATION:</b>	HENRICO (COUNTY), CITY OF RICHMOND
<b>BIDS:</b>	4
<b>LOW BID:</b>	\$5,805,943.48 (exceeds range)
<b>CONTRACTOR:</b>	RICHARDSON-WAYLAND ELECTRICAL CO, LLC. (ROANOKE, VA)

# Order No. 725 – Culpeper – UPC 122852, 122853, 122854

<b>SCOPE:</b>	2025 PLANT MIX – MAINTENANCE PILOT
<b>LOCATION:</b>	VARIOUS (COUNTIES)
<b>BIDS:</b>	4
<b>LOW BID:</b>	\$8,383,656.92 (within range)
<b>CONTRACTOR:</b>	CHEMUNG CONTRACTING CORPORATION (MITCHELLS, VA)

# Order No. K79 – Hampton Roads – UPC 109314

<b>SCOPE:</b>	NIKE PARK – NEW CONNECTOR ROAD
<b>LOCATION:</b>	ISLE OF WIGHT (COUNTY)
<b>BIDS:</b>	3
<b>LOW BID:</b>	\$8,349,432.00 (within range)
<b>CONTRACTOR:</b>	BRANSCOME OPERATING LLC, DBA BRANSCOME (WILLIAMSBURG, VA )

# Order No. K61 – Hampton Roads – UPC 118375

<b>SCOPE:</b>	INTERCHANGE IMPROVEMENTS
<b>LOCATION:</b>	SUFFOLK (CITY)
<b>BIDS:</b>	3
<b>LOW BID:</b>	\$30,017,310.00 (within range)
<b>CONTRACTOR:</b>	CROWDER CONSTRUCTION COMPANY, LLC (CHARLOTTE, NC)

# Order No. DB127 – Culpeper – 118875, 118876, 123901, 118878, & 111729

<b>SCOPE:</b>	ALBEMARLE INTERSECTION BUNDLING #2
<b>LOCATION:</b>	ALBEMARLE COUNTY
<b>BIDS:</b>	2
<b>BEST VALUE BID:</b>	\$37,273,889.76 (exceeds range)
<b>DESIGN-BUILDER:</b>	CURTIS CONTRACTING INC. (WEST POINT, VA)

# Order No. DB130 – BRISTOL & SALEM BRIDGE BUNDLE – 117011, 117009, 117012, 117112, 121212, & 121141

<b>SCOPE:</b>	BRIDGE REPLACEMENT BUNDLE
<b>LOCATION:</b>	SCOTT, TAZEWELL, CARROLL, CRAIG, WYTHE & MONTGOMERY COUNTIES
<b>BIDS:</b>	3
<b>LOW BID:</b>	\$28,758,727 (within range)
<b>DESIGN-BUILDER:</b>	BRAYMAN CONSTRUCTION COMPANY, INC. (SAXONBURG, PA)



Virginia Department of Transportation